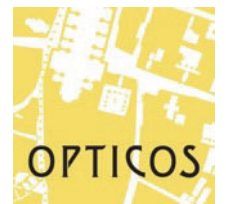




Precise Plan + Code Administrative Draft

Downtown San Rafael
Precise Plan

General Plan Steering
Committee Meeting
May 13th, 2020



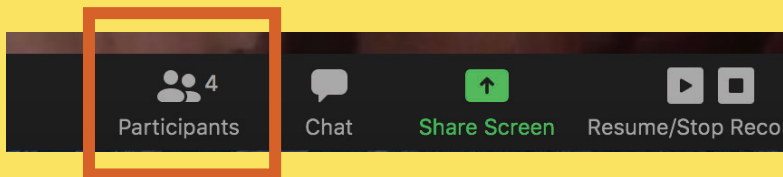
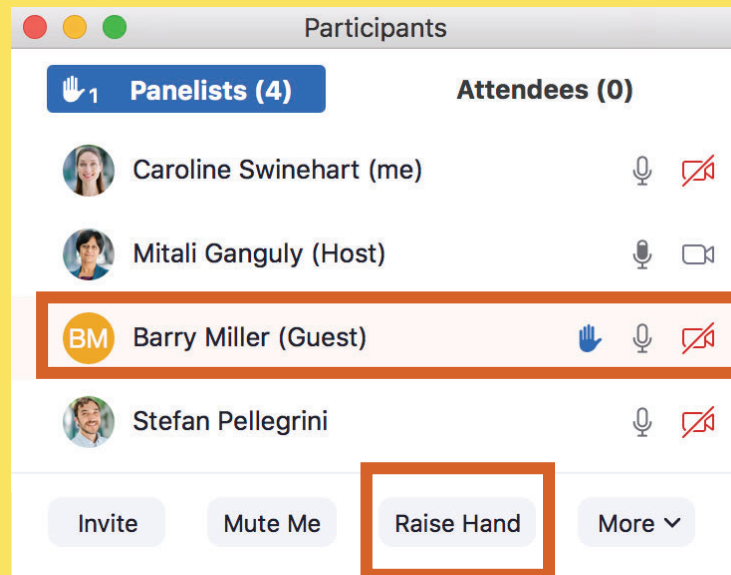
Contents

I. Progress to Date	5 minutes
II. Structure + Organization	
III. Chapter Highlights	15 minutes
▪ Chapters 1, 2, 3, 4	
▪ Discussion	10 minutes
▪ Chapters 5, 6, 7, 8	15 minutes
▪ Discussion	10 minutes
▪ Chapter 9	15 minutes
▪ Discussion	10 minutes

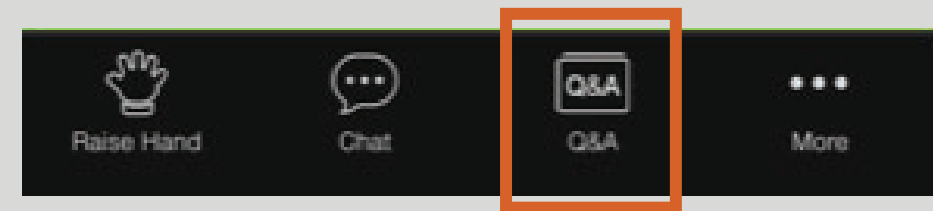
How will this meeting be run?

The **General Plan Steering Committee and City staff** are the meeting **“panelists”**

- If you have a question, please open the **“participants”** window and use the **“raise hand”** feature. Questions will be answered during the 10-minute discussion breaks (there are 3 such breaks)
- Please stay on **“mute”** till you’re called to speak by the facilitator

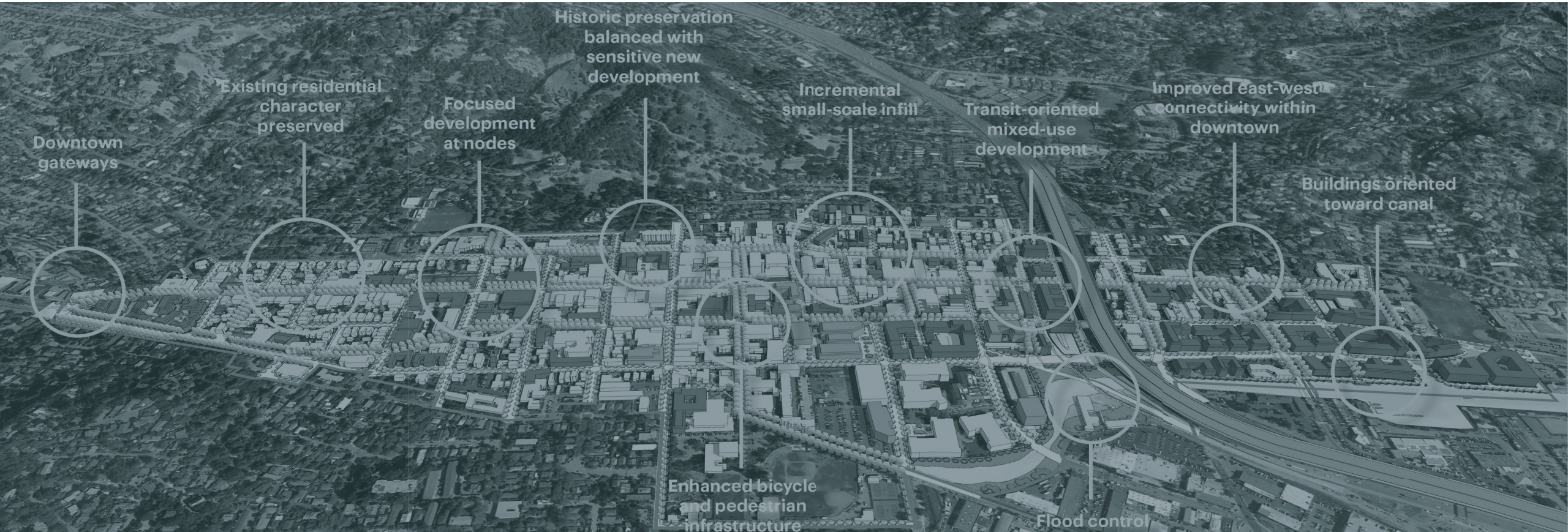


General meeting attendees can type and submit questions using the **Q&A tool on the toolbar at the bottom of your screen**. The questions will be responded to at the end of the presentation.





I. Progress To Date



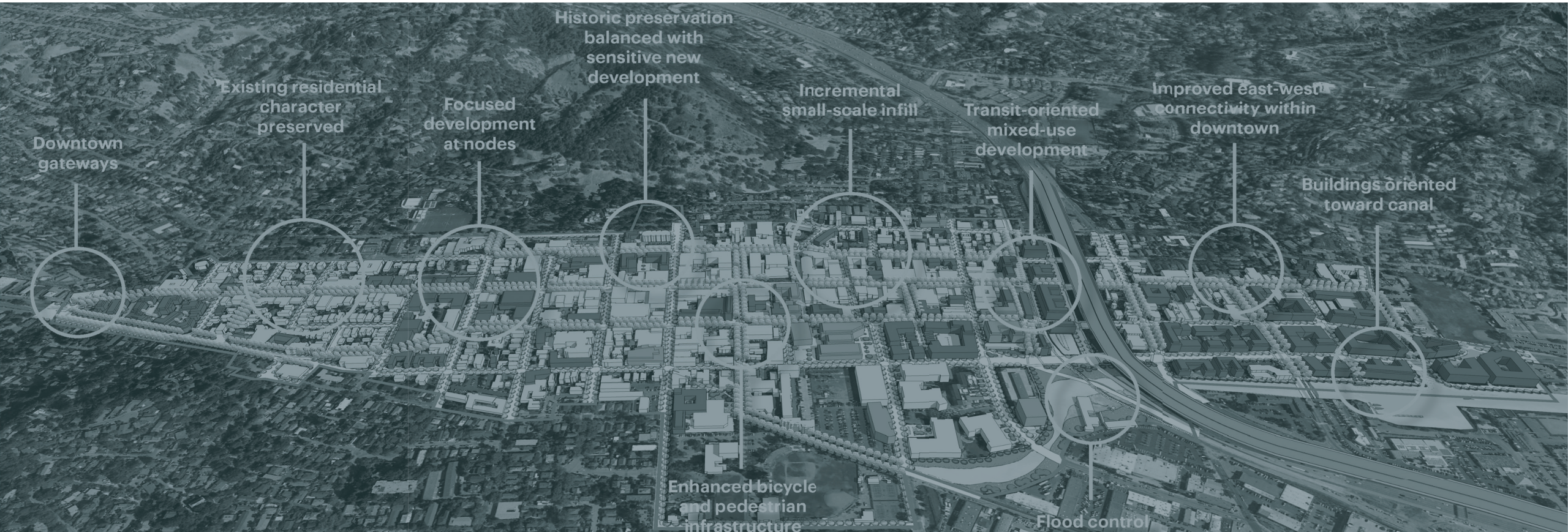
Precise Plan Milestones

January	Project Kick-Off
March/April	Gen. Plan Steering Committee: Visioning, Prioritization
April	Pop-Up Workshop at 2nd Friday Art Walk
May	Downtown Stakeholders Focus Group Meetings
May	Multi-Day Design Charrette
June	Downtown Profile Report
August	Draft Downtown Options Report
August	Pop-Up Workshop at Farmer's Market
September	Planning Commission Study Session
September	Final Downtown Options Report
October	City Council Study Session, General Plan Steering Committee: Downtown Options
November	Citizens Advisory Committee
February 2020	General Plan Steering Committee: Historic Resources
April	Administrative Draft Precise Plan and Code
May	General Plan Steering Committee: Draft Plan and Code





II. Structure + Organization



What do the Precise Plan and Code do?

The **Downtown Precise Plan** sets policies and standards to guide the City in prioritizing public investment and regulating private development to achieve the community vision. It includes:

- **Design Principles** that define the community vision
- **Guiding Policies** to aid decision making
- **Strategies** that are *recommendations*, but *not* requirements, to achieve plan goals
- **Implementing Actions** that are *required* steps to realize the Precise Plan vision

The **Downtown Form-Based Code** (Chapter Nine of the Precise Plan document) will be used for the day-to-day implementation of the Plan, along with other related documents currently used by City staff.

How is the Specific Plan organized?



Chapter

1

Vision Summary

Provides an overview of the Precise Plan and its relationship to the existing regulatory framework.



Chapter

2

Existing Conditions

Gives an overview of existing conditions in downtown.



Chapter

3

Community Engagement + Design Principles

Summarizes the community engagement process and sets design principles and guiding policies.



Chapter

4

Design Vision

Defines downtown's future built environment, including physical form and character, public realm, and development program



Chapter

5

Historic Resources

Describes historic resources in downtown and provides recommendations for historic preservation.



Chapter

6

Transportation + Parking

Defines strategies and provides policy direction for modal prioritization, street design and parking.



Chapter

7

Affordable Housing + Anti-Displacement

Sets strategies to promote affordable housing in downtown and nurture a sense of community.



Chapter

8

Implementation

Describes the implementation approach, project prioritization, and financing strategies to achieve the Precise Plan vision.



Chapter

9

Downtown Form-Based Code

Establishes form-based zoning districts for downtown that regulate the future built character of downtown.



Chapter

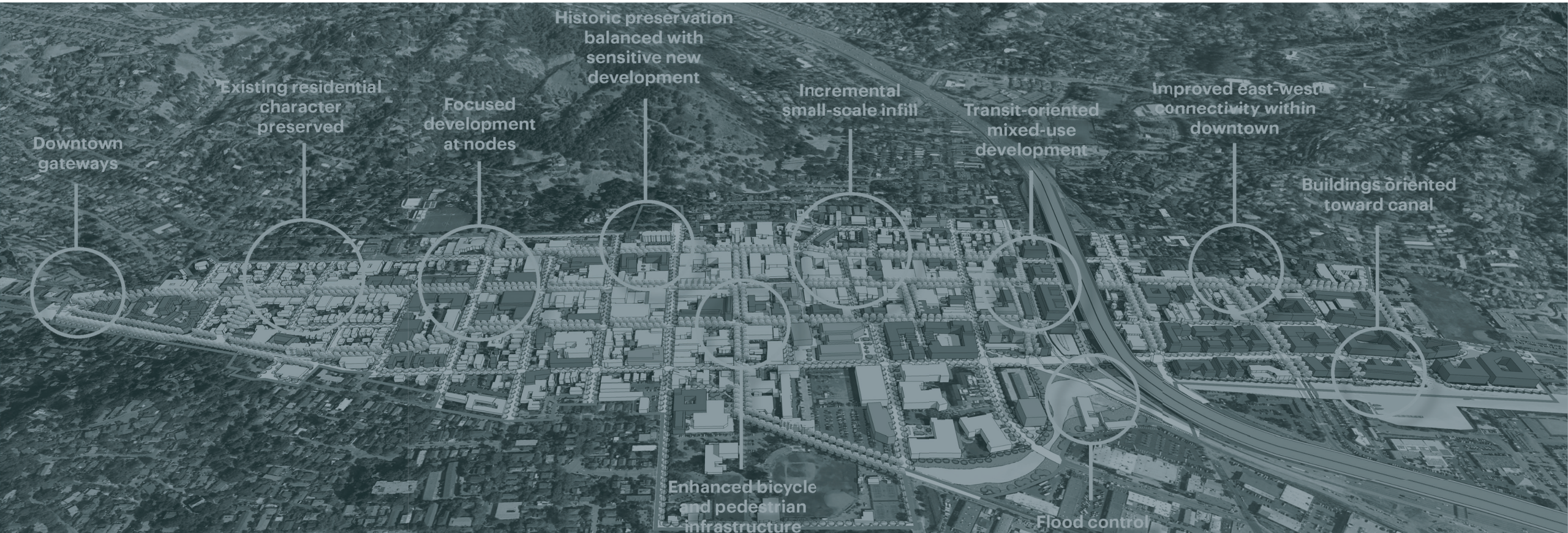
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Glossary + Appendices

Includes a glossary of specialized terms, and collects supplementary documents referenced and developed throughout the Precise Plan process.



III. Chapter Highlights





Chapters

Vision Summary **1**

Existing Conditions **2**

Comm. Engagement
+ Design Principles **3**

Design Vision **4**

Analysis + Community Outreach

Analysis of existing site and market conditions



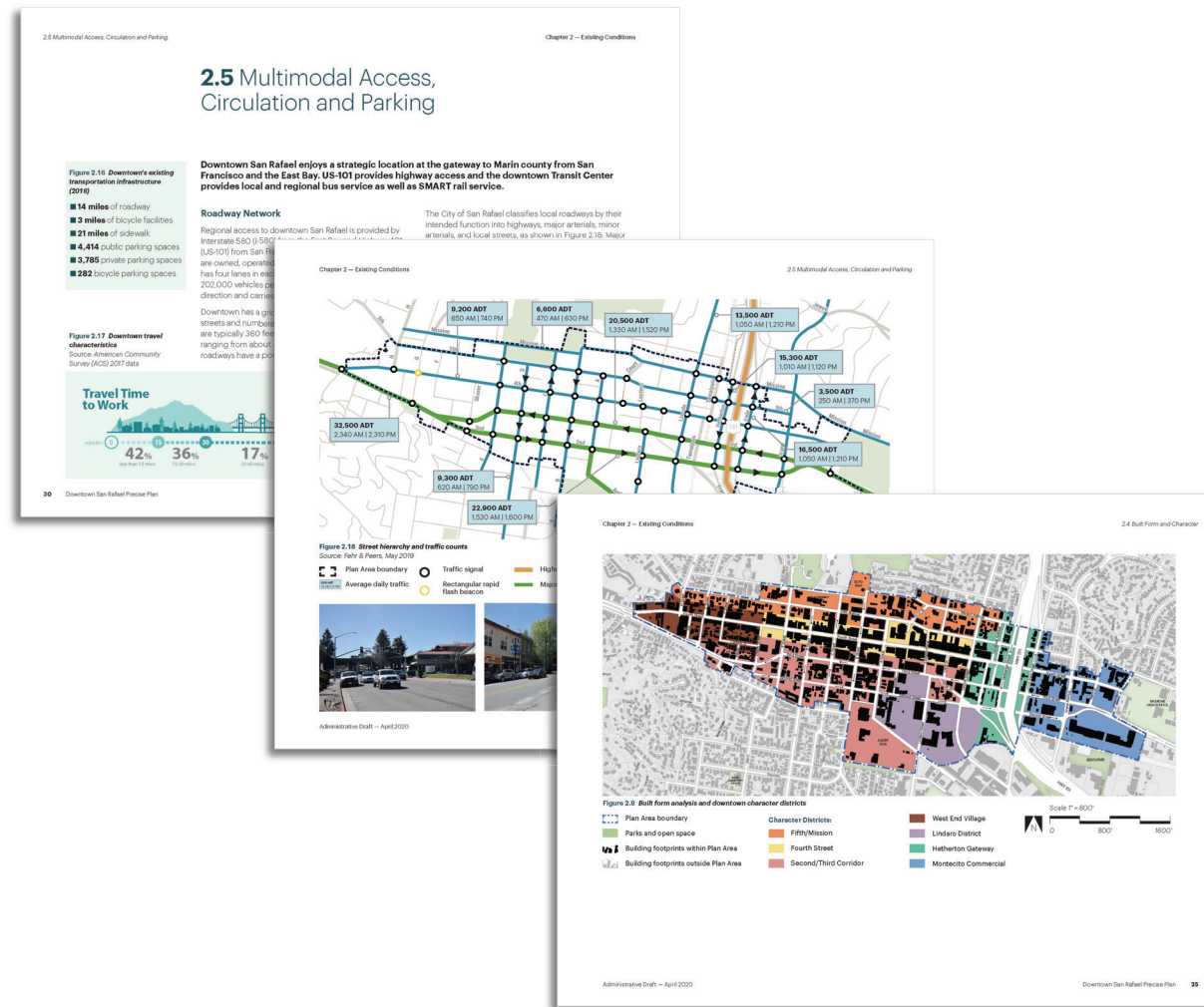
Extensive outreach to understand community concerns and priorities



Key challenges and opportunities identified



Design Principles to address challenges and avail of opportunities



2

Pop-Up Workshops

11

Hours of Charrette
Open Studio

285+

Public Comments

100+

Participants in Multi-Day
Design Charrette

4

Focus Group Meetings

3

General Plan Steering
Committee Presentations

Opportunities + Challenges

**Refer
Section 3.2**



Opportunity 1
Central location and an established regional center with diverse jobs and a strong economic base



Opportunity 2
Authentic built character with unique assets, access to nature and mild climate



Opportunity 3
Major transportation hub with potential for mixed-use development



Constraints on many parcels limit infill opportunities and inhibit housing diversity



Barriers to connectivity and inadequate facilities restrict active transportation



Unclear status of downtown historic and cultural resources create uncertainty



Potential impact of climate change and sea-level rise in downtown

Eight Design Principles

**Refer
Section 3.3**

Principle

1 Establish a distinct downtown experience and identity by focusing development at key nodes.

Principle

2 Reinforce downtown gateways and design a Transit Village to create a sense of arrival.

Principle

3 Strengthen multimodal connectivity, prioritizing pedestrian and bicycle safety and access.

Principle

4 Create a cohesive public realm through an interconnected network of streets and civic spaces.



Principle

5 Support mixed-use development to promote economic vitality, the City's goals and the community's vision.

Principle

6 Enrich downtown's identity by balancing historic preservation with new development that is sensitive to its context.

Principle

7 Develop growth and adaptation strategies that are resilient to climate change, in particular sea-level rise and wildfire.

Principle

8 Promote a diverse downtown by increasing access to housing and establishing strategies to prevent gentrification and displacement.

Guiding Policies + Expected Outcomes

Each Design Principle has:

- **Guiding Policies** to help decision-making
- **Expected Outcomes** to monitor and evaluate plan implementation

Guiding Policies

The following policies are intended to provide guidance in evaluating strategies and actions for implementing the Plan vision.

- 2A.** Create a new Transit Village near the SMART station and Transit Center with a new public space, anchored by mixed-use development and activated by new uses and activities.
- 2B.** Establish a sense of arrival into downtown through “gateway” elements at all entrances including the Transit Village, including landmark buildings, streetscape features, public art, etc.
- 2C.** Build upon ongoing efforts to implement a clear wayfinding strategy to orient visitors to downtown, focusing on downtown gateways, the Transit Center and the SMART station area. Use consistent signage and streetscape elements to enable visitors to navigate downtown easily.
- 2D.** Enhance bicycle and pedestrian infrastructure, promoting better multimodal connectivity within downtown and to other parts of San Rafael.
- 2E.** Use public realm and streetscape improvements along Fourth Street to direct the activity at the proposed Transit Village to the downtown core.

Expected Outcomes

The following expected outcomes are intended to help monitor and evaluate the Plan’s implementation.

- Downtown has a clear sense of arrival in the form of gateway treatments, in the form of new buildings, signage, and public art, particularly at the Transit Center and SMART station area.
- A new mixed-use Transit Village develops in the SMART station area, anchored by a new, well-designed, and active public space.
- Downtown businesses benefit from an increase in foot traffic from new mixed-use development at the Transit Village, and from enhanced pedestrian-bicycle connectivity.
- Downtown is perceived to be a safe, vibrant, “24-hour” destination, with an increase in the number of downtown residents and visitors.
- Cohesive signage, public art, lighting, and street furniture improvements throughout downtown help in wayfinding and orientation for visitors.



Design Vision

**Refer
Section 4.1**

- **Compact, mixed-use development** on infill sites including a variety of building types
- **Focused development at the downtown gateways** from the east, west and the SMART station creates a sense of arrival
- **New development compatible** in scale and form with the existing built fabric
- **Development on larger sites** (typically achieved through lot consolidation) avoids large, monolithic buildings for appropriate height and form transitions
- **A cohesive network of bicycle and pedestrian-priority streets** link key destinations and open spaces, enhancing the public realm

Table 4A. Recommended Downtown Development Program

Development Type	New Development by 2040	
Residential	2,100,000 sq ft	2,100 units
Non-Residential	606,000 sq ft	2,020 jobs

Table 4B. Recommended Development Program by Downtown Sub-Area
Refer to Section 4.5, Downtown Sub-Areas, for additional information

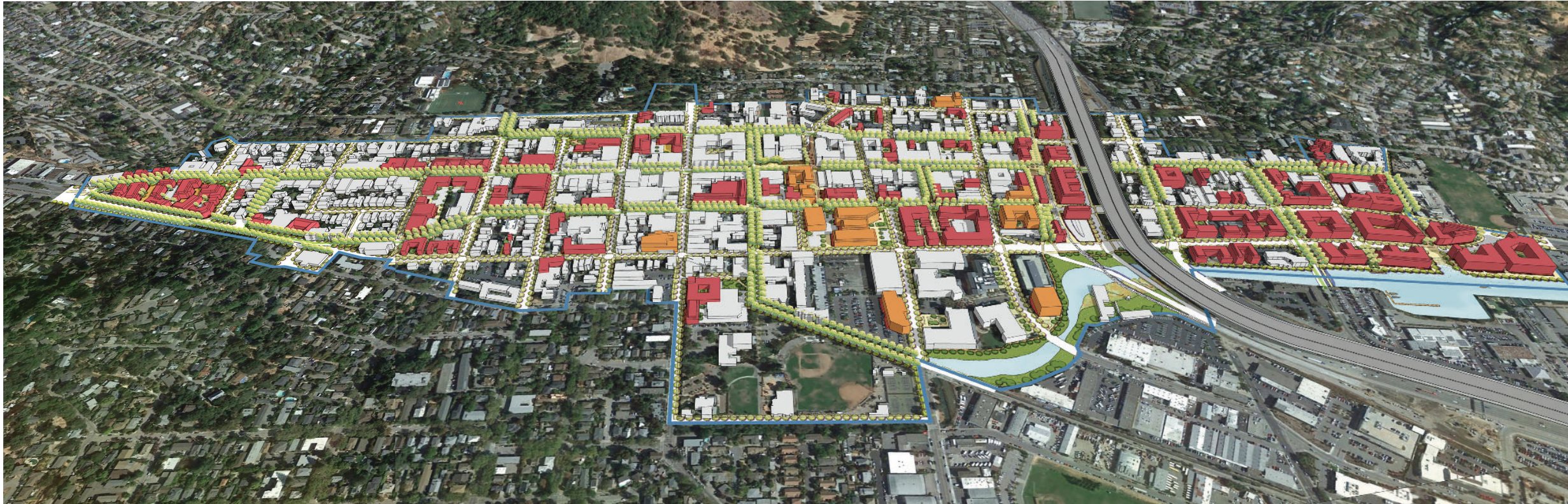
Downtown Sub-Area	Residential	Non-Residential
Transit Station Area	735 units	610 jobs (183,000 sq ft)
Downtown Core	585 units	710 jobs (213,000 sq ft)
West End Village	400 units	300 jobs (90,000 sq ft)
Montecito Area	380 units	400 jobs (120,000 sq ft)
Total	2,100 units	2,020 jobs

Jobs calculation: 1 job per 300 sq ft of built-up area (gross area)

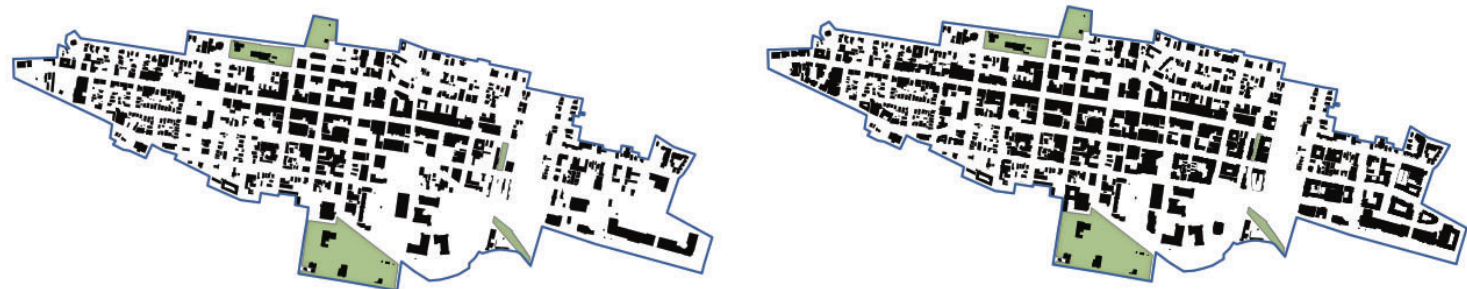
Numbers for Montecito Area do not consider the potential redevelopment of Montecito Plaza

Illustrative Vision

Refer
Section 4.1

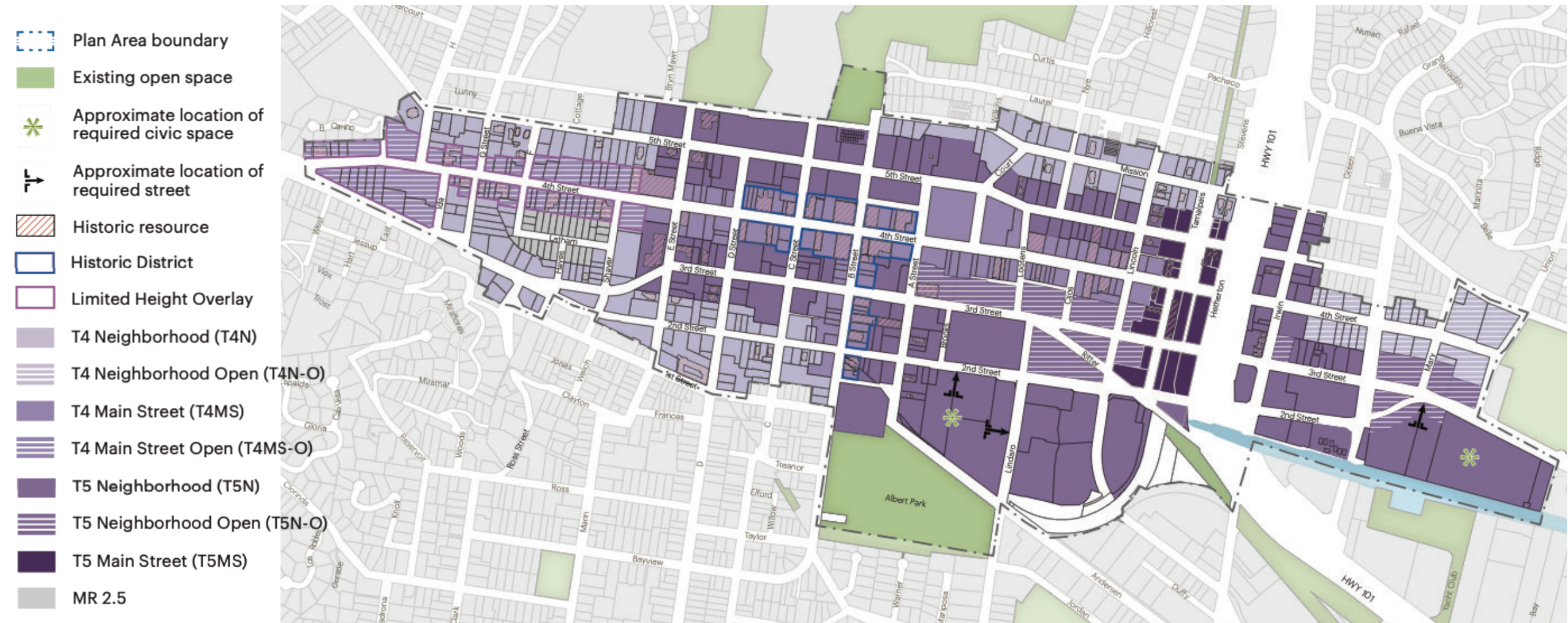


- Existing development
- Pipeline projects (entitled/ under construction)
- Proposed development
- Existing public spaces
- Proposed public space
- Priority streets for active transportation



Regulating Plan

**Refer
Section 4.2**



Summary of Built Character

**Refer
Section 4.2**

Table 4C. Summary of Built Environment for Downtown

Refer to Chapter Nine: Downtown Form-Based Code for zone standards

Zone	Open Zone Allowed	Maximum Number of Stories	Maximum Overall Height	Building Form, Configuration	Building Placement	Frontages
T4 Neighborhood (T4N)	T4 Neighborhood Open (T4N-O)	3 stories (base) 4 stories (with height bonus)	40 feet (base) 50 feet (with height bonus)	Primarily house-form, detached	Small front and side setbacks	Residential and shopfront
T4 Main Street (T4MS)	T4 Main Street Open (T4MS-O)	4 stories (base) 6 stories (with height bonus)	50 feet (base) 70 feet (with height bonus)	Primarily block-form, attached	Small to no front setbacks and no side setbacks	Predominantly shopfront
T5 Neighborhood (T5N)	T5 Neighborhood Open (T5N-O)	4 stories (base) 6 stories (with height bonus)	50 feet (base) 70 feet (with height bonus)	Primarily block-form, mainly attached	Small to no front and side setbacks	Residential and shopfront
T5 Main Street (T5MS)	None	6 stories (base) 8 stories (with height bonus)	70 feet (base) 90 feet (with height bonus)	Primarily block-form, attached	Small to no front setbacks and no side setbacks	Predominantly shopfront

Notes:

1. Downtown zones exclude street rights-of-way
2. Public open space may occur in any of the zones above. Figure 4.3 shows the location of required public (civic) space

Proposed “Max. Height” Envelope

**Refer
Section 4.3**



- 4 stories (50 ft maximum overall height)
- 6 stories (70 ft maximum overall height)
- 8 stories (90 ft maximum overall height)

1. The maximum height envelope on individual parcels containing or adjacent to historic resources, in the Limited Height Overlay, and in the Historic Districts, may be less than shown.

2. Heights shown are inclusive of additional height allowance for the provision of affordable housing.

Public Realm Framework

**Refer
Section 4.4**

- **Parks and plazas** create gathering spaces
- **Streets and passages** enhance connectivity
- **Natural systems** mitigate flooding, add resilience

- 1** SMART Transit Plaza
- 2** Pocket Plaza in Downtown Core
- 3** Pocket Park in West End Village
- 4** Fourth Street Improvements
- 5** Montecito Promenade
- 6** Urban Wetland
- 7** San Rafael Creek Waterfront
- 8** Green Infrastructure

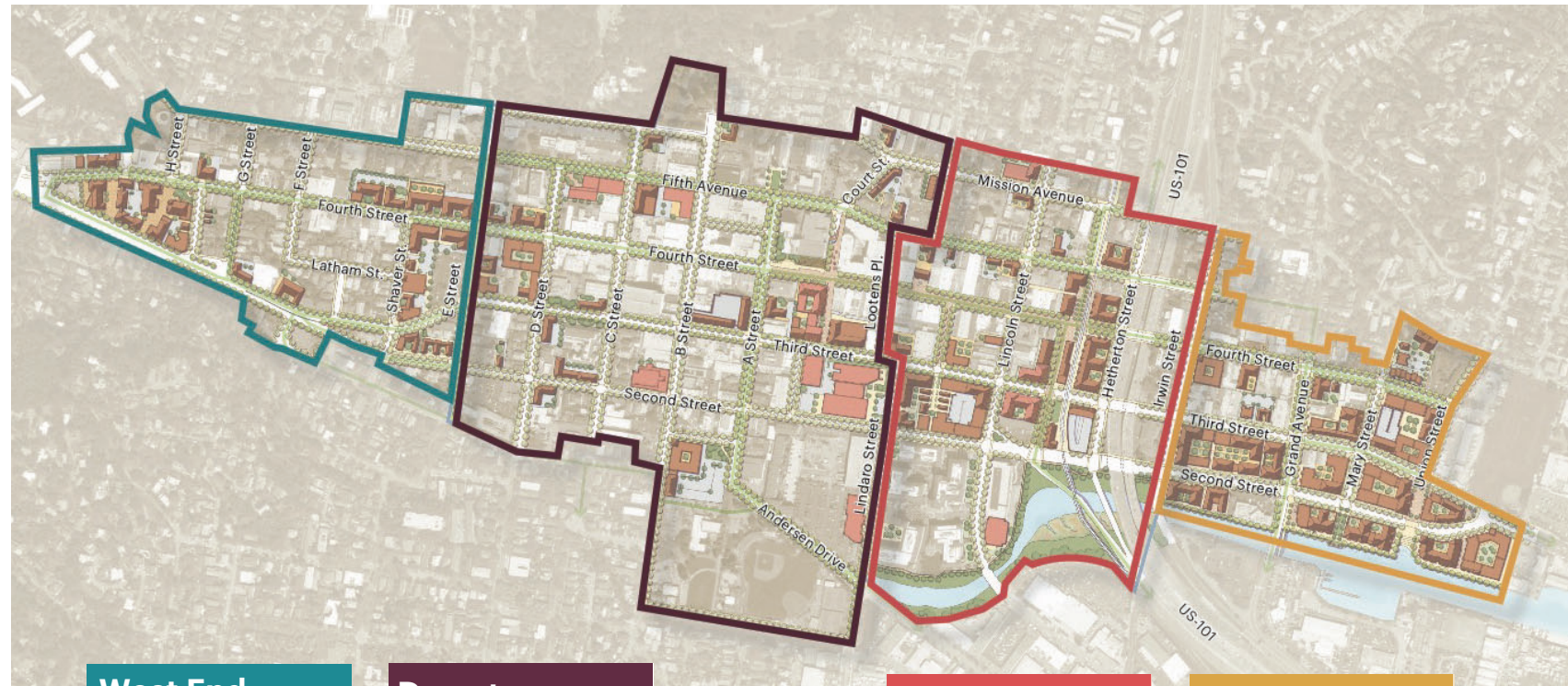


- Existing parks and open space
- Proposed public space
- Proposed wetland system for flood control
- Community destinations
- Potential streets for green infrastructure
- Priority streets for active transportation

Downtown Sub-Areas

**Refer
Section 4.5**

- **Four downtown sub-areas** to reinforce existing character and function within downtown
- **Transportation and public realm improvements, development program and built character** described for each sub-area to establish a hierarchy of built form and intensity of use



West End Village
A compact downtown neighborhood with a variety of housing, eclectic shops and local businesses.

Downtown Core
The retail, cultural and entertainment heart of downtown anchored by Fourth Street.

Transit Village
A vibrant, mixed-use downtown gateway with new housing, employment and civic space.

Montecito Area
A neighborhood with a unique waterfront identity, with new housing supported by amenities and transit.

Discussion (10 minutes)





Chapters

Historic Resources 5

Transportation
+ Parking 6

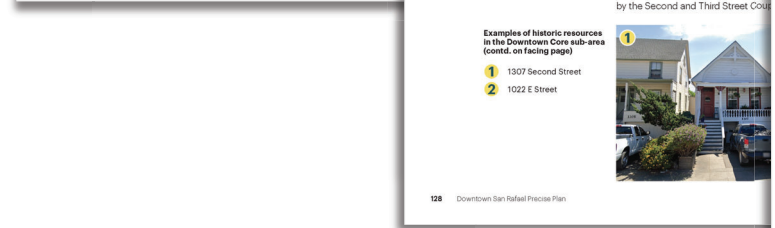
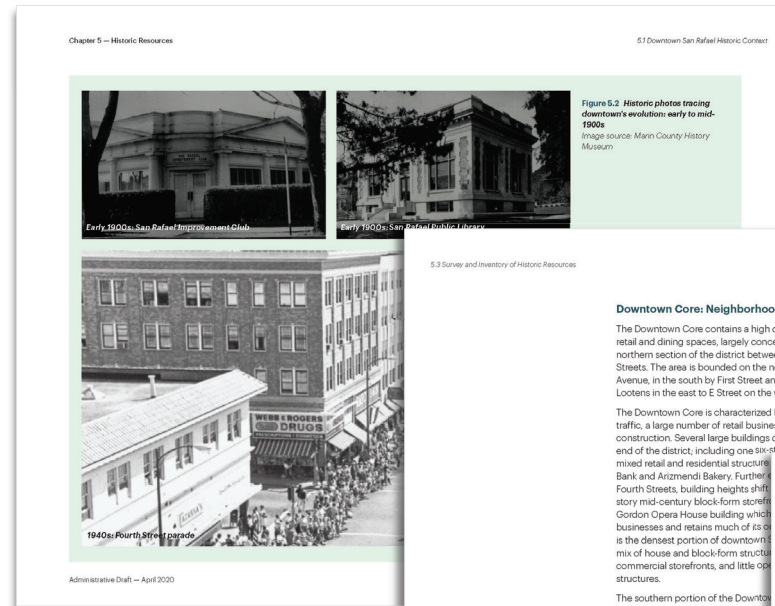
Affordable Housing
+ Anti-Displacement 7

Implementation 8

Historic Resources: Overview

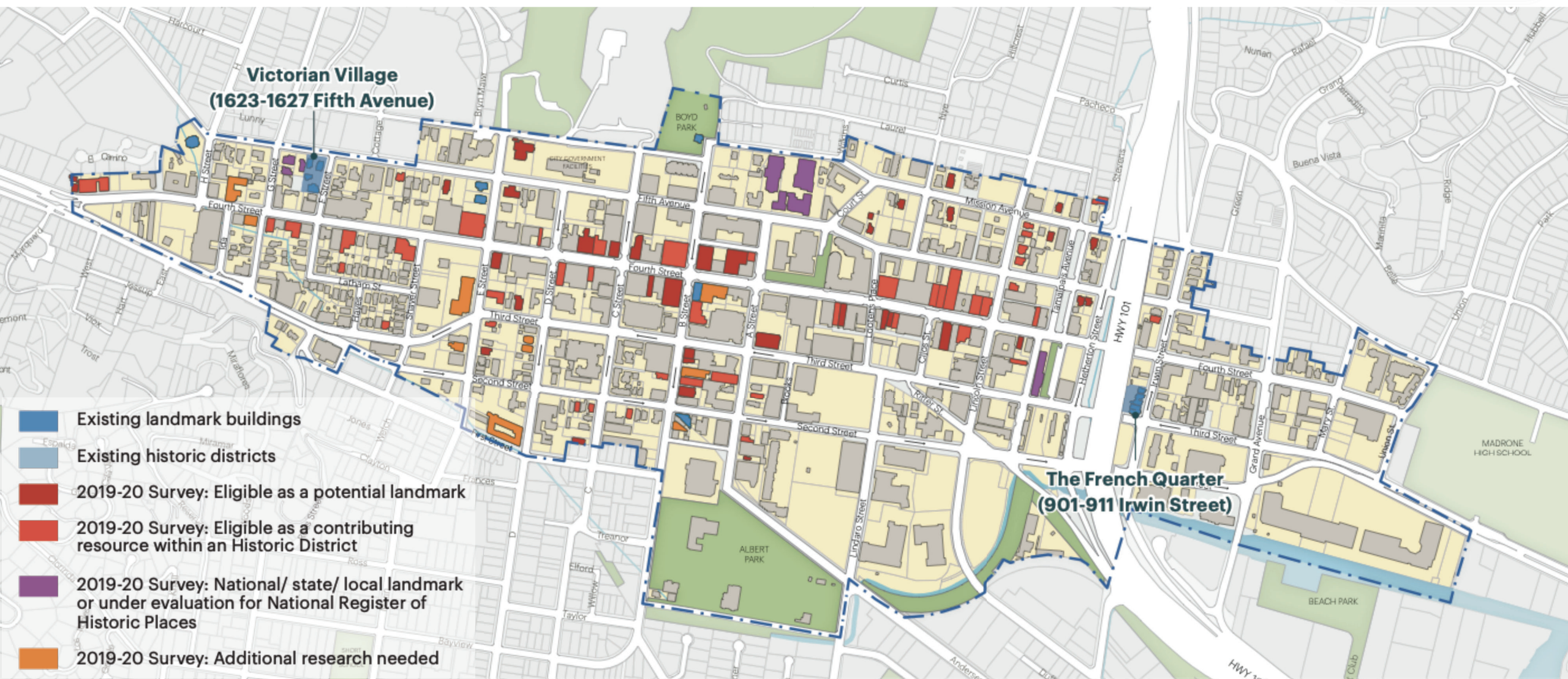
Key topics:

- **Historic context** statement related to key periods of downtown's development
- **Field survey** of 572 properties and updated inventory of potential historic resources
- **Proposed 2 Historic Districts and 4 Conservation Districts** subject to further study and determination
- **Recommendations for Historic Preservation ordinance** include creating a Historic Preservation Commission and developing incentives for historic preservation



Updated Historic Resources

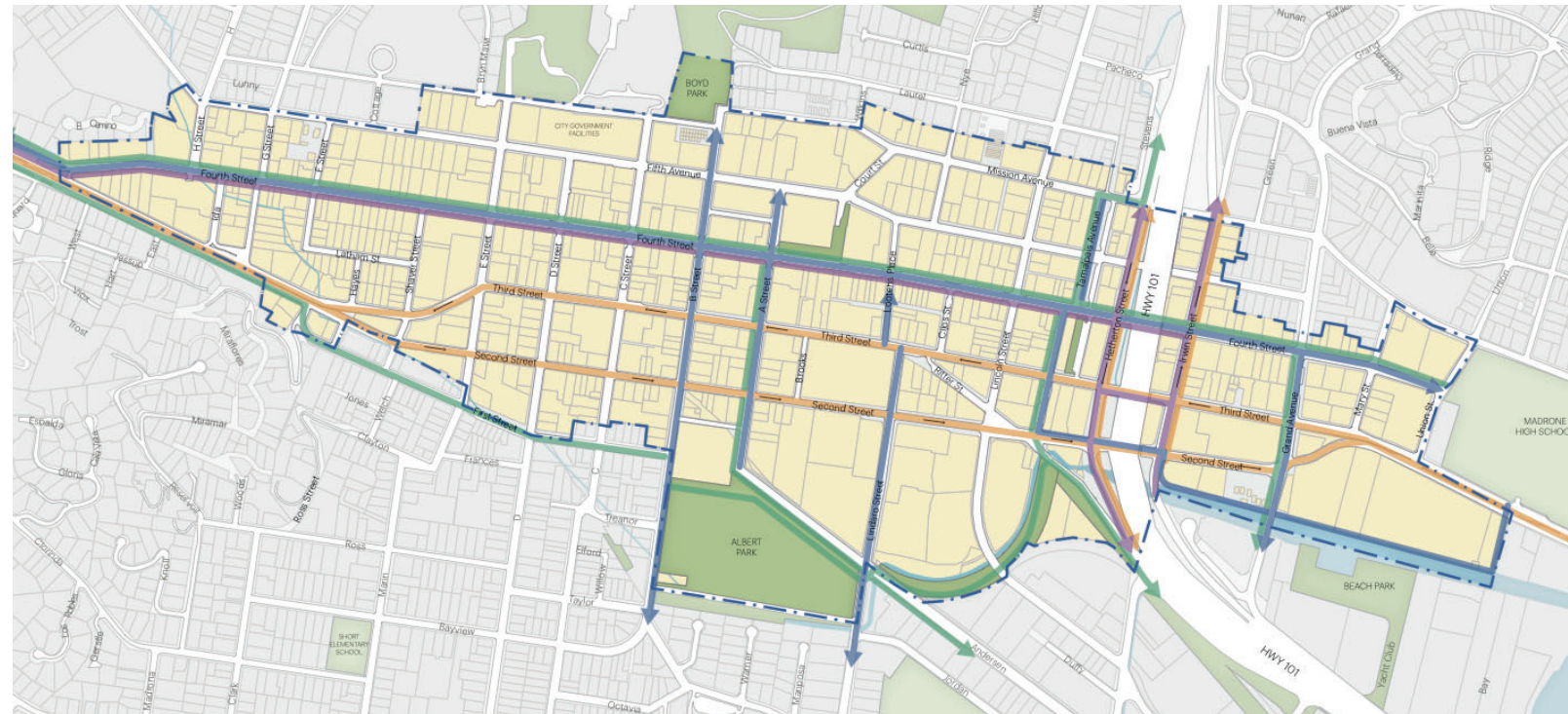
**Refer
Section 5.3**



Transportation + Parking: Overview

Key topics:

- **A “layered network” approach** that prioritizes different travel modes to create **“complete streets”**
- **Street prioritization networks** for bicycle, pedestrian, vehicular and transit use, including strategies and recommended improvements
- **Proposed short and long-term transformations for key streets**, subject to further study
- **Recommendations for parking management, VMT reduction, wayfinding**



Pedestrian priority network

Refer
Section 6.2

- **Fourth Street** reinforced as downtown's "Main Street"
- **Focused improvements** on Tamalpais Avenue and Transit Village area
- **Improving pedestrian safety** at key intersections and on E-W streets beneath US-101
- **Enhanced north-south connectivity** with A, B, Tamalpais, Lindero and Grand as priority streets









- ▬ Plan Area boundary
- ▬ Pedestrian priority street
- ▬ Key pedestrian corridor
- ▬ Special study segment
- Pedestrian crossing safety treatments (see BPMP for details)
- Pedestrian crossing safety treatments

Bicycle priority network

**Refer
Section 6.2**

- **Focus on north-south and east-west connectivity** by filling in missing gaps and linking to citywide networks
- **Fourth Street key east-west connection** as a low-speed shared street
- **A, E, Grand** major bicycle routes
- **Fifth, Second, Third and Tamalpais** to be studied

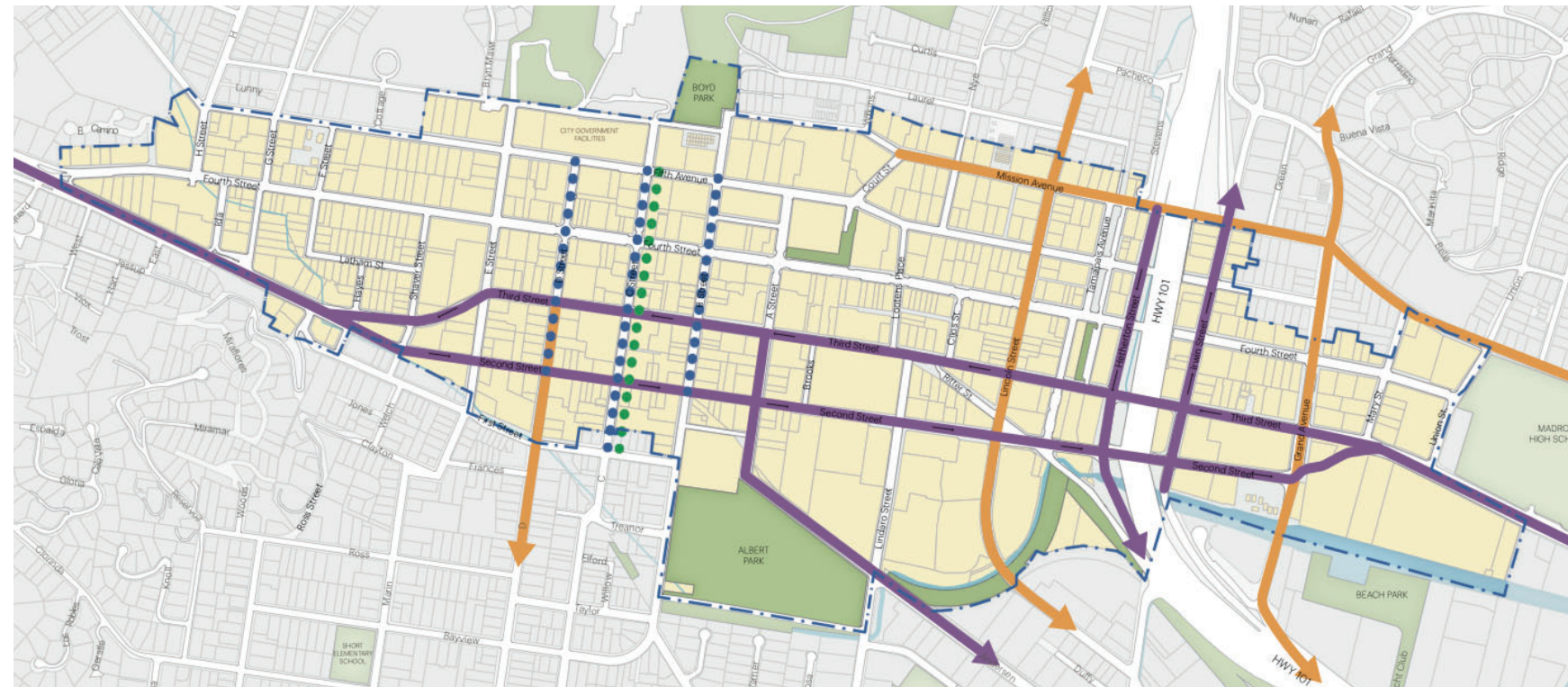


- | | |
|---|--|
|  Class I Bicycle Facility (separated bicycle path) |  Class III Bicycle Boulevard (shared street, low speed) |
|  Class IV Bicycle Facility (protected/ separated bicycle lane) |  Special study segment* |
|  Class II Bicycle Facility (striped/ buffered bicycle lane) |  Bicycles may use sidewalk on south side |

Vehicular priority network

**Refer
Section 6.2**

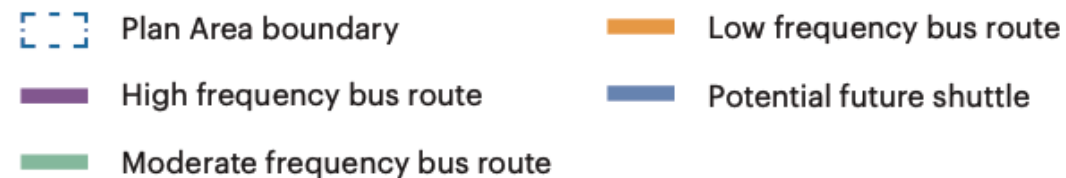
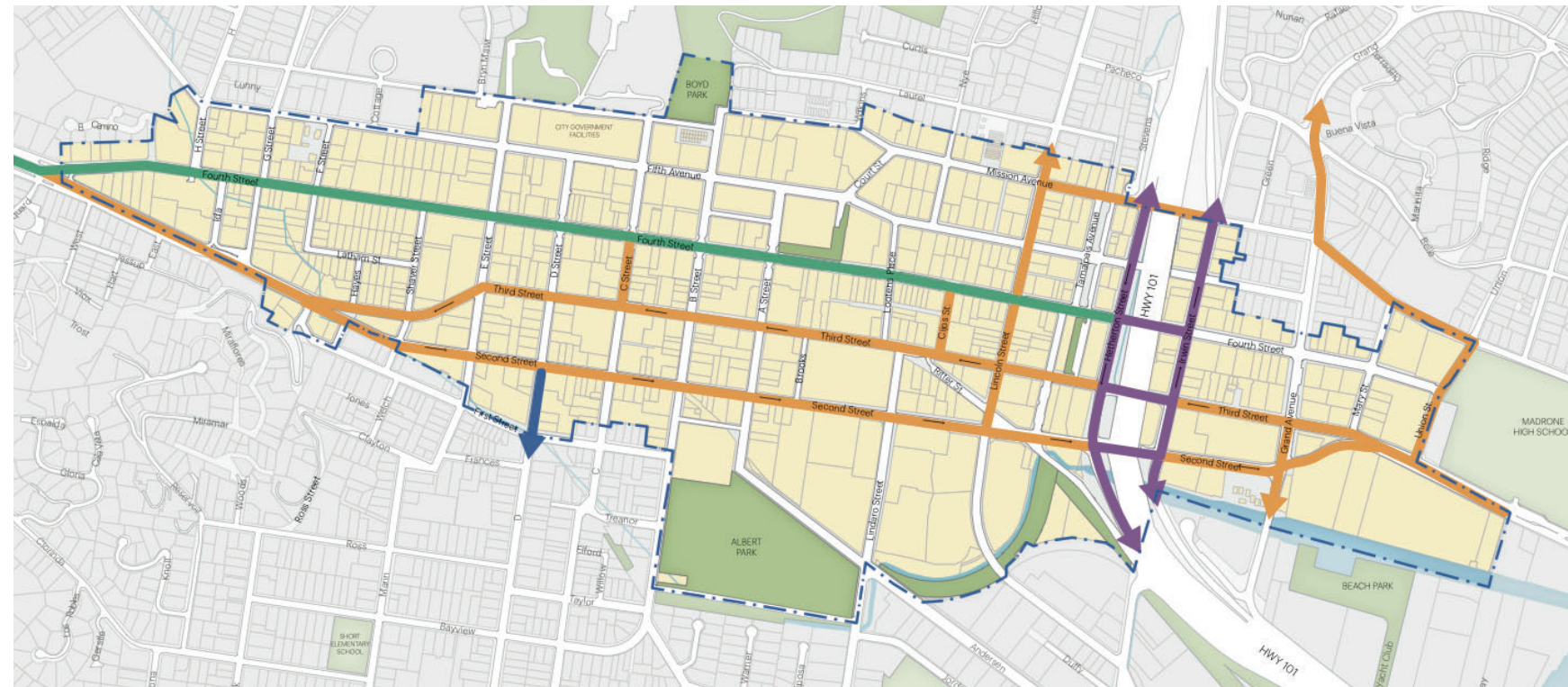
- **Second-Third and Irwin-Hetherton Streets** main vehicular corridors
- **B, C, D Streets** proposed to be converted to two-way
- **Francisco Blvd. W from Second Street to Rice Drive** proposed to be converted to one-way
- **West End gateway** by reconfiguring intersection of Second, Fourth, Marquard Avenue



- Plan Area boundary
- Major arterial/ priority auto route
- Minor arterial/ city-wide connector
- Convert from one-way to two-way
- Designated Police Department emergency response route

Transit priority network

- **Irwin, Hetherton Streets** along with connecting E-W streets are high frequency transit corridors to support Transit Center functions
- **Fourth Street** main bus route within downtown
- **Future downtown shuttle** recommended linking Transit Center and SMART to downtown destinations



Affordable Housing + Anti-Displacement

Key topics:

- Analysis of existing policies and programs and **potential new strategies to promote affordable housing and tenant protection**
- **514 affordable units in downtown** [286 publicly assisted affordable rental + 228 BMR rental, 2018]
- Housing Element context: **RHNA target of 1,007 units** will likely be met by built and pipeline projects

Table 7A. Summary of Existing and Potential Programs for Housing Production and Tenant Protection	
Existing Housing Production Programs	Potential New Housing Production Strategies
Inclusionary Housing	Enhanced Density Bonus
Density Bonus and Affordable Housing incentives	Potential Zoning Strategies
In-Lieu Fees for Affordable Housing	Reduction in Parking Standards
First Time Home Buyer program	Streamlined Development Review
Accessory Dwelling Units and Junior Second Units	Air Rights Development/ Land Write-Downs
Minimum Density Standards	Outside Funding Sources and Applications
	Multifamily Acquisition/ Rehabilitation
	Community Land Trusts/ Cooperatives
Existing Tenant Protection Programs	Potential New Tenant Protection Strategies
Condominium Conversion Regulations	Tenant Relocation and Protection Ordinance
Fair Housing Program	No Net Loss/ One-for-One Replacement
Source of Income Discrimination Ordinance	Preservation of Affordable Housing
Relocation Assistance	
Mandatory Mediation	
Just Cause Eviction	
Source: City of San Rafael; Plan to Place, 2019.	

Affordable Housing + Anti-Displacement

Housing production strategies

- Enhanced density bonus
- Zoning strategies, parking reductions and streamlined development review
- Air rights development
- Innovative housing approaches such as CLTs, Co-ops

Tenant protection strategies

- Tenant protection and relocation ordinance
- Preservation of existing; “no-net-loss/ one-for-one” replacement for deed-restricted affordable units

7.5 Implementation Strategies

Chapter 7 — Affordable Housing + Anti-Displacement

developments, housing for farmworkers, transit-oriented development, infrastructure for infill development, and homeownership. The bond also funds matching grants for Local Housing Trust Funds and homeownership programs. \$1 billion in bond proceeds will be allocated to CalVet for home and farm purchase assistance for veterans.

- **Multifamily acquisition/rehabilitation** In addition to new construction, many communities also provide affordable housing through the acquisition and rehabilitation of aging and/or deteriorating multifamily housing. Under such a program, the City acquires or assists in the acquisition of a problem apartment complex and then works with a development partner to coordinate the rehabilitation, maintenance and management of the project as long-term affordable housing. In instances where units have been determined to be uninhabitable, housing element statutes establish specific criteria for acquisition/rehabilitation in which

regional housing needs (RHNA) credit may be obtained. As part of the land use analysis conducted for the Precise Plan, the City has the opportunity to begin developing an inventory of older, under-maintained apartment complexes for potential future acquisition and rehabilitation.

■ **Innovative Housing Approaches: Community Land Trusts and Cooperatives**

San Rafael's Housing Element includes the following policy to encourage innovative housing approaches to

Chapter 7 — Affordable Housing + Anti-Displacement

7.5 Implementation Strategies

Cooperative Housing Development

A limited equity cooperative is a model in which low and moderate income residents purchase ownership shares in a building at below market prices, subject to limitations on the amount of equity or profit they can receive on the resale of their units. Cooperatives are governed by an elected board of directors whose responsibilities include establishing resale controls. Co-op ownership helps to allow residents to remain in place in the face of rising market pressures that can lead to displacement.

Tenant Relocation and Protection Ordinance

With significant demand for multifamily development in the Plan Area and elsewhere in the City, some of which may be accommodated through redevelopment of existing residential uses, an effective anti-displacement program for rental property tenants is essential to stemming future gentrification.

Several Bay Area communities have adopted Tenant Relocation Assistance Ordinances (refer Table 7H below) in response to the number of low-rent apartments being lost to redevelopment and the associated displacement of lower income tenants. With rents continuing to rise,

Figure 7.6 A visual depicting how a Community Land Trust works
Source: Plan to Place, 2019

Buildings (residential or commercial) are owned by individuals. Because they pay only for the structure, and not the underlying land, purchasing the building is more affordable.

Land is owned by the Community Land Trust, which is governed by a non-profit board.

A 99-year ground lease between CLT and owner ensures owner-occupancy and responsible use and outlines fees paid to the CLT.

A resale formula built into the ground lease is designed to keep homes affordable for subsequent buyers.

Table 7H. Bay Area Tenant Relocation Ordinances

Ordinance Provisions	Menlo Park (2019)	Mountain View (2010, 2018 amendments)	San Leandro (2017)
Ordinance applicability	Landlord actions (demolitions, condo conversions, renovations) resulting in the removal of rental units and requiring tenants to vacate their apartments.		
Additional applicability	NA	NA	Rent increase of >12% within 1 year, and tenant intends to vacate unit
Project size threshold	5 or more rental units	4 or more rental units	2 or more rental units
Tenants eligible for assistance	Up to 80% AMI	Up to 120% AMI	No income limit
Rent payment amount	3 x current HUD fair market rent (FMR)	3 months median market rent	3 months tenant's current rent, or 3 x current FMRs, whichever is greater
Additional assistance to Special Circumstance Households*	1 additional month rent	\$3,000	\$1,000

* Special circumstance households are defined as having at least one person that is either over 62 years of age, handicapped, disabled, or a legally dependent minor child (less than 18 years of age).
Sources: www.menlopark.org/1399/tenant-relocation-assistance-ordinance; www.mountainview.gov/depts/comdev/preservation/tenant_relocation_assistance.asp; www.sanleandro.org/depts/cd/housing/tra.asp



Chapter

Implementation 8

Implementation Strategy

Roadmap to implementation:

- **Placemaking** through priority transportation and public realm projects, focusing on key nodes
- **Facilitating incremental infill** of small and medium projects through the Form-Based Code and simpler entitlement process
- **Short-term pilot projects and tactical urbanism** to test design concepts at low cost and build community support
- **Retain community character** with strategies to protect local businesses and prevent displacement

Chapter 8 – Implementation

8.1 Roadmap to Implementation

Priority Projects for Transportation and Public Realm Improvements

Table 8A. Priority Projects for Transportation and Public Realm Improvements

8A.1. Streets and Transportation Infrastructure Improvements

Priority Projects

8A.1.1. Transit Village Improvements
First/last mile improvements for SMART Station and Transit Center (bicycle, lighting, wayfinding).
Downtown intersection improvements (traffic signals, roundabouts, lane modifications).

8A.1.2. Transit Center Relocation
Implement the Bettini Transit Center relocation project once the site by the GGBHT.
Evaluate and implement necessary circulation and wayfinding improvements surrounding streets to accommodate the new function.

8A.1.3. US-101/Downtown San Rafael Interchange
Intersection and ramp improvements to Second Street, Third Street, Irwin Street, and/or ramps.

8A.1.4. Francisco Boulevard West Conversion
Convert segment of Francisco Boulevard West to one-way operation Second Street to Rice Drive.

8A.1.5. Lincoln Avenue Peak Period Lanes/Parking Restrictions
Extend the existing PM peak period parking restrictions, to allow for each direction during both AM and PM peak periods, from Hammond SB US-101 ramps to Mission Avenue. Provide additional parking in co

Administrative Draft – April 2020

Chapter 8 – Implementation

8.1 Roadmap to Implementation

Priority Projects for Transportation and Public Realm Improvements

Table 8A. Priority Projects for Transportation and Public Realm Improvements

8A.2. Public Open Space Improvements

Priority Projects	Timing ¹	Priority
8A.2.1. Transit Plaza Reconfigure Tamalpais Avenue between Fourth Street and Fifth Avenue to create a plaza designed to accommodate pedestrian and bicycle movement, temporary activities, and allowing emergency vehicular access as needed.	Near-term	High
8A.2.2. Montecito Promenade Pedestrian and bicycle improvements to the existing promenade to improve connectivity to downtown, the Canal neighborhood and to the city-wide North-South pedestrian-bicycle connector.	Near to long-term	High
8A.2.3. Urban Flood Control Wetland Acquire parcel(s) south of Second Street and east of Lincoln Street along the San Rafael Creek (as shown in Section 4.4) to create an urban wetland or a similar feature to control local flooding and potentially form part of an adaptation strategy for future sea-level rise.	Near to long-term	High
8A.2.4. San Rafael Creek Adaptation Levee improvements, hardening of infrastructure, and other mitigation and adaptation strategies consistent with General Plan recommendations.	Near to long-term	High
8A.2.5. Fourth Street as Shared Street Evaluate the feasibility of converting Fourth Street from A to Lincoln Streets as a shared street coordinated with recommended transportation improvements.	Long-term	Medium (assess feasibility)
8A.2.6. Pocket Plaza in Downtown Core [subject to the redevelopment of privately-owned parcel] on north side of Fourth Street mid-block between Loutens and Cijos Streets.	Long-term	Medium (assess feasibility)
8A.2.7. Pocket Park in West End Village [subject to the redevelopment of privately-owned parcel] on north side of Fourth Street mid-block between Shaver and F Streets.	Long-term	Medium (assess feasibility)
8A.2.8. Green Infrastructure for Downtown Street Upgrades Integrate permeable pavement, catchment basins, and other suitable green infrastructure as part of future street improvements and upgrades to increase the stormwater retention capacity of downtown streets and reduce runoff.	Long-term	Medium (assess feasibility)

¹ Near term: 2020 to 2030
Long term: 2030 to 2040

Administrative Draft – April 2020

Downtown San Rafael Precise Plan 223

Priority Public Realm Projects

**Refer
Section 8.1**



- 1 Transit Plaza**
Near-term (2020 to 2030)
- 2 Montecito Promenade**
Near to long-term (2020 to 2040)
- 3 Urban Flood Control Wetland**
Near to long-term (2020 to 2040)
- 4 San Rafael Creek Adaptation**
Near to long-term (2020 to 2040)

Economic Development

- **Economic Development Strategy** with actions, timeline and responsible parties
- **Additional recommendations** addressing issues specific to downtown: parcel aggregation, repurposing historic buildings, downtown retail

Strategy

1

Support existing businesses and attract new businesses to downtown.

Strategy

2

Maintain and enhance downtown's contribution to San Rafael's fiscal vitality.

Strategy

3

Support new infill and transit-oriented development.

Strategy

4

Strengthen downtown as a community and regional destination.

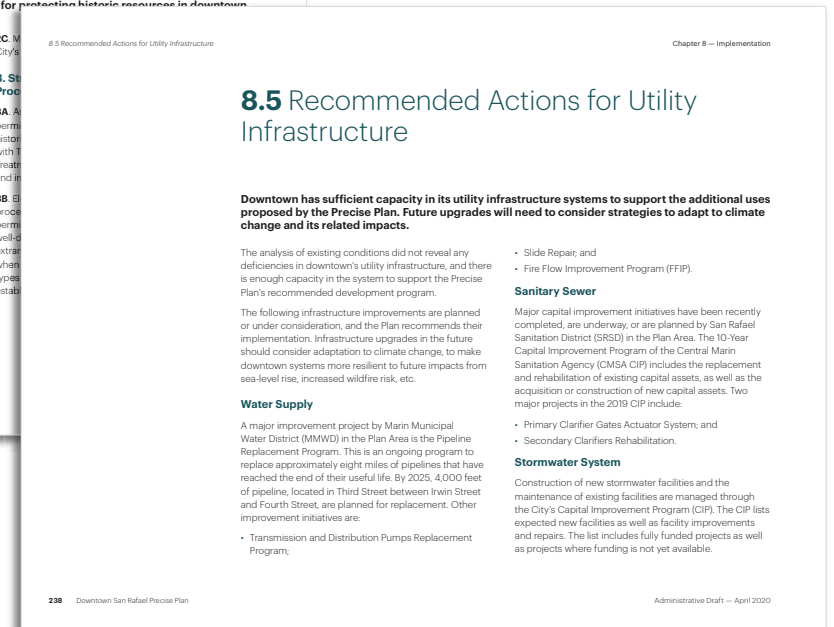
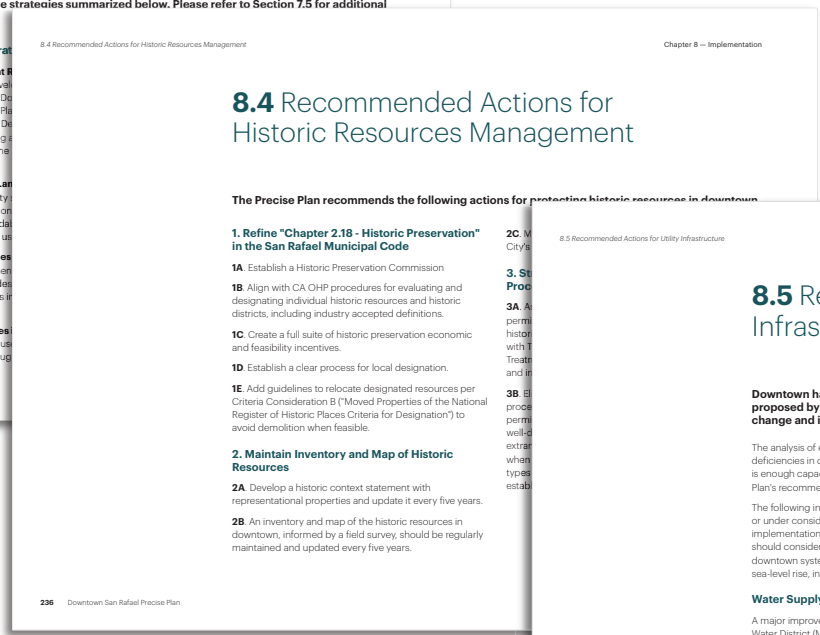
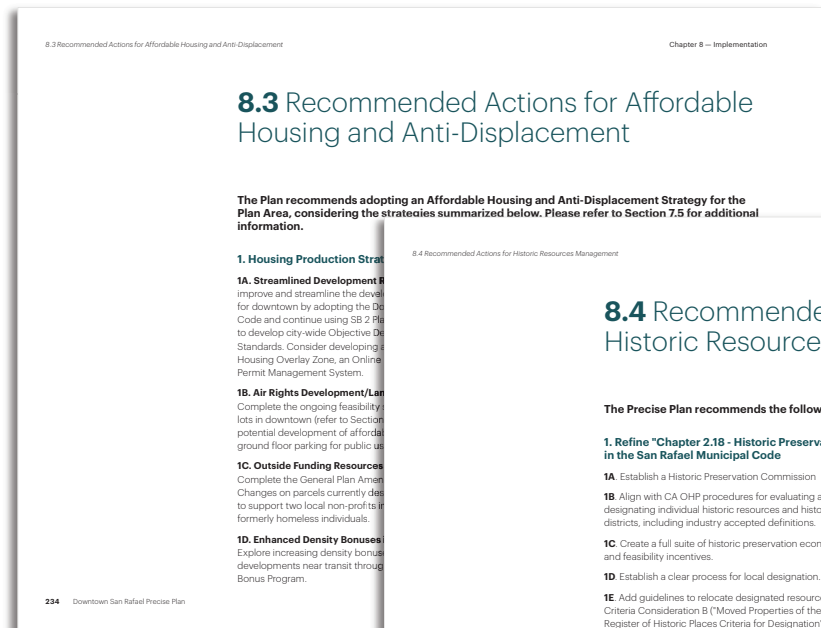


Precise Plan Actions

**Refer Sections
8.3, 8.4, 8.5**

Recommended actions:

- **Affordable Housing and Anti-Displacement**
- **Historic Resources Management**
- **Utility Infrastructure**



Discussion (10 minutes)





Chapter

Downtown Form-Based Code 9

Downtown Zones

**Refer Article 2
Division 2.2**

← Less Urban

More Urban →

T4 Neighborhood



Zone Abbreviation

T4N

Sub-Zone(s)

T4N-Open

The open sub-zone allows more uses than the base zone within the same form and character of the base zone.

Intent

A walkable neighborhood environment of small-to-medium footprint, moderate-intensity mixed-use buildings and housing choices, supporting and within short walking distance of neighborhood-serving retail and services. This zone provides a transition in scale between City's downtown core and adjacent residential neighborhoods.

Desired Form

Primarily House-Form Buildings

3 to 4 Stories, except as further limited on Regulating Plan

Primarily Detached Buildings

Small Front Setbacks

Small Side Setbacks

Residential and Shopfront Frontages

T4 Main Street



Zone Abbreviation

T4MS

Sub-Zone(s)

T4MS-Open

The open sub-zone allows more uses than the base zone within the same form and character of the base zone.

Intent

A walkable, vibrant district of medium-to-large footprint, moderate intensity, mixed-use buildings and housing choices, supporting neighborhood and community-serving ground floor shopping, food and services, including civic, institutional, maker/craft/artisanal businesses (both indoor and outdoor).

Desired Form

Primarily Block-Form Buildings

4 to 6 Stories, except as further limited on Regulating Plan

Attached Buildings

Small-to-No Front Setbacks

No Side Setbacks

Predominantly Shopfront Frontages

T5 Neighborhood



Zone Abbreviation

T5N

Sub-Zone(s)

T5N-O

The open sub-zone allows more uses than the base zone within the same form and character of the base zone.

Intent

A walkable neighborhood environment of large footprint, high-intensity mixed-use buildings, supporting and within short walking distance of neighborhood shopping, services, and transit.

Desired Form

Primarily Block-Form Buildings

4 to 6 Stories

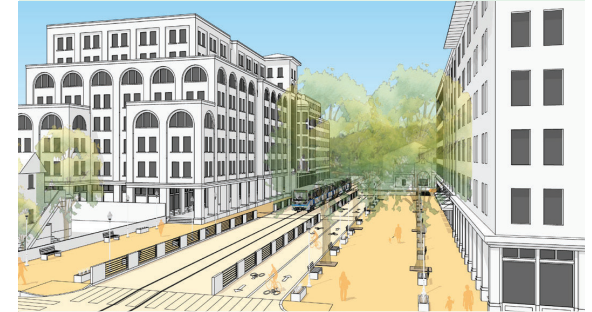
Primarily Attached Buildings

Small-to-No Front Setbacks

Small-to-No Side Setbacks

Residential and Shopfront Frontages

T5 Main Street



Zone Abbreviation

T5MS

Sub-Zone(s)

None

Intent

A walkable, urban neighborhood environment with large footprint, high-intensity mixed-use buildings in close proximity to the multimodal transit station, with neighborhood-serving shopping and services.

Desired Form

Primarily Block-Form Buildings

6 to 8 Stories

Attached Buildings

Small-to-No Front Setbacks

No Side Setbacks

Predominantly Shopfront Frontages

Downtown Zones

**Refer Article 2
Division 2.2**

2.2.030 T4 Neighborhood (T4N)



A. Intent
A walkable neighborhood environment of small-to-medium footprint, moderate-intensity mixed-use buildings and housing choices, supporting and within short walking distance of neighborhood-serving retail and services. This zone provides a transition in scale between City's downtown core and adjacent residential neighborhoods.

B. Sub-Zone(s)
T4N-Open

The following are generally appropriate form elements in the zone.

- Primarily House-Form Buildings **A**
- 3 to 4 Stories, except as further limited on Regulating Plan **B**
- Primarily Detached Buildings **C**
- Small Front Setbacks **D**
- Small Side Setbacks **E**
- Porch Projecting, Porch Engaged, Dooryard, Stoop, Maker Shopfront, Shopfront, Terrace Frontage Types **F**

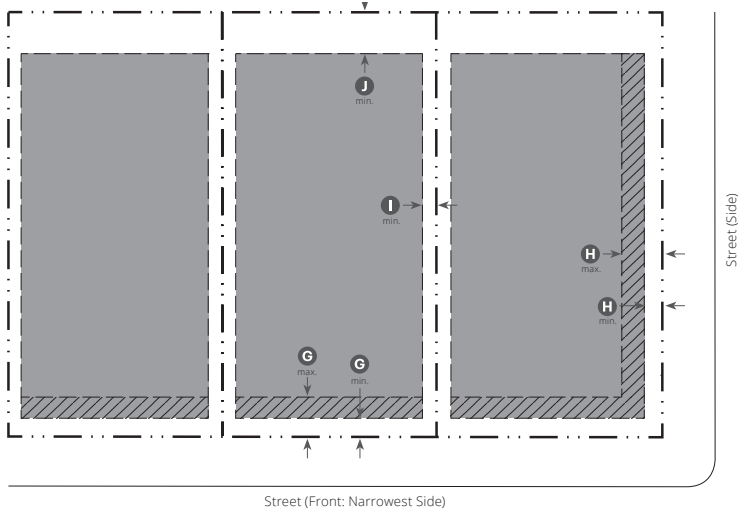
C. Building Placement		
Setback (Distance from ROW/Lot Line)		
Front (Facade Zone)	7' min.; 15' max.	G
Side Street (Facade Zone)	7' min.; 15' max.	H
Side	5' min.	I
Rear	15' min.	J
Building within Facade Zone ¹		
Front	70% min.	
Side Street	50% min.	
Footprint		
Lot Coverage ²	70% max.	
Building Length	75' max.	
Public Open Space		
Site Size (sf) or Lot Width	Required Area (min.)	
15,000 to 30,000 or 100'-150'	400 sf	
> 30,000 or 150'-250'	1,000 sf	
Lot Width >250'	5% of Site	

¹ Facades facing a street or civic space shall be designed in compliance with Division 3.2 (Massing and Facade Articulation Standards).

² In compliance with stormwater management requirements.

D. Encroachments				
Encroachment Type	Front	Side St.	Side	Rear
Frontage Types	A	A	X	A
Steps to Building Entry	5' max.	5' max.	3' max.	5' max.
Canopies/Overdoors, Signage	3' max.	3' max.	2' max.	3' max.
Balconies, Unenclosed Porches	5' max.	3' max.	2' max.	5' max.

Key A = Allowed X = Not Allowed



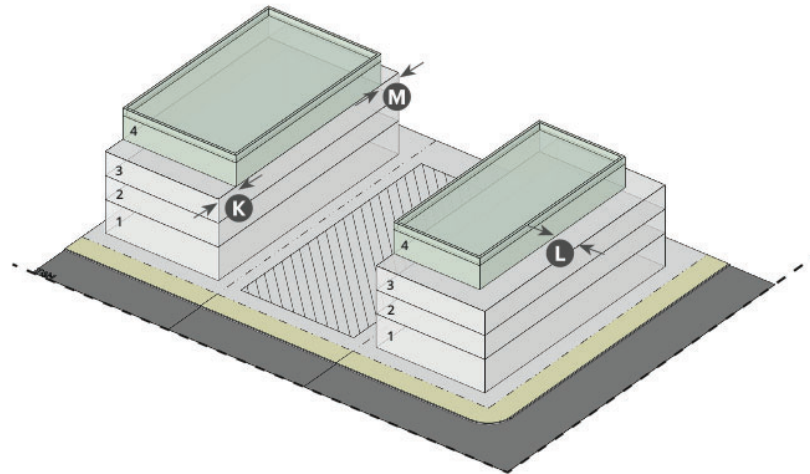
Key

- ROW/Lot Line
- Buildable Area
- Building Setback Line
- ▨ Facade Zone

Zone Standards

**Refer Article 2
Division 2.2**

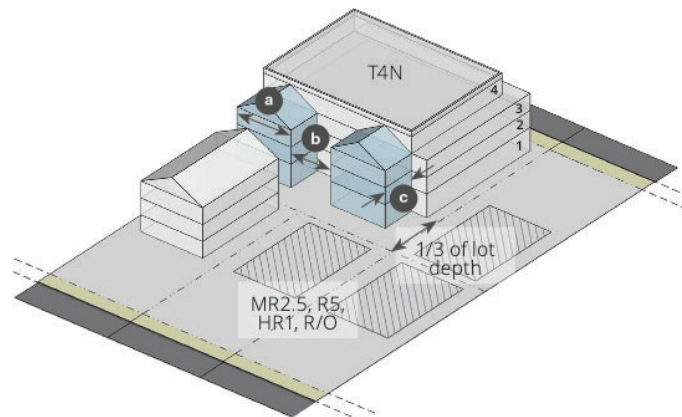
Maximum Envelope in Mid-Block and Corner Condition



Key

- Max. Envelope without Height Bonus (Base)
- Max. Envelope with Height Bonus
- Street Centerline

Adjacent to MR2.5, R5, HR1 and R/O



Key

- Main Body
- House-Form Massing
- a Wing Width
- b Wing Separation
- c Wing Depth

Chapter 9 - Downtown Form-Based Code

Division 2.2 Downtown Zones
Section 2.2.030 T4 Neighborhood (T4N)

G. Building Form

Building Height	Base	Height Bonus	
Stories	3 max.	4 max.	
Highest Top Plate	35' max.	45' max.	(M)
Overall	40' max.	50' max.	(P)
Ground Floor Finish Level			
Residential ¹	18' min.		
Non-Residential	6' max.		
Ground Floor Ceiling	9' min.		(C)
Depth, Ground-Floor	30' min. front; 12' min.		(E)
Space	other		

¹Corner elements may exceed the maximum allowed height by up to 10' for a horizontal area up to 20' x 20'.
²Common entries may be set at grade in compliance with local and federal accessibility standards.

H. Frontages

Frontage Type	Front	Side St.	Standards
Porch Projecting	A	A	3.3.030
Porch Engaged	A	A	3.3.040
Dooryard	A	A	3.3.050
Scoop	A	A	3.3.060
Maker Shopfront	A ²	A ²	3.3.080
Shopfront	A ²	A ²	3.3.090
Terrace	A	A	3.3.100

¹Only in Open Sub-Zone.

Key: A = Allowed, X = Not Allowed

Administrative Draft - April 2020

I. Parking

Required Spaces (min.) for New Buildings

Residential Uses	Required Spaces
Studio or 1 Bedroom ¹	0.5
2 or more Bedrooms ¹	0.75
Non-Residential Uses ²	
≤ 1,500 sf	None
> 1,500 sf	N/A

¹May count adjacent on-street spaces.
²Existing buildings may be occupied by new, allowed uses without any additional parking for up to the size of the prior use.

Setback (Distance from ROW/Lot Line)

Setback	Standard
Front	25' min. (S)
Side Street	25' min. behind building 7' min. (T) unenclosed
Side	5' min. (U)
Rear	5' min. (V)

Driveway

Driveway	Standard
Driveway Width	12' max. (Z)
Curb Cut	14' max.
Planter (on each side)	2' planter
Distance between Driveways	40' min.

Curb Cut Width along alley may exceed 12'.
Driveways may be shared between adjacent lots and may exceed max. allowed width by 3'.
Driveways are not allowed in front on a corner lot.

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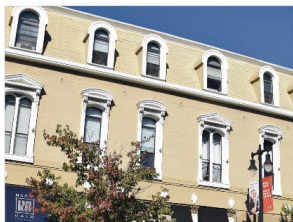
Massing + Articulation Standards

**Refer Article 3
Division 3.2**

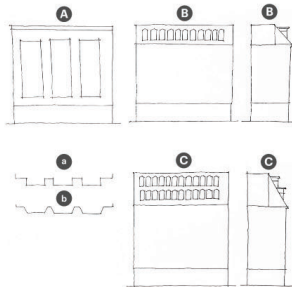
3.2.060 Windows and Openings



Example of Bay Window and Openings.



Example of Mansard Windows.



A. Description

New facades and facade modifications shall be designed to include an orderly composition of window bays and openings.

B. Applicability

All new buildings and facade modifications.

C. Standards/General Character

Buildings not exceeding 100' in length along the street are not required to include projected or recessed window bays, but shall be designed per Item D below.

Allowed patterns for buildings over >100' long:

- Bay Windows:
- Square A
 - Octagonal B
 - Chamfer C

- Building as required below shall include Mansard Windows:
- Single in 4-5 story buildings B
 - Double in 6-8 story buildings C

Mansard windows are exempt from required setbacks. Required of all buildings facades shall be designed to include square or vertically oriented windows and openings. D

Windows may be grouped but the overall shape of the grouping is required to be square or vertical, except on shopfronts.

Facades within 1 block of a building with windows and openings that are recessed from the main facade are required to include recessed windows with at least 4" of recess for at least for 25% of the new or modified facade.

General Note: Photos on this page are illustrative, not regulatory.

3.2.050 Corner Elements



Example of a multistory Corner Element.



Example of an upper story Corner Element.



Example of an upper story Corner Element.

A. Description

New facades and facade modifications shall be designed to include a corner element to give visual importance to the corner and enhance the public realm.

B. Applicability

New buildings and facade modifications where at least 1 facade along a street corner is over 150' in length.

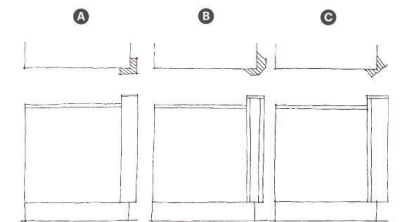
C. Standards/General Character

- Corner Elements:
- Square A
 - Octagonal B
 - Chamfer C

Corner elements shall incorporate at least 1 story and may extend from the ground story through the top story.

Corner elements may exceed the maximum height of the zone by up to 10' for a horizontal area up to 20' x 20'.

Corner elements shall be recessed or projected from the main facade by at least 3'.



Plan and elevation diagrams of Corner Elements.

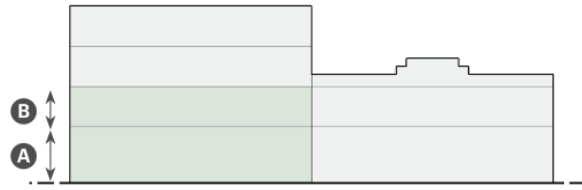
General Note: Photos on this page are illustrative, not regulatory.

Adjacency to Historic Resources

**Refer Article 3
Division 3.2**

Table 3.2.070.A Historic Resource Adjacency Standards

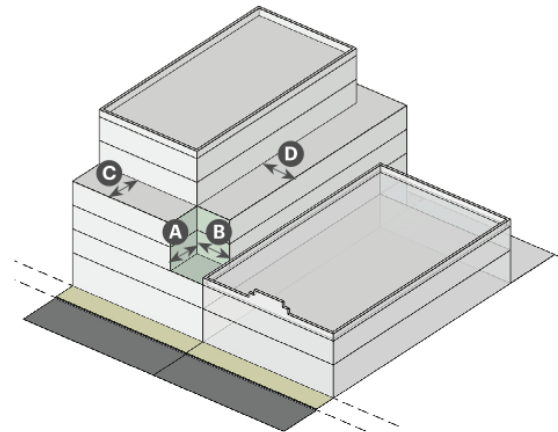
1. All Buildings



The height of the first and second floors shall match the ceiling heights of the adjacent historic resource.

First Floor Ceiling Height	A
Second Floor Ceiling Height	B

2. Where Adjacent to a Block-Form Historic Resource



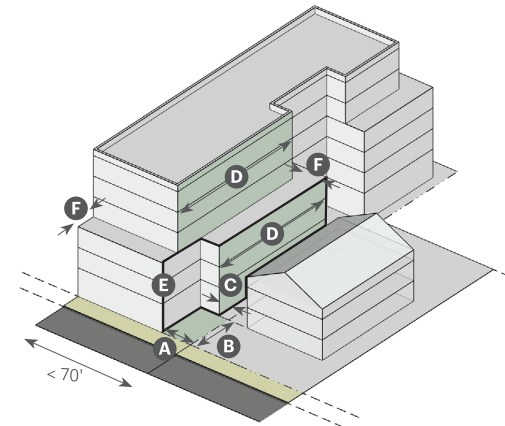
Buildings within the Historic District identified in Figure 2.1.030.A (Regulating Plan) adjacent to a historic resource are required to include a stepback in upper stories beginning at two stories above the highest story of the adjacent historic resource.

A min. 15' x 15' recess is required on the front and side of the story adjacent to the historic resource. A x B	C
Front Stepback: 15' min.	D
Side Stepback: 15' min.	E

Table 3.2.070.A Historic Resource Adjacency Standards (Continued)

3. Where Adjacent to a House-Form Historic Resource

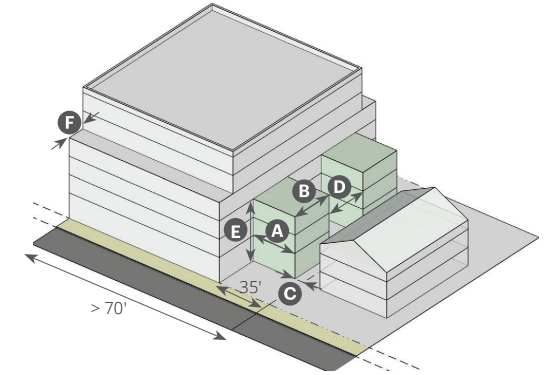
A. If Lot Width < 70'



A forecourt is required on the side adjacent to the historic resource.

Width (including Side Setback): 15' min.	A
Depth: 25' min. or deeper to align with adjacent front facade.	B
Side Setback: 5' min.	C
Side Facade: 75' long max. massing within 25' of resource	D
Resulting facade shall be designed as a side street facade.	E
Front and Side Stepback at story above highest story of adjacent historic resource: 10' min.	F

B. If Lot Width > 70'




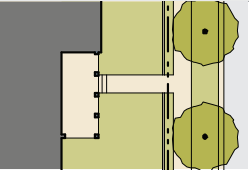

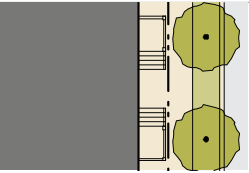
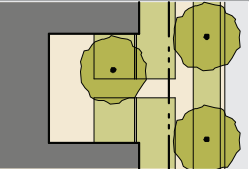
Within 35' of the adjacent historic resource lot line, the new building or addition is required to reduce in size through at least one wing extending from the larger building mass.

Wing: 25' min. x 40' max. A x B	C
Side Setback between Wing and Lot Line: 5' min.	D
Distance between Wings: 20' min.	E
Wing Height: 3 stories max.	F
Front Stepback: 10' min.	G

Frontage Standards

**Refer Article 3
Division 3.3**

Table 3.3.020.A Frontage Types Overview

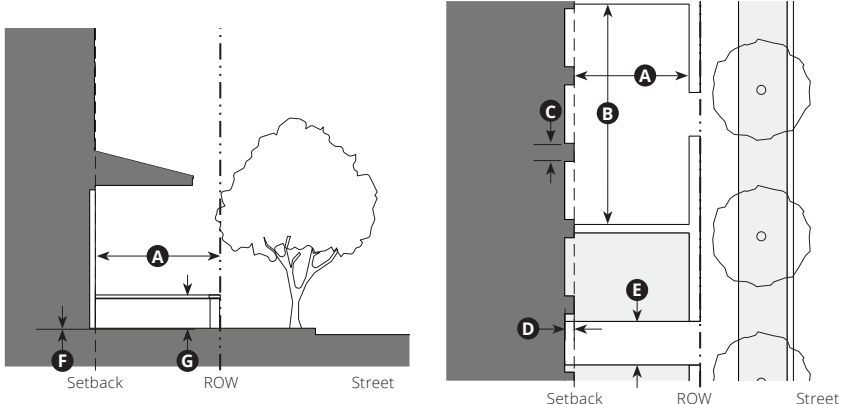
Frontage Type	Downtown Zones								
 <p>Porch Projecting 3.3.030. The main facade of the building is set back from the front lot line with a covered structure encroaching into the front setback. The resulting setback area can be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories, is open on three sides, with all habitable space located behind the building setback line.</p>	<table border="1"> <tr><td>T4N</td><td>T4N-O</td></tr> <tr><td>T4MS</td><td>T4MS-O</td></tr> <tr><td>T5N</td><td>T5N-O</td></tr> <tr><td>T5MS</td><td></td></tr> </table>	T4N	T4N-O	T4MS	T4MS-O	T5N	T5N-O	T5MS	
T4N	T4N-O								
T4MS	T4MS-O								
T5N	T5N-O								
T5MS									
 <p>Porch Engaged 3.3.040. A portion of the main facade of the building is set back from the front lot line to create an area for a covered structure that projects from the facade that is set back. The Porch may project into the front setback. The resulting yard may be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories and has two adjacent sides that are engaged to the building, while the other two sides are open.</p>	<table border="1"> <tr><td>T4N</td><td>T4N-O</td></tr> <tr><td>T4MS</td><td>T4MS-O</td></tr> <tr><td>T5N</td><td>T5N-O</td></tr> <tr><td>T5MS</td><td></td></tr> </table>	T4N	T4N-O	T4MS	T4MS-O	T5N	T5N-O	T5MS	
T4N	T4N-O								
T4MS	T4MS-O								
T5N	T5N-O								
T5MS									
 <p>Dooryard 3.3.050. The main facade of the building is set back from the front lot line, which is defined by a low wall, hedge, or other allowed screening, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.</p>	<table border="1"> <tr><td>T4N</td><td>T4N-O</td></tr> <tr><td>T4MS</td><td>T4MS-O</td></tr> <tr><td>T5N</td><td>T5N-O</td></tr> <tr><td>T5MS</td><td></td></tr> </table>	T4N	T4N-O	T4MS	T4MS-O	T5N	T5N-O	T5MS	
T4N	T4N-O								
T4MS	T4MS-O								
T5N	T5N-O								
T5MS									
 <p>Stoop 3.3.060. The main facade of the building is near the front lot line with steps to an elevated entry. The Stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the Stoop may lead directly to the sidewalk or may be parallel to the sidewalk.</p>	<table border="1"> <tr><td>T4N</td><td>T4N-O</td></tr> <tr><td>T4MS</td><td>T4MS-O</td></tr> <tr><td>T5N</td><td>T5N-O</td></tr> <tr><td>T5MS</td><td></td></tr> </table>	T4N	T4N-O	T4MS	T4MS-O	T5N	T5N-O	T5MS	
T4N	T4N-O								
T4MS	T4MS-O								
T5N	T5N-O								
T5MS									
 <p>Forecourt 3.3.070. The main facade of the building is at or near the front lot line and a portion is set back, extending the public realm into the lot for an entry court or shared garden space for housing, or as an additional shopping or restaurant seating area within retail and service areas.</p>	<table border="1"> <tr><td>T4N</td><td>T4N-O</td></tr> <tr><td>T4MS</td><td>T4MS-O</td></tr> <tr><td>T5N</td><td>T5N-O</td></tr> <tr><td>T5MS</td><td></td></tr> </table>	T4N	T4N-O	T4MS	T4MS-O	T5N	T5N-O	T5MS	
T4N	T4N-O								
T4MS	T4MS-O								
T5N	T5N-O								
T5MS									

Key T# Allowed T# Allowed in Open Zone T# Not Allowed

3.3.050 Dooryard



Example of a residential Dooryard.



Key - - - - ROW/Lot Line - - - - Setback Line

A. Description

The main facade of the building is set back from the front lot line, which is defined by a low wall, hedge, or other allowed screening, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.

B. Size

Depth, Clear	6' min.	A
Length	10' min.	B
Distance between Glazing	4' max.	C
Depth of Recessed Entries	12' max.	D
Pedestrian Access	3' wide min.	E
Finish Level above Sidewalk	0" min.	F
Height of Dooryard Fence/Wall above Finish Level	36" max.	G

C. Miscellaneous

Each Dooryard shall provide access to only one ground floor entry.

For live/work, retail, service, and restaurant uses, the Shopfront Frontage Type is to also be applied.

T4N	T4N-O	T4MS	T4MS-O	T5N	T5N-O
T5MS					

General Note: Photos on this page are illustrative, not regulatory.

Key T# Allowed T# Allowed in Open Zone T# Not Allowed

Discussion (10 minutes)



Thank you!

