I. Progress to Date
   5 minutes

II. Structure + Organization
   15 minutes

III. Chapter Highlights
   - Chapters 1, 2, 3, 4
     10 minutes
   - Discussion
   - Chapters 5, 6, 7, 8
     10 minutes
   - Discussion
   - Chapter 9
     10 minutes
   - Discussion
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

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

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

2. Existing Conditions
   Gives an overview of existing conditions in downtown.

3. Community Engagement + Design Principles
   Summarizes the community engagement process and sets design principles and guiding policies.

4. Design Vision
   Defines downtown’s future built environment, including physical form and character, public realm, and development program.

5. Historic Resources
   Describes historic resources in downtown and provides recommendations for historic preservation.

6. Transportation + Parking
   Defines strategies and provides policy direction for modal prioritization, street design and parking.

7. Affordable Housing + Anti-Displacement
   Sets strategies to promote affordable housing in downtown and nurture a sense of community.

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

9. Downtown Form-Based Code
   Establishes form-based zoning districts for downtown that regulate the future built character of downtown.

10. Glossary + Appendices
    Includes a glossary of specialized terms, and collects supplementary documents referenced and developed throughout the Precise Plan process.
III. Chapter Highlights

- Downtown gateways
- Existing residential character preserved
- Focused development at nodes
- Historic preservation balanced with sensitive new development
- Incremental small-scale infill
- Transit-oriented mixed-use development
- Improved east-west connectivity within downtown
- Buildings oriented toward canal
- Enhanced bicycle and pedestrian infrastructure
- Flood control
Chapters

1. Vision Summary
2. Existing Conditions
3. Comm. Engagement + Design Principles
4. Design Vision
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

Additional statistics:
- 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

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

Challenge 1
Constraints on many parcels limit infill opportunities and inhibit housing diversity

Challenge 2
Barriers to connectivity and inadequate facilities restrict active transportation

Challenge 3
Unclear status of downtown historic and cultural resources create uncertainty

Challenge 4
Potential impact of climate change and sea-level rise in downtown
Eight Design Principles

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

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

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

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

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

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

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

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.

1A. 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

- **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

<table>
<thead>
<tr>
<th>Development Type</th>
<th>New Development by 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>2,100,000 sq ft</td>
</tr>
<tr>
<td></td>
<td>2,100 units</td>
</tr>
<tr>
<td>Non-Residential</td>
<td>606,000 sq ft</td>
</tr>
<tr>
<td></td>
<td>2,020 jobs</td>
</tr>
</tbody>
</table>

### Table 4B. Recommended Development Program by Downtown Sub-Area

Refer to Section 4.5, Downtown Sub-Areas, for additional information

<table>
<thead>
<tr>
<th>Downtown Sub-Area</th>
<th>Residential</th>
<th>Non-Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Station Area</td>
<td>735 units</td>
<td>610 jobs (183,000 sq ft)</td>
</tr>
<tr>
<td>Downtown Core</td>
<td>585 units</td>
<td>710 jobs (213,000 sq ft)</td>
</tr>
<tr>
<td>West End Village</td>
<td>400 units</td>
<td>300 jobs (90,000 sq ft)</td>
</tr>
<tr>
<td>Montecito Area</td>
<td>380 units</td>
<td>400 jobs (120,000 sq ft)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,100 units</td>
<td>2,020 jobs</td>
</tr>
</tbody>
</table>

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

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

Refer Section 4.1
### Summary of Built Character

**Table 4C. Summary of Built Environment for Downtown**

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

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

**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

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

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

Refer Section 4.4

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
- Potential streets for green infrastructure
- Priority streets for active transportation
- Community destinations
Downtown Sub-Areas

- **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.

Refer Section 4.5
Discussion (10 minutes)
Chapters

5. Historic Resources

6. Transportation + Parking

7. Affordable Housing + Anti-Displacement

8. Implementation
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

- **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, Lindaro and Grand as priority streets
Bicycle priority network

- 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

Refer Section 6.2
Vehicular priority network

- **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

Refer Section 6.2
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

Refer Section 6.2
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

<table>
<thead>
<tr>
<th>Existing Housing Production Programs</th>
<th>Potential New Housing Production Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inclusionary Housing</td>
<td>Enhanced Density Bonus</td>
</tr>
<tr>
<td>Density Bonus and Affordable Housing incentives</td>
<td>Potential Zoning Strategies</td>
</tr>
<tr>
<td>In-Lieu Fees for Affordable Housing</td>
<td>Reduction in Parking Standards</td>
</tr>
<tr>
<td>First Time Home Buyer program</td>
<td>Streamlined Development Review</td>
</tr>
<tr>
<td>Accessory Dwelling Units and Junior Second Units</td>
<td>Air Rights Development/ Land Write-Downs</td>
</tr>
<tr>
<td>Minimum Density Standards</td>
<td>Outside Funding Sources and Applications</td>
</tr>
<tr>
<td></td>
<td>Multifamily Acquisition/ Rehabilitation</td>
</tr>
<tr>
<td></td>
<td>Community Land Trusts/ Cooperatives</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing Tenant Protection Programs</th>
<th>Potential New Tenant Protection Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condominium Conversion Regulations</td>
<td>Tenant Relocation and Protection Ordinance</td>
</tr>
<tr>
<td>Fair Housing Program</td>
<td>No Net Loss/ One-for-One Replacement</td>
</tr>
<tr>
<td>Source of Income Discrimination Ordinance</td>
<td>Preservation of Affordable Housing</td>
</tr>
<tr>
<td>Relocation Assistance</td>
<td></td>
</tr>
<tr>
<td>Mandatory Mediation</td>
<td></td>
</tr>
<tr>
<td>Just Cause Eviction</td>
<td></td>
</tr>
</tbody>
</table>

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

Tenant Relocation and Protection Ordinance

Table 7H. Bay Area Tenant Relocation Ordinances

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ordinance applicability</td>
<td>Landlord actions (demolitions, condo conversions, renovations) resulting in the removal of rental units and requiring tenants to vacate their apartments.</td>
<td>No</td>
<td>NA</td>
</tr>
<tr>
<td>Additional protections</td>
<td>NA</td>
<td>10% increase of tenant's current rent</td>
<td>2 or more rental units</td>
</tr>
<tr>
<td>Project size threshold</td>
<td>5 or more rental units</td>
<td>4 or more rental units</td>
<td>2 or more rental units</td>
</tr>
<tr>
<td>Tenants eligible for assistance</td>
<td>Up to 80% AMI</td>
<td>Up to 120% AMI</td>
<td>No income limit</td>
</tr>
<tr>
<td>Rent payment amount</td>
<td>3 x current HUD fair market rent (FMR)</td>
<td>3 months median market rent</td>
<td>3 months tenant's current rent, or 3 x current FMRs, whichever is greater</td>
</tr>
<tr>
<td>Additional assistance for special circumstances</td>
<td>1 additional month rent $3,000</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
</tbody>
</table>

* 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).

Chapter 8

Implementation
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

---

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

<table>
<thead>
<tr>
<th>Priority Projects</th>
<th>Timing</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>8A.1. Streets and Transportation Infrastructure Improvements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8A.1.1. Transit Village Relocation</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.1.2. Transit Center Relocation</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.1.3. 10/15 Downtown San Rafael Interchange</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.1.4. Previous Railroad Right of Way</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.1.5. Lincoln Avenue Peak Period Lane/Parking Restrictions</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.2. Public Open Space Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8A.2.1. Transit Plaza</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.2.2. Montacito Promenade</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.2.3. Urban Flood Control Wetland</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.2.4. San Rafael Creek Adaptation</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.2.5. San Rafael Creek Adaptation</td>
<td>Near-term</td>
<td>High</td>
</tr>
<tr>
<td>8A.2.6. Fourth Street as Shared Street</td>
<td>Long-term</td>
<td>Medium (assess feasibility)</td>
</tr>
<tr>
<td>8A.2.7. Pocket Park in West End Village</td>
<td>Long-term</td>
<td>Medium (assess feasibility)</td>
</tr>
<tr>
<td>8A.2.8. Create Infrastructure for Downtown Street Upgrades</td>
<td>Long-term</td>
<td>Medium (assess feasibility)</td>
</tr>
</tbody>
</table>

---

Downtown San Rafael Precise Plan | General Plan Steering Committee Meeting | May 13th, 2020
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.

Refer Section 8.2
The Plan recommends adopting an Affordable Housing and Anti-Displacement Strategy for the Plan Area, considering the strategies summarized below. Please refer to Section 7.5 for additional information.

8.3 Recommended Actions for Affordable Housing and Anti-Displacement

The Plan recommends the following actions for historical resources in downtown.

8.4 Recommended Actions for Historic Resources Management

8.5 Recommended Actions for Utility Infrastructure

Downtown has sufficient capacity in its utility infrastructure systems to support the additional users proposed by the Precise Plan. Future upgrades will need to consider strategies to adapt to climate change and its related impacts.

Recommended actions:

- Affordable Housing and Anti-Displacement
- Historic Resources Management
- Utility Infrastructure
Discussion (10 minutes)
Downtown Zones

Less 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
6 to 8 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

Refer Article 2 Division 2.2

Downtown San Rafael Precise Plan | General Plan Steering Committee Meeting | May 13th, 2020
Downtown Zones

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-Zones
T4N: Open

The following are generally appropriate form elements in the zone.
- Primarily House-Form Buildings
- 3 to 4 Stories, except as further limited on Regulating Plan
- Primarily Detached Buildings
- Small Front Setbacks
- Small Side Setbacks
- Porch Projecting, Porch Engaged, Doorway, Stoop, Walkup Shopfront, Shopfront, Terrace Frontage Types

C. Building Placement

<table>
<thead>
<tr>
<th>Setback (Distance From ROW/Lot Line)</th>
<th>Front (Facade Zone)</th>
<th>7 min; 15 max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side Street (Facade Zone)</td>
<td>7 min; 15 max.</td>
<td></td>
</tr>
<tr>
<td>Side</td>
<td>9 min.</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>15 min.</td>
<td></td>
</tr>
<tr>
<td>Building within Facade Zone¹</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>70% min.</td>
<td></td>
</tr>
<tr>
<td>Side Street</td>
<td>50% min.</td>
<td></td>
</tr>
</tbody>
</table>

Footprint

| Lot Coverage² | 70% max. |
| Building Length | 75% max. |

Public Open Space

<table>
<thead>
<tr>
<th>Site Size (sf) or Lot Width</th>
<th>Required Area (min.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15,000 to 30,000 or 100’-150’</td>
<td>400 sf</td>
</tr>
<tr>
<td>&gt; 30,000 or 150’-250’</td>
<td>1,000 sf</td>
</tr>
</tbody>
</table>

Lot Width: 25’
5% of Site

⁰ Facades facing a street or open space shall be designed in compliance with Division 3.2 (Massing and Facade Articulation Standards).

³ In compliance with stormwater management requirements.

D. Encroachments

<table>
<thead>
<tr>
<th>Encroachment Type</th>
<th>Front (Regulating Plan)</th>
<th>Side (Regulating Plan)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Setback</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Frontage Types</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Structures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balconies, Unenclosed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porches</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key

A = Allowed
X = Not Allowed

Refer Article 2
Division 2.2
### Zone Standards

**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, RS, HR1 and R/O**

- **Key**
  - Main Body
  - House-Form Massing
  - Wing Width
  - Wing Separation
  - Wing Depth

---

<table>
<thead>
<tr>
<th>Building Type</th>
<th>Base</th>
<th>Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Max. Envelope without Height Bonus (Base)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Max. Envelope with Height Bonus</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Refer Article 2 Division 2.2**

---

**Administrative Draft — April 2020 Downtown San Rafael Precise Plan**

**Division 2.2 Downtown Zones:**

**Section 2.2.030 T4 Neighborhood (T4N)**

**Chapter 9 - Downtown Form-Based Code**
Massing + Articulation Standards

Refer Article 3
Division 3.2
## Adjacency to Historic Resources

### Table 3.2.070.A Historic Resource Adjacency Standards

<table>
<thead>
<tr>
<th>1. All Buildings</th>
<th>2. Where Adjacent to a Block-Form Historic Resource</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The height of the first and second floors shall match the ceiling heights of the adjacent historic resource.</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>

### Table 3.2.070.A Historic Resource Adjacency Standards (Continued)

<table>
<thead>
<tr>
<th>3. Where Adjacent to a House-Form Historic Resource</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. If Lot Width &lt; 70’</td>
</tr>
<tr>
<td>A. Forecourt is required on the side adjacent to the historic resource.</td>
</tr>
<tr>
<td><strong>Width</strong> (including Side Setback): 15’ min.</td>
</tr>
<tr>
<td><strong>Depth</strong>: 25’ min. or deeper to align with adjacent front facade.</td>
</tr>
<tr>
<td><strong>Side Setback</strong>: 5’ min.</td>
</tr>
<tr>
<td><strong>Side Facade</strong>: 75’ long max. massing within 25’ of resource</td>
</tr>
<tr>
<td><strong>Resulting facade shall be designed as a side street facade.</strong></td>
</tr>
<tr>
<td><strong>Front and Side Stepback at story above highest story of adjacent historic resource: 10’ min.</strong></td>
</tr>
</tbody>
</table>

| 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** |
| **Side Setback between Wing and Lot Line: 5’ min.** | **B** |
| **Distance between Wings: 20’ min.** | **C** |
| **Wing Height: 3 stories max.** | **D** |
| **Front Stepback: 10’ min.** | **E** |
Frontage Standards

Table 3.3.020. A Frontage Types Overview

<table>
<thead>
<tr>
<th>Frontage Type</th>
<th>Downtown Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Porch Projecting 3.3.030</td>
<td>T4N T4N-O T4M S T5N T5N-O T5S T5S-M</td>
</tr>
<tr>
<td>Porch Engaged 3.3.040</td>
<td>T4N T4N-O T4M S T5N T5N-O T5S T5S-M</td>
</tr>
<tr>
<td>Dooryard 3.3.050</td>
<td>T4N T4N-O T4M S T5N T5N-O T5S T5S-M</td>
</tr>
<tr>
<td>Stoop 3.3.060</td>
<td>T4N T4N-O T4M S T5N T5N-O T5S T5S-M</td>
</tr>
<tr>
<td>Forecourt 3.3.070</td>
<td>T4N T4N-O T4M S T5N T5N-O T5S T5S-M</td>
</tr>
</tbody>
</table>

3.3.050 Dooryard

Example of a residential Dooryard.

Key

| TE | Allowed | TM | Allowed in Open Zone | TN | Not Allowed |

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.
- Length: 10’ min.
- Distance between Glazing: 4’ max.
- Depth of Recessed Entries: 12” max.
- Pedestrian Access: 3’ wide min.
- Finish Level above Sidewalk: 0’ min.
- Height of Dooryard Fence/Wall above Finish Level: 36’ max.

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 be also applied.

Downtown San Rafael Precise Plan | General Plan Steering Committee Meeting | May 13th, 2020

Refer Article 3 Division 3.3
Discussion (10 minutes)
Thank you!