



AGENDA

**San Rafael Planning Commission
Regular Meeting
Tuesday, December 15, 2020, 7:00 P.M.**

Virtual Meeting

Watch on Webinar: <https://tinyurl.com/PC-2020-12-15>

Watch on Youtube: www.youtube.com/cityofsanrafael

Telephone: (669) 900-9128

Meeting ID: 872-0645-4435#

CORONAVIRUS (COVID-19) ADVISORY NOTICE

In response to Executive Order N-29-20, the City of San Rafael will no longer offer an in-person meeting location for the public to attend. This meeting will be streamed through YouTube Live at www.youtube.com/cityofsanrafael. Comments submitted via YouTube Live must be submitted according to the directions located on the YouTube video description. The City is not responsible for any interrupted service. To ensure the Planning Commission receives your comments, submit written comments to the Alicia Giudice, Principal Planner (alicia.giudice@cityofsanrafael.org), prior to the meeting. For more information regarding real-time public comments, please visit our Live Commenting Pilot page at <https://www.cityofsanrafael.org/live-commenting-pilot/>.

Want to listen to the meeting and comment in real-time over the phone? Call the telephone number listed on this agenda and dial the Meeting ID when prompted. Feel free to contact the City Clerk's office at 415-485-3066 or by email to lindsay.lara@cityofsanrafael.org if you have any questions.

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Members of the public may speak on Agenda items.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

RECORDING OF MEMBERS PRESENT AND ABSENT

APPROVAL OR REVISION OF ORDER OF AGENDA ITEMS

PUBLIC NOTIFICATION OF MEETING PROCEDURES

URGENT COMMUNICATION

Anyone with an urgent communication on a topic not on the agenda may address the Commission at this time. Please notify the Community Development Director in advance.

CONSENT CALENDAR

1. Approval of the Planning Commission Meeting Minutes of November 12, 2020 and November 17, 2020

Recommended Action – Approve as submitted

OTHER AGENDA ITEM

2. 1215 Second Street

Request for a Use Permit and an Environmental and Design Review Permit to allow 1) the increase in the height of the existing structure on the site to accommodate a new ground floor residence; 2) the construction of a new third floor office area; 3) the addition of a new staircase and elevator tower at the rear of the existing structure; and 4) the construction of a new detached structure at the rear of the site with two new residential units above garage parking on a 5,000 sq. ft. Downtown parcel; APN: 012-075-03; Second/Third Mixed Use West (2/3 MUW) Zoning District; A. Blanco, Owner; Heidi Richardson for Richardson Pribuss Architects, Applicant; Case No.: UP20-011 and ED20-021.

Project Planner: Steve Stafford

Recommended Action – Adopt Resolution approving project

PUBLIC HEARING

3. Public Hearing on Chapters 10-14 of Draft San Rafael General Plan 2040 (Continued from 10/27/20)

The Planning Commission will conduct its third public hearing on the Draft General Plan 2040, as a follow up to the comments and questions raised during the first two hearings on review of the Draft Plan (October 27 and November 12, 2020). The Draft Plan is available for review at www.sanrafael2040.org. Prior hearings on the General Plan 2040 took place on October 27 and November 12, 2020. The purpose of each hearing is to receive initial public comments on the Draft Plan. Opportunities for public comment will continue at future hearings to be properly noticed convened in early 2021, concurrently with review of the Downtown Precise Plan and a Draft Environmental Impact Report covering both projects. The Commission is tentatively scheduled to take action on the 2040 General Plan in March 2021.

Case Nos.: GPA16-001 and P16-013.

Project Planner: Barry Miller

Recommended Action – Accept report and provide comments

DIRECTOR'S REPORT

COMMISSION COMMUNICATION

ADJOURNMENT

Any records relating to an agenda item, received by a majority or more of the Commission less than 72 hours before the meeting, shall be available for inspection online. Sign Language interpreters may be requested by calling (415) 485-3066 (voice), emailing

Lindsay.lara@cityofsanrafael.org or using the California Telecommunications Relay Service by dialing "711", at least 72 hours in advance of the meeting. Copies of documents are available in accessible formats upon request.

The Planning Commission will take up no new business after 11:00 p.m. at regularly scheduled meetings. This shall be interpreted to mean that no agenda item or other business will be discussed or acted upon after the agenda item under consideration at 11:00 p.m. The Commission may suspend this rule to discuss and/or act upon any additional agenda item(s) deemed appropriate by a unanimous vote of the members present. Appeal rights: any person may file an appeal of the Planning Commission's action on agenda items within five business days (normally 5:00 p.m. on the following Tuesday) and within 10 calendar days of an action on a subdivision. An appeal letter shall be filed with the City Clerk, along with an appeal fee of \$350 (for non-applicants) or a \$4,476 deposit (for applicants) made payable to the City of San Rafael, and shall set forth the basis for appeal. There is a \$50.00 additional charge for request for continuation of an appeal by appellant.



MINUTES
San Rafael Planning Commission
Regular Meeting
Thursday, November 12, 2020, 7:00 P.M.

Virtual Meeting
(669) 900-9128
Meeting ID: 872-0645-4435#

CORONAVIRUS (COVID-19) ADVISORY NOTICE

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Present: Chair Mercado
Commissioner Hill
Commissioner Lubamersky
Commissioner Previtali
Commissioner Samudzi
Commissioner Saude

Absent: Commissioner Davidson

Also Present: Raffi Boloyan, Planning Manager
Alicia Giudice, Principal Planner
Barry Miller, Project Planner
Paul Jensen, Community Development Director

CALL TO ORDER

Chair Mercado called the meeting to order at 7:03 p.m. and invited Principal Planner Alicia Giudice to call the roll. All commissioners were present, except for Commissioner Davidson.

APPROVAL OR REVISION OF ORDER OF AGENDA ITEMS

None.

PUBLIC NOTIFICATION OF MEETING PROCEDURES

Chair Mercado invited Planning Manager Raffi Boloyan who informed the community the meeting would be streamed live to YouTube and members of the public would provide public comment either on the telephone or through YouTube live chat. He explained the process for community participation through the telephone and on YouTube.

URGENT COMMUNICATION

None.

CONSENT CALENDAR

Chair Mercado invited public comment; however, there was none.

Commissioner Hill moved and Commissioner Samudzi seconded to approve the Consent Calendar.

1. **Approval of the Planning Commission Meeting Minutes of October 27, 2020**
Approved as submitted

AYES: Commissioners: Hill, Previtali, Saude, Samudzi & Chair Mercado

NOES: Commissioners: None

ABSENT: Commissioners: Davidson

ABSTAIN: Commissioners: Lubamersky

Motion carried 5-0

PUBLIC HEARING

2. **Public Hearing on Chapters 10-14 of Draft San Rafael General Plan 2040 (Continued from 10/27/20)**

The Planning Commission will conduct its second public hearing on the Draft General Plan 2040 on November 12. The November 12 hearing will cover Chapters 10-14 of the Draft Plan (now available for review at www.sanrafael2040.org). A prior hearing on Chapters 1-9 took place on October 27. The purpose of each hearing is to receive initial public comments on the Draft Plan chapters. Opportunities for public comment will continue at future hearings to be convened in December 2020 and early 2021, concurrently with review of the Downtown Precise Plan and a Draft Environmental Impact Report covering both projects. The Commission is tentatively scheduled to take action on the 2040 General Plan in March 2021. Case Nos.: GPA16-001 & P16-013
Case Nos. GPA16-001 & P16-013.

Project Planner: Barry Miller

Barry Miller, Project Planner presented the staff report.

Staff responded to comments and questions from the Commissioners.

Chair Mercado declared the public hearing opened.

Speakers: Rich Storeck, Canal Ars Initiative, Barbara Salzman, Marin Audobon

Society, Phil Hallstein, Responsible Growth Marin, Bill Carney, Sustainable San Rafael, Elizabeth Benton, Exec Director of Art Works, Kate Powers, MCL, Grace Gearety, Responsible Growth Marin, Shirley Fischer, Responsible Growth Marin, Pam Reaves, Responsible Growth Marin, David Smith, Responsible Growth Marin, Scott Frerich, Responsible Growth Marin,

Staff responded to public comments.

Commissioners provided comments.

Commissioner Lubamersky moved and Commissioner Previtali seconded to accept the report, provide their comments as discussed throughout the meeting, and continue the hearing to December 15, 2020 for the remaining chapters.

AYES: Commissioners: Hill, Lubamersky, Previtali, Samudzi, Saude & Chair Mercado

NOES: Commissioners: None

ABSENT: Commissioners: Davidson

Motion carried 6-0-1

DIRECTOR'S REPORT

Principal Planner Alicia Giudice reported:

- November 24th Planning Commission meeting rescheduled to Tuesday, November 17, 2020
- Planning and building opened for walk-in services Tuesday and Thursday from 8:30-12:30 p.m. Virtual Counter still encouraged.

COMMISSION COMMUNICATION

None.

ADJOURNMENT

Chair Mercado adjourned the meeting at 9:41 p.m.

LINDSAY LARA, City Clerk

APPROVED THIS ____ DAY OF _____, 2020

ALDO MERCADO, Chair



MINUTES
San Rafael Planning Commission
Regular Meeting
Tuesday, November 17, 2020, 7:00 P.M.

Virtual Meeting
(669) 900-9128
Meeting ID: 897-5534-1830#

CORONAVIRUS (COVID-19) ADVISORY NOTICE

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Present: Chair Mercado
Commissioner Davidson
Commissioner Hill
Commissioner Lubamersky
Commissioner Previtali
Commissioner Samudzi
Commissioner Saude

Absent: None

Also Present: Raffi Boloyan, Planning Manager
Alicia Giudice, Principal Planner
Ethan Guy, Principal Analyst

CALL TO ORDER

Chair Mercado called the meeting to order at 7:04 p.m. and invited Principal Planner Alicia Giudice to call the roll. All commissioners were present.

APPROVAL OR REVISION OF ORDER OF AGENDA ITEMS

None.

PUBLIC NOTIFICATION OF MEETING PROCEDURES

Chair Mercado invited Planning Manager Raffi Boloyan who informed the community the meeting would be streamed live to YouTube and members of the public would provide public comment either on the telephone or through YouTube live chat. He explained the process for community participation through the telephone and on YouTube.

Chair Mercado reviewed the procedures for the meeting.

URGENT COMMUNICATION

None.

CONSENT CALENDAR

None.

PUBLIC HEARING

- 1. Amendments to the San Rafael Municipal Code related to a) affordable housing; b) small lot development; c) hillside exceptions and d) appeals process.**

Project Planners: Alicia Giudice, Principal Planner & Ethan Guy, Principal Analyst

Ethan Guy, Principal Analyst and Alicia Giudice, Principal Planner presented the staff report.

Staff responded to questions from the Commissioners.

Chair Mercado declared the public hearing opened.

Speakers/Chat Commenters: Victoria DeWitt, Bob Pendoly, Marin Environmental Housing Collaborative (MEHC), Brad Sears, Grace G, Kate Powers

Staff responded to comments and questions from the Commissioners.

Commissioner Samudzi moved and Commissioner Lubamersky seconded to adopt the resolution recommending approval to the City Council of the Amendments to the Zoning Ordinance as presented.

Commissioner Previtali suggested a two year review cycle be added, instead of a three to five year cycle. Discussion ensued. No change to motion was made.

AYES: Commissioners: Davidson, Hill, Lubamersky, Samudzi, Saude & Chair Mercado

NOES: Commissioners: None

ABSENT: Commissioners: None

ABSTAIN: Commissioners: Previtali

Motion carried 6-0-1

Resolution 20-22 – Resolution of the City of San Rafael Planning Commission Recommending to the City Council Adoption of an Ordinance of the City of San Rafael Amending Title 14 (Zoning Ordinance), Including: A) Revisions to the Affordable Housing Requirement for Residential Development Projects; B) Revisions to the Density Bonus and Height Bonus Provisions; C) Revisions to Limitations Placed on Residential Development of Small Lots; D) Revisions to Scheduling Process for Appeals; E) Revisions to the Review Requirements for Exceptions to Hillside Developments (P18-010/ Z020-002)

DISCUSSION ITEM

2. Informational Report on Renter Protections in Federally Designated Opportunity Zone

Project Planner: Ethan Guy, Principal Analyst

Ethan Guy, Principal Analyst presented the staff report.

Staff responded to questions from the Commissioners.

Chair Mercado invited public comment; however, there was none.

Staff responded to further questions from the Commissioners.

Commissioner Lubamersky moved and Commissioner Hill seconded to accept the report.

AYES: Commissioners: Davidson, Hill, Lubamersky, Previtali, Samudzi, Saude & Chair Mercado

NOES: Commissioners: None

ABSENT: Commissioners: None

ABSTAIN: Commissioners: None

Motion carried 7-0

DIRECTOR'S REPORT

Alicia Giudice, Principal Planner reported:

- The next Planning Commission meeting will be held on December 8, 2020, instead of December 29, 2020. There will be one public hearing item that includes a lot line adjustment and new single family residence on a hillside lot. Also, there will be a report on homelessness.
- Design Review Board held a meeting on November 4, 2020 to discuss the ideas for its future. There will be a follow-up meeting in the near future.
- City Offices opened briefly last week, but now with a reverse change in tier, City Offices are closed again for walk-in services. City Offices continue to provide services on-line, virtually and by appointment, if needed.
- City Offices, except for Emergency Services, will be closed for the Thanksgiving week, due to both furlough and holiday days.

COMMISSION COMMUNICATION

The Planning Commissioners expressed their gratitude for Raffi Boloyan’s (Planning Manager) service at the City of San Rafael and wished him well with his future endeavors.

Raffi Boloyan, Planning Manager expressed his gratitude to the Planning Commission.

ADJOURNMENT

Chair Mercado adjourned the meeting at 9:26 p.m.

LINDSAY LARA, City Clerk

APPROVED THIS ____ DAY OF _____, 2020

ALDO MERCADO, Chair

DRAFT



SAN RAFAEL

THE CITY WITH A MISSION

Community Development Department – Planning Division

Meeting Date: December 15, 2020
Agenda Item: 2
Case Numbers: UP20-011 and ED20-021
Project Planner: Steve Stafford/ 415-458-5048

REPORT TO PLANNING COMMISSION

SUBJECT: 1215 2ND Street – Request for a Use Permit and an Environmental and Design Review Permit to allow 1) The increase in the height of the existing office building ('lift-and-fill') to accommodate a new ground floor residence; 2) The construction of a new third floor office space to the existing office building; 3) The addition of a new staircase and elevator tower to the rear of the existing office building; and 4) The construction of a new detached building with two new residential units above garage parking on a 5,000 sq. ft. Downtown parcel; APN: 012-075-03; Second/Third Mixed Use West (2/3 MUW) Zoning District; A. Blanco, Owner; Heidi Richardson, Richardson Pribuss Architects, Applicant; Downtown Neighborhood.

EXECUTIVE SUMMARY

The project site is among three existing Craftsmen-style buildings located along 2nd Street., one of the City's busiest arterial corridors, and directly across from the 815 B Street project, a transformational four (4)-story, 41-unit mixed-use project in the Downtown. The project proposes to preserve and enhance the existing craftsmen-style building along the street front while adding three (3) new residential 'rental' units to the Downtown inventory of housing stock.

Staff finds the project generally complies with all applicable General Plan policies, development standards in the 2/3 MUW District, the review criteria for Environmental and Design Review Permits, San Rafael Design Guidelines, the Downtown Vision, the 'Good Design' Principles, and the findings necessary to approve the requested Use Permit (residential units in a commercial zoning district) and Environmental and Design Review Permit (additions and modifications to the existing building and a new residential building).

The Design Review Board subcommittee (Board) reviewed the site and building design proposed by the project on two (2) occasions: once as a conceptual project and once as a formal project. On October 21, 2020, the Board unanimously recommended approval of the proposed site and building design, subject to recommendations listed in staff's report further below.

RECOMMENDATION

It is recommended that the Planning Commission adopt the Draft Resolution approving the requested Use Permit and Environmental and Design Review Permit for the project (Exhibit 2).

PROPERTY FACTS

Address/Location:	1215 Second St.	Parcel Number(s):	012-075-03
Property Size:	5,000 sf	Neighborhood:	Downtown

Site Characteristics			
	General Plan Designation	Zoning Designation	Existing Land-Use
Project Site:	2/3 MU (2nd/3rd Mixed Use)	2/3 MUW (2nd/3rd Mixed Use West)	Office
North:	2/3 MU	2/3 MUW	Mixed-Use
South:	RET/O (Retail/Office)	C/O (Commercial/Office)	Office
East:	2/3 MU	2/3 MUW	Residential
West:	2/3 MU	2/3 MUW	Commercial Retail

BACKGROUND

Site Description/Setting:

The project site is a relatively flat (2.1% average cross-slope; north-to-south trending), 5,000 sq. ft. Downtown parcel located along Second St., one of two east-west arterial corridors which carry traffic through the Downtown. It is located outside the Downtown parking district. It is currently developed with one-story, 1,240 sq. ft. office building. The existing building was originally constructed in the early 1900's as a single-family residence and was officially deemed to be a commercial use by the City of San Rafael in 2001.

The '815 B St. Project', a four (4)-story, 41-unit mixed-use development is currently under construction immediately north of the project site, across Second St. Offices are located immediately south of the site, commercial retail is located immediately west of the site and single-family residential is located immediately east of the site.

PROJECT DESCRIPTION

Use:

The project proposes to modify the existing office building located at the front of the site by raising the building to create a new residential unit on the ground floor and adding a new third floor to create additional office space. The project also proposes to construct a new residential building located at the rear of the site with two (2) new units above covered parking.

Site Plan:

The project proposes to raise ('lift-and-fill') the existing office building on the site to allow the creation of a new two (2)-bedroom residential unit on the ground-floor while also constructing a new 1,094 sq. ft. third floor to provide additional office space. The project also proposes to construct a new second, three (3)-story building at the rear of the site with two (2) residential units (one, 1-bedroom unit and one, 2-bedroom unit) above garage parking which is currently used as an uncovered parking area for the existing office building. Vehicular access to the site is proposed to continue using the existing curb cut and driveway located along the east property line. Vehicular access to the garage area of the new rear residential building will use this existing driveway. Primary pedestrian access to the existing office building will continue directly from the Second St. frontage though the entry staircase will be redesigned. Pedestrian access to the new ground-floor residential unit is proposed along the west property line Primary pedestrian access to the new third floor and secondary access to the second floor office space will be provided by a new stair/elevator tower located at the back of the existing office building. Pedestrian access to the upper-story residential units in the new rear building will be along the existing driveway. The project proposes to create three (3) covered parking spaces; one (1) new garage parking space in the existing office building at the front of the site and two (2) new garage parking spaces underneath the new residential building at the rear of the site.

The project also proposes to create two (2) new uncovered parallel parking spaces located along the existing driveway.

Architecture:

The existing 'modified craftsmen' design of the office structure, located at the front of the site, will continue with the proposed raising of the structure to allow for the creation of a new ground-floor residential unit and the proposed construction of the new third floor office space. The design of the new residential structure, located at the rear of the site, is proposed to match that of the existing front structure. The exterior materials for both structures are primarily horizontal ship-lap siding in a cream yellow color with bright white trim (windows, doors, eaves, gutters and railings) and dark asphalt composition roof shingles.

Material and Color Boards have been prepared by the applicant and submitted; a photo of the Material and Color Board is included in staff's report as Exhibit 5.

Parking:

The project proposes five (5) on-site parking spaces; one (1) covered garage parking space in the existing front office structure, two (2) covered garage parking spaces in the new rear residential structure and two (2) uncovered parking spaces located along the driveway.

Landscaping:

The project proposes 12% or 604 sq. ft. of site landscaping where a minimum of 10% (500 sq. ft.) is required. Landscaped areas will be located along the west and north property lines. The project proposes to retain the existing 42"-diameter palm tree which is located along the 2nd Street frontage. Additionally, the landscape plan proposes a combination of shrubs, grasses and groundcover to be planted along the 2nd Street frontage and along the western property line.

Grading/Drainage:

The project will require 315 CY of net new fill, including 10 CY of cut and 325 CY of 'fill'.

Planning Applications:

The project requires the following Planning entitlements:

- An Environmental and Design Review Permit. The project qualifies as a Major Physical Improvement pursuant to San Rafael Municipal Code Section 14.25.040 - *Improvements subject to review* because it entails construction of 3 residential units and an additions and alterations to existing nonresidential structures where the addition is greater than forty percent (40%). Major Physical improvements require Planning Commission consideration.
- An Administrative Use Permit. The project requires and administrative use permit to allow the proposed new residential uses on the commercial zoned site. Administrative Use Permits typically require staff level review. However, pursuant to San Rafael Municipal Code Section 14.21.040 - *Referral to planning commission*, projects that are not considered routine matters may be referred to the Planning Commission for consideration. It is standard practice to refer administrative actions to the Planning Commission when the Planning Commission has review authority over one or more other entitlement request as is the case here.

ANALYSIS

San Rafael General Plan 2020 Consistency:

There are numerous General Plan policies applicable to this project. The General Plan contains many competing policies that need to be weighed and considered. Consistency with a General Plan is determined by reviewing and weighing the goals and polices of *all* elements of the San Rafael General

Plan 2020. Overall, the project would be consistent with most of the applicable San Rafael General Plan 2020 policies.

The General Plan land use designation for the project site is Second/Third Street Mixed-Use (2/3 MU). The 2/3 MU designation allows office, limited retail and residential uses.

The project is in accordance with Land Use Policy LU-9 (*Intensity of Nonresidential Development*) with a proposed FAR (Floor Area Ratio) of 0.52 (2,620 sq. ft.), where a maximum allowable FAR of 0.50 (2,500 sq. ft.); the project is eligible for a one-time FAR bonus of up to 750 sq. ft. due to its Downtown location for which the project seeks a 120 sq. ft. FAR bonus. The project also is in accordance with Land Use Policy LU-12 (*Building Height*) with a proposed building height of 33'-8" (front building; rear building has an overall height of 29' 8" height), which represents an increase of 15'-6" over the existing height though below the maximum allowable building height of 36'.

A complete analysis of the pertinent policies and programs is presented in the attached *General Plan Consistency Table* (Exhibit 3).

Zoning Ordinance Consistency:

The project has been reviewed for consistency with the San Rafael Zoning Ordinance. A complete analysis of the pertinent regulations (standards and criteria) is presented in the attached *Zoning Ordinance Consistency Table* (Exhibit 4). Overall, the project is consistent with all applicable regulations of the Zoning Ordinance.

Chapter 5 – Commercial and Office Districts

The project site is located within the Second/Third Street Mixed-Use West (2/3 MUW) District, a Downtown zoning district. The proposed project requires consistency with the property development standards for the 2/3 MUW District, including maximum density (5 residential units), minimum setbacks (5' front), building height (36') and minimum landscaping (10%). As currently designed, the project will be consistent with all applicable development standards (maximum density, height and landscaping, and minimum setbacks) for the 2/3 MUW District.

Chapter 16 – Site and Use Regulations

Floor Area Ratio (FAR)

Under both the City's General Plan (Land Use Policy LU-9; *Intensity of Nonresidential Development*) and Section 14.16.150 (A) of the Zoning Ordinance (*Floor Area Ratios and Densities Applicable to Nonresidential and Mixed-Use Development*), the maximum allowable intensity of nonresidential development on the project site is 0.50 FAR (Floor Area Ratio), or 2,500 sq. ft. (based on the 5,000 sq. ft. lot area for the site). The project proposes 0.52 FAR or 2,620 sq. ft. of nonresidential development. Due to its Downtown location, the site is eligible for a FAR bonus of up to 750 sq. ft. and is requesting a FAR bonus of 120 sq. ft.

Sight Distance

Pursuant to Section 14.16.295 (*Sight Distance*) of the Zoning Ordinance, driveways on the project site, and those existing on an immediately adjacent site, shall provide a sight distance triangle of 15' from the curb return, or as determined by the City Engineer. The proposed project has been reviewed by the City Engineer and determined to be generally consistent with the required sight distance triangle.

Chapter 18 – Parking Standards

Parking Requirement

Pursuant to Section 14.18.040 (*Parking Standards; Parking Requirements*) of the Zoning Ordinance, the proposed project requires four (4) on-site parking spaces to meet the parking demand for the three (3) new residential units. The project proposes a total of five (5) on-site parking spaces; one (1) covered garage parking space in the existing front office structure, two (2) covered garage parking spaces in the new rear residential structure and two (2) uncovered parking spaces located along the driveway. The site is located within the boundaries of the Downtown Parking District, where the off-street parking requirement is waived for up to a maximum of 1.0 FAR of nonresidential development. The project proposes 0.52 FAR so no additional on-site parking is required for the project (both existing and proposed expanded office space).

Guest Parking

Also pursuant to SRMC Section 14.18.040, the project is not required to provide guest parking due to the site's Downtown location.

Clean Air Vehicle Parking

Pursuant to Section 14.18.045 (*Parking Standards; Designated Parking for Clean Air Vehicles*) of the Zoning Ordinance, the proposed project is not required to provide pre-wired clean air vehicle/EV parking spaces, which are required for projects providing 10 or greater nonresidential parking spaces. The project is required to provide four (4) off-street parking spaces for the three (3) new residential units only (Five off-street parking spaces are proposed). The parking demand for the nonresidential FAR on the site is waived due to the site's location within the Downtown Parking District.

Loading/Off-Loading Space

Pursuant to Section 14.18.050 (*Parking Standards; Off-Street Loading and Unloading*) of the Zoning Ordinance, the project is required to provide one (1) off-street loading/unloading space, 10' x 35' x 14' in dimensions. This off-street loading/unloading space may be located within the existing driveway, given that; the site is less than 10,000 sq. ft. and located within the Downtown Parking District.

Bicycle Parking

Pursuant to Section 14.18.090 (*Parking Standards; Bicycle Parking*) of the Zoning Ordinance, the proposed project is required to provide short-term bicycle parking equal to 5% of the required parking with a minimum of one (1) two-bike capacity rack. The project proposes one (1) two-bike capacity rack located between the existing office structure and the Second St. frontage.

Parking Dimensions and Design

Pursuant to Section 14.18.130 (*Parking Standards; Parking Dimensions and Design*) of the Zoning Ordinance, the proposed project is required to provide off-street parking spaces with minimum dimensions of 8' 6" x 18' and backups a minimum of 26'. The project proposes parking space dimensions of 8'6" x 19' and backups of 30'. The project plans include Vehicle Turning Exhibits (see Exhibit 9; Sheets 1A and 1B) which have been reviewed and recommended for approval by the City's Traffic Engineer.

Driveway Widths

Pursuant to Section 14.18.140 (*Parking Standards; Driveway Widths*) of the Zoning Ordinance, the project is required to provide a driveway width of 10' based on the number of proposed new residential units requiring off-street parking spaces. The project proposes a 16' 9 1/2" driveway width.

Chapter 22 – Use Permits

Pursuant to Sections 14.05.022 (*Land Use Regulations; 2/3 MUW District*) and 14.17.100 (*Residential in Commercial Districts*) of the Zoning Ordinance, the new residential units proposed by the project require Use Permit approval.

Chapter 25 – Environmental and Design Review Permits

The project requires Environmental and Design Review Permit approval by the Planning Commission (Commission), based on the level of proposed additions to the existing office building and the construction of three (3) new residential units on the site. The pertinent review criteria for Environmental and Design Review Permits, pursuant to Section 14.25.050 (*Review Criteria; Environmental and Design Review Permits*), are as follows:

- *Site Design. There should be a harmonious relationship between structures within the development and between the structures and the site. Proposed structures and site development should relate to the existing development in the vicinity. Major views of ridgelines should be preserved and enhanced from public streets and public vantage points. Development should respect site features and recognize site constraints by minimizing grading, erosion and removal of natural vegetation. Sensitive areas such as highly visible hillsides, steep, unstable or hazardous slopes, creeks and drainageways, and wildlife habitat should be preserved and respected.*
- *Architecture. The project architecture should be harmoniously integrated in relation to the architecture in the vicinity in terms of colors and materials, scale and building design. The design should be sensitive to and compatible with historic and architecturally significant buildings in the vicinity. Design elements and approaches which are encouraged include: a) creation of interest in the building elevation; b) pedestrian-oriented design in appropriate locations; c) energy-efficient design; d) provision of a sense of entry; e) variation in building placement and height; and f) equal attention to design given to all facades in sensitive location.*
- *Materials and colors. Exterior finishes should be consistent with the context of the surrounding area. Color selection shall coordinate with the predominant colors and values of the surrounding landscape and architecture. High-quality building materials are required. In hillside areas, natural materials and colors in the earth tone and wood tone range are generally preferred. Concrete surfaces should be colored, textured, sculptured, and/or patterned to serve design as well as a structural function.*
- *Walls, Fences and Screening. Walls, fences and screening shall be used to screen parking and loading areas, refuse collection areas and mechanical equipment from view. Screening of mechanical equipment shall be designed as an integrated architectural component of the building and the landscape. Utility meters and transformers shall be incorporated into the overall project design.*
- *Landscape Design. The natural landscape should be preserved in its natural state, as much as practical, by minimizing grading and tree and rock removal. The landscaping shall be designed as an integral enhancement of the site, sensitive to natural site features. Water-conserving landscape design shall be required. Smaller scale, seasonal color street trees should be proposed along pedestrian-oriented streets while high-canopy, traffic-tolerant trees and landscape setbacks should be proposed for primary vehicular circulation streets.*

The review criteria for Environmental and Design Review Permits requires that the proposed design (architecture, form, scale, materials and color, etc.) of all new development 'relate' to the predominant design or 'character-defining' design elements existing in the vicinity.

Site Design

The project proposes, essentially, to raise or 'lift-and-fill' the existing office structure, located at the front of the site, and to construct a new residential building at the rear of the site which is currently an uncovered parking area. Vehicular access is proposed to continue from Second Street, along an existing 16' 9 1/2"-

wide driveway located along the east property boundary. Primary pedestrian access to the existing office structure is proposed to continue directly from the 2nd Street frontage, though the design of the entry staircase is proposed to change with the raising of the building. Secondary pedestrian access to the existing office structure is proposed from a new staircase tower addition located at the rear of the office structure. Pedestrian access to the new ground-floor residential unit in the existing front office structure is proposed through a landscaped walkway along the west property boundary. Pedestrian access to new residential structure is proposed along the existing driveway.

Architecture

The existing 'modified craftsmen' design of the office structure, located at the front of the site, will continue with the proposed raising of the structure to allow for the creation of a new ground-floor residential unit and the proposed construction of the new third floor office space. The design of the new residential structure, located at the rear of the site, is proposed to match that of the existing front structure. The scale of the project is proposed to increase from two (2) stories to three (3) stories. The current scale of existing buildings in the vicinity of the site is generally two (2) stories. An existing mature Canary Island date palm tree, located at the front of the site, also helps to frame the proposed three (3) story scale proposed by the project.

Colors and Materials

The exterior materials for both structures are primarily horizontal ship-lap siding in a cream yellow color with bright white trim (windows, doors, eaves, gutters and railings) and dark asphalt composition roof shingles. At the urging of the Design Review Board Subcommittee, red brick accents are proposed along the base of existing front office structure which complement the red brick courtyard fencing along the 2nd Street frontage.

Material and Color Boards were prepared by the applicant and submitted with the formal project; photos of the Material and Color Boards are included in staff's report as Exhibit 5.

Walls, Fences and Screening

The project design includes three (3) separate refuse enclosures, all of which will be screened from public view; one trash enclosure is proposed to be located underneath the new redesigned entry staircase to the existing office structure at the front of the site, a second trash enclosure is proposed to be located adjacent to the new stair tower at rear of the existing office structure and a third trash enclosure is proposed within the garage in the new rear residential structure. Ground-mounted and building-mounted HVAC units are proposed among both structures within the project, which will be screened from view at all times.

Landscape Design

The project proposes 12% or 604 sq. ft. of site landscaping where a minimum of 10% (500 sq. ft.) is required. Landscaped areas will be located along the west and north property lines. The project proposes to retain the existing 42"-diameter Canary Island date palm tree located along the 2nd Street frontage. Additionally, the landscape plan proposes a combination of shrubs, grasses and groundcover to be planted along the 2nd Street frontage and along the western property line.

On October 21, 2020, the Design Review Board subcommittee unanimously recommended approval of the proposed site and building design, determining that it adequately met the applicable design criteria for Environmental and Design Review Permits, to the recommended listed below.

San Rafael Design Guidelines:

The [San Rafael Design Guidelines](#) have been developed as interim criteria that implement design-related General Plan Policies. The site is located within the *Second/Third Corridor and Environs*.

Second/Third Corridor and Environs

Second and Third Streets are to be attractive, landscaped major transportation corridors. While increased pedestrian safety and comfort is desired on Second and Third Streets, greater pedestrian use of the cross streets is encouraged. The project site is located within the boundaries of the *Second/Third Street Corridor and Environs* area of the Downtown, where the following specific design guidelines apply:

- *To provide visual interest, long and monotonous walls should be avoided;*
- *Building walls should be articulated;*
- *To create a boulevard effect along Second and Third Streets, varied, landscaped setbacks are appropriate;*
- *Additional street trees are strongly encouraged;*
- *Entries to residential buildings should be well defined and oriented to the street rather than to a parking lot; and*
- *Driveway cuts and widths should be minimized to prevent vehicular conflicts.*

On October 21, 2020, the Design Review Board subcommittee unanimously recommended approval of the proposed site and building design, determining that it adequately met the applicable [San Rafael Design Guidelines](#), subject to the recommended listed below.

Downtown Vision:

The proposed project is located with the Downtown and should be consistent with as many of the applicable policies in the adopted *Our Vision of Downtown San Rafael; Second / Third Corridor Design Principles*, including:

- Make Second and Third Streets more attractive and safer for pedestrians by: 1) Planning more street trees; 2) Creating a visual buffer between pedestrians and the street; and 3) Reducing the number of driveways which interrupt sidewalks;
- Vary building heights and densities, concentrating the most intense development towards the east, closest to the freeway and Transportation Center, including: building heights of two to five stories and higher densities east of B Street and heights of one to three stories and lower densities west of B Street; and
- Encourage attractive, creative and varied architecture, with: 1) Design details on all sides of buildings visible to the street or pedestrians; 2) Sensitivity to the special design characteristics of some areas, such as the historic character of B Street and the Victorian character of E Street; and Careful maintenance of existing historic buildings, especially on B Street.

On October 21, 2020, the Design Review Board subcommittee unanimously recommended approval of the proposed site and building design, determining that it adequately met the applicable design principles of the [Downtown Vision](#), subject to the recommendations listed below.

“Good Design” Guidelines:

On August 14, 2017, an Ad Hoc City Council Sub-Committee convened to discuss “Community Design,” with a primary focus on Downtown development. The Ad Hoc Sub-Committee included former Mayor Phillips, former Council Member Andrew McCullough, two members of the Design Review Board (former Board Member Spielman and Board Member Summers) and two members of the Planning Commission (former Commissioners Paul and Robertson). The initial purpose of the meeting was to determine if there

are adequate tools and resources to facilitate and achieve good design in development in San Rafael. The Sub-Committee was provided with an inventory of our current resources (all referenced in this report), which are abundant and comprehensive. The inventory of documents and regulations include the following:

- ✓ Downtown San Rafael Vision – 1993
- ✓ General Plan 2020 Policies & Programs for Downtown – 2004
- ✓ San Rafael Design Guidelines (Interim) – 2004
- ✓ Zoning Regulations for Downtown – 2004
- ✓ Downtown San Rafael Station Area Plan – 2012

Former Mayor Phillips assigned former Commissioner/now Board Member Paul the task of forming a working group to review these resources and to develop a more concise and consolidated list of key criteria. The goal was to develop an informational handout (“City of San Rafael Expectations for Good Design”) that can be provided to developers/applicants. Former Commissioner Paul formed a small Working Group of local design professionals and residents to review the above planning documents and regulations and consolidate them into more concise criteria. This working group presented their findings and a [“Good Design Guidelines for Downtown”](#) slideshow to the Council at their February 5, 2018.

There are next steps, which include creating a checklist of these good design principles and adopting them; however, staff is providing the applicable criteria from this presentation as Exhibit 6.

On October 21, 2020, the Design Review Board subcommittee unanimously recommended approval of the proposed site and building design, determining that it adequately met the applicable criteria of [“Good Design” Guidelines for the Downtown](#), subject to the recommendations listed below.

DESIGN REVIEW BOARD RECOMMENDATION

On October 21, 2020, the Design Review Board subcommittee (Board Members Summer and Kent) reviewed the proposed project and unanimously (2-0 vote) recommended approval of the site and building design, subject to the following consensus comments:

- Applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and
- Applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.

These recommendations by the Board have been incorporated as conditions of approval (Exhibit 2; Condition 2; ED20-021). Please note that, due to a Policy Statement adopted by the City Manager on April 1, 2020 (Exhibit 7), Board meetings are currently held as a smaller, 2-member subcommittee without notice or public comments and no video of the October 21, 2020 Board meeting is available.

ENVIRONMENTAL DETERMINATION

Pursuant to CEQA (California Environmental Quality Act) Guidelines Section 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15332 (In-Fill Development Projects), Class 32 the project is an in-fill development project that meets the criteria listed below:

- a) The project is consistent with all applicable General Plan and policies and Zoning Ordinance regulations as documented by the attached consistency tables (see Exhibits 4 and 5, respectively);
- b) The proposed development is located within the city limits on a project site no more than five (5) acres substantially surrounded by urban uses given that the project site is 18,737 sq. ft. (0.43 acre) in area. The project site is located within the jurisdictional boundaries of the City of San Rafael and is surrounded by urban development;
- c) The project site has no value as habitat for endangered, are or threatened species given that the project site, and all of Downtown, is not identified in the General Plan (Conservation Element; Exhibit 38, "Threatened and Endangered Species" map) as containing suitable or critical habitat to sustain threatened and endangered species;
- d) Approval of the project would not result in any significant impacts to traffic, noise, air quality or water quality given that appropriate studies were conducted, submitted and reviewed by the appropriate city departments. The results are that no significant impacts would result from the project which cannot be mitigated with standard conditions of approvals
- e) The project site can be adequately served by all required utilities and public services given that the site is currently served, and will continue to be served, by City services and non-city agency service providers and the applicable service providers have indicated, through design or conditions, support for the project

NEIGHBORHOOD MEETING / CORRESPONDENCE

On November 21, 2020, the property owner voluntarily held an informational 'open house' to present the proposed project, answer questions and obtain comments from the immediate surrounding neighbors. With the assistance of Planning staff, who provided a list of mailing addresses for property owners and occupants of neighboring properties, invitations (Exhibit 7) were sent out to 70+ neighboring addresses. No one from the public attended the 'open house'.

Pursuant to a recent Policy Statement adopted by the City Manager on April 1, 2020 (Exhibit 8), no notice was required or provided for the Board meeting. Notice of the Planning Commission hearing was conducted in accordance with noticing requirements contained in Chapter 29 of the Zoning Ordinance. A Notice of Public Meeting was mailed to all property owners, residents, businesses and occupants within a 300-foot radius of the project site, the appropriate neighborhood groups (the Downtown Business Improvement District, the Gerstle Park Neighborhood Association and the Federation of San Rafael Neighborhoods) and all other interested parties, at least 15 calendar days prior to the Planning Commission hearing date. Additionally, notice was posted on the project site, along both the Second St. frontages, at least 15 calendar days prior to the date of this hearing.

At the time of printing and distributing staff's report to the Planning Commission, staff received no public comments as a result of noticing this Planning Commission hearing. Any comments received after distribution of the staff report will be forwarded to the Commission under separate cover.

CONCLUSION

The project site is among three Craftsmen-style buildings located along 2nd Street., directly across from the 815 B Street project, a transformational four (4)-story mixed-use project for the Downtown. The project proposes to preserve and enhance the existing craftsmen-style building along the street front while adding

three (3) new residential 'rental' units in the Downtown. Staff finds the project generally complies with all applicable General Plan policies, development standards in the 2/3 MUW District, the review criteria for Environmental and Design Review Permits, San Rafael Design Guidelines, the Downtown Vision, the 'Good Design' Principles, and the findings necessary to approve the requested Use Permit (residential units in a commercial zoning district) and Environmental and Design Review Permit (additions and modifications to the existing building and a new residential building). On October 21, 2020, the Design Review Board subcommittee reviewed the proposed project and unanimously recommended approval of the site and building design, subject to recommendations which are incorporated into the draft conditions of approval (Condition No. 2, ED20-021). The Planning Commission is requested to review and taking final action on the project.

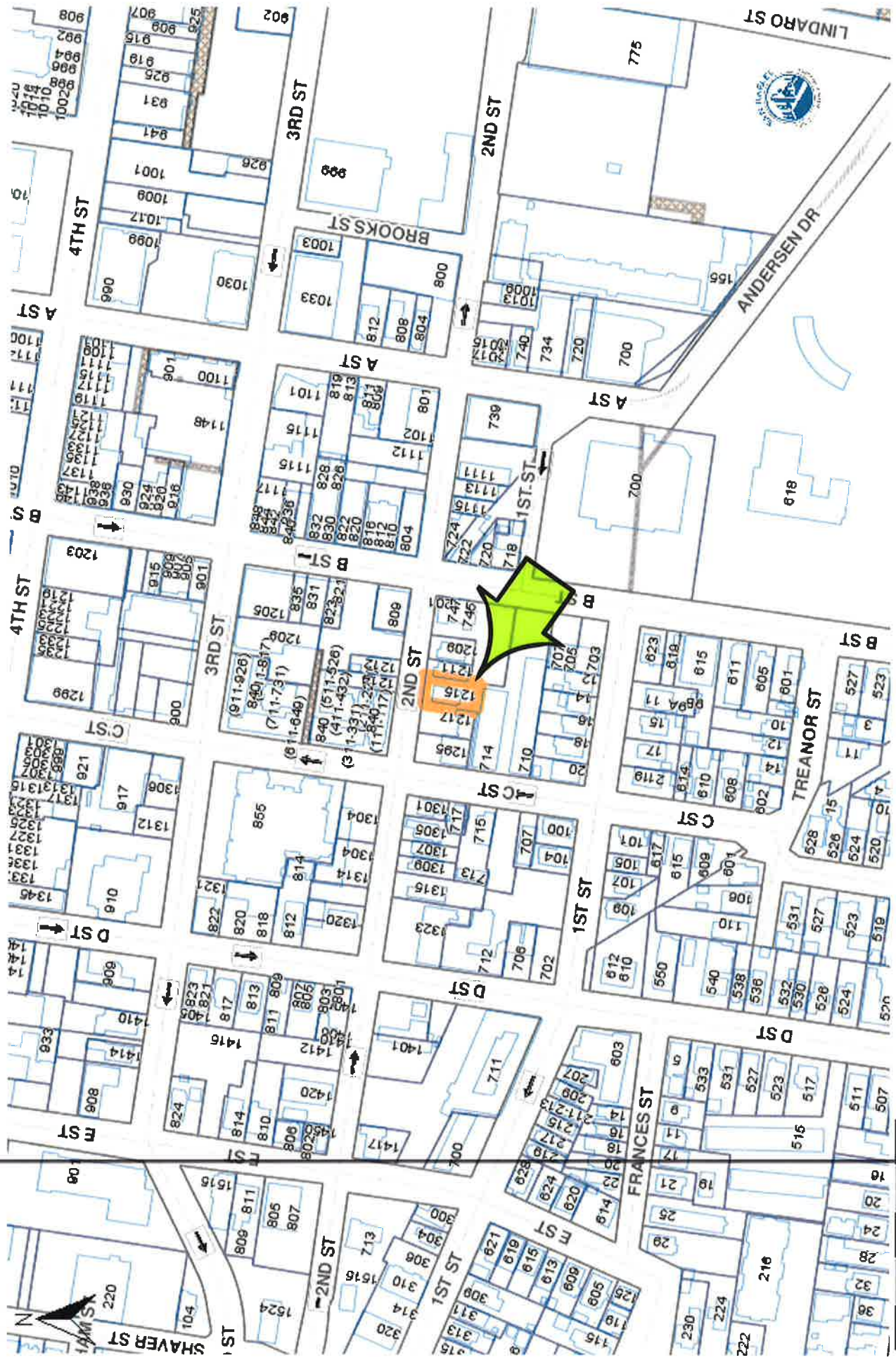
EXHIBITS

1. Vicinity/Location map
2. Draft Resolution recommending approval of the project
3. General Plan 2020 Consistency Table
4. Zoning Ordinance Consistency Table
5. Photos of Material and Color Boards
6. Summary of "Good Design Principals" for Downtown
7. Open House Invitation
8. Policy Statement
9. Project Plans



1215 2nd St.

While we strive to produce maps with good accuracy and with current accompanying data, the accuracy of the information herein cannot be guaranteed. This map was prepared using programmatic computer aided drafting techniques, and it does not represent legal boundary survey data.



RESOLUTION NO. 20-

RESOLUTION OF THE SAN RAFAEL PLANNING COMMISSION CONDITIONALLY APPROVING A USE PERMIT (UP20-011) AND AN ENVIRONMENTAL AND DESIGN REVIEW PERMIT (ED20-021) TO ALLOW: 1) THE INCREASE IN HEIGHT OF THE EXISTING OFFICE BUILDING (LIFT-AND-FILL) TO ACCOMMODATE A NEW GROUND-FLOOR RESIDENCE; 2) THE CONSTRUCTION OF NEW THIRD FLOOR OFFICE SPACE TO THE EXISTING OFFICE BUILDING; 3) THE ADDITION OF A NEW STAIRCASE AND ELEVATOR TOWER TO THE REAR OF THE EXISTING OFFICE BUILDING; AND 4) THE CONSTRUCTION OF A NEW DETACHED BUILDING WITH TWO NEW RESIDENTIAL UNITS ABOVE GARAGE PARKING ON A 5,000 SQ. FT. DOWNTOWN PARCEL LOCATED AT 1215 2ND STREET (APN: 012-075-03)

WHEREAS, on December 3, 2001, the City officially deemed the existing building on the site, at 1215 2nd Street, converted to commercial uses; and

WHEREAS, on August 22, 2019, Planning staff completed Pre-application review (PA19-007) on the proposed project, providing comments from City departments and non-city agencies; and

WHEREAS, on April 22, 2020, the Design Review Board subcommittee (Board; Saude and Kent) provided Conceptual Design Review comments on the project's proposed site and building design, including: 1) Effective use of 'lift-and-fill' and harmonious design integration of the existing structure and the new rear structure; 2) Good use of colors and materials hierarchy through applicant is encouraged to show a base material on the existing front structure which may be picked up in the revised front fence design; 3) The proposed white exterior color sections proposed on the new rear structure (see Sh. A2.3 and A2.4) should match the predominant 'cream' or yellow color proposed throughout the project; 4) Explore redesigning the front fencing by providing a 3'-tall base to match that on the front structure, increase the overall height to 5' with 2' of 'open' fencing above the solid base, setback both the front and side fencing to create 'vine-pockets', and add landscaping and lighting; 5) Applicant is encouraged to remove the existing palm tree to provide greater freedom to design site landscaping and main staircase to existing front structure. With the removal of the palm tree, the landscape plans should be re-evaluated to include another appropriate specimen tree in an appropriate location; and 6) Consider pulling the pavers away from the structure and the west property line to allow for additional plantings; 7) Consider expanding the landing from the residential unit along the 2nd St. frontage; 8) Explore redesigning the east rear staircase to include a landing; 9) Reconsider proposed creeping fescue for additional drip-irrigated plantings matching the planting palette; 10) Show the turning movements for all parking spaces; provide a copy of the project's parking study; 11) Show the refuse/recycling area(s) for the project; 12) Consult with project's civil engineers that bioswales will not be necessary due to the area of permeable pavers; 13) Provide a shade study and lighting plan; 14) Explore providing additional bicycle parking above minimum (1 bicycle rack for two bicycles); and 15) Explore providing greater eave overhang on the upper floors; and

WHEREAS, on June 18, 2020, formal project applications were submitted to the Community Development Department, Planning Division, requesting a Use Permit (UP20-011) and an Environmental and Design Review Permit (ED20-021) for the current project; and

WHEREAS, on October 21, 2020, the Board reviewed the formal project submittal for site and building design and unanimously (2-0 vote; Summer and Kent) recommended approval

of the project with the following consensus comments: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage; and

WHEREAS, on December 15, 2020, the San Rafael Planning Commission (Planning Commission) held a duly noticed a hearing to consider Use Permit (UP20-011) and Environmental and Design Review Permit (ED20-021) applications, accepted and considered all oral and written public testimony and the written report of Planning staff; and

WHEREAS, the custodian of documents which constitute the record of proceedings upon which this decision is based is the Community Development Department; and

NOW THEREFORE BE IT RESOLVED, the Planning Commission of the City of San Rafael does hereby make the following findings related to the applications for a Use Permit (UP20-011) and an Environmental and Design Review Permit (ED20-021):

Use Permit (UP20-011) Findings

- A. The proposed expansion of office space and addition of new multifamily residential units, as revised and conditioned, will be in accord with the San Rafael General Plan 2020, the objectives of Title 14 of the San Rafael Municipal Code (*the Zoning Ordinance*) and the purposes of the Second/Third Mixed Use District West (2/3 MUW) District, in which the project site is located, given that;
1. As documented in the General Plan 2020 Consistency Table (Exhibit 3), the proposed project will implement and promote the goals and policies of the San Rafael General Plan 2020;
 2. As documented in the Zoning Ordinance Consistency Table (Exhibit 4), the proposed project will be consistent with the objectives of the Zoning Ordinance; and
 3. The proposed project will be consistent with the purposes of the 2/3 MUW District, given that; a) The project will continue to promote nonresidential office on the site while adding multifamily residential units, which is specifically allowed in the 2/3 MUW District; b) The project will provide a variety of 'rental' housing opportunities in terms of configuration (1-bedroom and 2-bedroom units) and sizes (568.8 sq. ft. for 1-bedroom and 935.4- 1,230.8 sq. ft. for 2-bedroom units), c) The project will help promote San Rafael's Downtown area as a viable commercial and financial center, and as an urban center with a mixture of civic, social, entertainment, cultural and residential uses due to its unique location in the Downtown (two blocks south of Fourth St.); future residents are anticipated to frequent existing and future businesses in the Downtown and help achieve the City's goal of 'alive-after-five' by helping to activate the Downtown in the evenings and on weekends; d) The project will help create an inviting appearance along the 2nd St. frontages by providing new brick/wrought iron fencing and landscaped setbacks; e) The project has been reviewed by the appropriate City department and non-city agencies and determined that adequate infrastructure exists to meet all new service demands; and f) On October 21, 2020, the Design Review Board subcommittee reviewed and recommended approval of the proposed site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating

the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.

- B. The proposed expansion of office space and addition of new multifamily residential units, as revised and conditioned, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the City, given that; the project has been reviewed by appropriate City departments, non-City agencies, the appropriate surrounding neighborhood groups (Downtown Business Improvement District, Gerstle Park Neighborhood Association and the Federation of San Rafael Neighborhoods), interested parties, and the Design Review Board subcommittee (Board) on two (2) separate meetings (conceptual review on April 22, 2020 and formal project review on October 21, 2020) and conditions of approval have been included to mitigate any potential negative impacts anticipated to be generated by the proposed project;
- C. The proposed expansion of office space and addition of new multifamily residential units, as revised and conditioned, will comply with each of the applicable provisions of the Zoning Ordinance, given that; as documented in the Zoning Ordinance Consistency Table (Exhibit 4).

Environmental and Design Review Permit (ED20-021) Findings

- A. The project design, as revised and conditioned, will be in accordance with the San Rafael General Plan 2020, the objectives of Title 14 of the San Rafael Municipal Code (*the Zoning Ordinance*) and the purposes of Chapter 25 of the Zoning Ordinance (*Environmental and Design Review Permits*), given that;
 - 1. As documented in the General Plan 2020 Consistency Table (Exhibit 3), the proposed project will implement and promote the goals and policies of the San Rafael General Plan 2020;
 - 2. As documented in the Zoning Ordinance Consistency Table (Exhibit 4), the proposed project will be consistent with the objectives of the Zoning Ordinance; and
 - 3. As documented in the Zoning Ordinance Consistency Table attached to the staff report to the Planning Commission, the proposed project will be consistent with the purposes of Environmental and Design Review Permits, given that; the project will maintain and improve the quality of, and relationship between, development and the surrounding area to contribute to the attractiveness of the City, given that; the Board has reviewed and recommended approval of the project, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.
- B. The project design, as revised and conditioned, is consistent with all applicable site, architecture and landscaping design criteria and guidelines for the Second/Third Mixed Use District West (2/3 MUW) District in which the project site is located, given that;

1. The project will be consistent with the maximum allowable density for the site, which is five (5) units based on a 5,000 sq. ft. of lot area for the site (3 new residential units proposed);
2. The project will be consistent with the minimum five-foot (5') front setback along the 2nd Street frontage (14' 9" front setback proposed);
3. The project will be consistent with the maximum 36' height allowed for the project site (33' 8" height proposed for raised front building and 29' 8" height proposed for new rear building);
4. The project will be consistent with the minimum 10% landscaping requirement (12% or 604 sq. ft of site landscaping is proposed);
5. The project will voluntarily provide private outdoor recreational area for each of the three (3) new residential units;
6. The project will be consistent with the maximum allowable Floor Area Ratio (FAR) of non-residential development (0.50 FAR or 2,500 sq. ft. allowed; 2,620 sq. ft. proposed), subject to a one-time FAR bonus of up to 10% or 750 sq. ft., whichever is larger for projects located in the Downtown;
7. The project will be consistent with the parking requirement by providing four (4) off-street parking spaces for the new residential units (no off-street parking is required for the existing and proposed FAR of nonresidential development on the site or guest parking);
8. Marin Municipal Water District (MMWD) has reviewed and approved water service for the project, subject to the purchase of additional water entitlement, the installation of separate water meters for the new residential units and review and approval of the landscape and irrigation plans prior to building permit submittal; and
9. The proposed project will be consistent with review criteria for Environmental and Design Review Permits (*Chapter 14.25 of the Zoning Ordinance*), given that; the Board reviewed the project twice and, on October 21, 2020, after determining the project adequately met the review criteria for Environmental and Design Review Permits, unanimously (2-0) recommended approval of the project design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.

C. The project design, as revised and conditioned, minimizes adverse environmental impacts, given that;

1. The City Engineer has reviewed the proposed project, including civil drawings showing the pre-and post-construction permeability of the site, and determined pervious area will increase from 14.2% (712 sq. ft.) to 28.8% (1,392 sq. ft.). While Marin County BASMAA (Bay Area Stormwater Management Agencies Association) manual standards do not require the installation of any stormwater treatment facilities, such as bioretention, since the new impervious area on the site will be under the minimum threshold of 5,000 sq. ft., the project voluntarily incorporates stormwater treatment measures, including increased site landscaping and erosion controls;
2. The project site is already significantly developed and disturbed and neither contains, nor is immediately contiguous to, recognizable wetlands, creeks or similarly sensitive environmental features, and it has not been identified in the San Rafael General Plan 2020 (*Exhibit 38 – Threatened and Endangered Species*) as a general location where threatened and endangered species have

been previously observed or maintain a suitable habitat for their likely presence to be found; and

3. The project is exempt from CEQA pursuant to CEQA Guidelines Section 15332 (In-Fill Development Projects), as determined by staff (see determination below).
- D. The project design, as revised and conditioned, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the City, given that; the project has been reviewed by appropriate City departments, non-City agencies, the appropriate surrounding neighborhood groups (Downtown Business Improvement District, Gerstle park Neighborhood Association and Federation of San Rafael Neighborhoods), interested parties, and the Design Review Board subcommittee (Board) during two (2) separate meetings (conceptual review on April 22, 2020 and formal design review on October 21, 2020). On October 21, 2020, the Board unanimously recommended approval of the site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.

California Environmental Quality Act (CEQA) Findings

Pursuant to CEQA (California Environmental Quality Act) Guidelines Section 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15332 (In-Fill Development Projects). A Class 32 categorical exemption under the CEQA Guidelines applies to this in-fill development project by meeting specific criteria listed below:

- a) The project is consistent with all applicable General Plan and policies and Zoning Ordinance regulations as documented by the attached consistency tables (see Exhibits 4 and 5, respectively);
- b) The proposed development is located within the city limits on a project site no more than five (5) acres substantially surrounded by urban uses given that the project site is 18,737 sq. ft. (0.43 acre) in area. The project site is located within the jurisdictional boundaries of the City of San Rafael and is surrounded by urban development;
- c) The project site has no value as habitat for endangered, rare or threatened species given that the project site, and all of Downtown, is not identified in the General Plan (Conservation Element; Exhibit 38, "Threatened and Endangered Species" map) as containing suitable or critical habitat to sustain threatened and endangered species;
- d) Approval of the project would not result in any significant impacts to traffic, noise, air quality or water quality given that appropriate studies were conducted, submitted and reviewed by the appropriate city departments. The results are that no significant impacts would result from the project which cannot be mitigated with standard conditions of approvals
- e) The project site can be adequately served by all required utilities and public services given that the site is currently served, and will continue to be served, by City services and non-city agency service providers and the applicable service providers have indicated, through design or conditions, support for the project.

BE IT FURTHER RESOLVED, that the Planning Commission of the City of San Rafael does hereby approve the Use Permit (UP20-011) and the Environmental and Design Review

Permit (ED20-021), based on the findings of fact above and, subject to the following conditions of approval:

**Use Permit (UP20-011)
Conditions of Approval**

General and On-Going

Community Development Department, Planning Division

1. This Use Permit approves the construction and occupancy of three (3) residential 'rental' units on the site at 1215 2nd Street, a commercial zoning district.
2. This Use Permit shall run with the land and shall remain valid regardless of any change- of ownership of the project site, subject to these conditions. This Use Permit will fully vest once a building/grading permit is issued and 'substantial construction' is commenced or a time extension request is submitted to the City's Community Development Department, Planning Division, **within two (2) years** of original approval, or **by December 15, 2022** ('Substantial construction' is defined as the pouring of all required foundations and the installation of vertical components, such as exterior walls). Failure to obtain a grading/building permit and commence 'substantial construction' or submit a time extension request by the specified date will result in the expiration of this Use Permit.
3. This Use Permit shall run concurrently with the Environmental and Design Review Permit (ED20-021) approval. If the Environmental and Design Review Permit approval expires, this Use Permit approval shall also expire and become invalid.

**Environmental and Design Review Permit (ED20-021)
Conditions of Approval**

General and On-Going

Community Development Department, Planning Division

1. The building techniques, colors, materials, elevations and appearance of the project, as presented to the Planning Commission at their December 15, 2020 hearing, and on file with the Community Development Department, Planning Division, shall be the same as submitted for building permits, subject to these conditions. Minor modifications or revisions to the project shall be subject to review and approval of the Community Development Department, Planning Division. Further modifications deemed not minor by the Community Development Director, shall require review and approval by the original decision-making body, the Planning Commission and may require review and recommendation by the City's Design Review Board.
2. This Environmental and Design Review Permit generally approves: 1) The increase in the height of an existing office building ('lift-and-fill') to accommodate a new ground-floor residence; 2) The construction of a new third floor office space to the existing office building; 3) The addition of a new staircase and elevator tower to the rear of the existing office building; 4) The construction of a new detached building with two new residential units above garage parking; and 5) Associated miscellaneous site improvements, including new stormwater drainage and landscaping.

3. All delivery (or pick-up) of excavation fill, materials and grading/construction equipment shall occur during off-peak weekday hours, between 9:00 a.m. and 4:00 p.m., Monday through Friday only.
4. Consistent with the standard noise ordinance requirements for construction (SRMC Chapter 8.13), all grading and construction activities shall be limited to 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m., Saturdays. All grading and construction activities are strictly prohibited on Sundays and State- or federally-recognized holidays.
5. Final landscape and irrigation plans for the project shall comply with the provisions of Marin Municipal Water District's (MMWD) most recent water conservation ordinance and graywater recycling system requirements. Construction plans submitted for issuance of building/grading permit shall be pre-approved by MMWD and stamped as approved by MMWD or include a letter from MMWD approving the final landscape and irrigation plans. Modifications to the final landscape and irrigation plans, as required by MMWD, shall be subject to review and approval of the Community Development Department, Planning Division.
6. All new landscaping shall be irrigated with an automatic drip system and maintained in a healthy and thriving condition, free of weeds and debris, at all times. Any dying or dead landscaping shall be replaced in a timely fashion.
7. All site improvements, including but not limited to, the site lighting, landscaping, bicycle rack and fencing/gates shall be maintained in good, undamaged condition at all times. Any damaged improvements shall be replaced in a timely manner.
8. The site shall be kept free of litter and garbage. Any trash, junk or damaged materials that are accumulated on the site shall be removed and disposed of in a timely manner.
9. All public streets and sidewalks and on-site streets which are privately owned that are impacted by the grading and construction operation for the project shall be kept clean and free of debris at all times. The general contractor shall sweep the nearest street and sidewalk adjacent to the site on a daily basis unless conditions require greater frequency of sweeping.
10. All submitted building permit plan sets shall include a plan sheet incorporating these conditions of approval.
11. If archaeological or cultural resources are accidentally discovered during excavation/grading activities, all work will stop within 100 feet of the resource and the qualified archaeologist will be notified immediately. The qualified archaeologist will contact Federated Indians of Graton Rancheria (FIGR) and the Planning Division and coordinate the appropriate evaluation of the find and implement any additional treatment or protection, if required. No work shall occur in the vicinity until approved by the qualified archaeologist, FIGR and Planning staff. Prehistoric resources that may be identified include, but shall not be limited to, concentrations of stone tools and manufacturing debris made of obsidian, basalt and other stone materials, milling equipment such as bedrock mortars, portable mortars and pestles and locally darkened soils (midden) that may contain dietary remains such as shell and bone, as well as human remains. Historic resources that may be identified include, but are not limited to, small cemeteries or burial plots, structural foundations, cabin pads, cans with soldered seams or tops, or bottles or fragments or clear and colored glass.

12. If human remains are encountered (or suspended) during any project-related activity, all work will halt within 100 feet of the project and the County Coroner will be contacted to evaluate the situation. If the County Coroner determines that the human remains are of Native American origin, the County Coroner shall notify FIGR within 24-hours of such identification who will work with Planning staff to determine the proper treatment of the remains. No work shall occur in the vicinity without approval from Planning staff.
13. Applicant agrees to defend, indemnify, release and hold harmless the City, its agents, officers, attorneys, employees, boards and commissions from any claim, action or proceeding brought against any of the foregoing individuals or entities ("indemnities"), the purpose of which is to attack, set aside, void or annul the approval of this application or the adoption of any environmental document which accompanies it. This indemnification shall include, but not be limited to, damages, costs, expenses, attorney fees or expert witness fees that may be asserted or incurred by any person or entity, including the applicant, third parties and the indemnities, arising out of or in connection with the approval of this application, whether or not there is concurrent, passive or active negligence on the part of the indemnities.
14. In the event that any claim, action or proceeding as described above is brought, the City shall promptly notify the applicant of any such claim, action or proceeding, and the City will cooperate fully in the defense of such claim, action, or proceeding. In the event the applicant is required to defend the City in connection with any said claim, action or proceeding, the City shall retain the right to: 1) approve the counsel to so defend the City; 2) approve all significant decisions concerning the manner in which the defense is conducted; and 3) approve any and all settlements, which approval shall not be unreasonably withheld. Nothing herein shall prohibit the City from participating in the defense of any claim, action or proceeding, provided that if the City chooses to have counsel of its own to defend any claim, action or proceeding where applicant already has retained counsel to defend the City in such matters, the fees and the expenses of the counsel selected by the City shall be paid by the City.
15. As a condition of this application, applicant agrees to be responsible for the payment of all City Attorney expenses and costs, both for City staff attorneys and outside attorney consultants retained by the City, associated with the reviewing, processing and implementing of the land use approval and related conditions of such approval. City Attorney expenses shall be based on the rates established from time to time by the City Finance Director to cover staff attorney salaries, benefits, and overhead, plus the actual fees and expenses of any attorney consultants retained by the City. Applicant shall reimburse the City for City Attorney expenses and costs within thirty (30) days following billing of same by the City.
16. This Environmental and Design Review Permit shall run with the land and shall remain valid regardless of any change of ownership of the project site, subject to these conditions. This Environmental and Design Review Permit will fully vest once a building/grading permit is issued and 'substantial construction' is commenced or a time extension request is submitted to the City's Community Development Department, Planning Division, **within two (2) years** of original approval, or **by December 15, 2022** ('Substantial construction' is defined as the pouring of all required foundations and the installation of vertical components, such as exterior walls). Failure to obtain a grading/building permit and commence 'substantial construction, or failure to obtain a time extension within the two-year period, will result in the expiration of this Environmental and Design Review Permit.

17. This Environmental and Design Review Permit shall run concurrently with the Use Permit (UP20-011) approval. If the Environmental and Design Review Permit expires, the Use Permit approval shall also expire and become invalid.

Prior to Issuance of Grading/Building Permits

Community Development Department, Planning Division

18. To reduce potential temporary construction and grading noise impacts on the project site to meet the City's 90 dBA noise limit, the applicant shall demonstrate to the satisfaction of the Community Development Department, Planning Division, that the project complies with the following:

- A. Construction contracts specify that all construction and grading equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices.
- B. Property owners and occupants located immediately adjacent to the project boundary shall be sent a notice, at least 15-days prior to commencement of construction or grading of each phase, regarding the construction or grading schedule of the project. All notices shall indicate the dates and duration of construction or grading activities, as well as provide a contact name and a telephone number where residents and business owners can inquire about the construction or grading process and register complaints.
- C. The applicant shall demonstrate to the satisfaction of the Community Development Director (or designee) that construction and grading noise reduction methods shall be used where feasible. These reduction methods include shutting-off idling equipment, installing temporary acoustic barriers around stationary construction and grading noise sources, maximizing the distance between construction and grading staging areas and occupied residential and commercial areas, and electric air compressors and similar power tools.
- D. Construction and excavation/grading off-haul truck routes shall be designed to avoid noise sensitive uses (e.g., residences, assisted senior living facilities, hospitals, etc.) to the greatest extent feasible.
- E. During construction and grading, stationary equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

19. To meet the City of San Rafael's interior noise limit requirements (45 Ldn residential) and the Cal Green Non-Residential Mandatory Measure (50dBA for commercial) the project shall comply with the following.

- A. All windows in the existing building, located at the front of the site, shall have a OITC (Indoor-Outdoor Transmission Class) rating of 25 along the 2nd Street frontage and west and east facing facades.
- B. All windows along the rear of the existing building and the new building, located at the rear of the site, shall be a minimum double-paned design.
- C. Since all habitable rooms will experience exterior noise exposures greater than 60 Ldn, alternative ventilation per Title 24 will be required.

- D. All HVAC equipment shall be located along the west side of the site or additional noise control measures will be necessary and the project's acoustic engineer shall be consulted. In addition, the project's acoustical assessment shall be update and resubmitted to the City for review and approval by staff.
20. Any outstanding Planning Division application processing fees shall be paid prior to grading or building permit issuance.
 21. All mechanical equipment (i.e., air conditioning units, meters and transformers) and appurtenances not entirely enclosed within the building shall be fully-screened from public view. The method used to accomplish the screening shall be indicated on the building plans and approved by the Planning Division.
 22. A Lighting Plan/Photometric study shall be submitted for review and approval with the Building Permit plans and shall provide the following illumination levels: a) A minimum of one (1) foot candle at ground level overlap at all exterior doorways and throughout the vehicle parking area; b) A minimum of one-half (1/2) foot candle at ground level overlap on all outdoor pedestrian walkways and common areas; and c) A maximum one (1) foot candle at ground level overlap at all property lines.
 23. The applicant or owner shall inform the contractor, general contractor or site supervisor of these requirements and shall be responsible for informing subcontractors of these requirements and for implementing these measures on the site.

Department of Public Works

24. A grading permit shall be required from the Department of Public Works (111 Morphew St.). Any grading permit submittal shall include a site-specific erosion and sediment control plan
25. The construction drawings shall show the sight distance triangle requirements for the common driveway so that the Land Development Engineer, Department of Public Works, may confirm the proposed new landscaping located between the building and the 2nd Street curb complies with the vision triangle requirements pursuant to Section 14.16.295 (*Sight Distance*) of the SRMC.
26. The trash enclosure shall include self-closing mechanisms for door hinges so that the common driveway will be kept clear at all times.
27. The project requires a Base Elevation Certificate which shall be shown on the construction drawings (Please note that the CBC references ASCE 24, which requires one (1)-foot above base flood elevation. The City of San Rafael requires the base flood elevation plus the 30-year predicted settlement.).
28. An encroachment permit shall be required from the Department of Public Works prior to any work within the Right-of-Way.
29. Areas of sidewalk to be removed and replaced are to be replaced to the nearest joint and installed per Marin County Standard Drawing #105.
30. A construction vehicle impact fee shall be required at the time of building permit issuance; which is calculated at 1% of the valuation, with the first \$10,000 of valuation exempt.

31. A traffic mitigation fee shall be required at building permit issuance. Based on the proposed plans, the project results in an increase of 7 new net peak hour (3 a.m. and 4 p.m.) traffic trips and shall pay a traffic mitigation fees of \$29,722 (currently \$4,246 x 7).

San Rafael Sanitation District (SRSD)

32. If a new or separate sewer lateral is proposed to extend to the sewer mainline, please include Civil/Utility plans with the construction drawings which comply with SRSD Standards for review and approval.

33. New sewer connection fees are required for the new residential units prior to building permit issuance.

34. Pursuant to SRSD's Specifications for Side Sewers and Laterals, the applicant/owner shall submit a utility plan prepared by a registered civil engineer showing the alignment of the proposed sanitary sewer lateral including a backflow prevention device at each building plumbing stub(s).

Community Development Department, Building Division

35. School fees will be required for the project, calculated by, and to be paid to, the San Rafael City School District, prior to issuance of a building permit (currently located at 310 Nova Albion Way, San Rafael, CA 94903). Proof of payment shall be submitted to the Building Division prior to issuance of the building permit.

36. Prior to any use or occupancy of this building or structure or any portion there of a "Certificate of Occupancy" must be issued by the Chief Building Official pursuant to California Building Code Section 111.1. Failure to secure a "Certificate of Occupancy" is a violation and will result in a \$500 citation per day that the violation continues.

37. The design and construction of all site alterations shall comply with the current editions of the California Building Code, Plumbing Code, Electrical Code, California Mechanical Code, California Fire Code, California Energy Code, Title 24 California Energy Efficiency Standards, California Green Building Standards Code and City of San Rafael Ordinances and Amendments.

38. A building permit is required for the proposed work. Applications shall be accompanied by four (4) complete sets of construction drawings to include:

- a) Architectural plans
- b) Structural plans
- c) Electrical plans
- d) Plumbing plans
- e) Mechanical plans
- f) Site/civil plans (clearly identifying grade plan and height of the building)
- g) Structural Calculations
- h) Truss Calculations
- i) Soils reports
- j) Green Building documentation
- k) Title-24 energy documentation

39. Based on the distance to the property line (and/or adjacent buildings on the same parcel), the building elements shall have a fire resistive rating not less than that specified in CBC

Table 601 and exterior walls shall have a fire resistive rating not less than that specified in CBC Table 602.

40. Cornices, eaves overhangs, exterior balconies and similar projections extending beyond the floor area shall conform to the requirements of CBC 705.2. Projections shall not extend beyond the distance determined by the following two methods, whichever results in the lesser projection:
 - a) A point one-third the distance from the exterior face of the wall to the lot line where protected openings or a combination of protected openings and unprotected openings are required in the exterior wall.
 - b) A point one-half the distance from the exterior face of the wall to the lot line where all openings in the exterior wall are permitted to be unprotected or the building is equipped throughout with an automatic sprinkler system.
 - c) More than 12 inches into areas where openings are prohibited.
41. The existing building proposed for expansion will now contain different occupancy types. Individual occupancies are categorized with different levels of hazard and may need to be separated from other occupancy types for safety reasons. Under mixed-occupancy conditions the project architect has available several design methodologies (accessory occupancies, non-separated occupancies, and separated occupancies) to address the mixed-occupancy concerns.
42. The maximum area of unprotected and protected openings permitted in the exterior wall in any story of a building shall not exceed the percentages specified in CBC Table 705.8 "Maximum Area of Exterior Wall Openings Based on Fire Separation Distance and Degree of Opening Protection." To calculate the maximum area of exterior wall openings you must provide the building setback distance from the property lines and then justify the percentage of proposed wall openings and include whether the opening is unprotected or protected:
 - 15% exterior wall openings (in any story) in sprinklered buildings where the openings are 3' to less than 5' from the property line or buildings on the same property.
 - 25% exterior wall openings (in any story) in sprinklered buildings where the openings are 5' to less than 10' from the property line or buildings on the same property.
 - 45% exterior wall openings (in any story) in sprinklered buildings where the openings are 10' to less than 15' from the property line or buildings on the same property
43. The new building shall have address identification placed in a position that is plainly legible and visible from the street or road fronting the property. Numbers painted on the curb do not satisfy this requirement. For new buildings, the address shall be internally-illuminated or externally-illuminated and remain illuminated at all hours of darkness. Number shall be a minimum 6 inches in height with ½ inch stroke for commercial applications. The address shall be contrasting in color to their background (SMC 12.12.20).
44. Any demolition of existing structures shall require a permit. Demolition permit submittal shall include three (3) copies of the site plan, asbestos certification and PG&E disconnect notice. All required permits from the Bay Area Air Quality Management District shall be obtained and documentation provided prior to building permit issuance and any work commencing.
45. A grading permit is required for any grading or site remediation, soils export, import and placement. Provide a detailed soils report prepared by a qualified engineer to address these procedures. In particular, the report should address the import and placement and

compaction of soils at future building pad locations and should be based on an assumed foundation design. This information should be provided to Building Division and Department of Public Works for review and comments prior to any such activities taking place.

46. Prior to building permit issuance for the construction of the new building, geotechnical and civil pad certifications are to be submitted. Building pad locations will have to be surveyed and marked prior to placement of foundations.
47. Ventilation area required, the minimum openable area to the outdoors is 4 percent of the floor area being ventilated CBC 1203.5.1 or mechanical ventilation in accordance with the California Mechanical Code.
48. Natural light, the minimum net glazed area shall not be less than 8 percent of the floor area of the room served CBC 1205.2 or shall provide artificial light in accordance with CBC 1205.3.
49. Walls separating purposed tenant space from existing neighboring tenant spaces must be a minimum of 1-hour construction.
50. All site signage as well as wall signs require a separate permit and application (excluding address numbering).
51. You must apply for a new address for this building from the Building Division.
52. In the parking garage, in areas where motor vehicles are stored, floor surfaces shall be of noncombustible, nonabsorbent materials. Floors shall drain to an approved oil separator or trap discharging to sewers in accordance with the Plumbing Code and SWIPP.
53. The parking garage ceiling height shall have a minimum vertical clearance of 8' 2" where required for accessible parking.
54. Multifamily dwelling and apartment accessible parking spaces shall be provided at a minimum rate of 2 percent of the covered multifamily dwelling units. At least one space of each type of parking facility shall be made accessible even if the total number exceeds 2%.
55. When parking is provided for multifamily dwellings and is not assigned to a resident or a group of residents, at least 5% of the parking spaces shall be accessible and provide access to grade-level entrances of multifamily dwellings and facilities (e.g. swimming pools, club houses, recreation areas and laundry rooms) that serve the dwellings. Accessible parking spaces shall be located on the shortest accessible route to an accessible building, or dwelling unit entrance.
56. Public accommodation disabled parking spaces must be provided according the following table and must be uniformly distributed throughout the site:

Total Number of Parking Spaces Provided	Minimum Required Number of H/C Spaces
1 to 25	1
26 to 50	2
51 to 75	3

76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	Two percent of total
1,001 and over	Twenty, plus one for each 100 or fraction thereof over 1,001

57. At least one (1) disabled parking space shall be van-accessible, 9' in width plus an 8'-wide off- load area or 17'-wide overall. Additionally, one in every eight required handicap spaces shall be van accessible.
58. The proposed residential units shall meet the sound attenuation requirements of CBC Chapter 12. In particular, the new residential unit facing 2nd Street may require special glazing and/or sound attenuation features to compensate for the adjacent traffic/street noise.

San Rafael Fire Department, Fire Prevention Bureau

59. The design and construction of all site alterations shall comply with the 2019 California Fire Code, current NFPA Standards and all applicable City of San Rafael Ordinances and Amendments.
60. It appears that the project meets the requirement for “substantial remodel” as defined in the San Rafael Municipal Code Chapter 4.08.120, Section 202. Therefore, fire sprinklers may be required throughout the existing building and new building. Determination for fire sprinklers will be conducted during review of the construction drawings during building permit review.
61. Deferred Submittals for the following fire protection systems shall be submitted to the Fire Prevention Bureau for approval and permitting prior to installation of the systems:
- a) Fire Sprinkler plans (Deferred Submittal to the Fire Prevention Bureau)
 - b) Fire Underground plans (Deferred Submittal to the Fire Prevention Bureau)
 - c) Fire Alarm plans (Deferred Submittal to the Fire Prevention Bureau)
62. Show the location of address numbers on the building elevation. The new building shall have address identification placed in a position that is plainly legible and visible from the street or road fronting the property. Numbers painted on the curb do not qualify as meeting this requirement. Numbers shall contrast with the background and shall be Arabic numbers or letters. Numbers shall be internally or externally illuminated in all new construction or substantial remodels. Number sizes are as follows: For residential, 4”-tall numbers with ½” stroke. For commercial, 6”-tall numbers with ½” stroke. Larger sizes may be required for the fire code official or in multiple locations for buildings served by two or more roads.
63. A Knox Box is required at the primary point of first response to the new building (A recessed mounted Knox Box # 3200 Series; surface mounted Knox Boxes are permitted at all other entry points). The Knox Box shall be clearly visible upon approach to the main entrance from the fire lane. Note the Knox Box must be installed from 72” to 78” above finish grade; show the location on the plans. See <https://www.knoxbox.com/commercial-knoxboxes/>.

64. The applicant or owner shall contact MMWD (Marin Municipal Water District) to make arrangements for the water supply serving the fire protection system.

During Construction

Marin Municipal Water District (MMWD)

65. District records indicate that the property's current annual water entitlement is insufficient to meet the water demand for the project and the purchase of additional water entitlement will be required prior to water service to the new residences and the installation of separate water meters for the new residences. Additional water entitlement will be available upon request and fulfillment of the following requirements:
- a) Complete a High-Pressure Water Service Application.
 - b) Submit a copy of the building permit.
 - c) Pay the appropriate fees and charges.
 - d) Comply with the District's rules and regulations in effect at the time service is requested, including the installation of separate meters to serve the new living units.
 - e) Comply with all indoor and outdoor requirements of District Code Title 13 – Water Conservation. Indoor plumbing fixtures shall meet specific efficiency requirements. Landscape, irrigation, grading and fixture plans shall be submitted to the District for review and approval. Any questions regarding District Code Title 13 – Water Conservation should be directed to the District's Water Conservation Department at (415) 945-1497. You may also find information on the District's water conservation requirements online at www.marinwater.org.
 - f) Comply with the backflow prevention requirements, if upon the District's review backflow protection is warranted, including installation, testing and maintenance. Questions regarding backflow requirements should be directed to the Backflow Prevention Program Coordinator at (415) 945-1558.
 - g) Comply with Ordinance No. 429 requiring the installation of gray water recycling systems when practicable for all projects required to install new water service and existing structure undergoing "substantial remodel" that necessitates an enlarged water service.

Pacific Gas & Electric

66. Electric and gas service to the project site will be provided in accordance with the applicable extension rules, which are available on PG&E's website at <http://www.pge.com/myhome/customerservice/other/newconstruction> or contact (800) PGE-5000. It is highly recommended that PG&E be contacted as soon as possible so that there is adequate time to engineer all required improvements and to schedule any site work.
67. The cost of relocating any existing PG&E facilities or conversion of existing overhead facilities to underground shall be the sole responsibility of the applicant or property owner.
68. Prior to the start excavation or construction, the general contractor shall call Underground Service Alert (USA) at (800) 227-2600 to have the location of any existing underground facilities marked in the field.

Prior to Occupancy

Community Development Department, Planning Division

69. Prior to occupancy of any of the units, a post-construction report from an acoustical engineer shall be submitted to the Planning Division verifying that the multifamily residential units comply with the interior and common outdoor area noise standards as prescribed by State Administrative Code standards, Title 25, Part 2.
70. Prior to occupancy of any of the units, a post-construction report from a lighting engineer shall be submitted to the Planning Division verifying that the lighting levels of the project comply with the City's recommended lighting levels (see SRMC Section 14.16.227).
71. Prior to occupancy, the project Geotechnical Engineer shall submit a letter to the City identifying that the project Geotechnical Engineer inspected the project during the construction and the project complied with their recommendations and that all recommendations were properly incorporated during construction of the project
72. Final inspection of the project by the Community Development Department, Planning Division, is required. The applicant shall contact the Planning Division to request a final inspection upon completion of the project. The final inspection shall require a minimum of 48-hour advance notice.
73. The landscape architect for the project shall submit a letter to the Planning Division, confirming the landscaping has been installed in compliance with the approved project plans and the irrigation is fully functioning.

After Occupancy

Community Development Department, Planning Division

74. Following the issuance of a Certificate of Occupancy, all new exterior lighting shall be subject to a 90-day lighting level review period by the City to ensure that all lighting sources provide safety for the building occupants while not creating a glare or hazard on adjacent streets or be annoying to adjacent residents. During this lighting review period, the City may require adjustments in the direction or intensity of the lighting, if necessary. All exterior lighting shall include a master photoelectric cell with an automatic timer system, where the intensity of illumination shall be turned off during daylight.
75. Following the issuance of a Certificate of Occupancy, an acoustical assessment by a licensed acoustic engineer shall monitor and confirm the project complies with both the City's adopted interior noise standards and noise limits for usable outdoor areas. This post-construction acoustical assessment shall be submitted to the City for final review and approval.

The foregoing Resolution was adopted at the regular City of San Rafael Planning Commission meeting held on the 15th day of December 2020.

Moved by Commissioner _____ and seconded by Commissioner _____.

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

SAN RAFAEL PLANNING COMMISSION

ATTEST: _____
Paul A. Jensen, Secretary

BY: _____
Aldo Mercado, Chair

Exhibit 3

TABLE ANALYZING PROJECT CONSISTENCY WITH SAN RAFAEL GENERAL PLAN 2020

LAND USE ELEMENT	
<p>LU-2. Development Timing. For health, safety and general welfare reasons, new development should only occur when adequate infrastructure is available consistent with the following findings:</p> <ul style="list-style-type: none"> a. Project-related traffic will not cause the level of service established in the Circulation Element to be exceeded; b. Any circulation improvements needed to maintain the level of service standard established in the Circulation Element have been programmed and funding has been committed; c. Environmental review of needed circulation improvement projects has been completed; d. The time frame for completion of the needed circulation improvements will not cause the level of service in the Circulation Element to be exceeded, or the findings set forth in Policy C-5 have been made; and e. Sewer, water, and other infrastructure improvements will be available to serve new development by the time the development is constructed 	<p><i>Consistent</i></p> <p>The project proposes to redevelop a 5,000 sq. ft., Downtown in-fill parcel, currently served by City infrastructure and services. The project proposes to raise ('lift-and-fill') the existing office building on the site to allow the creation of a new two (2)-bedroom residential unit on the ground-floor while also constructing a new 1,094 sq. ft. third floor to provide additional office space. The project also proposes to construct a new second, three (3)-story building at the rear of the site with two (2) residential units (one, 1-bedroom unit and one, 2-bedroom unit) above garage parking which is currently used as an uncovered parking area for the existing office building. The City's Engineer has reviewed the project and evaluated its impacts in the City's traffic model. As a result, the City Engineer has found that this project: 1) would generate a total of seven (7) additional peak hour vehicular trips (3 a.m. and 4 p.m.) beyond those that have historically existed on the site; and 2) would not adversely affect the LOS for the nearby intersections, based on the 7 total new a.m./p.m. peak hour vehicle trips that would be generated by the project, and conditioned on the payment of traffic mitigation fees to fund the project's fair share of local circulation improvement projects by the City. Lastly, the quasi-governmental agencies that would provide water and sewer service to the site have reviewed the proposed project and determined that there is adequate capacity to service the new project</p>
<p>LU-8. Density of Residential Development. Residential densities are shown in Exhibit 11, Land Use Categories, pages 38-40. Maximum densities are not guaranteed but minimum densities are generally required. Density of residential development on any site shall respond to the following factors: site resources and constraints, potentially hazardous conditions, traffic and access, adequacy of infrastructure, City design policies and development patterns and prevailing densities of adjacent developed areas.</p>	<p><i>Consistent</i></p> <p>See LU-2 discussion above. The site is assigned a General Plan land use designation of Second/Third Street Mixed-Use (2/3 MU). The 2/3 MU land use designation allows residential densities of between 32 and 62 units per gross acre. Based on this allowable density, the 5,000 sq. ft. project site would be allowed 3 (net) to 7 (gross) residential units. The Zoning designation for the site is Second/Third Mixed Use District West (2/3 MUW), which allows one unit per 1,000 sq. ft. of lot area or a maximum base residential density of five (5) units for the project site. The project would therefore be consistent with the allowable density range of residential development.</p>

Exhibit 3

TABLE ANALYZING PROJECT CONSISTENCY WITH SAN RAFAEL GENERAL PLAN 2020

<p>LU-9. Intensity of Nonresidential Development. Commercial and industrial areas have been assigned floor area ratios (FAR's) to identify appropriate intensities (see Exhibits 4, 5 and 6). Maximum allowable FAR's are not guaranteed, particularly in environmentally sensitive areas. Intensity of commercial and industrial development on any site shall respond to the following factors: site resources and constraints, traffic and access, potentially hazardous conditions, adequacy of infrastructure, and City design policies.</p>	<p><i>Consistent</i> See LU-2 discussion above. According to Exhibit 6 (<i>Floor Area Ratios in Downtown and Environs</i>) of the General Plan, the maximum allowable floor area ratio (FAR) or intensity of development on the project site is 0.5 FAR or 2,500 sq. ft. of non-residential development, based on the 5,000 sq. ft. lot size. The project proposes to increase FAR on the site by raising ('lift-and-fill') the existing office building to create a new ground-floor residential unit and constructing a new, 1,094 sq. ft. third floor to provide additional office space. The project proposes to increase FAR on the site to 2,620 sq. ft., which includes 120 sq. ft. of FAR bonus. Pursuant to Section 14.16.150 (G)(b) of the Zoning Ordinance, the project is eligible for a one-time FAR bonus of up to 10% or 750 sq. ft., whichever is larger, due to its Downtown location. The project proposes FAR on the site consistent with the maximum FAR allowed by the General Plan, subject to the allowable FAR bonus.</p>
<p>LU-12. Building Heights. Citywide height limits in San Rafael are described in Exhibits 7 and 8. For Downtown height limits see Exhibit 9.</p>	<p><i>Consistent</i> According to Exhibit 9 (<i>Building Heights Limits in Downtown San Rafael</i>) of the General Plan, the maximum height limit for the project site is 36 ft. As designed, the project proposes a maximum building height of 33'-8" (front building; rear building has an overall height of 29' 8" height), which represents an increase of 15'-6" over the existing height. The building height is measured to the mid-point of the sloped roof form from finished grade. Pursuant to Section 14.16.120 of the Zoning Ordinance, architectural features, such as the new staircase and elevator tower addition proposed at the rear existing office building, is excluded from building height calculations and, instead, are reviewed as part of the overall project design through the Environmental and Design Review Permit (ED20-021).</p> <p>The General Plan defines height of a building for non-hillside as the vertical distance above a reference datum measured to the deck line of a flat roof or the mid-point of the sloped roof form. The reference datum is determined as follows: if the difference in grade between the lowest and highest-grade point is greater than 10', the reference datum is located 10' vertically from the lowest grade point. The project site is nearly flat with an average cross-slope of approximately 2% that trends north-to-south. The project design proposes to increase the existing office building on the site to a maximum building height of 33'-8" (the new residential building at the rear of the site is proposed to have an overall building height of 29' 8") above finished grade. The proposed project is therefore consistent with the maximum height limits for the site.</p>

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<p>LU-23. Land Use Map and Categories. Land use categories are generalized groupings of land uses and titles that define a predominant land use type (See Exhibit 11). All proposed projects must meet density and FAR standards (See Exhibits 4, 5 and 6) for that type of use, and other applicable development standards. Some listed uses are conditional uses in the zoning ordinance and may be allowed only in limited areas or under limited circumstances. Maintain a Land Use Map that illustrates the distribution and location of land uses as envisioned by General Plan policies. (See Exhibit 11).</p>	<p><i>Consistent</i> See LU-2, LU-8, LU-9 and LU-12 discussions above.</p>
<p>HOUSING ELEMENT</p>	
<p>H-1. Housing Distribution. Promote the distribution of new and affordable housing of quality construction throughout the city to meet local housing needs.</p>	<p><i>Consistent</i> The project proposes to construct three (3) new residential apartment units in the Downtown. The project will provide a variety of ‘rental’ housing opportunities in terms of configuration (1-bedroom and 2-bedroom units) and sizes (568.8 sq. ft. for 1-bedroom and 935.4- 1,230.8 sq. ft. for 2-bedroom units). Staff finds the project would help the City meet its RHNA (Regional Housing Needs Allocation) obligations.</p>
<p>H-2. Design That Fits into the Neighborhood Context. Design new housing, remodels and additions to be compatible in form to the surrounding neighborhood. Incorporate transitions in height and setbacks from adjacent properties to respect adjacent development character and privacy. Respect existing landforms and minimize effects on adjacent properties.</p>	<p><i>Consistent</i> The existing ‘modified craftsmen’ design of the office structure, located at the front of the site, will continue with the proposed raising of the structure to allow for the creation of a new ground-floor residential unit and the proposed construction of the new third floor office space. The design of the new residential structure, located at the rear of the site, is proposed to match that of the existing front structure. The scale of the project is proposed to increase from two (2) stories to three (3) stories. The current scale of existing buildings in the vicinity of the site is generally two (2) stories. An existing mature Canary Island date palm tree, located at the front of the site, also helps to frame the proposed three (3) story scale proposed by the project.</p> <p>On October 21, 2020, the Design Review Board subcommittee (Board) unanimously recommended approval of the site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>

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<p>H-3. Public Information and Participation. Provide information on housing programs and related issues. Require and support public participation in the formulation and review of the City’s housing policy, including encouraging neighborhood involvement in development review. Work with community groups to advocate programs that will increase affordable housing supply and opportunities. Ensure appropriate and adequate involvement so that the design of new housing will strengthen the character and integrity of the neighborhood.</p> <p>H-3a. Neighborhood Meeting. Require neighborhood meetings, as provided for by the City Council resolution for Neighborhood Meeting Procedures, for larger housing development proposals and those that have potential to change neighborhood character. In larger projects, the City requests that developers participate in formal meetings with the community. The City facilitates outreach by helping applicants find information on the appropriate neighborhood groups to contact. City staff attends meetings as a staff resource and conducts noticing of meetings.</p>	<p><i>Consistent</i></p> <p>On November 21, 2020, the property owner voluntarily held an informational ‘open house’ to present the proposed project, answer questions and obtain comments from the immediate surrounding neighbors. With the assistance of Planning staff, who provided a list of mailing addresses for property owners and occupants of neighboring properties, invitations (Exhibit 7) were sent out to 70+ neighboring addresses. No one from the public attended the ‘open house’.</p> <p>Pursuant to a recent Policy Statement adopted by the City Manager on April 1, 2020 (Exhibit 8), no notice was required or provided for the Board meeting. Notice of the Planning Commission hearing was conducted in accordance with noticing requirements contained in Chapter 29 of the Zoning Ordinance. A Notice of Public Meeting was mailed to all property owners, residents, businesses and occupants within a 300-foot radius of the project site, the appropriate neighborhood groups (the Downtown Business Improvement District, the Gerstle Park Neighborhood Association and the Federation of San Rafael Neighborhoods) and all other interested parties, at least 15 calendar days prior to the Planning Commission hearing date. Additionally, notice was posted on the project site, along both the Second St. frontages, at least 15 calendar days prior to the date of this hearing.</p> <p>At the time of printing and distributing staff’s report to the Planning Commission, staff received no public comments as a result of noticing this Planning Commission hearing. Any comments received after distribution of the staff report will be forwarded to the Commission under separate cover.</p>
<p>H-14. Adequate Sites. Maintain an adequate supply of land designated for all types of residential development to meet the housing needs of all economic segments in San Rafael. Within this total, the City shall also maintain a sufficient supply of land for multifamily housing to meet the quantified housing need of very low, low, and moderate-income housing units. Encourage development of residential uses in commercial areas where the vitality of the area will not be adversely affected, and the site or area will be enhanced by linking workers to jobs, and by providing shared use of the site or area.</p> <p>H-14a. Residential and Mixed-Use Sites Inventory. Encourage residential development in areas appropriate and feasible for new housing. These areas are identified in Appendix B, Housing Element Background,</p>	<p><i>Consistent</i></p> <p>See LU-8 and H-1 discussions above. While the project site is <u>not</u> listed as a <i>Housing Opportunity Site</i> (Figure B3:3) in Appendix B of the General Plan due to size limitations, the project proposes to add three (3) new ‘rental’ residential units to the City’s housing stock. The project helps the City meet it’s projected need for 1,007 additional housing units in the City by the year 2023 (Regional Housing Needs Allocation or RHNA; Page B-5, Appendix B of General Plan).</p>

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<p>Summary of Potential Housing Sites (available for view on the City’s website). Explore effective ways to share housing site information and developer and financing information to encourage development of underutilized institutional land. The City has employed different strategies to find the most effective way to deliver information about development. It is an ongoing and evolving process that has included practices such as preparing fact sheets for sites with multiple inquiries.</p>									
<p>H-18. Inclusionary Housing. The City requires residential projects to provide a percentage of affordable units on site and/or pay in-lieu of fees for the development of affordable units in another location. The City’s program requires the units remain affordable for the longest feasible time, or at least 55 years. The City’s primary intent is the construction of units on-site. The units should be of a similar mix and type to that of the development as a whole and dispersed throughout the development. If this is not practical or not permitted by law, the City will consider other alternatives of equal value, such as in-lieu fees, construction of units off-site, donation of a portion of the property for future non-profit housing development, etc. Allow for flexibility in providing affordable units as long as the intent of this policy is met. Specific requirements are:</p> <table border="0"> <thead> <tr> <th>Project Size</th> <th>% Affordable Units Req'd</th> </tr> </thead> <tbody> <tr> <td>2 – 10 Housing Units*</td> <td>10%</td> </tr> <tr> <td>11 – 20 Housing Units</td> <td>15%</td> </tr> <tr> <td>21+ Housing Units</td> <td>20%</td> </tr> </tbody> </table> <p>* Exemptions for smaller projects units may be provided for in the</p> <p>Rental Units. Provide, consistent with State law, a minimum of 50% of the BMR units affordable to very low-income households at below 50% of median income, with the remainder affordable to low income households at</p>	Project Size	% Affordable Units Req'd	2 – 10 Housing Units*	10%	11 – 20 Housing Units	15%	21+ Housing Units	20%	<p><i>Consistent</i> See LU-8, LU-9 and H-1 discussion above. Projects proposing four (4) or fewer new housing units or less than 5,000 sq. ft. of new nonresidential FAR, is exempt from the City’s inclusionary housing requirements. Since the project proposes three (3) new residential units and 1,094 sq. ft. of new nonresidential FAR, it is exempt from the City’s inclusionary housing requirement, including payment of affordable housing in-lieu fee.</p>
Project Size	% Affordable Units Req'd								
2 – 10 Housing Units*	10%								
11 – 20 Housing Units	15%								
21+ Housing Units	20%								

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<p>50-80% of median income. Sale/Ownership Units. Provide a minimum of 50% of the BMR units affordable to low income households at 50-80% of median income, with the remainder affordable to moderate income households at 80-120% of median income. Calculation of In-lieu Fee. Continue to provide a calculation for in-lieu fees for affordable housing. For fractions of affordable units, if 0.5 or more of a unit, the developer shall construct the next higher whole number of affordable units, and if less than 0.5 of a unit, the developer shall provide an in-lieu fee.</p>	
<p>NEIGHBORHOODS ELEMENT</p>	
<p>NH-3. Housing Mix. Encourage a housing mix with a broad range of affordability, character, and sizes. In areas with a predominance of rental housing, encourage ownership units to increase the variety of housing types.</p>	<p><i>Consistent</i> See H-1 discussion above. The project will provide variety of ‘rental’ housing opportunities in terms of configuration (1-bedroom and 2-bedroom units) and sizes (568.8 sq. ft. for 1-bedroom and 935.4- 1,230.8 sq. ft. for 2-bedroom units).</p>
<p>NH-15. Downtown Vision. Continue to implement Our Vision of Downtown San Rafael.</p>	<p><i>Consistent</i> See LU-12 discussion above. The site is located in the 2/3 MUW District, a Downtown zoning district. The project should be consistent with as many of the applicable policies in the adopted <i>Our Vision of Downtown San Rafael; Second/Third Corridor Vision</i>, including:</p> <ul style="list-style-type: none"> • <i>Establish a vital, varied and compatible mix of office, retail and residential uses that utilizes the special strengths give to this District by the high traffic volumes and visibility of Second and Third Streets.</i> • <i>Recognize the major opportunity for residential development through the District, especially on the cross streets, west of B Street. Both mixed-use and multifamily development could work well in this District.</i> • <i>Create an inviting appearance which declares that Downtown is worth visiting to those who travel Second and Third Streets.</i> • <i>Make Second and Third Street more attractive and safer for pedestrians by: A) Planting for street trees; B) creating a visual buffer between pedestrians and the street; and C) Reducing the number of driveways which interrupt sidewalks.</i>

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	<ul style="list-style-type: none"> • <i>Vary building heights and densities, concentrating the most intense development towards the east, closest to the freeway and Transportation Center, including building heights of two to five stories and higher densities east of B Street and heights of one to three stories and lower densities west of B Street.</i> <p>The project would be consistent with the applicable policies in the Downtown Vision by incorporating the following attributes: 1) Providing new multifamily housing opportunities in close proximity to the Downtown, 2) Enhancing the streetscape by preserving and enhancing the existing ‘modified craftsmen’ building on the site while adding a new residential building at the rear of the site which matches in design; 3) Improving the landscape character on the site by providing a landscaped setback along the 2nd Street frontage with a comprehensive mix of shrubs, grasses and groundcovers to help create a pedestrian scale while preserving the existing mature Canary Island date palm tree located along the frontage; and 4) Proposing a three-story building height where a maximum three-story building height is envisioned.</p>
<p>NH-16. Economic Success. Substantially expand Downtown’s economic success and increase opportunities for retail, office and residential development</p>	<p><i>Consistent</i></p> <p>See LU-8 and LU-9 discussions above. The project proposes to increase the FAR of nonresidential office space on the site and construct a total of three (3) new residential ‘rental’ units in the Downtown, Future new office tenants and residents are anticipated to frequent existing and future businesses in the Downtown and help achieve the City’s goal of ‘alive-after-five’ by activating the Downtown in the evenings and on weekends.</p>
<p>NH-22. Housing Downtown. Create a popular and attractive residential environment that contributes to the activity and sense of community Downtown. This includes:</p> <ol style="list-style-type: none"> Preserving and upgrading existing units, Providing incentives to encourage new private sector construction of housing, particularly affordable housing, live/work units, and single room occupancy (SRO) units, Designing units that take advantage of Downtown's views, proximity to shopping and services, and transit, and Implementing zoning standards that reflect Downtown’s urban character. 	<p><i>Consistent</i></p> <p>See LU-8, H-1 and NH-16 discussions above. The project proposes to construct a total of three (3) new residential ‘rental’ units in the Downtown, in a variety of configurations (1-bedroom and 2-bedroom) and sizes (568.8 sq. ft. for 1-bedroom and 935.4- 1,230.8 sq. ft. for 2-bedroom units). The proposed new units would help contribute to the City’s long-standing efforts to create a sense of active presence Downtown after dark (<i>‘Alive-after-five’</i>).</p>
<p>NH-29. Downtown Design. New and remodeled buildings</p>	<p><i>Consistent</i></p>

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<p>must contribute to Downtown’s hometown feel. Design elements that enhance Downtown’s identity and complement the existing attractive environment are encouraged and may be required for locations with high visibility or for compatibility with historic structures. Design considerations include:</p> <ul style="list-style-type: none"> • Varied and distinctive building designs, • Sensitive treatment of historic resources, • Generous landscaping to accent buildings, • Appropriate materials and construction, and • Site design and streetscape continuity. <p>NH-29a. Implement Downtown Design Guidelines. Implement the Downtown Design Guidelines through the design review process.</p>	<p>See H-2 and NH-15 discussions above. The project site is located within the “Second/Third Corridor and Environs” of Downtown where the following San Rafael Downtown Design Guidelines apply:</p> <p><i>Second and Third Streets are to be attractive, landscaped major transportation corridors. While increased pedestrian safety and comfort is desired on Second and Third, greater pedestrian use of the cross streets is encouraged. The project site is located within the boundaries of the Second/Third and Environs area of the Downtown, where the following specific design guidelines apply:</i></p> <ul style="list-style-type: none"> • <i>To provide visual interest, long and monotonous walls should be avoided.</i> • <i>Building walls should be articulated;</i> • <i>To create a boulevard effect along Second and Third Streets, varied landscape setbacks are appropriate;</i> • <i>Additional high-canopy, traffic-tolerant street trees are strongly encouraged;</i> • <i>Where possible, residential buildings in this area should orient to the more pedestrian-friendly side street; and</i> • <i>Driveway cuts and widths should be minimized to prevent vehicular conflicts.</i> <p>On October 21, 2020, the Design Review Board subcommittee (Board) unanimously recommended approval of the site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>
<p>NH-31. Ground Floor Designed for Pedestrians. Ensure that all buildings, regardless of height, are comfortable for people at the street level. This includes:</p> <ul style="list-style-type: none"> • Relating wall and window heights to the height of people, • Use of architectural elements to create visual interest, • Adding landscaping and insets and alcoves for pedestrian interest, and, • Stepping upper stories back as building height increases. 	<p><i>Consistent</i></p> <p>See NH-15 discussion above. The project design would preserve pedestrian scale on the site by incorporating the following attributes: 1) The design of the brick courtyard fencing along the 2nd Street frontage is limited to 3’ of solid brick wall (with 5’-tall brick columns) topped with 2’ of ‘view through’ black wrought iron; 2) The proposed ‘lift-and-fill’ of the existing office building will create a new ground-floor residential unit which will include windows to meet California Building Code requirements for light, ventilation and secondary exiting; 3) The proposed ‘lift-and-fill’ of the existing office building will preserve the existing ‘modified craftsmen’ design characteristics including inset covered entries, horizontal shiplap siding, hipped roof form and window trim detailing; 4) The project will improve the landscape character on the site by providing a landscaped setback along the 2nd Street frontage with a comprehensive mix of shrubs, grasses and groundcovers to help create a pedestrian scale while preserving the existing mature Canary Island date palm tree located along the frontage; and 5) Stepping back the proposed new third floor office space in the existing building three feet (3’) along the 2nd Street frontage and two feet (2’) along the east and west elevations.</p>

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<p>NH-40. Second/Third Mixed-Use District.</p> <p>a. Auto-oriented uses. Allow a vital, varied and compatible mix of offices, retail uses, and residential uses, where appropriate. Uses usually accessed by car should be concentrated along the west end of Second Street to take advantage of the high traffic volumes.</p> <p>b. Enhance pedestrian character. Enhance the pedestrian character of the A and B cross streets by encouraging a variety of uses, including neighborhood serving and specialty retail uses, and residential uses.</p> <p>c. PG&E office building site. This site offers a major redevelopment opportunity as an infill site that could accommodate a mix of land uses, including residential if feasible, that would take advantage of the site’s high visibility from Second and Third Streets, extend the uses on the San Rafael Corporate Center, or provide patrons for the Fourth Street Retail Core.</p> <p>d. Transportation Corridor. Make Second and Third Streets a very attractive, safe and efficient transportation corridor that allows smooth travel through Downtown, provides easy access to the Fourth Street Core via the cross streets and is safe to walk along and cross. Substantially improve Second and Third Streets through:</p> <ul style="list-style-type: none"> • Screening pedestrians from the perception of traffic noise and encouraging pedestrian use of other streets, • Improving pedestrian connections to Fourth Street, • Providing safe crosswalks at all intersections, • Reducing the number of driveways that interrupt sidewalks, and • Managing traffic flow for efficiency, not speed. <p>e. Improved parking. Develop attractive, screened and easy-to-find public and private parking areas serving both the Fourth Street Retail Core and the Second/Third Street Corridor.</p>	<p><i>Consistent</i></p> <p>See NH-15 and NH-31 discussions above.</p>
<p>NH-41. Second/Third Mixed Use District Design</p>	<p><i>Consistent</i></p>

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<p>Considerations.</p> <p>a. An inviting appearance. Create an inviting appearance to people traveling Second and Third Streets. Encourage attractive, creative and varied architecture on Second and Third Streets, with design detail on all sides of buildings visible to the street or pedestrians.</p> <p>b. Unique character of cross streets. A, B, C and D Streets are important links from Fourth Street to neighborhoods south of Downtown. Strengthen the unique character of these cross streets by giving special treatment to:</p> <ul style="list-style-type: none"> • A Street as an important visual and pedestrian connection between Mission San Rafael Arcangel and Albert Park and Andersen Drive, • B Street as an area of strong historic character, and • B, C and D Streets as major pedestrian connections between the Gerstle Park Neighborhood and the Fourth Street Retail Core. <p>c. Height. Individual building heights will vary and typically range from two to four stories east of B Street, and from one to three stories generally west of B Street.</p>	<p>See H-2, NH-15 and NH-31 discussions above. On October 21, 2020, the Design Review Board subcommittee (Board) unanimously recommended approval of the site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>
<p>COMMUNITY DESIGN ELEMENT</p>	
<p>CD-1. City Image. Reinforce the City’s positive and distinctive image by recognizing the natural features of the City, protecting historic resources, and by strengthening the positive qualities of the City’s focal points, gateways, corridors and neighborhoods.</p> <p>CD-1d. Landscape Improvement. Recognize that landscaping is a critical design component. Encourage maximum use of available landscape area to create visual interest and foster sense of the natural environment in new and existing developments. Encourage the use of a variety of site appropriate plant materials.</p>	<p><i>Consistent</i></p> <p>See NH-15 and NH-31 discussions above. The project proposes 12% or 604 sq. ft. of site landscaping where a minimum of 10% (500 sq. ft.) is required. Landscaped areas will be located along the west and north property lines. The project proposes to retain the existing 42”-diameter Canary Island date palm tree located along the 2nd Street frontage. Additionally, the landscape plan proposes a combination of shrubs, grasses and groundcover to be planted along the 2nd Street frontage and along the western property line.</p> <p>On October 21, 2020, the Design Review Board subcommittee (Board) unanimously recommended approval of the site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>

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<p>CD-2. Neighborhood Identity. Recognize and promote the unique character and integrity of the city's residential neighborhoods and Downtown. Strengthen the "hometown" image of San Rafael by:</p> <ul style="list-style-type: none"> • Maintaining the urban, historic, and pedestrian character of the Downtown; • Preserving and enhancing the scale and landscaped character of the City's residential neighborhoods; • Improving the appearance and function of commercial areas; and • Allowing limited commercial uses in residential neighborhoods that serve local residents and create neighborhood-gathering places. 	<p><i>Consistent</i> See CD-1, NH-15, NH-16, NH-22 and NH-31 discussions above.</p>
<p>CD-3. Neighborhoods. Recognize, preserve and enhance the positive qualities that give neighborhoods their unique identities, while also allowing flexibility for innovative design. Develop programs to encourage and respect the context and scale of existing neighborhoods.</p>	<p><i>Consistent</i> See CD-1, NH-15, NH-16, NH-22 and NH-31 discussions above.</p>
<p>CD-5. Views. Respect and enhance to the greatest extent possible, views of the Bay and its islands, Bay wetlands, St. Raphael's church bell tower, Canalfront, marinas, Mt. Tamalpais, Marin Civic Center and hills and ridgelines from public streets, parks and publicly accessible pathways.</p>	<p><i>Consistent</i> The project would <u>not</u> create view impacts of the Bay and its islands, Bay wetlands, St. Raphael's church bell tower, Canalfront, marinas, Mt. Tamalpais, the Marin Civic Center or hills and ridgelines from public streets, parks and publicly accessible pathways.</p>
<p>CD-9. Transportation Corridors. Provide and maintain distinctive gateways to identify City entryways.</p>	<p><i>Consistent</i> See CD-1 discussion above. The project would enhance the landscape character along the 2nd Street frontage, an arterial corridor.</p>
<p>CD-10. Nonresidential Design Guidelines. Recognize, preserve and enhance the design elements that contribute to the economic vitality of commercial areas. Develop design guidelines to ensure that new nonresidential and</p>	<p><i>Consistent</i> See CD-1, NH-15, NH-16, NH-22 and NH-31 discussions above.</p>

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<p>mixed-use development fits within and improves the immediate neighborhood and the community as a whole.</p>	
<p>CD-14. Recreational Areas. In multifamily development, require private outdoor areas and on-site common spaces for low and medium densities. In high density and mixed-use development, private and/or common outdoor spaces are encouraged. Common spaces may include recreation facilities, gathering spaces, and site amenities such as picnicking and play areas.</p>	<p><i>Consistent</i> The project proposes usable outdoor recreation area in the form of private decks, balconies and patios for all three (3) proposed new residential units on the site. The new ground-floor residential unit in the existing office building (Unit #1) will have available a landscaped courtyard and entryway area along the 2nd Street frontage and west property line. Both units in the proposed new residential building at the rear of the site will have small balcony projections (Unit #2) or insets (Unit #3) along the front the units while Unit #3 also includes a larger, 145.4 sq. ft. covered deck area.</p> <p>On October 21, 2020, the Board unanimously recommended approval of the site and building design, including the proposed usable outdoor recreation area, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>
<p>CD-15. Participation in Project Review. Provide for public involvement in the review of new development, renovations, and public projects with the following</p> <ul style="list-style-type: none"> • Design guidelines and other information relevant to the project as described in the Community Design Element that would be used by residents, designers, project developers, City staff, and City decision makers; • Distribution of the procedures of the development process that include the following: submittal information, timelines for public review, and public notice requirements; • Standardized thresholds that state when design review of projects is required (e.g. residential conversions, second-story additions); and • Effective public participation in the review process. 	<p><i>Consistent</i> See H-3 discussion above.</p>
<p>CD-18. Landscaping. Recognize the unique contribution provided by landscaping and make it a significant component of all site design.</p>	<p><i>Consistent</i> See CD-1 discussion above.</p>

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<p>CD-19. Lighting. Allow adequate site lighting for safety purposes while controlling excessive light spillover and glare.</p>	<p><i>Consistent with Conditions</i></p> <p>The project currently does not propose exterior lighting; however, it is reasonable to assume its scope (i.e., raising the existing office building to create a new ground-floor residential unit, constructing a new third floor to the existing office building to create additional office space, and constructing a new, 2-unit, 3-story residential building at the rear of the site) will include lighting. A condition of approval (Condition #22; ED20-021) is included requiring submittal of a lighting plan/photometric study with the building permit for the project for review and approval by staff to confirm lighting for the project complies with adopted minimum/maximum illumination levels. In addition, a condition of approval (Condition #74; ED20-021) is included establishing a 90-day lighting review period at final inspection/occupancy where adjustments in lighting may be required by staff to reduce off-site glare, if necessary.</p>
<p>CIRCULATION ELEMENT</p>	
<p>C-5. Traffic Level of Service Standards. a. Intersection LOS. In order to ensure an effective roadway network, maintain adequate traffic levels of service (LOS) consistent with standards for signalized intersections in the A.M. and P.M. peak hours as shown below, except as provided for under (B) Arterial LOS.</p>	<p><i>Consistent with conditions</i></p> <p>The City’s Traffic Engineer has reviewed the project and evaluated its traffic impacts against the City’s level of service standards and determined the project would result in a total of 7 net new peak hour trips (3 a.m. new peak hour trips between 7- 9am weekdays and 4 p.m. new peak hour trips between 4-6pm weekdays). The City Traffic Engineer has determined the surrounding intersections and arterials would continue to operate (existing plus project volumes) acceptably per the City’s LOS (Level of Service) standards in the General Plan. Staff finds the proposed density (3 new residential units) would result in negligible traffic impacts which are off-set by the payment of traffic mitigation fees on the 7-net new peak hour trips anticipated to result from the project. The payment of traffic mitigation fees is a condition of approval (Condition #31; ED20-021) and is intended to help fund the project’s fair share of local circulation improvement projects by the City.</p>
<p>C-7. Circulation Improvement Funding. Take a strong advocacy role in securing funding for planned circulation improvements. Continue to seek comprehensive funding that includes Federal, State, County, and Redevelopment funding, Local Traffic Mitigation Fees, and Assessment Districts. The local development projects’ share of responsibility to fund improvements is based on: C-7a. Traffic Mitigation Fees. Continue to implement and periodically update the City’s Traffic Mitigation Program.</p>	<p><i>Consistent with conditions</i></p> <p>See C-5 discussion above.</p>

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<p>C-7b. Circulation Improvements. Seek funding for and construct circulation improvements needed for safety, to improve circulation, or to maintain traffic level of service.</p>	
<p>INFRASTRUCTURE ELEMENT</p>	
<p>I-2. Adequacy of City Infrastructure and Services. Assure that development can be adequately served by the City’s infrastructure and that new facilities are well planned and well designed.</p>	<p><i>Consistent</i> All service providers, including PG&E, Marin Sanitary Service, Marin Municipal Water District, San Rafael Sanitation District, Central Marin Sanitation Agency, and the City Engineer, have review the project and indicated that adequate infrastructure capacity exists for the project.</p>
<p>SUSTAINABILITY ELEMENT</p>	
<p>SU-5. Reduce Use of Non-renewable Resources Reduce dependency on non-renewable resources.</p> <hr/> <p>SU-5d Water Efficiency Programs. Develop and implement water efficiency and conservation programs to achieve a 30% reduction in water use by 2020, including water efficient landscape regulations, PACE financing, water audits, upgrades upon resale, education and outreach. Make available to property managers, designers and homeowners’ information about water-conserving landscaping and water-recycling methods and resources.</p>	<p><i>Consistent with conditions</i> The project is subject to a condition of approval (Condition #65; ED20-021) requiring compliance with the most recent water conservation ordinance adopted by Marin Municipal Water District (MMWD). Prior the building permit issuance, MMWD is required to review and approve the proposed landscape and irrigation plans and provide the applicant with a letter of approval or an approved-stamped plan set either of which shall be submitted with the building permit.</p>
<p>SU-7. New and Existing Trees. Plant new and retain existing trees to maximize energy conservation and carbon sequestration benefits.</p>	<p><i>Consistent</i> See CD-1 discussion above. The project proposes to remove one (1) existing, ornamental (Fig) mature tree, located along the rear property line, while preserving the existing mature Canary Island date palm tree along the 2nd Street frontage. The Landscape Plan also proposes 12% or 604 sq. ft. of site landscaping, where a minimum of 10% (500 sq. ft.) is required, in a combination of new shrubs, grasses and groundcovers along the 2nd Street frontage and along the west property boundary.</p>

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CULTURE AND ARTS ELEMENT	
<p>CA-15. Protection of Archaeological Resources. Recognize the importance of protecting significant archaeological resources by:</p> <ul style="list-style-type: none"> • Identifying, when possible, archaeological resources and potential impacts on such resources. • Providing information and direction to property owners in order to make them aware of these resources. • Implementing measures to preserve and protect archaeological resources. <p>CA-15a. Archeological Resources Ordinance. Continue to implement the existing Archeological Resources Ordinance.</p>	<p><i>Consistent with conditions</i></p> <p>The project site is identified as having a “medium” archaeological sensitivity rating, pursuant to the City’s adoptive City of San Rafael Archaeological Sensitivity map. City Council Ordinance No. 1772 and Resolution No. 10980 prescribes recommendations as required conditions for discretionary permits on site with “medium” archaeological sensitivity rating. These requirements have been incorporated as a condition of approval (Conditions #11 and #12; ED20-021).</p>
SAFETY ELEMENT	
<p>S-1. Location of Future Development. Permit development only in those areas where potential danger to the health, safety and welfare of the residents of the community can be adequately mitigated.</p>	<p><i>Consistent</i></p> <p>Geoseismic analysis have been evaluated through the City’s Geotechnical Review process and found that the project would not pose potential danger to the health, safety and welfare of the community.</p>
<p>S-4. Geotechnical Review. Continue to require geotechnical investigations for development proposals as set forth in the City’s Geotechnical Review Matrix (Appendix F). Such studies should determine the actual extent of geotechnical hazards, optimum design for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.</p>	<p><i>Consistent</i></p> <p>A Geotechnical Investigation Report was prepared and submitted with the project application. After review by the City Engineer and Chief Building Official, it was found to meet the requirements set forth in the Geotechnical Review Matrix and consistent with the City’s safety policies and standard engineering practices.</p>
<p>S-6. Seismic Safety of New Buildings. Design and</p>	<p><i>Consistent with conditions</i></p>

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<p>construct all new buildings to resist stresses produced by earthquakes. The minimum level of seismic design shall be in accordance with the most recently adopted building code as required by State law.</p>	<p>The project would entail all new construction and would be constructed in accordance with the most current building and seismic codes as required by the City’s Municipal Code.</p>
<p>S-25. Regional Water Quality Control Board (RWQCB) Requirements. Continue to work through the Marin County Stormwater Pollution Prevention Program (MCSTPPP) to implement appropriate Watershed Management plans as dictated in the RWQCB general National Pollutant Discharge Elimination System permit for Marin County and the local stormwater plan.</p>	<p><i>Consistent</i> The City Engineer has reviewed the proposed project, including civil drawings showing the pre-and post-construction permeability of the site, and determined pervious area will increase from 14.2% (712 sq. ft.) to 28.8% (1,392 sq. ft.). While Marin County BASMAA (Bay Area Stormwater Management Agencies Association) manual standards do not require the installation of any stormwater treatment facilities, such as bioretention, since the new impervious area on the site will be under the minimum threshold of 5,000 sq. ft., the project voluntarily incorporates stormwater treatment measures, including increased site landscaping and erosion controls.</p>
<p>S-32. Safety Review of Development Projects. Require crime prevention and fire prevention techniques in new development, including adequate access for emergency vehicles.</p>	<p><i>Consistent</i> The San Rafael Fire Department, Fire Prevention Bureau, and the San Rafael Police Department have both reviewed and recommended approval of the project.</p>
<p>NOISE ELEMENT</p>	
<p>N-1. Noise Impacts on New Development. Protect people in new development from excessive noise by applying noise standards in land use decisions. Apply the Land Use Compatibility Standards (see Exhibit 31) to the siting of new uses in existing noise environments. These standards identify the acceptability of a project based on noise exposure. If a project exceeds the standards in Exhibit 31, an acoustical analysis shall be required to identify noise impacts and potential noise mitigations. Mitigation should include the research and use of state-of-the-art abating materials and technology.</p> <p>N-1a. Acoustical Studies. Require acoustical studies for all new residential projects within the projected Ldn 60 dB noise contours (see Exhibit 31) so that noise mitigation measures can be incorporated into project design. Acoustical studies shall identify noise sources</p>	<p><i>Consistent with conditions</i> Per Exhibit 22 (<i>San Rafael Roadways and Arterials</i>) of the General Plan, the project site is located on an existing arterial, 2nd Street. The project submittals included an Acoustical Assessment (Wilson Ihrig, dated December 17, 2019) which determined the existing ambient noise from the arterial will require sound-rated windows and doors of 25 OITC (Outdoor-Indoor Transmission Class) in the new ground-floor residence underneath the existing office building at the front of the site, facing the 2nd Street frontage and along the east and west property boundaries. Conditions of approval (Condition #18 and #19; ED20-021) have been included to encapsulate the recommendations from the projects’ Acoustical Assessment for both window/door ratings and to help mitigate construction/grading noise impacts.</p>

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<p>and contain a discussion of the existing and future noise exposure and the mitigation measures that may be used to achieve the appropriate outdoor and indoor noise standards.</p>	
<p>N-5. Traffic Noise from New Development. Minimize noise impacts of increased off-site traffic caused by new development. Where the exterior L_{dn} is 65 dB or greater at a residential building or outdoor use area and a plan, program, or project increases traffic noise levels by more than L_{dn} 3 dB, reasonable noise mitigation measures shall be included in the plan, program or project.</p>	<p><i>Consistent with conditions</i> See N-1 discussion above.</p>
<p>AIR AND WATER QUALITY ELEMENT</p>	
<p>AW-1. State and Federal Standards. Continue to comply and strive to exceed state and federal standards for air quality for the benefit of the Bay Area.</p>	<p><i>Consistent</i> The project is not anticipated to generate any permanent air quality impacts and would be consistent with the Bay Area Air Quality District requirements; project impacts to air quality would be limited as temporary during the construction and grading periods only. Furthermore, the project is within the relative intensity of development and maximum density of development assumed under the San Rafael General Plan 2020 and, therefore, cumulative impacts have been analyzed and found to be acceptable.</p>
<p>AW-7. Local, State and Federal Standards. Continue to comply with local, state and federal standards for water quality.</p>	<p><i>Consistent</i> See S-25 discussion above.</p>
<p>AW-8. Reduce Pollution from Urban Runoff. Address non-point source pollution and protect receiving waters from pollutants discharged to the storm drain system by requiring Best Management Practices quality.</p> <ul style="list-style-type: none"> • Support alternatives to impervious surfaces in new development, redevelopment or public improvement projects to reduce urban runoff into storm drain system, creeks and the Bay. • Require that site designs work with the natural 	<p><i>Consistent</i> See S-25 discussion above.</p>

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<p>topography and drainages to the extent practicable to reduce the amount of grading necessary and limit disturbance to natural water bodies and natural drainage systems.</p> <p>Where feasible, use vegetation to absorb and filter fertilizers, pesticides and other pollutants.</p>	
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CHAPTER 5 – COMMERCIAL AND OFFICE DISTRICTS; SECOND/THIRD MIXED USE WEST (2/3MUW)	
<p>14.05.010 - Specific Purposes. In addition to the general purposes listed in Section 14.01.030, the specific purposes of the residential zoning districts include the following:</p> <p>A. To promote specialized commercial environments which provide appropriately located areas for retail, service and office development, and provide the city with a wide range of neighborhood, local and regional serving uses;</p> <p>B. To promote appropriately located businesses which provide local employment opportunities and/or generate tax revenue for the city;</p> <p>-----</p> <p>F. To promote San Rafael's downtown area as a viable commercial and financial center, and as an urban center with a mixture of civic, social, entertainment, cultural and residential uses;</p> <p>-----</p> <p>K. To provide housing opportunities by encouraging a variety of housing in mixed-use districts. The additional purposes of each commercial district follow:</p> <p>-----</p> <p>S. Second/Third Mixed Use District West (2/3 MUW).</p> <p>-----</p> <p>2. Allowed Uses. The Second/Third mixed use district west is to become more attractive, efficient and better utilized with a mix of compatible uses serving local, community and regional needs. Uses which benefit from the high visibility along Second and Third Streets and which do not require heavy pedestrian traffic, such as office and office-support retail and service uses, retail usually accessed by car (i.e., daily needs retail such as grocery and drug stores, etc.), and limited auto-serving and large item retail are allowed. Housing is encouraged throughout the district.</p>	<p><i>Consistent</i></p> <p>The project proposes to redevelop a 5,000 sq. ft., Downtown in-fill parcel, currently served by City infrastructure and services. The project proposes to raise ('lift-and-fill') the existing office building on the site to allow the creation of a new two (2)-bedroom residential unit on the ground-floor while also constructing a new 1,094 sq. ft. third floor to provide additional office space. The project also proposes to construct a new second, three (3)-story building at the rear of the site with two (2) residential units (one, 1-bedroom unit and one, 2-bedroom unit) above garage parking which is currently used as an uncovered parking area for the existing office building.</p> <p>The new residents, business(es) and their patrons and guests are anticipated to contribute to the City's long-standing economic policy ("Alive-after-five") seeking to approve land uses and businesses that will 'activate' or create activity in the Downtown after 5 p.m. with economic opportunities. The new residents and business(es) are anticipated to contribute to the City's economic base.</p> <p>The project is anticipated to 're-activate' both the site and B Street, which is the primary pedestrian connection between the Gerstle Park neighborhood and the Fourth Street Retail Core (4SRC) zoning district.</p> <p>The proposed expanded office and new residential uses are both encouraged and specifically permitted on the site and within the 2/3 MUW District.</p> <p>The project proposes a three (3)-story scale. The maximum height limit for the project site is 36 ft. As designed, the project proposes a maximum building height of 33'-8" (front building; rear building has an overall height of 29' 8" height), which represents an increase of 15'-6" over the existing height. The building height is measured to the mid-point of the sloped roof form from finished grade. Pursuant to Section 14.16.120 of the Zoning Ordinance, architectural features, such as the new staircase and elevator tower addition proposed at the rear existing office building, is excluded from building height calculations and, instead, are reviewed as part of the overall project design through the Environmental</p>

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<p>3. Design Intent. Development will help create a more inviting appearance to the district. Parking areas should be attractive, screened and easy-to-find. Because of the high volume of traffic, the street front design should give special attention to pedestrian safety and comfort through setbacks and landscaping. Each cross street should have a pleasant walking environment as well as an individual and unique identity. Building heights are three (3) stories, and intensities transition from a higher FAR close to Fourth Street to a lower FAR south of Second Street near the neighborhood.</p>	<p>and Design Review Permit (ED20-021).</p> <p>The project preserves pedestrian scale on the site by incorporating the following design attributes: 1) The design of the brick courtyard fencing along the 2nd Street frontage is limited to 3’ of solid brick wall (with 5’-tall brick columns) topped with 2’ of ‘view through’ black wrought iron; 2) The proposed ‘lift-and-fill’ of the existing office building will create a new ground-floor residential unit which will include windows to meet California Building Code requirements for light, ventilation and secondary exiting; 3) The proposed ‘lift-and-fill’ of the existing office building will preserve the existing ‘modified craftsmen’ design characteristics including inset covered entries, horizontal shiplap siding, hipped roof form and window trim detailing; 4) The project will improve the landscape character on the site by providing a landscaped setback along the 2nd Street frontage with a comprehensive mix of shrubs, grasses and groundcovers to help create a pedestrian scale while preserving the existing mature Canary Island date palm tree located along the frontage; and 5) Stepping back the proposed new third floor office space in the existing building three feet (3’) along the 2nd Street frontage and two feet (2’) along the east and west elevation.</p>
<p>14.05.032 - Property Development Regulations</p> <ul style="list-style-type: none"> • Maximum density: 1,000 sq. ft. of lot area/unit • Minimum yards: 5’ front (2nd St. Frontage) • Maximum height: 36’ • Minimum usable outdoor area: voluntary in mixed-use projects • Minimum landscaping: 10% or 500 sq. ft. 	<p><i>Consistent</i></p> <p>As designed, the project is consistent with all of the applicable property development standards including density, setbacks, height and landscaping:</p> <ul style="list-style-type: none"> • The project proposes three (3) new residential ‘rental’ units where the maximum allowable density for the site, which is five (5) units based on the 5,000 sq. ft. of lot area of the parcel. • The project proposes a 14’ 9” front yard setback where a minimum of 5’ is required (2nd St. frontage). • The project proposes a 33’-8” building height (front building; 29’ 8” height proposed for new rear building) , where a maximum height is 36’. • The project proposes an unknown total amount of usable outdoor area in the form of private decks, balconies and patios for all three (3) new residential units on the site, where useable outdoor area is voluntary though encouraged. The new ground-floor residential unit in the existing office building (Unit #1) will have available a landscaped courtyard and entryway area along the 2nd Street frontage and west property line. Both units in the proposed new residential building at the rear of the site will have small balcony projections (Unit #2) or insets (Unit #3) along the front the

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	<p>units while Unit #3 also includes a larger, 145.4 sq. ft. covered deck area.</p> <ul style="list-style-type: none"> • The project proposes 12% or 604 sq. ft. of site landscaping, where a minimum of 10% (500 sq. ft.) is required, in a combination of new shrubs, grasses and groundcovers along the 2nd Street frontage and along the west property boundary.
<p>CHAPTER 16 – SITE DEVELOPMENT STANDARDS</p>	
<p>14.16.030 - Affordable Housing Requirement. Any new residential, nonresidential and mixed-use development and redevelopment projects shall provide affordable housing units to very low, low- and moderate-income households in perpetuity unless, in its sole discretion and upon a finding of need pursuant to subsection E of this section, the city council reduces the time frame to not less than forty (40) years.</p> <p>The following shall be exempt from the provisions of this section:</p> <ul style="list-style-type: none"> • Any project of four (4) or fewer units where the square footage of the floor area of each unit, exclusive of garage, is less than one thousand eight hundred (1,800) square feet; and • Any project involving new nonresidential construction under five thousand (5,000) square feet. 	<p><i>Consistent</i></p> <p>The proposed project is exempt for the City’s inclusionary housing requirement, given that;</p> <ul style="list-style-type: none"> • The project proposes three (3) new residential units on the site; and • The project proposes 1,094 sq. ft. of new nonresidential development or FAR on the site.
<p>14.16.150 - Floor Area Ratio (FAR).</p> <p>A.</p> <ol style="list-style-type: none"> 1. The intensity and density of development in nonresidential and mixed-use districts is identified by floor area ratio (FAR) and by the number of units allowed per one thousand (1,000) square feet of lot area for the location and zoning district in which a site is located. The FAR is the total building square footage (gross floor area) divided by the lot area excluding public streets. Total building square footage excludes parking areas or garages (covered and uncovered), residential components of a mixed-use project, hotels, and non-leasable covered atriums. Floor area for permanent child care facilities in nonresidential structures may be excluded in the 	<p><i>Consistent</i></p> <p>The maximum floor area ratio (FAR) for non-residential development on the subject site is 0.50 FAR or 2,500 sq. ft. of office development, based on a lot area of 5,000 sq. ft. The project proposes to increase FAR on the site to 2,620 sq. ft., which includes 120 sq. ft. of FAR bonus. Pursuant to Section 14.16.150 (G)(b) of the Zoning Ordinance, the project is eligible for a one-time FAR bonus of up to 10% or 750 sq. ft., whichever is larger, due to its Downtown location. The project proposes FAR on the site consistent with the maximum FAR allowed by the General Plan, subject to the allowable FAR bonus.</p>

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<p>FAR, subject to the provisions of Chapter 14.22, Use Permits.</p> <p>2. See subsection G, floor area ratio limit maps for FAR limits in non-residential zoning districts. The maximum allowable FAR is not guaranteed, and shall be determined by the following factors: site constraints, infrastructure capacity, hazardous conditions and design policies</p> <p>B. Mixed-Use Development.</p> <p>1. Commercial or Office with Residential. FAR limits apply only to the non-residential component of a development. The number of residential units allowed on a lot is based on the minimum lot area required per dwelling unit standard for the zoning district.</p>	
<p>14.16.170 - Geotechnical Review Development applications require geotechnical reports consistent with the geotechnical matrix in the general plan appendices to assess such hazards as potential seismic hazards, liquefaction, landsliding, mudsliding, erosion, sedimentation and settlement and hazardous soils conditions to determine the optimum location for structures, to advise of special structural requirements and to evaluate the feasibility and desirability of a proposed facility in a specific location</p>	<p><i>Consistent with conditions</i> The project was reviewed consistent with the City’s Geotechnical review matrix contained as an appendix to the General Plan 2020. A Geotechnical Investigation Report was prepared for this project. In conclusion, the investigation found that the project would be consistent with the geotechnical policies of the General Plan and that the project would be feasible from a geotechnical engineering standpoint. The report included recommendations that would have to be incorporated during preparation of the construction plans and construction of the project. The City Engineer reviewed the project submittals, including the Geotechnical Investigation Report, and recommended approval subject to conditions, which have been incorporated into conditions of approval.</p>
<p>14.16.227 – Light and Glare Colors, materials and lighting shall be designed to avoid creating undue off-site light and glare impacts. New or amended building or site colors, materials and lighting shall comply with the following standards, subject to review and recommendation by the police department, public works department, and community development department:</p> <p>A. Glossy finishes and reflective glass such as glazed or mirrored surfaces are discouraged, and prohibited where it would create an adverse impact on pedestrian or automotive traffic or on adjacent structures;</p>	<p><i>Consistent with conditions</i> The project proposes new lighting throughout the site, including within the rear garage which is open to the driveway. A condition of approval (Condition #22; ED20-021) has been included requiring the submittal of a Photometric Study for review and approval with the Building Permit plans, which complies with the City’s adopted lighting standards: a) A minimum of one (1) foot candle at ground level overlap at all exterior doorways and throughout the vehicle parking area; b) A minimum of one-half (1/2) foot candle at ground level overlap on all outdoor pedestrian walkways and common areas; and c) Less than one (1) foot candle at ground level overlap at all property lines. A condition of approval (Condition #74; ED20-021) has also been included which requires a 90-day lighting level review period by the City to ensure that all lighting sources provide safety for the building</p>

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<p>particularly within the downtown environs and in commercial, industrial and hillside areas.</p> <p>B. Lighting fixtures shall be appropriately designed and/or shielded to conceal light sources from view off-site and avoid spillover onto adjacent properties.</p> <p>C. The foot-candle intensity of lighting should be the minimum amount necessary to provide a sense of security at building entryways, walkways and parking lots. In general terms, acceptable lighting levels would provide one (1) foot-candle ground level overlap at doorways, one-half (½) foot-candle overlap at walkways and parking lots, and fall below one (1) foot-candle at the property line.</p> <p>D. Lighting shall be reviewed for compatibility with on-site and off-site light sources. This shall include review of lighting intensity, overlap and type of illumination (e.g., high-pressure sodium, LED, etc.). This may include a review by the city to assure that lighting installed on private property would not cause conflicts with public street lighting.</p> <p>E. Installation of new lighting fixtures or changes in lighting intensity on mixed use and non-residential properties shall be subject to environmental and design review permit review as required by Chapter 14.25 (Design Review).</p> <p>F. Maximum wattage of lamps shall be specified on the plans submitted for electrical permits.</p> <p>G. All new lighting shall be subject to a 90-day post installation inspection to allow for adjustment and assure compliance with this section</p>	<p>occupants while not creating a glare or hazard on adjacent streets or be annoying to adjacent residents.</p>
<p>14.16.260 - Noise Standards</p> <p>A. Residential Development. The following standards apply to residential development:</p> <ol style="list-style-type: none"> 1. Acoustical studies shall be required for all new residential development within projected sixty (60) dBA (Ldn) noise contours so that noise mitigation measures can be incorporated 	<p><i>Consistent with conditions</i></p> <p>the project site is located on an existing arterial, 2nd Street. The project submittals included an Acoustical Assessment (Wilson Ihrig, dated December 17, 2019) which determined the existing ambient noise from the arterial will require sound-rated windows and doors of 25 OITC (Outdoor-Indoor Transmission Class) in the new ground-floor residence underneath the existing office building at the front of the site, facing the 2nd Street frontage and along the east and west property boundaries. Conditions of approval (Condition #18 and #19; ED20-021) have been included to encapsulate the recommendations from the projects’</p>

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<p>into project designs.</p> <ol style="list-style-type: none">2. Usable outdoor area in low and medium density districts shall be sixty (60) dBA (Ldn) or less.3. In high density and downtown residential districts residential interior standards shall be met, and common usable outdoor areas shall be designed to minimize noise impacts. Where possible, a 60 dBA (Ldn) standard shall be applied to usable outdoor areas4. Interior noise standards for new single-family residential and residential health care development shall be 40 dBA (Ldn) for bedrooms and 45 dBA (Ldn) for other rooms. New hotels and motels shall meet a 45 dBA (Ldn) standard. For new multifamily development, hotels and motels, interior noise standards shall be described by State Administrative Code standards, Title 25, Part 2. -----5. Post-construction monitoring and approval by an acoustical engineer shall be required in residential development near high noise sources to ensure that city standards have been met. ----- <p>C. Development Adjacent to Commercial, Mixed Use and Industrial Districts. New nonresidential development shall not increase noise levels in a commercial area by more than five (5) dBA (Ldn), or create noise impacts which would increase noise levels to more than sixty-five (65) dBA (Ldn) for office, retail or mixed use districts, or seventy (70) dBA (Ldn) for industrial districts, at the property line of the noise receiving use, whichever is the more restrictive standard. This standard may be waived by the planning director if, as determined by a noise analysis, there are mitigating circumstances (such as higher existing noise levels), and no uses would be adversely affected.</p> <p>D. Traffic Noise Mitigation. A sixty-five (65) dBA (Ldn) level is considered an acceptable upper limit for existing residences constructed before July, 1988. Where exterior levels are sixty-five (65) dBA (Ldn) or greater at the face of a residential building, and traffic noise level increases of more than three (3) dBA (Ldn) affecting residential areas will be created</p>	<p>Acoustical Assessment for both window/door ratings and to help mitigate construction/grading noise impacts. A condition of approval (Condition #75; ED20-021) has also been included requiring a post-construction acoustical assessment to confirm the project complies with the City's adopted interior noise standards and noise limits for usable outdoor areas.</p>
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<p>by a program or development, reasonable noise mitigation measures shall be included in the program or development which is creating the increase.</p>	
<p>14.16.70- Water – Efficient Landscape All new development projects providing 500 sq. ft. or greater of landscaping shall be reviewed and obtain approval by the Marin Municipal Water District (MMWD) prior to building permit issuance. MMWD shall review all project landscaping, irrigation and grading plans for compliance with the most recently adopted MMWD water-conservation ordinance.</p>	<p><i>Consistent with conditions.</i> The project proposes 12% or 604 sq. ft. of site landscaping where a minimum of 10% (500 sq. ft.) is required. Landscaped areas will be located along the west and north property lines. The project proposes to retain the existing 42”-diameter Canary Island date palm tree located along the 2nd Street frontage. Additionally, the landscape plan proposes a combination of shrubs, grasses and groundcover to be planted along the 2nd Street frontage and along the western property line. The project will exceed the 500 sq. ft. new landscaping threshold from MMWD and require MMWD review and approval prior to building permit issuance. A condition of approval (Condition #5; ED20-021) has been included requiring MMWD review and approval of the project landscaping prior to building permit issuance.</p>
<p align="center">CHAPTER 17 – PERFORMANCE STANDARDS</p>	
<p>14.17.100 – Residential Uses in Commercial Districts Applicability. Performance standards for residential uses in commercial districts shall be applied through an administrative use permit in the 4SRC, HO, 2/3 MUE and MUW, CSMU, WEV, GC, FBWC, C/O, and M districts or through a use permit in the NC district. Standards: 1. Location. In the 4SRC and WEV districts, residential units may be located above the ground floor, and on rear portions of the ground. Location of residential units in the 2/3 MUE and MUW, GC, FBWC, HO, C/O, CSMU, M and NC districts shall be determined through project review. 2. .Access. Residential units shall have a separate and secured entrance and exit. 3. Parking. Residential parking shall comply with Chapter 14.18, Parking Standards, of this title. 4. .Noise. Residential units shall meet the residential noise standards in Section 14.16.260, Noise standards, of this title.</p>	<p><i>Consistent with conditions.</i> The project will comply with the standards to allow residential uses in commercial districts, subject to conditions requiring the submittal of a lighting plan/photometric study (Condition #22; ED20-021) and a post-construction acoustical assessment (Condition #75; ED20-021).</p>

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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>5. Lighting. All exterior lighting shall be sufficient to establish a sense of well-being to the pedestrian and one that is sufficient to facilitate recognition of persons at a reasonable distance. Type and placement of lighting shall be to the satisfaction of the police department. The minimum of one foot-candle at ground level shall be provided in all exterior doorways and vehicle parking areas.</p> <p>6. Refuse Storage and Location. An adequate refuse storage area shall be provided for the residential use.</p> <p>7. Location of new residential units shall consider existing surrounding uses in order to minimize impacts from existing uses.</p>	
<p>CHAPTER 18 – PARKING STANDARDS</p>	
<p>14.18.040 - Parking Requirements Off-street parking shall be provided in accord with the following chart:</p> <ul style="list-style-type: none"> • New, two-bedroom units, 900 sq. ft. or greater, located within the Downtown and the Downtown Parking District are required to provide 1.5 spaces; • New, two-bedroom units, less than 900 sq. ft., located within the Downtown and the Downtown Parking District are required to provide 1 space; • New, one-bedroom units, located within the Downtown and the Downtown Parking District are required to provide 1 space; and • No guest parking is required within the Downtown. • Office (Administrative or general) in the Downtown is required to provide 1 space per 300 gross building sq. ft. 	<p><i>Consistent</i> The project proposes to raise ('lift-and-fill') the existing office building on the site to allow the creation of a new two (2)-bedroom residential unit on the ground-floor while also constructing a new 1,094 sq. ft. third floor to provide additional office space. The project also proposes to construct a new second, three (3)-story building at the rear of the site with two (2) residential units (one, 1-bedroom unit and one, 2-bedroom unit) above garage parking which is currently used as an uncovered parking area for the existing office building. The proposed project requires four (4) on-site parking spaces to meet the parking demand for the three (3) new residential units. The project proposes a total of five (5) on-site parking spaces; one (1) covered garage parking space in the existing front office structure, two (2) covered garage parking spaces in the new rear residential structure and two (2) uncovered parking spaces located along the driveway. The site is located within the boundaries of the Downtown Parking District, where the off-street parking requirement is waived for up to a maximum of 1.0 FAR of nonresidential development. The project proposes 0.52 FAR so no additional on-site parking is required for the project (both existing and proposed expanded office space).</p>
<p>14.18.045 – Designated Parking for Clean Air Vehicles A. Applicability. Parking spaces serving new nonresidential buildings shall be designated for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles, as defined by Section 5.102 of the</p>	<p><i>Consistent</i> The project is not required to provide pre-wired clean air vehicle/EV parking spaces, which are required for projects providing 10 or greater nonresidential parking spaces. The project is required to provide four (4) off-street parking spaces for the three (3) new residential</p>

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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>California Green Building Standards Code, California Code of Regulations, Part 11 of Title 24.</p> <p>B. Number of Short-Term Spaces Required. Parking spaces for clean air vehicles shall be required on projects with a minimum of 10 nonresidential parking spaces.</p>	<p>units only (Five off-street parking spaces are proposed). The parking demand for the nonresidential FAR on the site is waived due to the site’s location within the Downtown Parking District</p>
<p>14.18.050 – Off-Street Loading and Unloading New retail and service development projects shall provide one (1) off-street loading and unloading space with minimum dimensions of ten feet (10’) in width by thirty-five feet (35’) in length, with a fourteen-foot (14’) height clearance.</p>	<p><i>Consistent</i> The project is required to provide one (1) off-street loading/unloading space, 10’ x 35’ x 14’ in dimensions. This off-street loading/unloading space may be located within the existing driveway, given that; the site is less than 10,000 sq. ft. and located within the Downtown Parking District.</p>
<p>14.18.060 – Downtown Parking Assessment District Parking for up to 1.0 FAR (floor area ratio) of nonresidential uses in the Downtown Parking Assessment District shall be provided by existing public parking garages, structures and surface lots in the Downtown.</p>	<p><i>Consistent</i> The parking demand for up to 5,000 sq. ft. of nonresidential development is provided by existing public garage structures and surface lots. The site is currently developed with 1,239 sq. ft. of office and the project proposes to expand office space on the site by an additional 1,094 sq. ft. for total of 2,333 sq. ft. of nonresidential development. Therefore, the project is not required and does not propose any on-site parking for the nonresidential portion of the new mixed-use building.</p>
<p>14.18.090 - Bicycle Parking A. Applicability. Bicycle parking shall be required for all new nonresidential buildings and in major renovations of nonresidential buildings having thirty (30) or more parking spaces, and for all public/quasi-public uses.</p> <p>B. Number of Short-Term Spaces Required.</p> <p>1. Commercial, office, industrial, and multi-family residential uses: five percent (5%) of the requirement for automobile parking spaces, with a minimum of one two-bike capacity rack.</p>	<p><i>Consistent</i> The project is required to provide short-term bicycle parking equal to 5% of the required parking with a minimum of one (1) two-bike capacity rack. The project proposes one (1) two-bike capacity rack located between the existing office structure and the Second St. frontage.</p>
<p>14.18.120 –Parking Space Dimensions A. Standard size parking spaces shall be nine feet (9’) by nineteen feet (19’) in dimension, except that in downtown, the standard size parking</p>	<p><i>Consistent</i> The project proposes that all required (4) off-street parking spaces will be 8’ 6” x 19” in dimensions and, therefore, will comply with the minimum dimensions for Downtown</p>

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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>space shall be eight and one-half feet (8.5') by eighteen feet (18') in dimensions.</p>	<p>parking spaces.</p>
<p>14.18.130 - Parking Facility Dimensions and Design A. Minimum Standards. 90^o, two-way Downtown parking spaces require minimum dimensions to be 8.5' wide by 18' deep with a minimum backup aisle between the parking spaces of 26'. ----- B. Parking Stall Access. Use of a required parking space shall not require more than two (2) vehicle maneuvers. At the end of a parking facility with four (4) or more parking spaces, an aisle or driveway providing access to the end parking space shall extend at least two feet (2') beyond the required width of the parking space in order to provide adequate on-site area for turnaround purposes.</p>	<p><i>Consistent</i> The project proposes a 30' backup where a minimum of 26' is required. The project plans include Vehicle Turning Exhibits (see Exhibit 9; Sheets 1A and 1B) which have been reviewed and recommended for approval by the City's Traffic Engineer.</p>
<p>14.18.140 - Access to Public Right-of-Way Driveway Widths. The minimum curb cut for driveways at the face of the curb, for residential uses serving 6 or fewer spaces, shall have a minimum inside depressed width of 10'.</p>	<p><i>Consistent</i> The project proposes to provide vehicular access to the site by preserving the existing 16' 9"-wide driveway along the 2nd Street frontage.</p>
<p>CHAPTER 22 – USE PERMIT</p>	
<p>14.22.080 – Findings The Zoning Administrator or the Planning Commission may issue a Use Permit if the following findings can be made: A. That the proposed use is in accord with the general plan, the objectives of the zoning ordinance, and the purposes of the district in which the site is located; B. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the city; and</p>	<p><i>Consistent with conditions</i> A. The proposed expansion of office space and addition of new multifamily residential units, as revised and conditioned, will be in accord with the San Rafael General Plan 2020, the objectives of Title 14 of the San Rafael Municipal Code (<i>the Zoning Ordinance</i>) and the purposes of the Second/Third Mixed Use District West (2/3 MUW), in which the project site is located, given that: 1. As documented in the General Plan 2020 Consistency Table (Exhibit 3), the proposed project will implement and promote the goals and policies of the San Rafael General Plan 2020, 2. As documented in the Zoning Ordinance Consistency Table (Exhibit 4), the</p>

Exhibit 4

TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>C. That the proposed use complies with each of the applicable provisions of the zoning ordinance.</p>	<p>proposed project will be consistent with the objectives of the Zoning Ordinance; and</p> <p>3. The proposed project will be consistent with the purposes of the 2/3 MUW District, given that; a) The project will continue to promote nonresidential office on the site while adding multifamily residential units, which is specifically allowed in the 2/3 MUW District; b) The project will provide a variety of 'rental' housing opportunities in terms of configuration (1-bedroom and 2-bedroom units) and sizes (568.8 sq. ft. for 1-bedroom and 935.4- 1,230.8 sq. ft. for 2-bedroom units), c) The project will help promote San Rafael's Downtown area as a viable commercial and financial center, and as an urban center with a mixture of civic, social, entertainment, cultural and residential uses due to its unique location in the Downtown (two blocks south of Fourth St.); future residents are anticipated to frequent existing and future businesses in the Downtown and help achieve the City's goal of 'alive-after-five' by helping to activate the Downtown in the evenings and on weekends; d) The project will help create an inviting appearance along the 2nd St. frontages by providing new brick/wrought iron fencing and landscaped setbacks; e) The project has been reviewed by the appropriate City department and non-city agencies and determined that adequate infrastructure exists to meet all new service demands; and f) On October 21, 2020, the Design Review Board subcommittee reviewed and recommended approval of the proposed site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p> <p>B. The proposed expansion of office space and addition of new multifamily residential units, as revised and conditioned, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the City, given that; the project has been reviewed by appropriate City departments, non-City agencies, the appropriate surrounding neighborhood groups (Downtown Business Improvement District, Gerstle Park Neighborhood Association and the Federation of San Rafael Neighborhoods), interested parties, and the Design Review Board subcommittee (Board) on two (2) separate meetings (conceptual review on April 22, 2020 and formal project review on October 21, 2020)</p>
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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>and conditions of approval have been included to mitigate any potential negative impacts anticipated to be generated by the proposed project;</p> <p>C. The proposed expansion of office space and addition of new multifamily residential units, as revised and conditioned, will comply with each of the applicable provisions of the Zoning Ordinance, given that; as documented in the Zoning Ordinance Consistency Table (Exhibit 4).</p>	
<p>CHAPTER 25 – ENVIRONMENTAL AND DESIGN REVIEW PERMIT</p>	
<p>14.25.010 – Specific Purposes Environmental and design review implements general plan policies concerning the environment and design by guiding the location, functions and appearance of development. The key environmental and design goal of the city is to respect and protect the natural environment and assure that development is harmoniously integrated with the existing qualities of the city. The purposes of environmental and design review are to:</p> <p>A. First and foremost, maintain a proper balance between development and the natural environment;</p> <p>B. Ensure that the location, design and materials and colors of development blends with and enhances the natural settings;</p> <p>C. Maintain and improve the quality of, and relationship between, development and the surrounding area to contribute to the attractiveness of the city;</p> <p>D. Preserve balance and harmony within neighborhoods.</p> <p>E. Promote design excellence by encouraging creative design and the innovative use of materials and methods and techniques;</p> <p>F. Preserve and enhance views from other buildings and public property; and</p> <p>G. Ensure the right to make residential additions and modifications which minimize the impact on adjacent residences and which are designed to be compatible with the existing residence and neighborhood.</p>	<p><i>Consistent</i> The existing ‘modified craftsmen’ design of the office structure, located at the front of the site, will continue with the proposed raising of the structure to allow for the creation of a new ground-floor residential unit and the proposed construction of the new third floor office space. The design of the new residential structure, located at the rear of the site, is proposed to match that of the existing front structure. Common design features include inset covered entries, horizontal shiplap siding (cream in color), hipped roof forms and window trim detailing (white in color). The scale of the project is proposed to increase from two (2) stories to three (3) stories. The current scale of existing buildings in the vicinity of the site is generally two (2) stories. An existing mature Canary Island date palm tree, located at the front of the site, also helps to frame the proposed three (3) story scale proposed by the project.</p>

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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>14.25.050 - Review Criteria</p> <p>Projects must meet the following design review criteria:</p> <ul style="list-style-type: none">• Consistency with General Plan design polices.• Consistency with Specific Plans• Design criteria must meet the objectives of Chapter 25 (Design Review), which include ensuring that the design blends with the natural setting, maintains and improves the quality of and relationship between the development and the surrounding area, preserve the balance and harmony within a neighborhood, promotes excellence in design, and preserves and enhances views.• Site design is harmonious amongst structures within the development and existing development in the vicinity, natural site features should be protected and preserved, safe access and adequate parking should be provided, drainage should be designed to be ensure proper surface drainage	<p><i>Consistent</i> <u>Site Design</u></p> <p>The project proposes, essentially, to raise or ‘lift-and-fill’ the existing office structure, located at the front of the site, and to construct a new residential building at the rear of the site which is currently an uncovered parking area. Vehicular access is proposed to continue from Second Street, along an existing 16’ 9 ½”-wide driveway located along the east property boundary. Primary pedestrian access to the existing office structure is proposed to continue directly from the 2nd Street frontage, though the design of the entry staircase is proposed to change with the raising of the building. Secondary pedestrian access to the existing office structure is proposed from a new staircase tower addition located at the rear of the office structure. Pedestrian access to the new ground-floor residential unit in the existing front office structure is proposed through a landscaped walkway along the west property boundary. Pedestrian access to new residential structure is proposed along the existing driveway.</p> <p><u>Architecture</u></p> <p>The existing ‘modified craftsmen’ design of the office structure, located at the front of the site, will continue with the proposed raising of the structure to allow for the creation of a new ground-floor residential unit and the proposed construction of the new third floor office space. The design of the new residential structure, located at the rear of the site, is proposed to match that of the existing front structure. The scale of the project is proposed to increase from two (2) stories to three (3) stories. The current scale of existing buildings in the vicinity of the site is generally two (2) stories. An existing mature Canary Island date palm tree, located at the front of the site, also helps to frame the proposed three (3) story scale proposed by the project.</p> <p><u>Colors and Materials</u></p> <p>The exterior materials for both structures are primarily horizontal ship-lap siding in a cream yellow color with bright white trim (windows, doors, eaves, gutters and railings) and dark asphalt composition roof shingles. At the urging of the Design Review Board Subcommittee, red brick accents are proposed along the base of existing front office structure which complement the red brick courtyard fencing along the 2nd Street frontage.</p> <p>Material and Color Boards were prepared by the applicant and submitted with the formal project; photos of the Material and Color Boards are included in staff’s report as Exhibit 5.</p>
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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

	<p><u>Walls, Fences and Screening</u> The project design includes three (3) separate refuse enclosures, all of which will be screened from public view; one trash enclosure is proposed to be located underneath the new redesigned entry staircase to the existing office structure at the front of the site, a second trash enclosure is proposed to be located adjacent to the new stair tower at rear of the existing office structure and a third trash enclosure is proposed within the garage in the new rear residential structure. Ground-mounted and building-mounted HVAC units are proposed among both structures within the project, which will be screened from view at all times.</p> <p><u>Landscape Design</u> The project proposes 12% or 604 sq. ft. of site landscaping where a minimum of 10% (500 sq. ft.) is required. Landscaped areas will be located along the west and north property lines. The project proposes to retain the existing 42”-diameter Canary Island date palm tree located along the 2nd Street frontage. Additionally, the landscape plan proposes a combination of shrubs, grasses and groundcover to be planted along the 2nd Street frontage and along the western property line.</p> <p>On October 21, 2020, the Design Review Board subcommittee unanimously recommended approval of the proposed site and building design, determining that it adequately met the applicable <u>design criteria</u> for Environmental and Design Review Permits, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>
<p>14.25.090 - Findings The following findings must be made to approve a Design Review Permit</p> <ul style="list-style-type: none"> • Project design is in accord with the general plan, the objectives of the zoning ordinance and the purposes of this chapter; • Project design is consistent with all applicable site, architecture and landscaping design criteria and guidelines for the district in which the site is located • Project design minimizes adverse environmental impacts • Project design will not be detrimental to the public health, safety or 	<p><u>Consistent</u> A The project design is in accord with the General Plan, the objectives of the Zoning Ordinance, and the purposes of Chapter 14.25 of the Zoning Ordinance; in that:</p> <ol style="list-style-type: none"> 1. As documented in the General Plan 2020 Consistency Table (Exhibit 3), the proposed project will implement and promote the goals and policies of the San Rafael General Plan 2020; 2. As documented in the Zoning Ordinance Consistency Table (Exhibit 4), the proposed project will be consistent with the objectives of the Zoning Ordinance,

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<p>welfare nor materially injurious to properties or improvements in the vicinity.</p>	<p>which is to promote and protect the public health safety, peace, comfort and general welfare;</p> <p>3. As documented in the Zoning Ordinance Consistency Table attached to the staff report to the Planning Commission, the proposed project will be consistent with the purposes of Environmental and Design Review Permits, given that; the project will maintain and improve the quality of, and relationship between, development and the surrounding area to contribute to the attractiveness of the City, given that; the Board has reviewed and recommended approval of the project, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p> <p>B The project design, as revised and conditioned, is consistent with all applicable site, architecture and landscaping design criteria and guidelines for the 2/3 MUW District in which the project site is located, given that;</p> <p>1. The project will be consistent with the maximum allowable density for the site, which is five (5) units based on a 5,000 sq. ft. of lot area for the site (3 new residential units proposed);</p> <p>2. The project will be consistent with the minimum five-foot (5') front setback along the 2nd Street frontage (14' 9" front setback proposed);</p> <p>3. The project will be consistent with the maximum 36' height allowed for the project site (33' 8" height proposed for raised front building and 29' 8" height proposed for new rear building);</p> <p>4. The project will be consistent with the minimum 10% landscaping requirement (12% or 604 sq. ft of site landscaping is proposed);</p> <p>5. The project will voluntarily provide private outdoor recreational area for each of the three (3) new residential units.</p> <p>6. The project will be consistent with the maximum allowable Floor Area Ratio</p>
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TABLE ANALYZING PROJECT COMPLIANCE WITH SAN RAFAEL ZONING ORDINANCE (TITLE 14)

	<p>(FAR) of non-residential development (0.50 FAR or 2,500 sq. ft. allowed; 2,620 sq. ft. proposed), subject to a one-time FAR bonus of up to 10% or 750 sq. ft., whichever is larger for projects located in the Downtown;</p> <p>7. The project will be consistent with the parking requirement by providing four (4) off-street parking spaces for the new residential units (no off-street parking is required for the existing and proposed FAR of nonresidential development on the site or guest parking).</p> <p>8. Marin Municipal Water District (MMWD) has reviewed and approved water service for the project, subject to the purchase of additional water entitlement, the installation of separate water meters for the new residential units and review and approval of the landscape and irrigation plans prior to building permit submittal</p> <p>9. The proposed project will be consistent with review criteria for Environmental and Design Review Permits (<i>Chapter 14.25 of the Zoning Ordinance</i>), given that; the Board reviewed the project twice and, on October 21, 2020, after determining the project adequately met the review criteria for Environmental and Design Review Permits, unanimously (2-0) recommended approval of the project design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p> <p>C. The project design, as revised and conditioned, minimizes adverse environmental impacts, given that;</p> <p>1. The City Engineer has reviewed the proposed project, including civil drawings showing the pre-and post-construction permeability of the site, and determined pervious area will increase from 14.2% (712 sq. ft.) to 28.8% (1,392 sq. ft.). While Marin County BASMAA (Bay Area Stormwater Management Agencies Association) manual standards do not require the installation of any stormwater treatment facilities, such as bioretention, since the new impervious area on the site will be under the minimum threshold of 5,000 sq. ft., the project voluntarily incorporates stormwater treatment measures, including increased site landscaping and erosion controls;</p>
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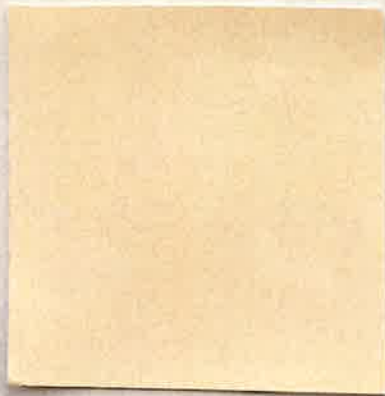
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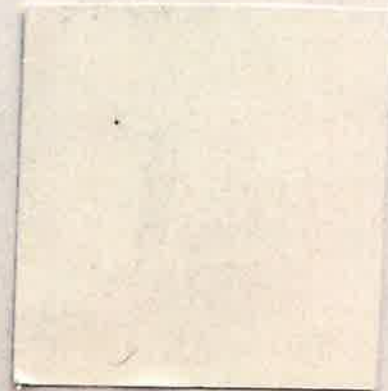
	<p>2. The project site neither contains, nor is immediately contiguous to, recognizable wetlands, creeks or similarly sensitive environmental features, and it has not been identified in the San Rafael General Plan 2020 (<i>Exhibit 38 – Threatened and Endangered Species</i>) as a general location where threatened and endangered species have been previously observed or maintain a suitable habitat for their likely presence to be found.</p> <p>3. The project is exempt from CEQA pursuant to CEQA Guidelines Section 15332 (In-Fill Development Projects), as determined by staff.</p> <p>D. The project design, as revised and conditioned, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the City, given that; the project has been reviewed by appropriate City departments, non-City agencies, the appropriate surrounding neighborhood groups (Downtown Business Improvement District, Gerstle park Neighborhood Association and Federation of San Rafael Neighborhoods), interested parties, and the Design Review Board subcommittee (Board) during two (2) separate meetings (conceptual review on April 22, 2020 and formal design review on October 21, 2020). On October 21, 2020, the Board unanimously recommended approval of the site and building design, subject to the following recommendations: 1) The applicant is encouraged to explore relocating the bicycle rack to allow for additional site landscaping; and 2) The applicant is encouraged to explore alternative landscaping to the Grasscrete patio located between Unit #1 and the 2nd St frontage.</p>
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1215 2nd St.
SAN RAFAEL, CA 94901

MATERIALS BOARD | JANUARY 2020



BENJAMIN MOORE "CREAM"
(2159-60)
PAINTED WOOD SIDING



BENJAMIN MOORE "SUPER WHITE"
(1-02)
PAINTED EXTERIOR WOOD TRIM,
FACIAS, RAILING, SIDING,
FRONTYARD FENCE



LIGHT COLORED CONCRETE
PREVIOUS PAVERS, CONCRETE PAVERS



ASPHALT SHINGLES "COLONIAL SLATE"
ROOFING, TYPICAL

EXHIBIT 5



RICHARDSON
PRIBUSS
ARCHITECTS

MATERIALS BOARD 2 | OCTOBER 2020

1215 2nd St.
SAN RAFAEL, CA 94901



BEVELLED BEEHIVE WOOD SIDING PAINTED IN OILY
GREEN COLOUR AT FRONT BUILDING LOWER UNIT

BEVELLED BOARD WOOD SIDING PAINTED IN OILY
GREEN COLOUR AT FRONT BUILDING



GRASS CONCRETE
SPACER FOR CONCRETE AT FRONT YARD



PAINTED IRON FENCE PICKETS BLACK
AT FRONT YARD



BECK STRATFORD SERIES
FRONT PICKET FENCE BUILDING TAG

“Good Design” Criteria for Downtown San Rafael
****Summary of Applicable Criteria****

General

- Each project should have an internally consistent design vocabulary
- Forms and materials should express the building’s design intent and context
- Design strategies such as “base middle and top” are encouraged but not the sole design alternative
- Height and bulk can be mitigated by step backs, articulation, use of different materials
- Projections over public right of ways shall be limited to bay windows, balconies and marquees *
- Provide architectural interest such as strategic placement of forms and applied features and special treatment at corners especially at intersecting streets
- Concentrate premium materials at points of maximum enjoyment:
 - At street level
 - At building entrances
 - On highly visible architectural forms and elements • Maintain pedestrian scale, especially at the
 - lower floors
- Buildings should relate to established streetscape elements such as cornice lines, fenestration or other shared elements
- New building design may include high quality contemporary architecture
- Use landscape to humanize and frame the built environment
- Use durable, reusable, flexible, permeable and repairable pavement materials
- All mechanical equipment shall be screened and shall not project above its enclosure
- Exceptional design is encouraged and may be allowed to deviate from the design guidelines. However:
 - Projects must be exemplary
 - They must make a significant contribution to their surroundings
 - They must contribute public benefit beyond great design
- Projects should conform with General Downtown Design Guidelines and District Design Guidelines
- Different districts of Downtown have different design priorities

Gateway District:

- Provide active street fronts along Tamalpais
- Articulate elevations to avoid a “building as wall” parallel to the freeway
- Create a sense of arrival with welcoming gateway elements such as:
 - Distinctive building form massing and detailing
 - Public plazas

Gateway – Transit District:

- Enhance the Tamalpais greenway from 2nd to Mission as a complete street
- Anchor the district with a high-quality transit center

2nd /3rd Corridor & Lindaro:

- Reduce building mass along the boulevards with 3rd or 4th floor setbacks and at ground level corner entrances
- Use distinctive forms and detailing at corners particularly those facing oncoming traffic
- Locate retail at intersections and along pedestrian N - S streets
- Enhance the boulevard, by providing continuous curbside planting strips and/or ample tree pockets with grates
- Consider increasing the 5' setback requirement along 2nd and 3rd Street
- Varied setback depths are encouraged particularly on NS streets for pedestrian amenities and landscaping Place back flow preventers, transformers, and other utilities out of site or in undersidewalk vaults

09 November 2020

VIA USPS

[REDACTED]
1211 Second Street
San Rafael CA, 94901

Re: **1215 Second Street, San Rafael CA, 94901**
Subj: **Building Remodel and Addition**

Dear [REDACTED]

As one of my immediate neighbors, I am writing you to extend an invitation for our open house to introduce my proposed improvement project at 1215 Second Street, San Rafael CA 94901, which is currently in the planning stage. The open house will be held on Saturday November 21 from 11:00 am to 1:00 pm at the building, in our architecture office. I will have a set of architectural drawings available to look at and discuss with you. Alternatively, if you cannot make it to the open house and are still interested in learning about the project I am planning, I will also make myself available at other times. I can be reached at (415) 250-6293 and at adrian@blancoarchitecture.com

As the owner and occupant of the building, I am excited about the opportunity to improve the property while maintaining the existing Craftsman Style charm and character of the 100 plus year old building. My proposed plans include raising the existing building to create adequate ceiling height on the ground-floor in order to allow the construction of a 2-bedroom residential unit, which will include a one car garage space within the footprint of the building. The existing main floor office will remain as my architecture office, and I propose to add a smaller upper-story office expansion, which will be set back from the existing footprint of the building.

At the rear of the building, I propose to construct a detached garage with ground-floor parking for two vehicles. Above the garage will be two new residential units. The first unit, at the end of the driveway, is designed as a single level 1-bedroom Carriage House above the garage. The second attached unit above the garage is a 2-bedroom two level unit, which is located at the south-west corner of the lot.

[REDACTED]
09 November 2020

Page 2

If you are interested and can make it to the open house, I look forward to meeting you on November 21 between 11:00 am and 1:00 pm at the building. In the meantime, if you have any questions, please feel free to call or email.

Sincerely,

Blanco Architecture Inc

A handwritten signature in black ink, appearing to read "Adrian N Blanco". The signature is fluid and cursive, with the first name "Adrian" and last name "Blanco" clearly distinguishable.

Adrian N Blanco, AIA



SAN RAFAEL
THE CITY WITH A MISSION

**Community Development Department – Planning Division
ORDINANCE INTERPRETATIONS AND POLICY
STATEMENTS**

Check One of the Following:

- Ordinance Interpretation*
- Policy Statement**

Preparer:
Staff

Subject (Cite Code Section if Zoning Ordinance Interpretation):

DRB Subcommittee Use During COVID-19 Shelter-In-Place Order

Interpretation/Policy Statement:

Consistent with Executive Orders No.-25-20 and No. N-29-20 from the Executive Department of the State of California and the Marin County March 16, 2020 Shelter-in-Place Order, superseded by the Marin County March 31, 2020 Shelter-in-Place Order, the San Rafael Design Review Board (DRB) shall no longer physically meet, as an open public meeting, to provide site and building design review and recommendations on projects requiring Planning Commission action or other design matters referred to the DRB by the Community Development Director, Planning Commission or City Council.

Until the Shelter-in-Place Order is lifted, all site and building design review and recommendations shall be carried by a Design Review Board Subcommittee consisting of one (1) licensed architect and one (1) licensed landscape architect, both chosen by staff (DRB Staff Liaison) from the current membership of the DRB. This subcommittee shall meet as needed through conference call with staff and project architects only. No public notice is required for the subcommittee to provide input on design matters. Staff will provide the DRB Subcommittee with reduced (11" x 17") color plans and a staff report for each project under review on the Friday before their meeting. Staff shall distribute a summary of the DRB Subcommittee's recommendations to each project architect after each meeting. In the event that the DRB Subcommittee is unable to reach consensus on any project under review, staff shall temporarily participate as an alternate member of the DRB Subcommittee and provide review and recommendations on design matters.

Analysis:

Pursuant to Section 14.25.070 of the San Rafael Municipal Code (SRMC), the Design Review Board (DRB) is an advisory body to the City, reviewing and providing recommendations on design matters, and without any approval authority. The DRB Subcommittee would allow the DRB to continue to function during the mandatory Shelter-In-Place Order by reviewing and providing recommendations on site and building design with the City. The DRB Subcommittee would allow the DRB to continue as an interim advisory body reviewing and providing recommendations on design matters, while complying with Executive Orders No.-25-20 and No. N-29-20 from the Executive Department of the State of California and the Marin County March 16, 2020 Shelter-in-Place Order.

Approved by:

April 1, 2020

Jim Schutz, City Manager

Date

April 1, 2020

Paul Jensen, Community Development Director

Date

*Zoning Ordinance Interpretation: Copy on Blue Paper

**Policy Statement: Copy on Green Paper

BLANCO OFFICE AND RESIDENCES

1215 SECOND STREET
SAN RAFAEL, CA 94941
APN 021-075-03

DESIGN REVIEW

The proposed project requires a Use Permit as it proposes residential units in the 25 MUM commercial zoning district.

This project falls under the allowable area for business occupancy type five construction and can be considered one building, meaning no required fire separation distance between the two structures.



NEIGHBORHOOD MAP

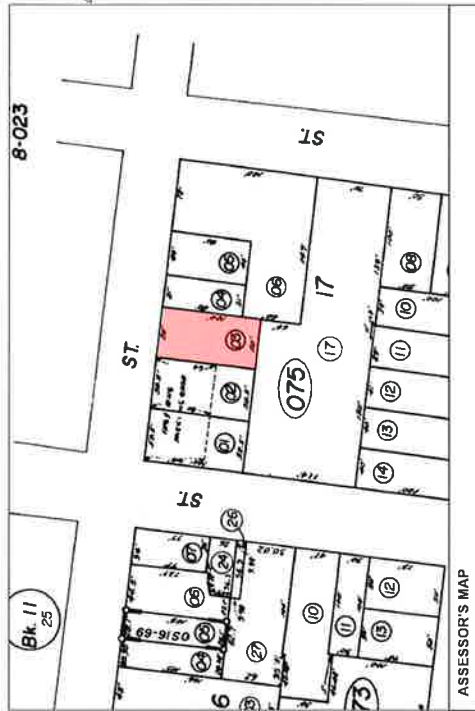
VICINITY MAP

APN	LOT SIZE	ALLOWED	EXISTING	PROPOSED
021-075-03	5,000 sqft			
PROPERTY INFORMATION:				
RESIDENTIAL GROSS FLOOR AREA				
RESIDENTIAL UNIT #1				935.4 SF
RESIDENTIAL UNIT #2				354.0 SF
RESIDENTIAL UNIT #3 MAIN LEVEL				354.0 SF
RESIDENTIAL UNIT #3 UPPER LEVEL				342.0 SF
TOTAL RESIDENTIAL INCLUDING GARAGE	5 UNITS	0		688.8 SF
OFFICE STAIR/ELEVATOR AT GROUND LEVEL				477.7 SF
OFFICE MAIN LEVEL				163.4 SF
OFFICE UPPER LEVEL				1293.7 SF
OFFICE TOTAL		3,250 SF*		1362.4 SF
ADDITIONAL INFORMATION:				
HEIGHT FRONT BUILDING (avn. roof)		35'-0"	18'-2"	33'-4"
HEIGHT REAR BUILDING (avn. roof)		35'-0"	14'-5"	32'-7"
SETBACK - SIDE EAST		0'	14'-5"	14'-5" (0 MIN.)
SETBACK - SIDES WEST		0'	0'	0'
SETBACK - REAR		0'	3'-7"	0'
UNITSITE PARKING SPACES		500 SF/veh.		0
LANDSCAPE AREA				604.0 SF

* ALLOWED OFFICE AREA = 5% FAR + DOWNTOWN BONUS 750 SF
= (5000 X .05) + 750 = 3250 SF

SITE DATA TABLE

SYMBOLS	GENERAL NOTES
	ALIGN WALLS OR OBJECTS
	LINE OVER/LEAD OR HIDDEN
	CENTERLINE
	PROPERTY LINE
	DATUM LINE
	0' LEVEL
	SHEET NOTE MARKER
	FINISH NOTE MARKER
	WALL TYPE MARKER
	WINDOW SYMBOL
	DOOR SYMBOL
	SECTION MARKER
	ELEVATION MARKER
	INTERIOR ELEVATION MARKER
	PLAN DETAIL MARKER
	REVISION MARKER



ASSESSOR'S MAP

APN / LOT	ZONING CODE	OCCUPANCY TYPE
021-075-03	25 MUM	B, R, L, U
LOT SIZE	CONSTRUCTION TYP	WUI AREA NO
5,000 sqft	V	

PROJECT DATA

- 2019 CALIFORNIA BUILDING CODE (CBC)
- 2019 CALIFORNIA RESIDENTIAL CODE (CRC)
- 2019 CALIFORNIA MECHANICAL CODE (CMC)
- 2019 CALIFORNIA PLUMBING CODE (CPC)
- 2019 CALIFORNIA ELECTRICAL CODE (CEC)
- 2019 CALIFORNIA BUILDING ENERGY STANDARDS - TITLE 24
- 2019 CALIFORNIA GREEN BUILDING STANDARDS
- 2019 CALIFORNIA FIRE CODE
- CITY OF SAN RAFAEL MUNICIPAL CODE

APPLICABLE CODES

PROJECT DESCRIPTION
Rear existing single-story commercial building, add a new residential unit below, and another story of office space above. Add new building at rear which includes two near residential units with parking at grade below.

SCOPE OF WORK

ARCHITECTURAL	PROJECT TEAM
A00 COVER SHEET	OWNER: ARIS INC. 1215 SECOND STREET SAN RAFAEL, CA 94901 TEL: (415) 250-6353
A01 SURVEY FINISHINGS	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A02 EXISTING SITE PLAN / MAIN LEVEL PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A03 PROPOSED SECOND LEVEL PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A04 PROPOSED THIRD LEVEL PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A05 PROPOSED FOURTH LEVEL PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A06 PROPOSED FIFTH LEVEL PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A07 WEST ELEVATION	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A08 EAST ELEVATION	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A09 NORTH ELEVATION	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A10 SOUTH ELEVATION	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A11 FRONT PORCH BUILDING SECTION	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A12 LANDSCAPE PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A13 COVER SHEET	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A14 GRADING AND SHIMMAGE PLAN	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A15 STRUCTURAL CONTROL PLAN AND DETAILS	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A16 VEHICLE TURNING EXHIBIT	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668
A17 VEHICLE TURNING EXHIBIT	ARCHITECT: RICHARDSON 447 MILLER AVE. MILL VALLEY, CA 94641 TEL: (415) 938-3668



BLANCO OFFICE AND RESIDENCES
SAN RAFAEL, CA 94901
APN # 031-071-023

PROJECT RENDERINGS
RICHARDSON ARCHITECTS
1215 2ND ST
SAN RAFAEL, CA 94901

NO. DATE NOTE
P-1 10/5/20 DESIGN REVIEW

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VIEW MAP



VIEW 1 (Birds-eye view) - PROPOSED



VIEW 1 (Birds-eye view) - PROPOSED



VIEW 2 (2nd St and C St) - EXISTING



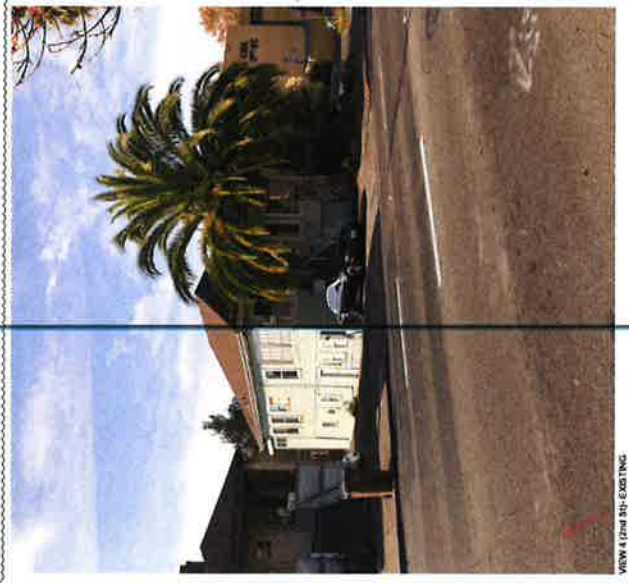
VIEW 2 (2nd St and C St) - PROPOSED



VIEW 2 (2nd St and B St) - EXISTING



VIEW 2 (2nd St and B St) - PROPOSED



VIEW 4 (2nd St) - EXISTING



VIEW 4 (2nd St) - PROPOSED

LAWRENCE DOYLE
 LAND SURVEYOR
 100 WILSON LANE
 MILL VALLEY, CA 94569
 (925) 938-1400

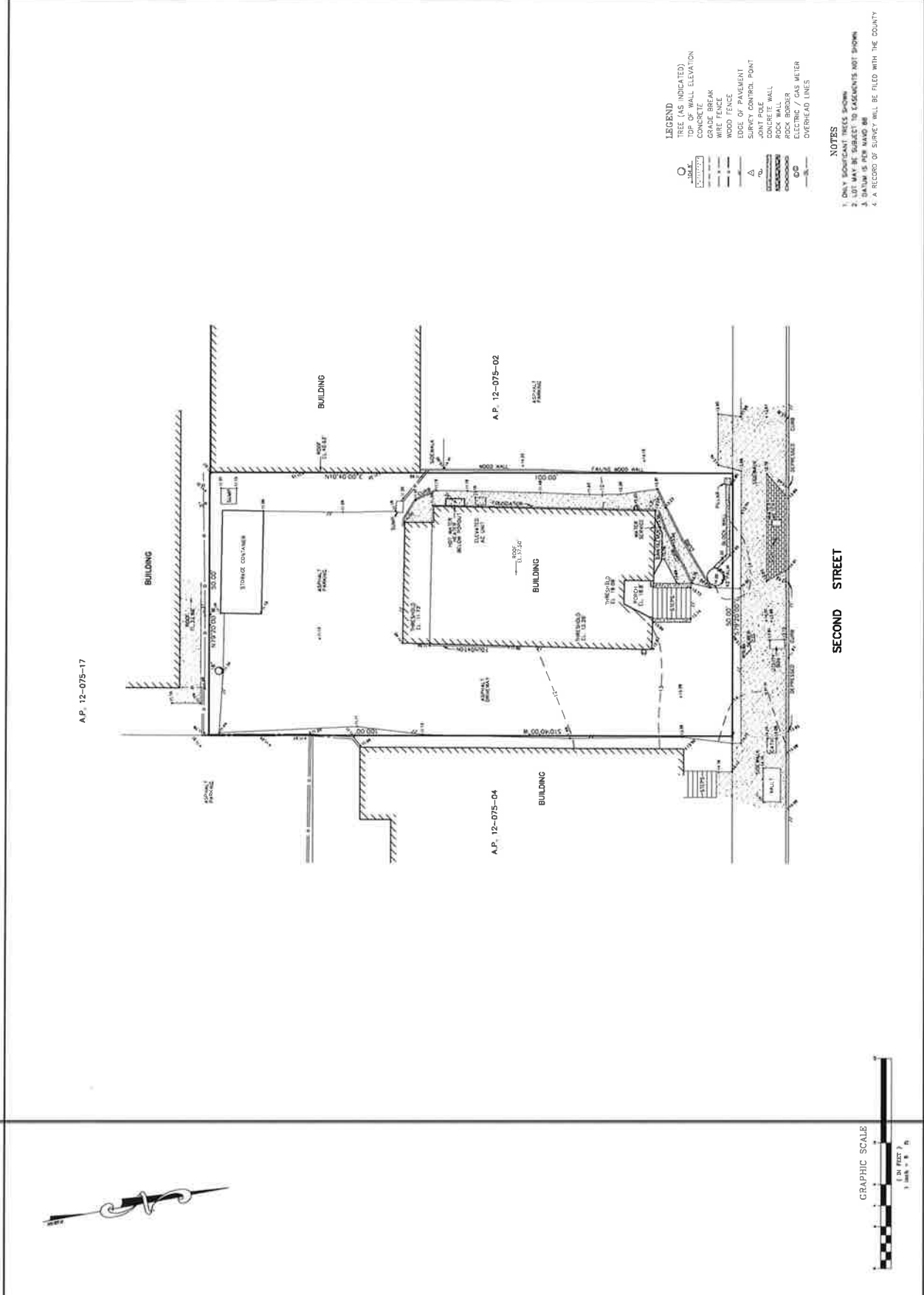
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 WITHOUT THE WRITTEN
 PERMISSION OF
 LAWRENCE DOYLE

1215 SECOND STREET
 SAN RAFAEL, CALIFORNIA
 A.P. 021-075-03

TOPOGRAPHIC
 SURVEY

DATE	ISSUE
JULY 20	

A0.2
 SHEET NUMBER 01 OF 01



- LEGEND**
- TREE (AS INDICATED)
 - TOP OF WALL ELEVATION
 - CONCRETE
 - GRADE BREAK
 - FENCE
 - WOOD FENCE
 - EDGE OF PAVEMENT
 - SURVEY CONTROL POINT
 - △ JOINT POLE
 - CONCRETE WALL
 - ROCK BORDER
 - ELECTRIC / GAS METER
 - OVERHEAD LINES

- NOTES**
1. ONLY SIGNIFICANT TREES SHOWN
 2. LOT MAY BE SUBJECT TO EASEMENTS NOT SHOWN
 3. DATUM IS PER MAND 88
 4. A RECORD OF SURVEY WILL BE FILED WITH THE COUNTY



A1.0

SCALE: AS SHOWN
DATE: 07/2018
DRAWN BY: J.A.



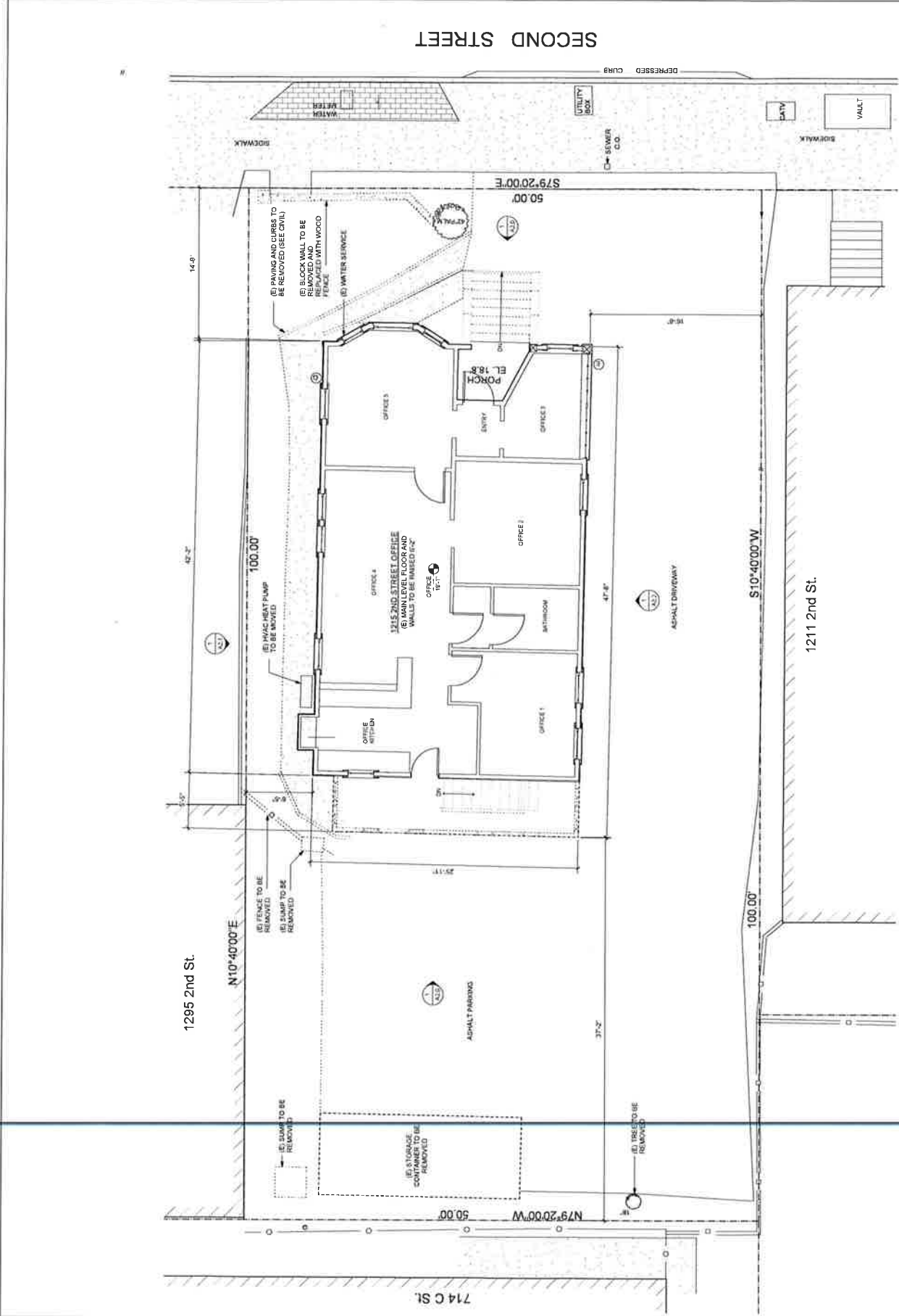
BLANCO OFFICE AND RESIDENCES
1216 SECOND STREET
SAN RAFAEL, CA 94901
EXISTING SITE PLAN / MAIN
LEVEL PLAN

RICHARDSON
PRIBUSS
ARCHITECTS
101 WATER STREET, SUITE 2
SAN RAFAEL, CA 94901
WWW.RICHARDSONPRIBUSS.COM

NO. 1-105-20
DATE: 07/18
DESIGN REVIEW

Client: Blanco Office & Residences
Site: 1216 Second Street, San Rafael, CA
Project: Existing Site Plan / Main Level Plan
This drawing is copyright of Richardson Pribuss Architects. All dimensions are checked on site.
All drawings and specifications are to be subject to the contract documents.
Richardson Pribuss Architects is not responsible for the construction of the project. Construction of the project shall be in accordance with the contract documents and all applicable laws and regulations.
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Existing Site / Main Level Plan
Scale: 1/8" = 1'-0"

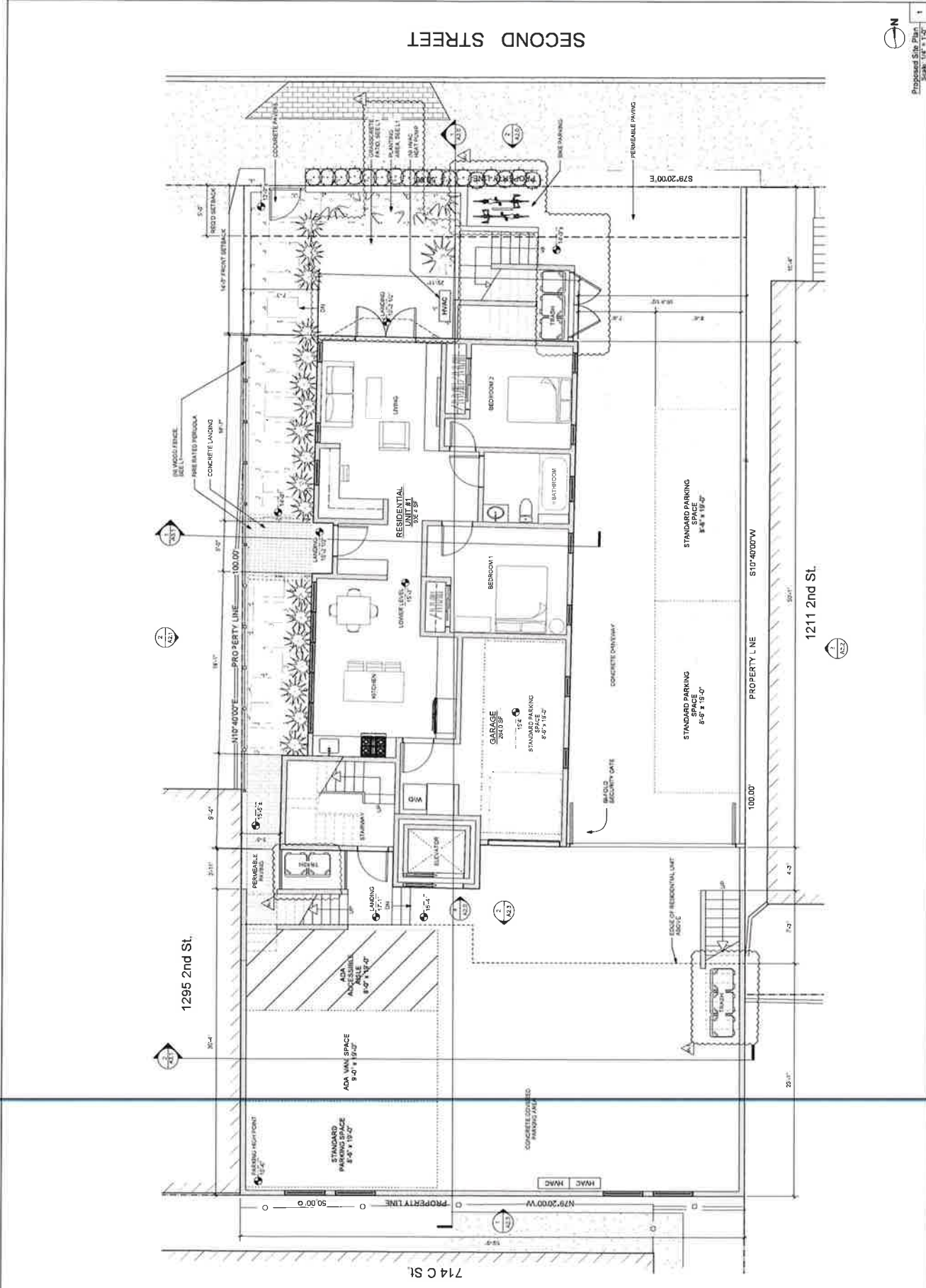




BLANCO OFFICE AND RESIDENCES
1215 SECOND STREET
SAN RAFAEL, CA 94901
 A/E/C # 021-07520
PROPOSED SITE PLAN /
ARCHITECTS

RICHARDSON
PRIBUSS
 ARCHITECTS
 100 W. 1ST ST. SUITE 200, SAN RAFAEL, CA 94901
 TEL: (415) 452-1100 FAX: (415) 452-1101
 WWW.RICHARDSONPRIBUSS.COM

NO DATE: 01/2020
 DATE: 01/2020
 M/NOTE: DESIGN REVIEW
 On-site time drawings. All dimensions to be checked on site.
 All dimensions and elevations are to be reported by architect.
 These drawings are prepared and checked by the architect.
 Any errors or omissions are the responsibility of the architect.
 The architect shall be responsible for the accuracy of the information provided.
 The architect shall be responsible for the accuracy of the information provided.
 The architect shall be responsible for the accuracy of the information provided.



SECOND STREET

714 St

A1.2

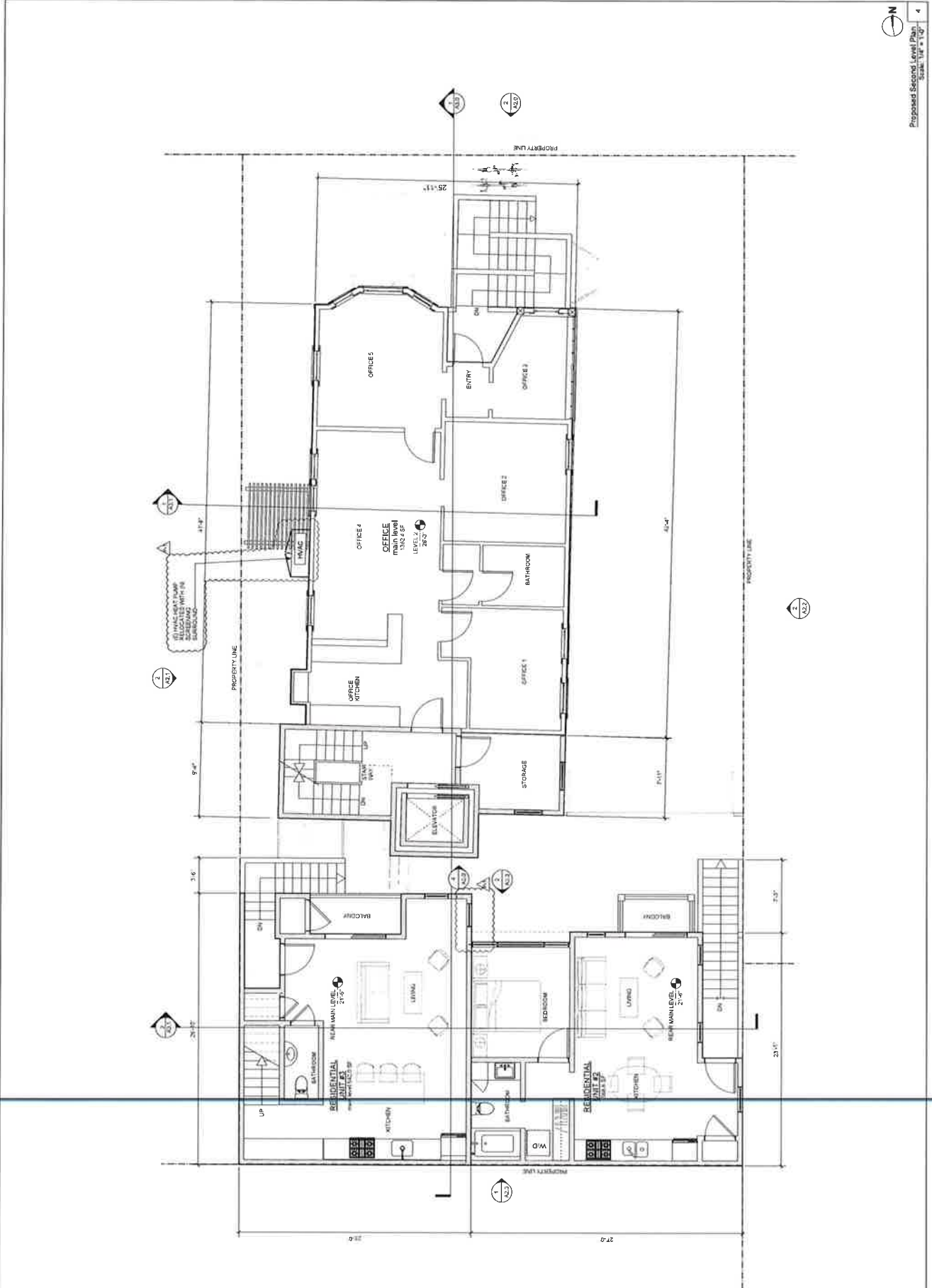
Proposed Second Level Plan
Scale: 1/8" = 1'-0"



BLANCO OFFICE AND RESIDENCES
1215 SECOND STREET
SAN RAFAEL, CA 94901
PLAN
PROPOSED SECOND LEVEL

RICHARDSON
ARCHITECTS
P.O. BOX 1000
SAN RAFAEL, CA 94901
TEL: 415.456.1234

NO. DATE: 1-16-2020 DESIGN REVIEW
 1. Add dimensions and references as they appear in the written and/or graphical drawings.
 2. All dimensions and references are to be measured from the centerline of the wall unless otherwise noted.
 3. All dimensions and references are to be measured from the centerline of the wall unless otherwise noted.
 4. All dimensions and references are to be measured from the centerline of the wall unless otherwise noted.
 5. All dimensions and references are to be measured from the centerline of the wall unless otherwise noted.

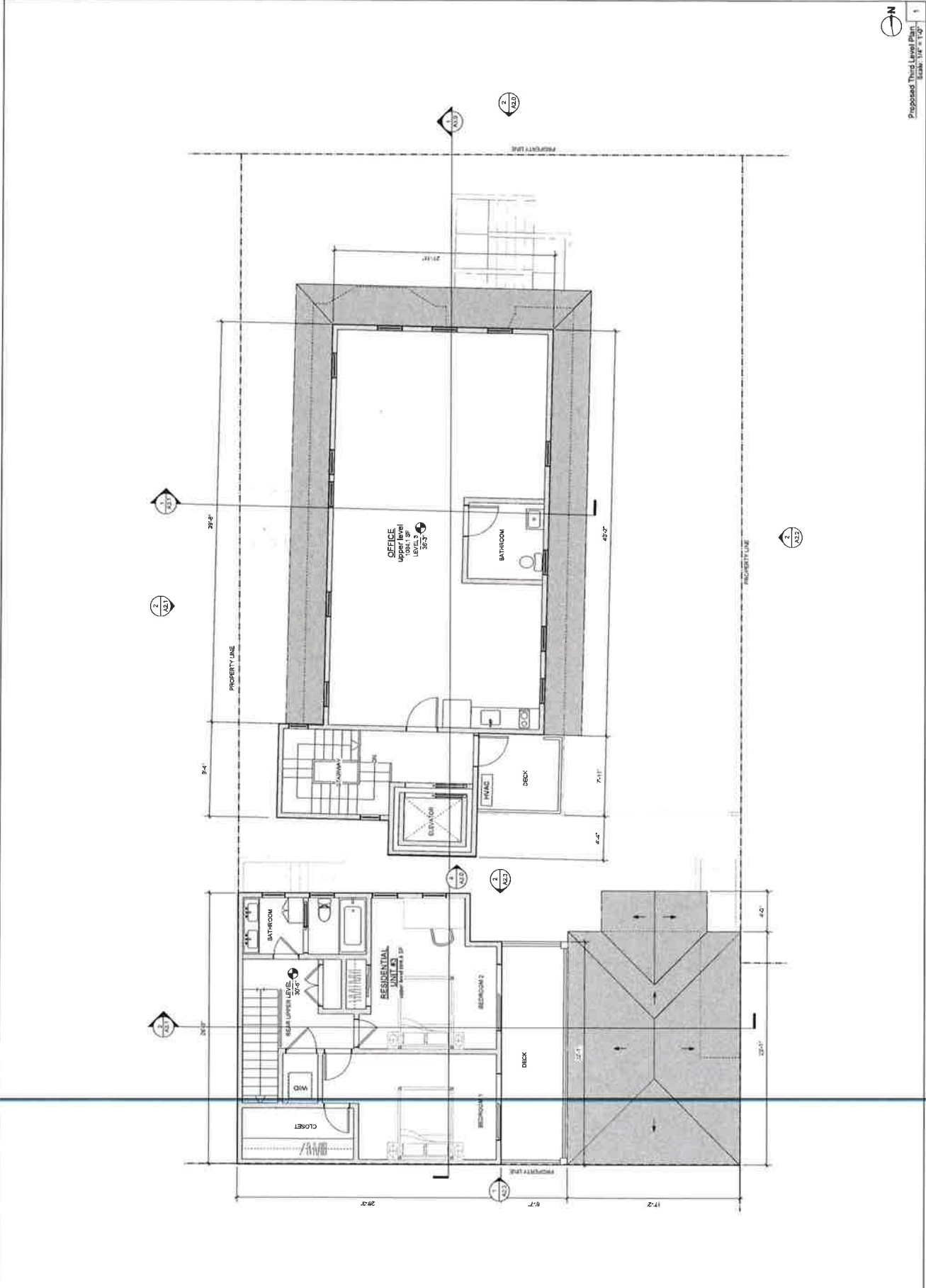


DATE:	10/25/20
DESIGN REVIEW:	
DATE:	10/25/20
DESIGN REVIEW:	



RICHARDSON ARCHITECTS
PRIBUSS
 1215 SECOND STREET
 SAN RAFAEL, CA 94901
 A/E/C CONTRACT NO. 2019-003
 PROPOSED THIRD LEVEL PLAN

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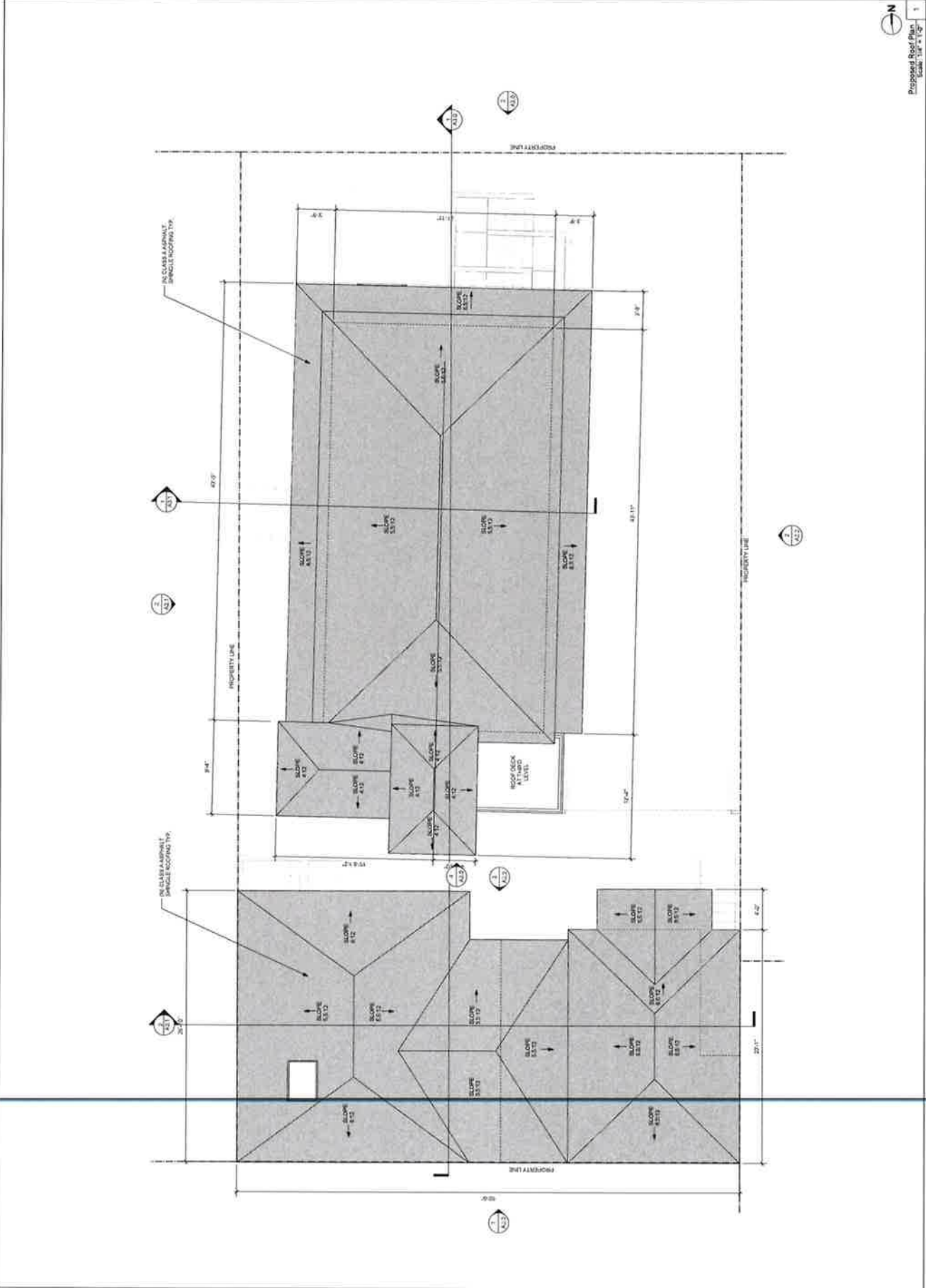
PROJECT NO.	A1.4
DATE	10/20/20
DRAWN BY	JA
CHECKED BY	RY
SCALE	AS SHOWN



BLANCO OFFICE AND RESIDENCES
1215 SECOND STREET
SAN RAFAEL, CA 94901
 RFP PLAN

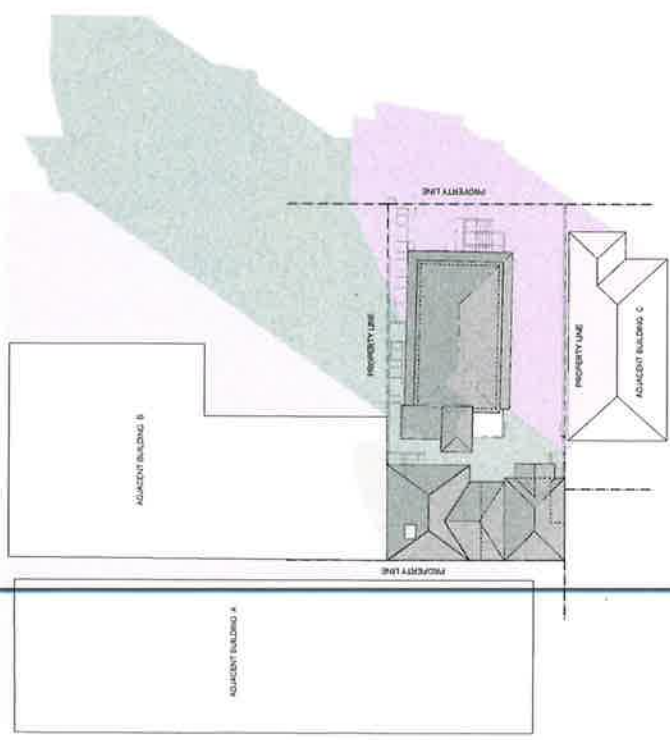
RICHARDSON
ARCHITECTS
 200 MILLER AVENUE, SUITE 200
 SAN RAFAEL, CA 94901
 TEL: (415) 456-7890 FAX: (415) 456-7891

DATE: 10/20/20
 DESIGN REVIEW: []
 NOTE: []
 DOCUMENT: []
 DESIGNER: []
 ARCHITECT: []
 ENGINEER: []
 CONTRACTOR: []
 SUBMITTER: []
 APPROVED: []
 EXPIRES: []
 REVISIONS: []
 SCALE: []
 SHEET: []

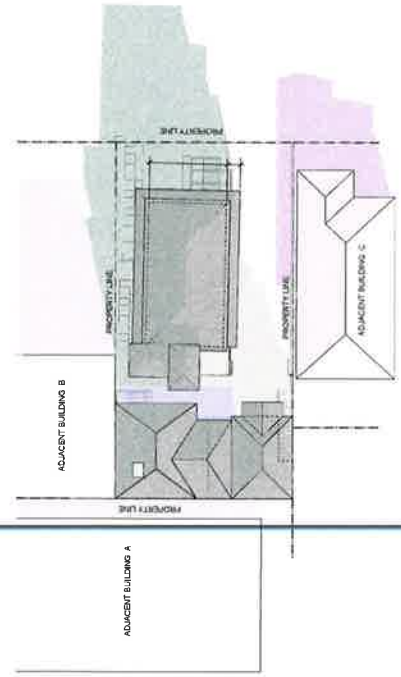


SHADOW LEGEND:

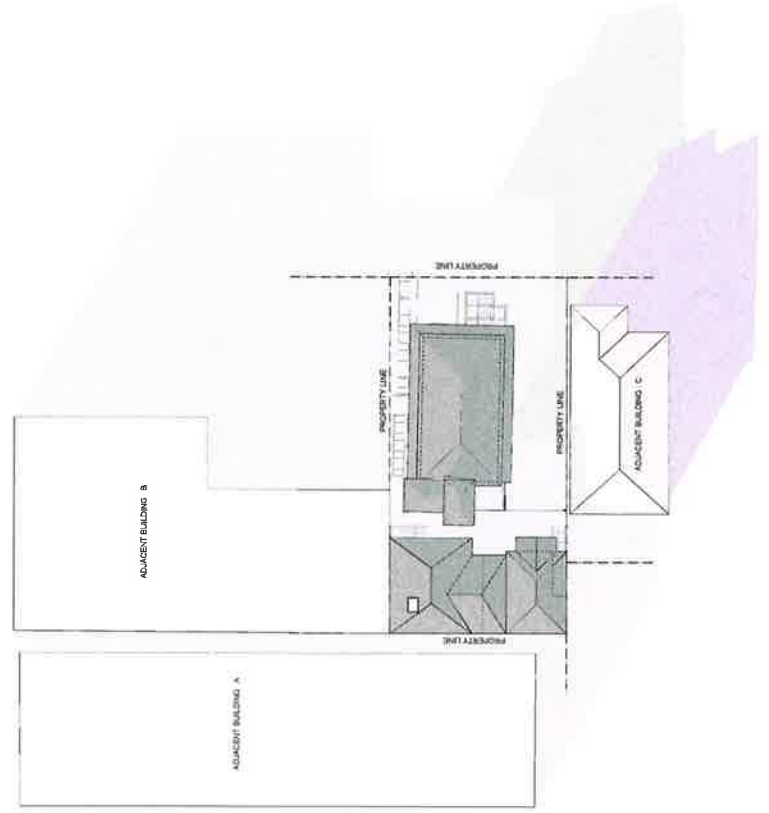
- SHADOW OF PROPOSED PROJECT - 1215 SECOND ST
- SHADOW OF ADJACENT BUILDINGS A & B
- SHADOW OF ADJACENT BUILDING C



Shade Study - 8am Winter Solstice
SCALE: 1/16" = 1'-0"



Shade Study - 12pm Winter Solstice
SCALE: 1/16" = 1'-0"



Shade Study - 3pm Winter Solstice
SCALE: 1/16" = 1'-0"

A1.6

CHERRY ST
PLOT DATE: 01/17/20
SCALE: A = 1/8" = 1'-0"

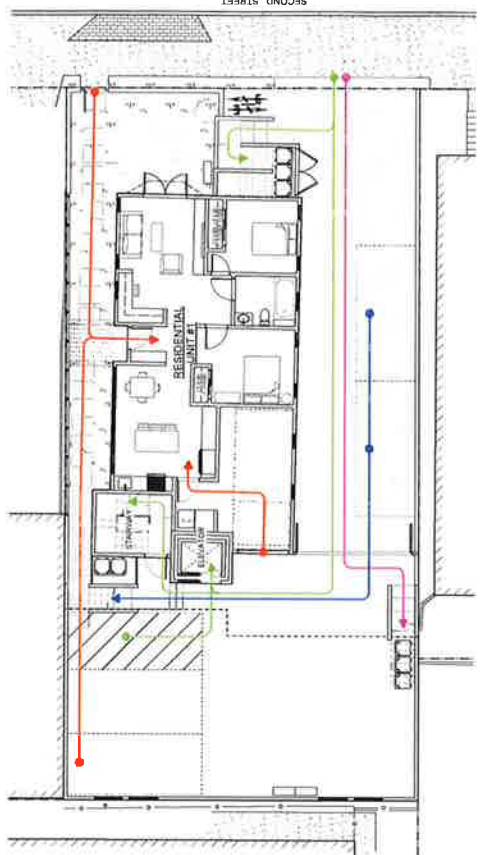


CIRCULATION DIAGRAM
1215 SECOND STREET
SAN RAFAEL, CA 94901
SAN RAFAEL OFFICE: 415.455.1100
SAN RAFAEL OFFICE: 415.455.1100
ARCHITECTS
RICHARDSON
PRIBUSS
ARCHITECTS

NO. DATE: 10/5/20
DATE: 10/5/20
DESIGN REVIEW
NO. DATE: 10/5/20
DATE: 10/5/20
DESIGN REVIEW

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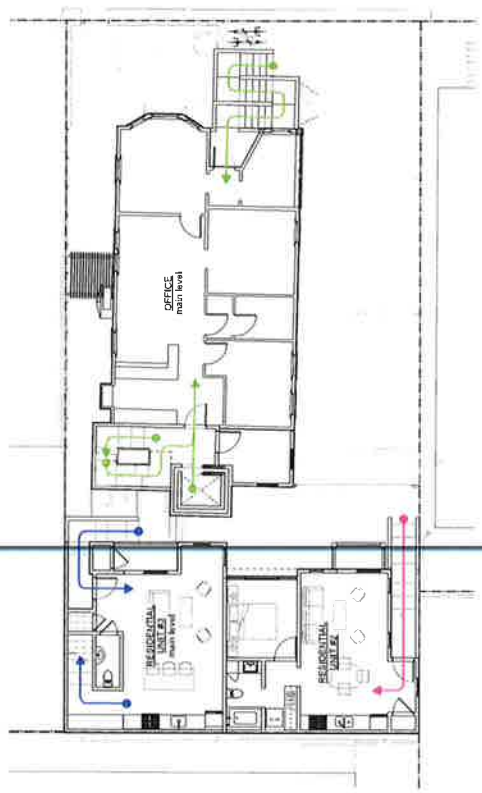
LOWER LEVEL CIRCULATION DIAGRAM
Scale: 1/8" = 1'-0"



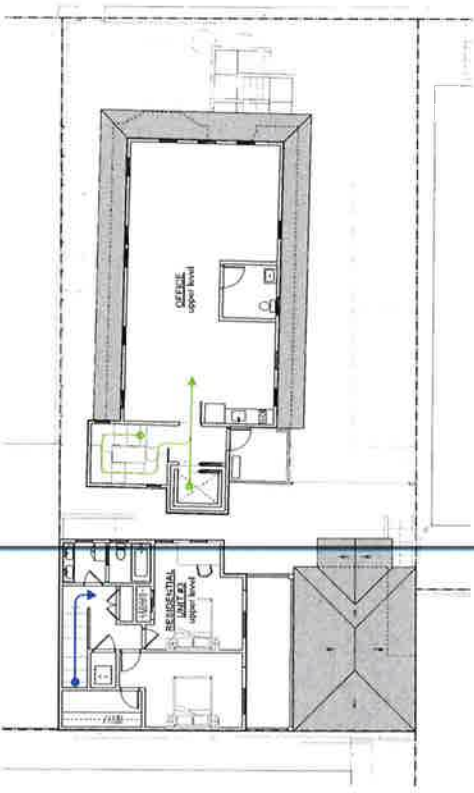
CIRCULATION DIAGRAM LEGEND

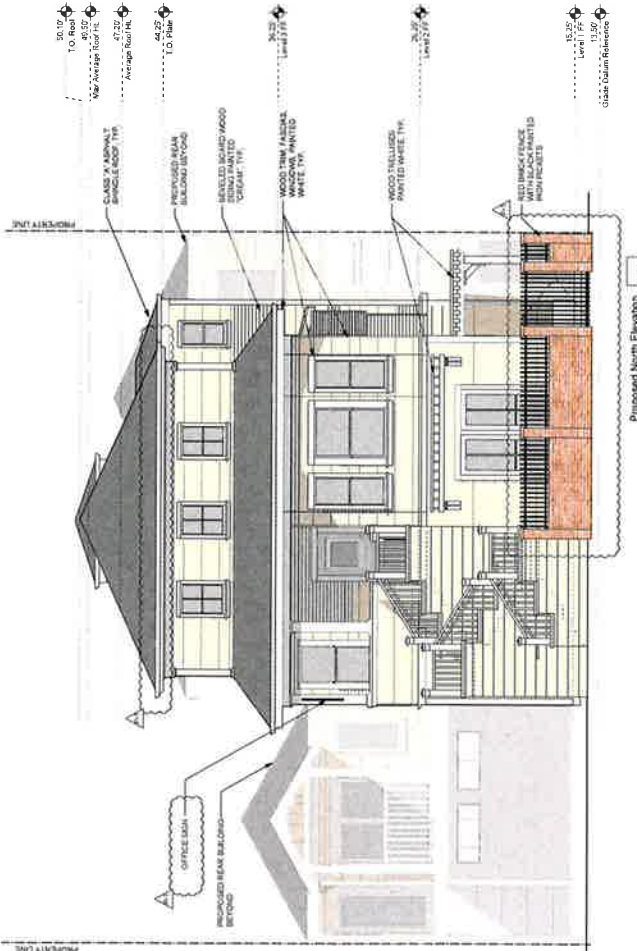
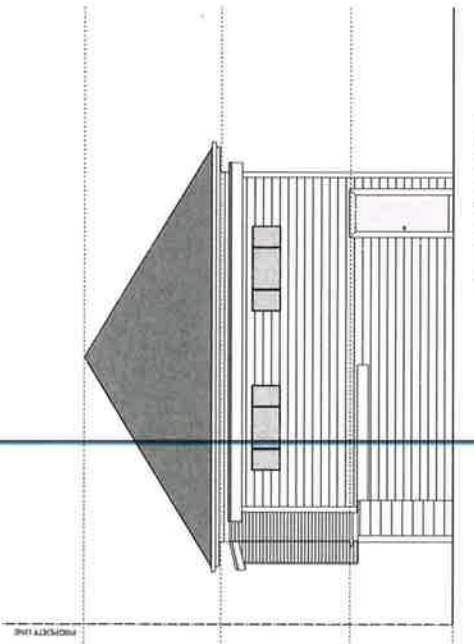
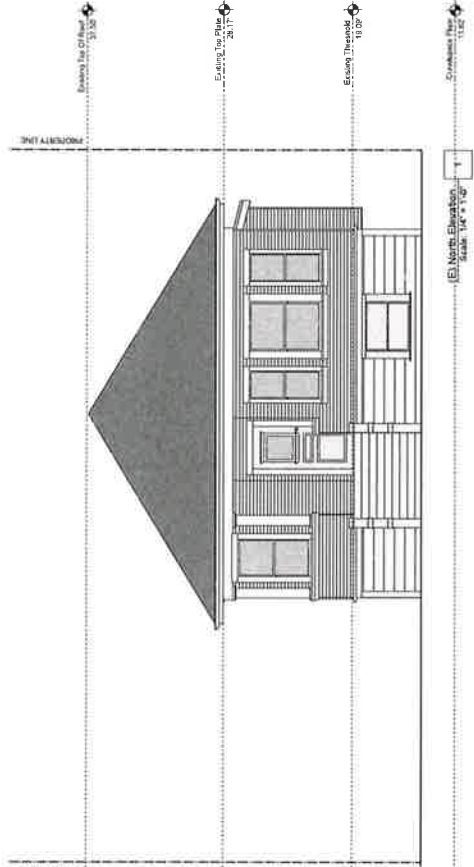
	PATH TO RESIDENTIAL UNIT #1
	PATH TO RESIDENTIAL UNIT #2
	PATH TO RESIDENTIAL UNIT #3
	PATH TO OFFICE

MAIN LEVEL CIRCULATION DIAGRAM
Scale: 1/8" = 1'-0"

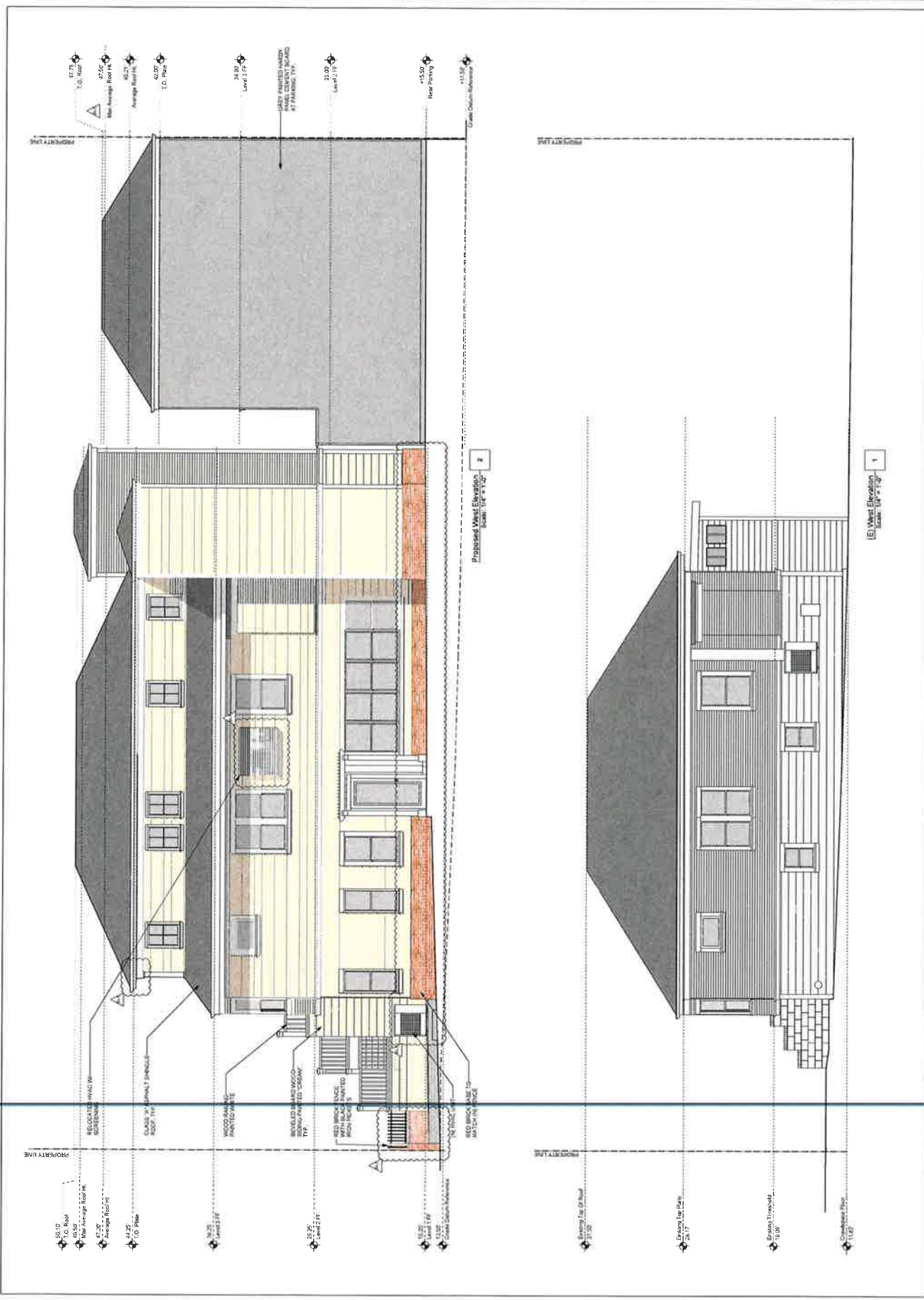


UPPER LEVEL CIRCULATION DIAGRAM
Scale: 1/8" = 1'-0"





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(E) East Elevation
Scale: 1/4" = 1'-0"

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BLANCO OFFICE AND RESIDENCES
 1215 SECOND STREET
 SAN RAFAEL, CA 94901
 APN # 021-015-03
 NORTH/SOUTH ELEVATION

RICHARDSON
 ARCHITECTS
 247 MARKET STREET, SUITE 200
 SAN RAFAEL, CA 94901

NO. DATE: 10/19/20 DATE: 10/19/20
 NORTH DESIGN REVIEW
 Richard P. Doherty & Company
 All dimensions and elevations are to be rounded to the nearest millimeter.
 The drawings are preliminary and are not to be used for construction without the written consent of the architect.
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A2.3

3/4" = 1'-0"
 SCALE: AS SHOWN
 PLOT DATE: 8/17/21
 SHEET NO: A2.3



A3.0

DRAWN BY: JA
PLOT DATE: 01/17/20
SCALE: 1/4" = 1'-0"

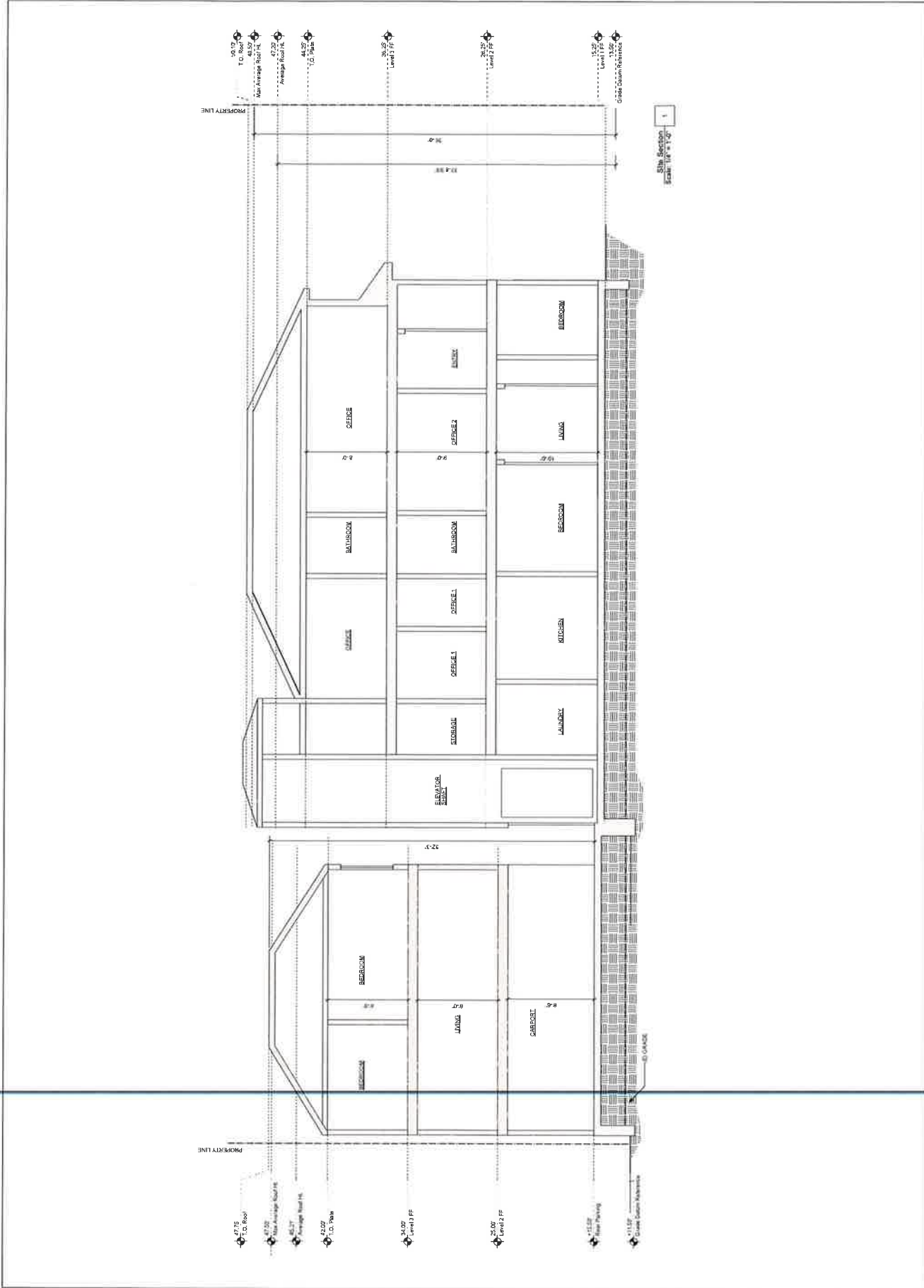


BLANCO OFFICE AND RESIDENCES
1215 SECOND STREET
SAN RAFAEL, CA 94901
APN # 021-0715-03
SITE SECTION

RICHARDSON
ARCHITECTS
187 MILLER AVENUE, SUITE 200
SAN RAFAEL, CA 94901
TEL: 415.452.1100
WWW.RICHARDSONARCHITECTS.COM

NO DATE NOTE
P-1 10/10/20 DESIGN REVIEW

These drawings are prepared by the registered professional engineer, architect, landscape architect, interior designer or other design professional named on these drawings who also is licensed by the State of California. The design and construction of these drawings shall be the responsibility of the design professional named on these drawings. All dimensions to be checked on site. Do not make any changes to these drawings without the written consent of the design professional named on these drawings. Copyright © 2020 Richardson Architects



Site Section
Scale: 1/8" = 1'-0"

A3.1

SCALE: As Noted

DATE: 6/1/2018



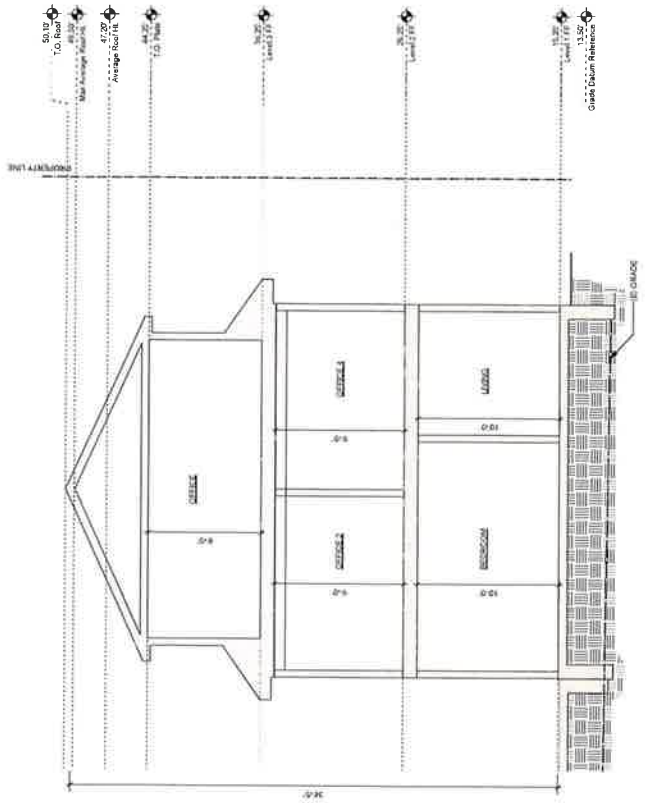
BLANCO OFFICE AND RESIDENCES
1215 SECOND STREET
SAN RAFAEL, CA 94901
APN 821-012-03
FRONT / REAR BUILDING
SECTIONS

RICHARDSON
ARCHITECTS
RICHARDSON ARCHITECTS
100 MARKET STREET, SUITE 200
SAN RAFAEL, CA 94901
TEL: 415.452.1100 FAX: 415.452.1101
WWW.RICHARDSONARCHITECTS.COM

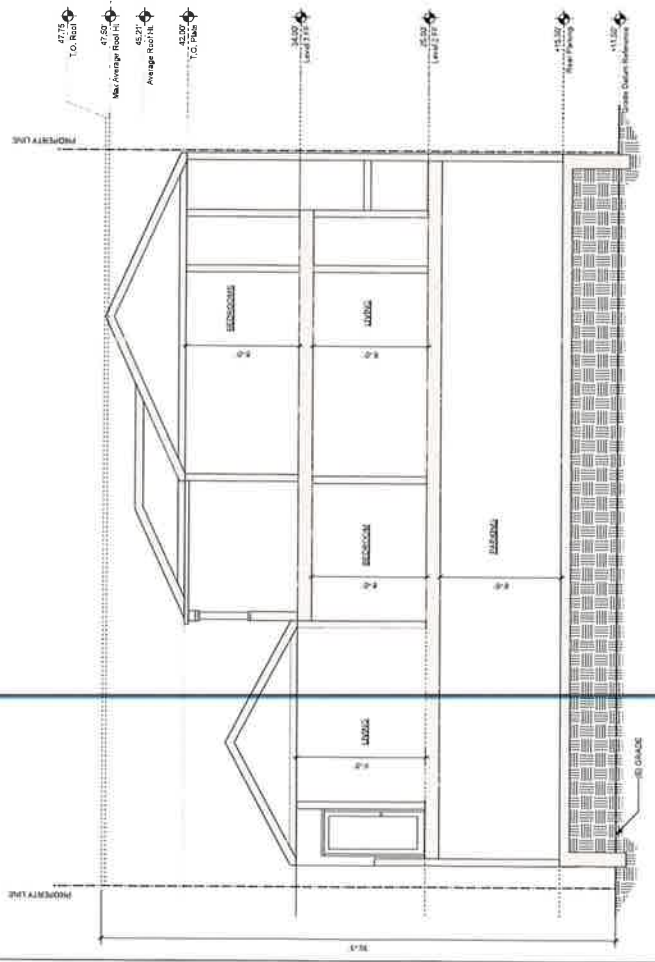
NO. DATE NOTE
1.1 10/5/20 DESIGN REVIEW

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1
Front Building Section
Scale: 1/4" = 1'-0"



2
Rear Building Section
Scale: 1/4" = 1'-0"



Document: Blanco Office & Residences
 Date: 10/20/2015
 Author: Richardson Architects
 Project: Blanco Office & Residences
 Location: 1215 Second Street, San Rafael, CA 94901
 Scale: As Noted
 Drawing: Landscape Plan

NO. DATE
 P-1 10/20
 DESIGN REVIEW

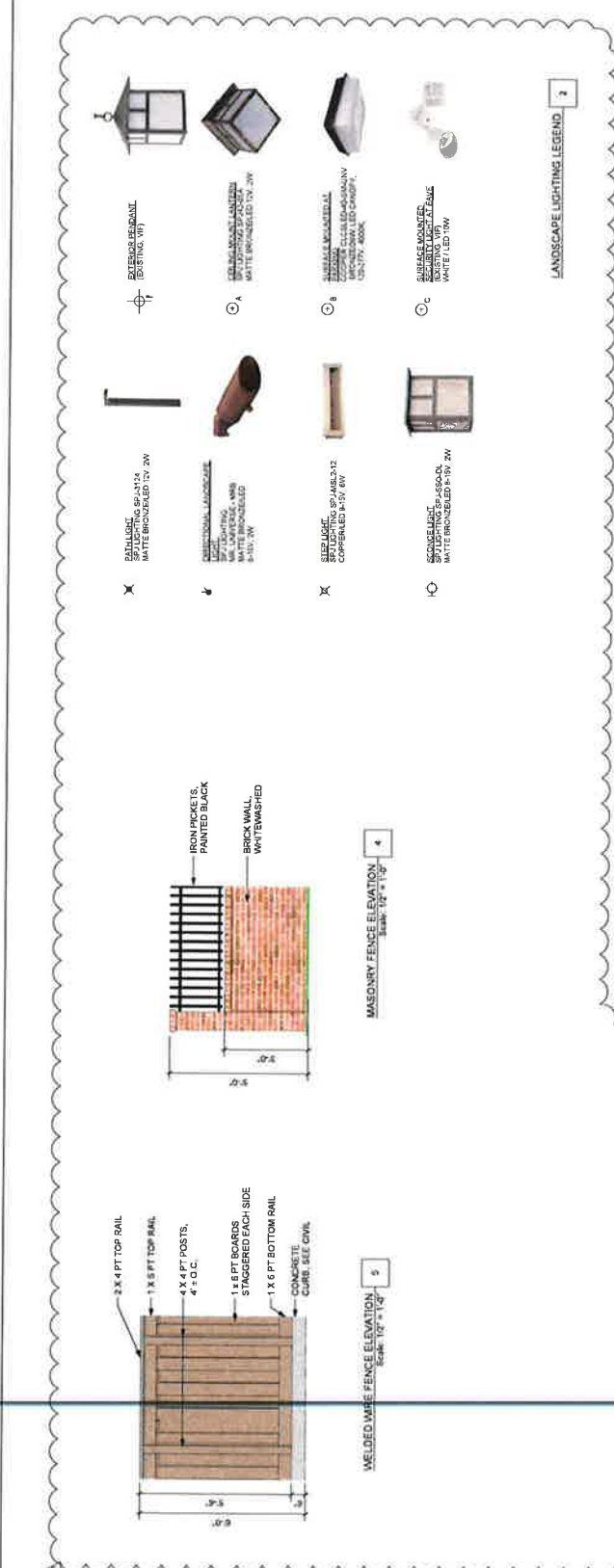
RICHARDSON ARCHITECTS
 1015 MARKET STREET, SUITE 100
 SAN RAFAEL, CA 94901
 (415) 456-1015
 WWW.RICHARDSONARCHITECTS.COM

LANDSCAPE PLAN
 BLANCO OFFICE AND RESIDENCES
 1215 SECOND STREET
 SAN RAFAEL, CA 94901
 AN #22167280



DRAWN BY: JA
 PLOT DATE: 10/20/15
 SCALE: AS NOTED

L1



1215 2nd St.
 1211 2nd St.
 SECOND STREET



GRADING AND DRAINAGE PLAN

1. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR STRUCTURAL SECTION OF CONCRETE SLABS, WALLS AND FOUNDATION DETAILS.
 2. DOWNPOUT LOCATIONS SHOWN ARE APPROXIMATE ONLY AND SHALL BE VERIFIED WITH THE ARCHITECTURAL PLANS.
 3. RETAINING WALLS AND FOUNDATION STRUCTURES SHALL BE SHOWN AND THE RETAINING WALL AND FOUNDATION SHALL BE LOCATED AS SHOWN AND AS REQUIRED BY THE GEOTECHNICAL ENGINEER. RETAINING WALLS SHALL NOT BE PLACED OVER PROPERTY LINES OR NEAR ADJACENT PROPERTY LINES WITHOUT THE CONSENT OF THE ADJACENT PROPERTY OWNER.
 4. DRAINAGE STRUCTURES, CLEARANCES OR CONNECTIONS SHALL BE USED AS APPROPRIATE AT STORM DRAIN ALIGNMENT DEFLECTIONS OR JUNCTIONS OF INTERSECTING DRAIN LINES TO FACILITATE MAINTENANCE.
 5. ALL PAVED AND UNPAVED FINISHED SURFACES SHALL HAVE POSITIVE DRAINAGE.
 6. ALL WORK SHALL COMPLY WITH BEST MANAGEMENT PRACTICES TO PREVENT STORM WATER CONTAMINATION.
 7. ALL EXISTING UTILITY BORES IN WORK AREA TO BE ADJUSTED TO FINISHED GRADE.
 8. A PORTION OF THIS BUILDING STRUCTURE REQUIRES RETAINING WALLS TO BE INCORPORATED INTO THE FOUNDATION DESIGN THAT ARE TO BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THIS ARCHITECTURAL AND STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION.
 9. MANHOLES REQUIRED IN VARIOUS LOCATIONS TO MEET BUILDING CODE. SEE ARCHITECTURAL PLANS FOR MANHOLE LOCATIONS AND DESIGN.

NO.	DATE	DESCRIPTION
1	02-075-03	ISSUED FOR PERMITS
2	12-20-18	ISSUED FOR PERMITS

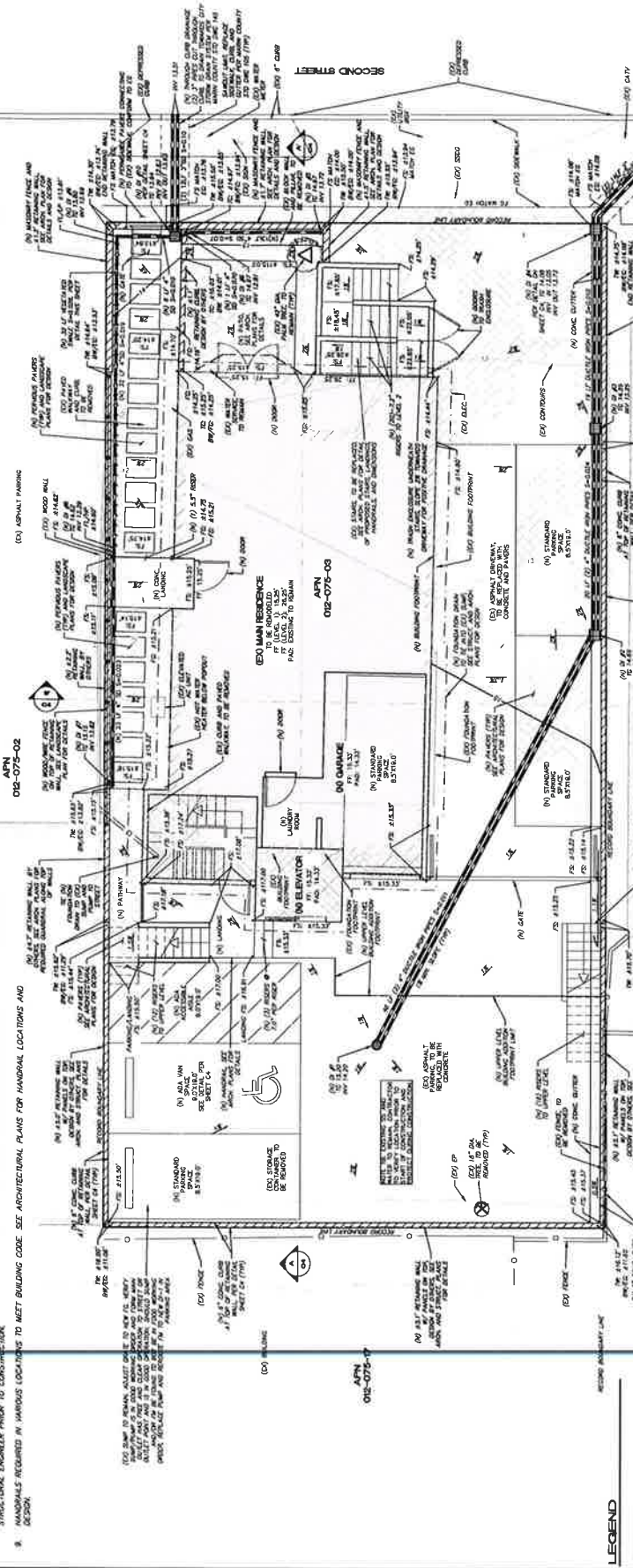
STORM WATER TREATMENT (BASMAA) NOTES

1. PER COUNTY OF MARIETTA REQUIREMENTS, THE PROJECT IS REQUIRED TO COMPLY WITH THE BASMAA (BIORETENTION) MANUAL, THE MANUAL FOR STORM WATER TREATMENT FACILITIES (SUCH AS BIORETENTION) BECAUSE THE TOTAL IMPERVIOUS AREA AFTER CONSTRUCTION HAS BEEN CONSIDERED. THE TOTAL IMPERVIOUS AREA AFTER CONSTRUCTION HAS BEEN CONSIDERED.

2. ALTHOUGH NOT SPECIFICALLY REQUIRED BY BASMAA, THE PROJECT DESIGN DOES INCORPORATE THE FOLLOWING BASMAA MEASURES:
 - MINIMIZE IMPERVIOUS SURFACES (PREVIOUS LANDSCAPE MATERIALS WILL BE REMOVED AND REPLACED WITH PERMEABLE MATERIALS)
 - INCORPORATE NATURAL AREAS OF THE SITE
 - PROTECT NATURAL RESOURCES (VISION CONTROL)

DRAINAGE SCHEDULE

DI #1: 12" DIA. TRAPEZOIDAL CONCRETE INLET WITH GALVANIZED GRATE (OR EQUIVALENT OTHER)
 DI #2-4: 12"x12" BRICK-BATED CONCRETE INLET WITH GALVANIZED GRATE (OR EQUIVALENT OTHER)
 DI #5-9: 4" DIA. DECORATIVE BRASS INLETS (OR EQUIVALENT OTHER)
 DI #10: 1/2" NOS 1/2"x1/2" CONCRETE INLET WITH DECORATIVE BRASS GRATE (OR EQUIVALENT OTHER)
 DI #11: 1/4" NOS 1/2"x1/2" CONCRETE INLET WITH DECORATIVE BRASS GRATE (OR EQUIVALENT OTHER)
 ALL ROOF LEADER BRAWN PIPE TO BE SLOPED WITH A MIN. SLOPE OF 1%.



LEGEND

- PERVIOUS LANDSCAPING (SEE ARCHITECTURAL PLAN)
- CONCRETE (SEE ARCHITECTURAL PLAN)
- PERMEABLE PAVING (SEE ARCHITECTURAL PLAN)
- AREA OF ADDITION (SEE ARCHITECTURE PLANS)
- RETAINING WALL (SEE DESIGN BY OTHERS)
- TREE TO BE SAVED
- TREE TO BE REMOVED

GRADING AND DRAINAGE PLAN

SCALE 1" = 4'-0"
 GRAPHIC SCALE IN FEET

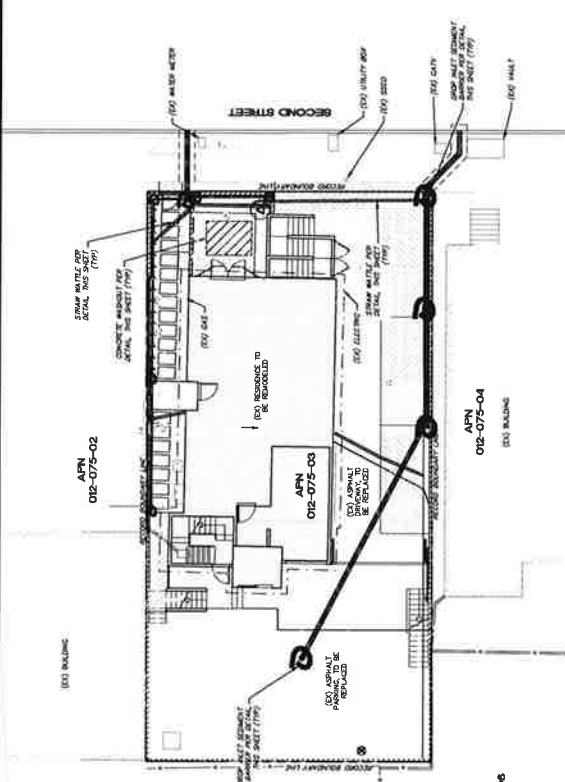
VEGETATED SWALE
 NOT TO SCALE
 FOR UNDESIGNING SWALE
 SLOPES LESS THAN 10%

NOTES:

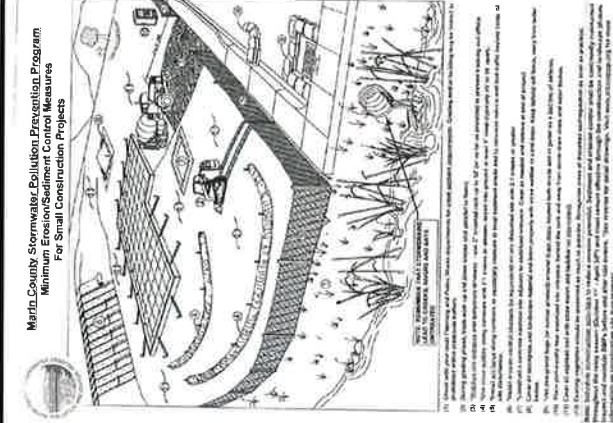
1. THE GEOTECHNICAL ENGINEER MUST MONITOR PROSSON BARS AS WELL AS BEFORE AND AFTER A RAIN EVENT. MONTHLY MONITORING REPORTS FROM THE PROSSON BARS WILL BE SUBMITTED AT THE JOB SITE AT ALL TIMES.
2. EROSION AND SEDIMENT CONTROL MEASURES MUST BE PLACED ON ERODED AREAS WHEN RAIN IS WITHIN A 24 HOUR PERIOD.

LEGEND

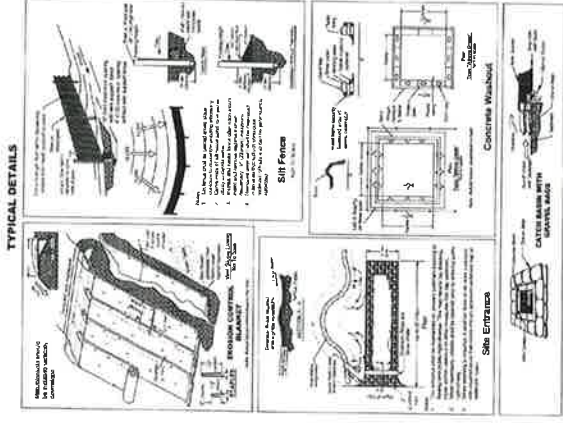
STRAW WATTLE
DROP INLET SEDIMENT BARRIER



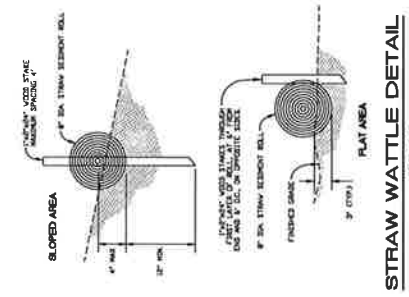
EROSION CONTROL PLAN
SCALE: 1" = 30'
GRAPHIC SCALE IN FEET



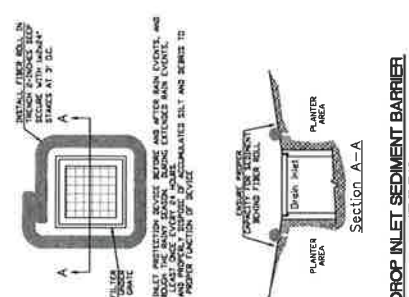
Marin County Stormwater Pollution Prevention Program
Minimum Erosion/Sediment Control Measures
For Small Construction Projects



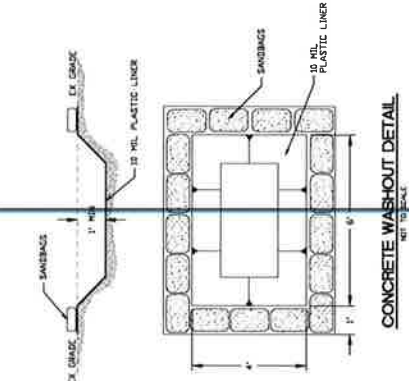
TYPICAL DETAILS



STRAW WATTLE DETAIL
NET TO SCALE



DROP INLET SEDIMENT BARRIER
NET TO SCALE



CONCRETE WASHOUT DETAIL
NET TO SCALE

FOR OTHER ALTERNATIVES OR ALTERNATIVE FORMATS, PLEASE CONTACT:
415-775-2521, TOLL-FREE 1-877-345-8888, WWW.MARINCOUNTYCALIFORNIA.GOV

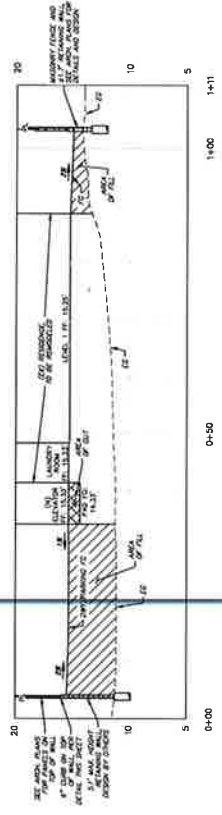
REVISION	DESCRIPTION	BY	DATE

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1215 SECOND ST
SAN RAFAEL, CA 94901
(707) 526-0908

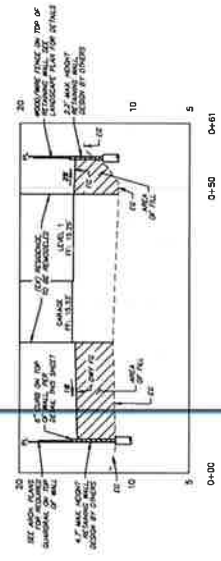


DATE: 04-18-2024
DRAWN: L. ...
CHECKED: ...
DATE: ...

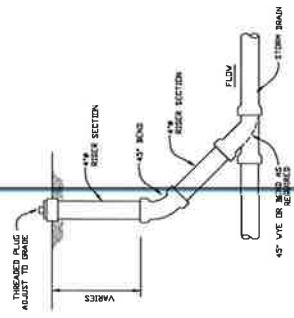
1215 SECOND ST
SECTION AND DETAILS
JOB NO. 24-18
SHEET NO. C4
OF 5 SHEETS



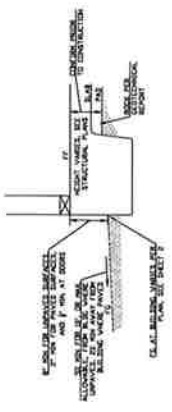
SECTION (TYP)
VERTICAL 1/4\"/>



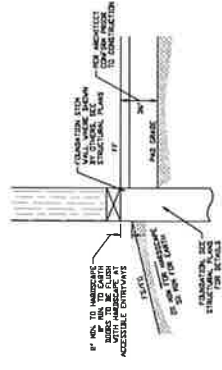
SECTION (TYP)
VERTICAL 1/4\"/>



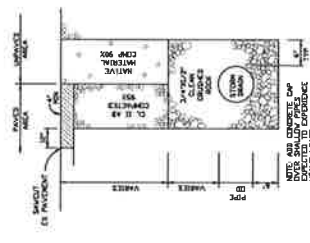
STORM DRAIN CLEANOUT
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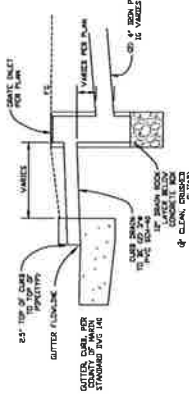
TYPICAL GRADING AT
BUILDING EXTERIOR DETAIL
NOT TO SCALE



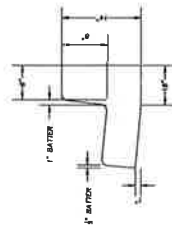
TYPICAL GRADING AT ADDITION EXTERIOR
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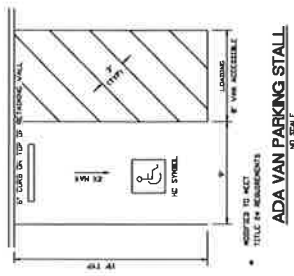
STORM DRAIN TRENCH
NOT TO SCALE



3\"/>



CURB AND GUTTER
NOT TO SCALE



ADA VAN PARKING STALL
NOT TO SCALE

STORM WATER TREATMENT (BASMAA) NOTES

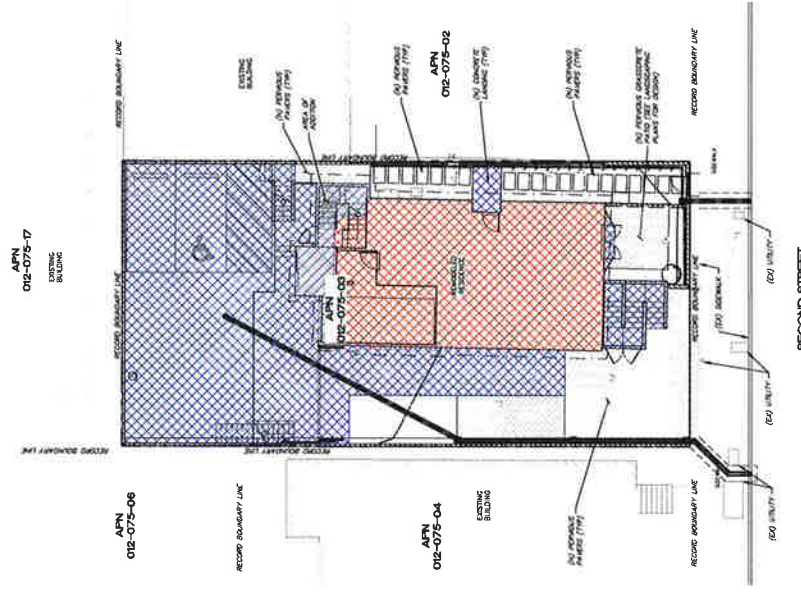
- PER COUNTY OF MARIQUETTE, THE PROJECT IS REQUIRED TO COMPLY WITH THE BASMAA INSTALLATION OF ANY STORM WATER TREATMENT FACILITIES (SUCH AS FLOODWALLS) BECAUSE THE NEW IMPERVIOUS AREA IS UNDER THE MINIMUM THRESHOLD OF 3,000 SF.
- BASMAA MEASURES:
 - MINIMIZE IMPERVIOUS SURFACES (PREVIOUS LANDSCAPE MATERIALS INSTEAD OF IMPERVIOUS HIDEGRAPHS)
 - REDUCE RUNOFF
 - MAINTAIN NATURAL AREAS OF THE SITE
 - PROTECT SLOPES AGAINST EROSION (EROSION CONTROL)

PERMEABILITY CALCULATIONS

PROPOSED AND EXISTING PERMEABLE AREAS (SQUARE FEET)	APN	PERMEABILITY	AREA
EXISTING PERMEABLE	APN 012-075-17	EXISTING PERMEABLE	1,100 SF
PROPOSED PERMEABLE	APN 012-075-08	PROPOSED PERMEABLE	1,100 SF
TOTAL PERMEABLE			2,200 SF



PRE-DEVELOPMENT PERMEABILITY MAP
SCALE: P = 30'
GRAPHIC SCALE IN FEET



POST-DEVELOPMENT PERMEABILITY MAP
SCALE: P = 30'
GRAPHIC SCALE IN FEET

DVC GROUP INC.
 CIVIL ENGINEERS AND ARCHITECTS
 535 CENTER STREET
 PALM BEACH, FL 33408
 (561) 848-8800

DAVID J. P...
 CIVIL ENGINEER
 LICENSE NO. 15233
 EXPIRES 12/31/2025

PRE- AND POST-CONSTRUCTION PERMEABILITY MAP
 1215 SECOND ST
 SAN RAFAEL, CA 94903
 DATE: 08-07-23
 SHEET NO. 3-1-18
 OF 5 SHEETS

DATE: 11. 2023
 SHEET NO. 3-1-18
 OF 5 SHEETS

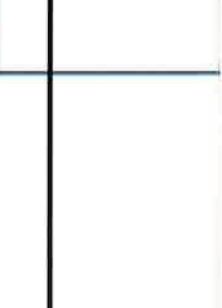
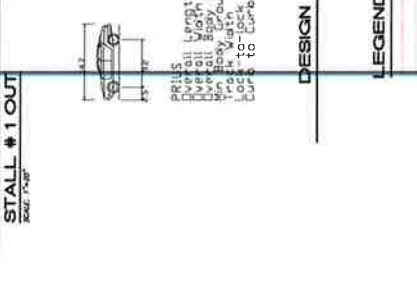
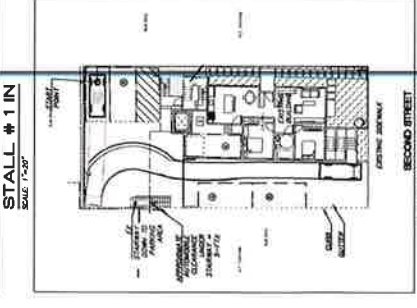
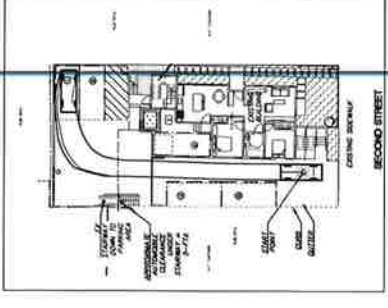
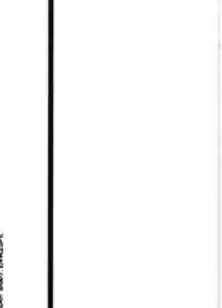
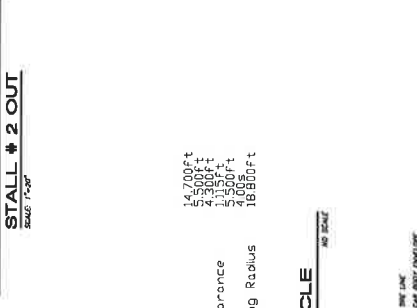
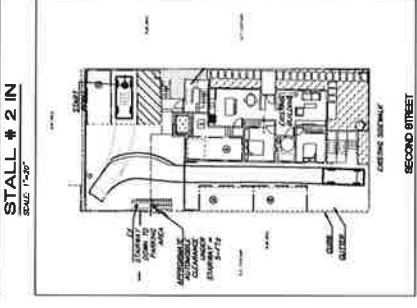
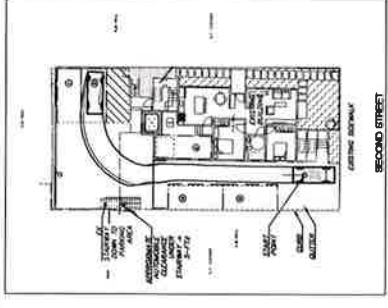
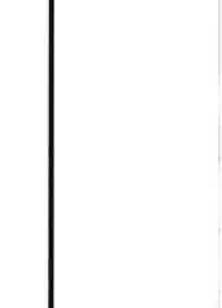
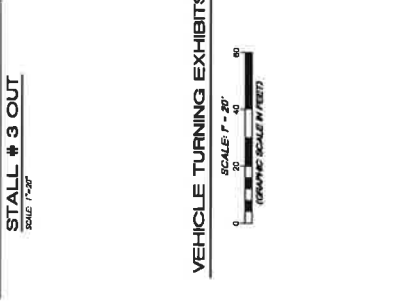
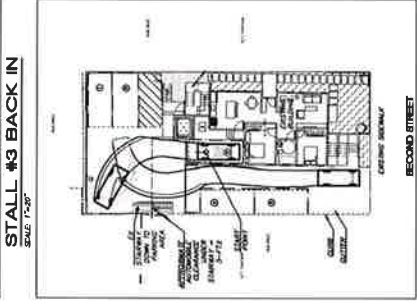
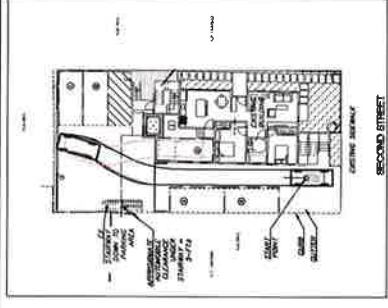
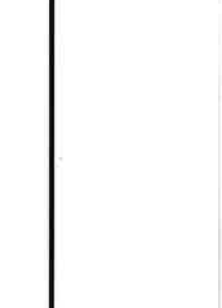
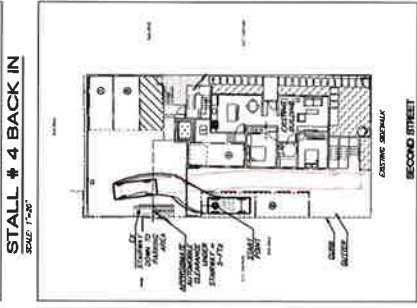
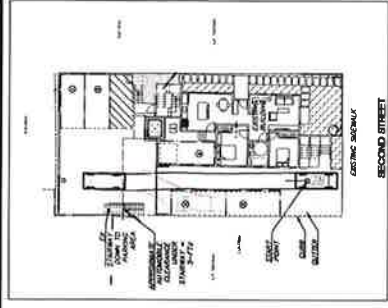
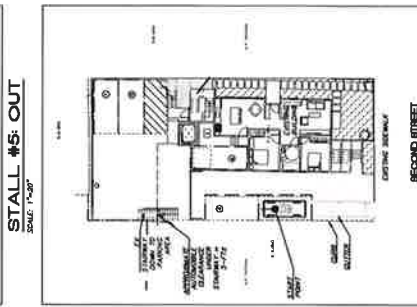
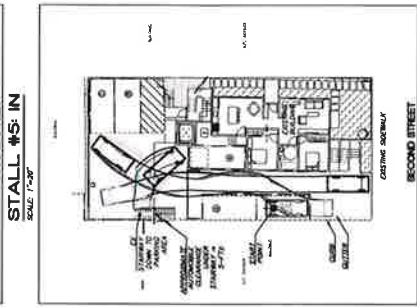
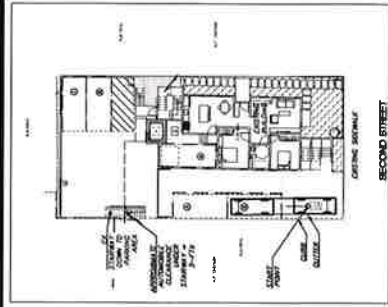
REVISION	DESCRIPTION	BY	DATE

DVC GROUP INC.
PLANNING • ENGINEERING • CM
1215 SECOND STREET
SAN FRANCISCO, CA 94104
(415) 774-0000



DATE: 08-20-2018
DRAWN BY: JOHN HOCHBERG
CHECKED BY: [Signature]

1215 SECOND ST
VEHICLE TURNING EXHIBIT
1215 SECOND ST
SAN FRANCISCO, CA 94104
JOB NO. 34-18
SHEET NO. 1A
OF 2 SHEETS



VEHICLE TURNING EXHIBITS
SCALE: 1" = 30'
(GRAPHIC SCALE IN FEET)

DESIGN VEHICLE
NO SCALE

14,700ft
5,300ft
11,300ft
1,100ft
5,300ft
18,800ft

DESIGN VEHICLE
NO SCALE

LEGEND
EXPOSED THE LINE
EXPOSED THE ANY OVERLAP

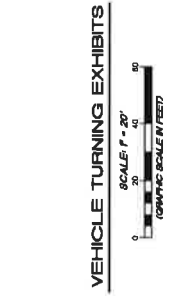
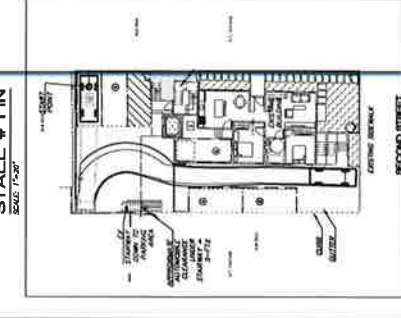
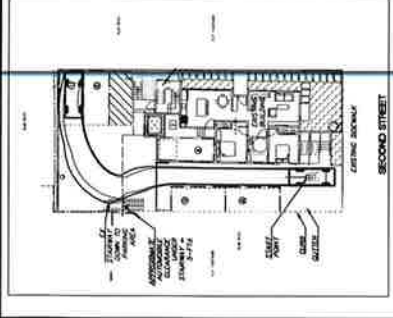
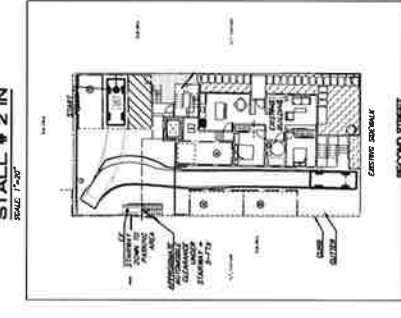
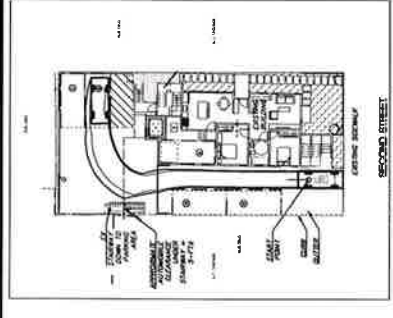
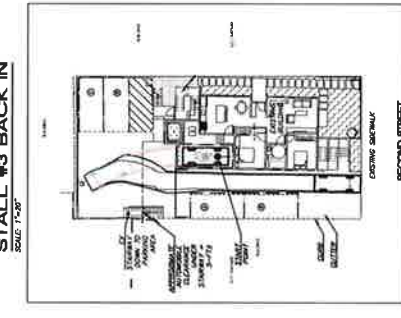
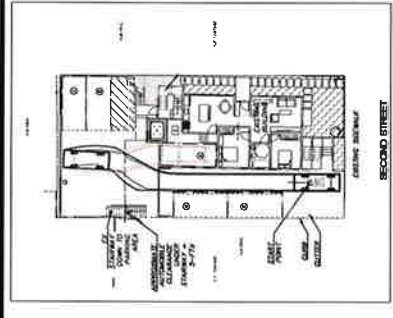
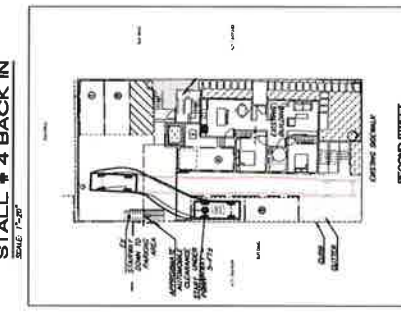
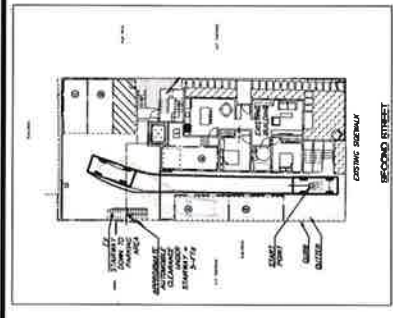
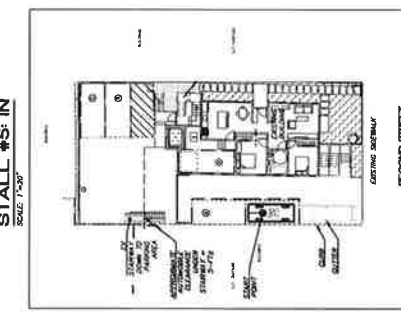
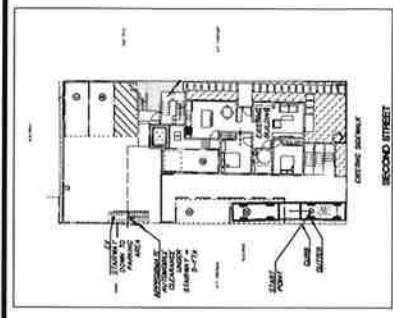
NO.	REVISION	DATE

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 PLANNING + ENGINEERING + CM
 135 CENTER STREET
 FALSBURG, CA 94444
 (707) 285-0985



PROFESSIONAL SEAL
 CIVIL ENGINEER
 STATE OF CALIFORNIA
 NO. 52233
 DATE: 10/20/18
 DRAWN: JOHN HICKS
 CHECKED: BOB

1215 SECOND ST
 VEHICLE TURNING EXHIBIT
 SAN RAFAEL, CA 94901
 1215 SECOND ST
 SAN RAFAEL, CA 94901
 JOB NO. 34-119
 SHEET NO. 1B
 OF 2 SHEETS



DESIGN VEHICLE
 16.058ft Overall Length
 6.034ft Overall Width
 1.155ft Max. Ramp Ground Clearance
 3.217ft Max. Truck Height
 19.000ft Curb to Curb Turning Radius

LEGEND
 - - - - - EXISTING SIDEWALK
 - - - - - EXISTING CURB
 - - - - - EXISTING GUTTER





SAN RAFAEL

THE CITY WITH A MISSION

Community Development Department – Planning Division

Meeting Date: December 15, 2020

Agenda Item: 3

Case Numbers: GPA16-001 & P16-13

Project Planner: Barry Miller, Consulting Project Manager (415) 485-3423

REPORT TO PLANNING COMMISSION

SUBJECT: Public Hearing on Draft San Rafael General Plan 2040. Third public hearing on the Draft General Plan 2040 to follow up on the comments and questions raised during the hearings convened on October 27 and November 12, 2020. Case Nos. GPA16-001 & P16-013.

EXECUTIVE SUMMARY

San Rafael has updated its General Plan, moving the time horizon forward from 2020 to 2040 and making revisions to address state laws, updated forecasts, community input, and emerging issues and trends. The City released Draft General Plan 2040 for public review in October 2020. A public hearing on Chapters 1-9 took place on October 27 and a public hearing on Chapters 10-14 took place on November 12.

Work on the Draft Plan began three years ago and was guided by a 24-member Steering Committee. Concurrently with the Draft General Plan, the City prepared a Downtown Precise Plan; that document is scheduled for publication as a Public Review Draft on December 23. The City has prepared an Environmental Impact Report (EIR) covering both General Plan 2040 and the Downtown Precise Plan, which is also scheduled for publication on December 23. The EIR will have a 60-day comment period, ending on February 22, 2021.

As of December 10, 2020, the City has received roughly 20 letters on Draft General Plan 2040 and has convened more than five hours of public hearings. The December 15 meeting is an opportunity to review the feedback received to date and discuss staff's strategy for replying to comments.

In early 2021, staff will prepare an Addendum to the Draft Plan that identifies specific text changes to be incorporated. The Planning Commission will ultimately be asked to recommend adoption of the General Plan 2040, inclusive of these changes, to the City Council. The Planning Commission also will be asked to make recommendations on the Downtown Precise Plan and the EIR to the City Council. Additional Planning Commission hearings have been tentatively scheduled for the first four months of 2021.

Most of the content of this staff report is contained in four attached exhibits. These include: (a) responses to public comments received to date; (b) responses to Planning Commissioner comments; (c) a sample implementation matrix; and (d) potential metrics to be incorporated into the Plan Appendix.

The Draft Plan is available for review at www.sanrafael2040.org. Opportunities for public comment will continue at future hearings to be convened in early 2021, concurrently with review of the Downtown Precise Plan and a Draft Environmental Impact Report covering both projects. The Commission is tentatively scheduled to take action on the 2040 General Plan in April 2021. The City Council will hold public hearings following Planning Commission action.

RECOMMENDATION

It is recommended that the Planning Commission take the following actions, following the staff presentation on General Plan 2040:

1. Re-open the public hearing on Draft General Plan 2040;
2. Receive public comments and testimony;
3. Discuss staff's approach to responding to the various comments received, as well as the Implementation Matrix and potential metrics; and
4. Continue the hearing to January 12, 2020 for further public testimony and discussion (note: the January hearing will focus on the Downtown Precise Plan but comments on the General Plan will continue to be accepted).

PROJECT BACKGROUND

General Plan 2040 Overview:

Prior staff reports have provided detailed information on the General Plan Update. The September 15, 2020 study session report, which preceded publication of the Draft General Plan 2040, can be reviewed [here](#). The October 27, 2020 hearing report can be reviewed [here](#) and the November 12, 2020 hearing report can be reviewed [here](#).

As noted in those reports, Draft General Plan 2040 is comprised of 13 topical chapters or "elements." Twelve of those elements have been updated (or newly prepared) as part of the overall General Plan Update. These are: Land Use; Neighborhoods; Community Design and Preservation; Conservation and Climate Change; Parks, Recreation and Open Space; Safety and Resilience; Noise; Mobility; Community Services and Infrastructure; Arts and Culture; Economic Vitality; and Equity, Diversity, and Inclusion. The 13th Element, covering Housing, will be updated in 2021-2022 according to a schedule set by the State of California.

The Update process was initiated in December 2017. It included collection of "existing conditions" data, an "audit" of all existing policies and programs, development of guiding principles, updating the Land Use Map, and development of new or revised goals, policies, and programs on each topic area. The process was guided by a 24-member Steering Committee, who convened 25 times over a 2 ½ -year period. The Steering Committee represented diverse viewpoints and interests and provided both oral and written feedback on the Plan as it was developed. Broader public engagement occurred through community workshops, "pop-up" events, meetings with neighborhood groups and community organizations, surveys in English and Spanish, and numerous presentations to Boards, Commissions, and the City Council.

Major changes to the General Plan include new goals, policies and programs on sea level rise, wildfire hazards, equity, and social justice issues, as well as a stronger focus on Downtown development and greenhouse gas reduction. The Plan adds new policies on historic preservation, sustainability, climate change, renewable energy, bicycle and pedestrian circulation, community services, and arts and culture. It also includes an updated Land Use Map, with strategic changes that will facilitate housing production and economic growth while protecting important open spaces and natural resources.

Other Work Products:

In 2018, the City received a One Bay Area Grant (OBAG) from the Metropolitan Transportation Commission (MTC) to prepare a Downtown Precise Plan. Work on the Plan began in January 2019 and continued through 2019 and 2020. The Plan will replace 1993's "Our Vision for Downtown San Rafael" and serve as a planning and policy guide for Downtown land use, urban design, transportation, housing, and historic preservation activities. The Plan also includes a "Form Based Code" that will replace existing zoning in Downtown San Rafael. The Draft Downtown Precise Plan was originally scheduled for

publication in mid-November but is now scheduled for release on December 23. Digital files will be posted to the City's website on that date. The January 12 meeting of the Planning Commission will focus on the Precise Plan and the January 26 meeting will focus on the Form Based Code.

The City has prepared a Draft Environmental Impact Report (Draft EIR) covering both the General Plan 2040 and Downtown Precise Plan. The Draft EIR evaluates the potential impacts of these two plans on natural resources, transportation, urban services, safety, and other topics as required by the California Environmental Quality Act (CEQA). The Draft EIR identifies measures to mitigate potentially significant impacts and further identifies those impacts which are significant and unavoidable. The Draft EIR had been scheduled for release in November but is now scheduled for release on December 21-23. Digital files will be posted to the City's website on that date, and appropriate notices will be filed. Completion of the Draft EIR begins a 60-day review period for public comment, closing on February 22, 2021. The City has scheduled a public hearing for February 9, 2021 to take comment on the EIR.

Once the Draft EIR review period closes, the City will prepare a "Response to Comments" document and make any necessary changes to the document. A "Final EIR" that incorporates the Responses to Comments will be brought to the Planning Commission in a public hearing.

At the same time, the City will make necessary changes to the Downtown Precise Plan and General Plan 2040 that respond to public comment. Planning Commission action on the three documents (Final EIR, revised Downtown Precise Plan and revised General Plan 2040) is anticipated in April 2020. At that point, all three documents would be forwarded to the San Rafael City Council for action.

ANALYSIS

This section of the staff report provides an overview of the comments received on General Plan 2040 as of December 10, 2020. It also provides a summary of the General Plan Implementation Appendix, which is now in production.

Overview of Written Comments

The following letters have been received on General Plan 2040 since October 2:

- Audubon Society comments on Neighborhoods Element and Conservation/ Climate Change Element
- Shirley Fischer comments on Conservation/ Climate Change Element
- Responsible Growth Marin comments on Land Use, Neighborhoods, and Conservation/ Climate Change Element
- Terra Linda Homeowners Association comments on Land Use, Neighborhoods, and Conservation/ Climate Change Element
- San Rafael Heritage preliminary comments on Community Design and Preservation Element
- Victoria DeWitt/ Hillside Neighbors comments on Chapters 3-8
- 11 individual letters and emails requesting stronger and more prescriptive standards for redwood tree protection
- Sierra Club request that September 2 comments from Marin Conservation League be considered in the revisions
- Responsible Growth Marin comments on Mobility Element
- Victoria DeWitt/Hillside Neighbors comments on Chapters 10-14

All these comments were previously provided to the Planning Commission and posted to the City's website. In addition, staff has received informal comments from a number of parties (via email or the website) requesting minor edits to the Plan. These include a factual correction from ArtWorks and a clarification to the historic resources map.

Additionally, on September 2, staff received comments on the Plan from Marin Conservation League (MCL). Those comments were appended to the Sierra Club comments that were submitted to the Planning Commission on October 27. Because the MCL comments were received while the Draft Plan was still being assembled, most of them were incorporated in the October Draft. MCL comments on the Land Use Element were not incorporated since that Element had been completed and fully formatted by September 2.

Major themes in the 20 letters received to date relate to tree protection (11 letters), wetlands protection, neighborhood character, development impacts, emergency access, fire safety, historic resources, and traffic. While some of the comments are “global,” most are quite specific and request alternative or additional language for consideration. A number of the global comments relate to the use of “should” vs “shall” in a policy (or “encourage” vs “require,” etc.). Staff has been intentional in its choice of “should” vs “shall” in order to maintain flexibility and balance the General Plan’s competing objectives.

Attachment 1 to this Staff Report summarizes the comments in the first column and includes a staff response in the second column. The comments have been paraphrased for presentation purposes.

Overview of YouTube Live and Zoom Comments at Public Hearings

The public hearings held on October 27 and November 12 each included an opportunity for public comment. Comments were made using the YouTube Live chat feature and Zoom’s phone-in feature. Public comments generally tracked the written comments described above.

At the October 27 public hearing, there were 10 comments entered into the record from the YouTube Live feed and four call-in comments. These comments are highlighted in Attachment 1 of this report. Eight of the 14 comments requested revision of the draft program in the Neighborhoods Element specific to Northgate Mall (eliminating reference to expanding the mall or strengthening it as a revenue generator). Other comments related to preservation of Eichler, Alliance, and Kenney Homes; the importance of strong environmental protection measures; alignment of climate-related measures with Drawdown Marin; and the noise standards.

At the November 12 public hearing, there were five comments entered into the record from the YouTube Live feed and seven call-in comments. These comments are highlighted in Attachment 1 of this report. Seven of the 12 commenters were representatives of Responsible Growth in Marin, reiterating points in a letter on the Mobility Element submitted prior to the November meeting. Public comments at the hearing related to parking, the need to re-evaluate mobility in a post-COVID environment, and the viability of transit-oriented development in North San Rafael. Other speakers/ commenters addressed wetlands protection, support for the arts (and the need for stronger implementation tools), and climate change.

Attachment 1 of this Staff Report includes the YouTube Live and oral testimony as well as the letters received. Again, the comments have been paraphrased for presentation purposes. Staff responses are included.

Overview of Planning Commission Comments

Planning Commission comments are summarized in Attachment 2 of the staff report. Global comments are presented first, followed by comments on each Element. The global comments related to the addition of metrics to the document, additional framing of interconnected Plan themes and concepts, further assessment of the City’s vision for its economy, and more direct links to the related documents that implement General Plan policies. The element-by-element comments include specific edits to policies and programs, along with broader questions on how various topics are handled. Attachment 2 provides staff’s proposed approach to the comments but does not include the edits themselves. Comments have been paraphrased for presentation purposes.

In response to Commission input, staff will add potential metrics for each General Plan Element to the Implementation Appendix. While there are measurable objectives throughout the General Plan, they are not specifically called out or highlighted. Examples of metrics include Vehicle Miles Traveled, traffic Level of Service, park acres per 1,000 residents, annual housing production (total and by income), unemployment rates, and police and fire response time, among others.

Examples of possible metrics are included in Attachment 4. A benefit of using metrics is that they can be referenced in the General Plan Annual Report and are helpful for tracking progress and determining where future Plan amendments may be needed. The list of possible metrics in Attachment 4 is intended as a starting point and should be refined in future years as the Plan is implemented. Planning Commission input on this topic is encouraged.

The Commission also suggested that the Plan include a “Call to Action” regarding the cumulative effects of the “forces driving change” that are highlighted in Chapter 2 (pages 2-5 through 2-15). This is timely, given the impacts of COVID-19 on the City’s economy as well as on-going discussions of housing, equity, social justice, sea level rise, wildfire hazards, and climate change. Of particular importance is how the City’s economy may be reshaped by the pandemic and by broader trends in the retail, office, industrial, health care, technology, and other sectors. The “Call to Action” will be added before Plan adoption.

Sample Implementation Matrix

Attachment 3 to the Staff Report presents the implementation matrix for the Land Use Element. Similar matrices are being prepared for every element of the Plan. Implementation programs appear in matrix rows. The first matrix column indicates the timing of the action (short-term, medium-term, long-term, and ongoing). A second column identifies the responsible parties, with the lead department highlighted in bold. A third column is included to indicate potential resources, such as staff time, fees, grants, private funding, etc. Finally, the matrix shows which of the General Plan’s guiding principles are supported by implementing the program. As noted above, a list of potential metrics for each element will be added to the end of each matrix.

CORRESPONDENCE

No correspondence has been received since the last Planning Commission meeting on November 12, 2020. Any correspondence related to this staff report will be forwarded to Commissioners and posted to the City’s website prior to the meeting time.

EXHIBITS

1. Summary of Public Comments on General Plan 2040 (through December 10) and Staff Responses
2. Summary of Planning Commission Discussion on General Plan 2040 and Staff Responses
3. Sample Implementation Matrix (Appendix A): Land Use Element
4. Potential Plan Metrics

ATTACHMENT 1:

General Plan 2040 Public Comments and Responses (as of 12/10/20)

Note: Comments have been paraphrased for presentation purposes

Comment	Response
COMMENTS FROM THE OCTOBER 27 PLANNING COMMISSION HEARING	
YouTube Live Comments	
Laura Silverman-Terra Linda. The Northgate Mall policy includes a Clause (j) that calls for Northgate to be strengthened and preserved as a tax revenue generator. Does that provision apply anywhere else in the city?	The referenced Clause NH-4.2(j) is being deleted. This would be determined through the PDA planning process.
Claire Hallenbeck - Delete language about Mall expansion. The Mall doesn't need to be expanded. It should serve the community and would generate more revenue through property taxes rather than sales taxes. Focus instead on adding housing; don't single it out this site as being a revenue generator.	The reference to mall expansion (NH-4.2e) and revenue generation (NH-4.2j) is being deleted. This would be determined through the PDA planning process.
Scott Frierich- Eichler homes need to be preserved.	This is specifically supported by Policy NH-4.5 and Program NH-4.5A.
Susan Coleman-Northgate needs to be revitalized as a community center with restaurants and events	The proposed text supports this outcome.
Regina Kretschmer- Mall should be revitalized as a vibrant Town Center that benefits existing residents and new residents with housing, services, other uses, that complement the neighborhood	The proposed text supports this outcome.
Pam Reaves- Page 2-2 In the Framework section "looking back/ historical context" please add "May we do right by this Miwok land we occupy" Noise Element Programs 2A and 2B seem to be inconsistent and perhaps unhelpful as a guide – shall new development not increase noise levels by 3 dB, or does it follow Table 9-2? Delete the reference to expanding the mall and sustaining it as a tax revenue generator. Don't pre-empt the PDA	<ol style="list-style-type: none"> (1) Historic displacement of Miwok people from their land is acknowledged on page 14-1. (2) Policy N-2 clauses (a) and (b) are additive—it is not intended as an "either/or". In other words, in the event either of these conditions is not met, an acoustical study is required. (3) Reference to revenue generator has been deleted.
Laurie Parini- I second Rebecca Kretschmer's comments	Comment noted.
Shirley Fischer- wording in GP should not pre-empt decisions to be made through PDA community based planning processes	The referenced Clause NH-4.2(j) is being deleted.
Chris Hart-Supports the Plan.	Comment noted.
Roger Smith: Nothing in the GP is etched in stone, everything can be changed and revised periodically.	Comment noted.

Comment	Response
Zoom Phone-In Comments (Oct 27)	
<p>Kate Powers/ MCL: Thanks staff for successful process. Environmental planning should be framed as more than just mitigating impacts; CEQA streamlining makes it more critical to incorporate things like environmental quality into land use goals rather than focusing on managing growth. The Plan needs to ensure natural resource protection (and sea level rise adaptation/ wildfire prevention); clear, consistent policies are essential.</p>	<p>MCL comments on Land Use Element will be incorporated in subsequent revision to this section.</p>
<p>Bill Carney/ Sustainable San Rafael: The General Plan provides an opportunity to help San Rafael evolve into a more walkable, bikeable, and transit served community. The Plan balances this priority with other goals, including resource protection. Please consider including updated GHG targets to align the Plan with Drawdown Marin (DM). Marin Grand Jury has asked for aggressive action on climate adaptation.</p>	<p>We will reference the updated Drawdown Marin data in Chapter 6 and work with the City's Sustainability Coordinator on possible revisions. However, the intent is to maintain consistency with the Climate Change Action Plan in 2019 and the now-completed Environmental Impact Report for the General Plan.</p>
<p>David Smith/ RGM. Please consider comments in the Responsible Growth Marin letter. Do not pre-determine outcomes for the PDA Plan by calling for revenue-generating uses at Northgate Mall.</p>	<p>The referenced Clause NH-4.2(j) is being deleted.</p>
<p>Barbara Salzman: Audio problems</p>	<p>See comments in response to Audubon's letter below.</p>
COMMENTS FROM THE NOVEMBER 12 PLANNING COMMISSION HEARING	
YouTube Live Comments	
<p>Shirley Fischer/ RGM: Please consider recommendations of the RGM letter related to mobility, including uncertainties about post-COVID travel patterns. Less commute traffic may result in more local traffic.</p>	<p>See response to RGM letter below</p>
<p>Pam Reaves/ RGM: (1) Each public meeting should begin with acknowledgement of indigenous land we occupy. (2) CSI-4.7A—City should mandate use of cool pavement. (3) I support MCL's letter. (4) Use most current SLR data</p>	<p>(1) Comment is noted. (2) Program C-4.2E encourages the use of cool pavement; (3) MCL comments on Land Use Element will be incorporated, prior comments were previously incorporated to the extent possible and appropriate; (4) Most current Sea Level Rise data is being used.</p>
<p>David Smith- Please consider the RGM comments</p>	<p>Comments are being considered. See responses below.</p>
<p>Scott Frerich/ RGM: Standards are needed for parking near proposed housing areas. Policy M-7.6 suggests decreasing parking standards in high density areas to encourage housing. This is unfair—need to balance new housing with preserving quality of life.</p>	<p>Parking reductions are only recommended to the extent it can be demonstrated that there will be lower vehicle ownership rates—for instance, for senior housing. This subject will continue to be revisited over time.</p>
<p>Phil Halstein/ RGM: Consider more actionable language where possible—including replacing “may” with “shall”.</p>	<p>Specific proposals for changing “should” to “shall” are being considered on a case by case basis. Flexibility is an important part of the General Plan—mandatory language is not always appropriate.</p>

Comment	Response
Zoom Phone-In Comments (Nov 12)	
<p>Rich Storek/ Canal Arts Initiative, coalition of arts groups: The City needs a new body to approve and streamline approval of art projects. We have a project at 3301 Kerner that will be expensive and time consuming to approve.</p>	<p>The General Plan calls for an Arts Master Plan, which would identify the best vehicle for streamlining arts applications and reviewing projects. An Arts Commission is not likely at this time due to budget constraints but could be considered in the future.</p>
<p>Barbara Salzman/ Audubon: Please remove the language in NH-3.24 that suggests development of Canalways should be economically viable for the site’s owner. This doesn’t belong in the General Plan. The site is important for sea level rise planning and habitat. Only a small upland area along the street should be allowed for development. We agree with the basic intent of the wetland policies but are concerned with allowances for exceptions. Specific criteria for exceptions should be established. We support the speakers from the prior meeting calling for redwood protection—but this should be expanded to all native trees (and should exclude non-native trees such as eucalyptus).</p>	<p>The reference to “economically viable” will be removed from Policy NH-3.24. The text acknowledges the importance of Canalways for sea level adaptation and habitat, and the Land Use Map shows development only on the upland portion of the site. The wetland policies are carried forward from General Plan 2020 with minimal changes. There was extensive discussion of these policies by the General Plan Steering Committee, with some members suggesting they be removed entirely to reflect State and federal jurisdiction over this topic. However, prior policies have been maintained for CEQA mitigation and to reflect the importance of these areas to the city.</p>
<p>Phil Halstein/ RGM: Appreciative of staff work.</p>	<p>Comment noted.</p>
<p>Bill Carney/ Sustainable San Rafael. Commissioners should be mindful of the Climate Change Crosswalk (page 6-38). Keep in mind that: (1) VMT is a new metric and is of great importance for addressing GHG emissions. (2) TOD doesn’t just mean more development—it also means more transit. Need to build up our transit resources Downtown and at Northgate. (3) TDM strategies are really critical to making this work. Transit passes for employees and so on. (4) Cost-benefit analysis is good, but ultimately these decisions involve qualitative judgements; (5) Housing will be critical to our future discussions; (6) Infrastructure – continue our focus on getting organics out of landfills; (7) Recognize the impacts of climate change on disadvantaged communities.</p>	<p>Comments noted. The comments are intended to advise Planning Commissioners of things to consider as they review the document.</p>
<p>Elizabeth Setten/ Artworks Downtown. Thank you for the arts policies. The missing link here is a pragmatic approach for how to accomplish the goals. Please consider a vehicle to carry out the ideas in the Plan, such as an Arts Board.</p>	<p>See response to Rich Storek above. General Plan Program AC-1.1C calls for an Arts and Culture Master Plan which would be an important first step to establishing a decision-making body and detailed implementation program.</p>
<p>Kate Powers-How will staff respond to the Audubon comment on Canalways? How can we rectify the proposed increase in jobs with Plan Bay Area 2050, which shows a decrease in Marin? Please focus transit-oriented development in areas with jobs and not in areas without employment or bus connections.</p>	<p>See response above re: Canalways. The 2050 forecasts are still preliminary and have not been finalized; staff does not agree with the ABAG job projections for San Rafael. Comment on TOD is noted –the focus is on Downtown San Rafael, rather than the Civic Center Station. Further assessment will be provided through the PDA planning process.</p>
<p>Grace Geraghty/RGM: Audio issues</p>	<p>N/A</p>

Comment	Response
Letter from Shirley Fischer – October 21, 2020	
<p>a. Add a policy and program(s) to create a Wildlife and Ecosystem Master Plan in collaboration with County, State, private landowners, and other stakeholders. This Plan should include an analysis of the habitat and wildlife corridor needs of each major species in the San Rafael Planning Area, priorities for conserving and enhancing habitat and corridors and mitigating wildlife-human conflicts, and action items for implementing these priorities. The Plan should include consideration of flora, insects, reptiles, and amphibians as well mammals.</p>	<p>We will broaden Policy C-1.11 so it addresses not only wildlife corridors, but wildlife and ecosystems more generally. City funding for a Wildlife Master Plan is not likely given competing priorities. However, we will broaden Program C-1.11A to reference not only mapping of wildlife corridors but also support for future master planning related to wildlife and ecosystem management. The City would likely not be the lead agency in such a study but would be a participant and contributor.</p>
<p>b. Add a policy and program items for managing the Wildlife-Human Interface. This policy will recognize how wildlife literally live in our backyards and identify measures for coexistence and reducing conflicts. Programs can include private and public education programs about animals living around us and ways to coexist and also the need to modify human behavior.</p>	<p>Recommend adding new program C-1.11B to support efforts to balance human-wildlife interface and improve public understanding and education per the comment.</p>
<p>c1. The description of Vegetative Cover in Table 6-1 should not lump “Urban/Barren” together, as urban areas contain abundant wildlife.</p>	<p>“Urban/Barren” will be changed to “Urban/ Other”</p>
<p>c2. The description of urban habitat areas should acknowledge the diversity of wildlife in these areas.</p>	<p>P. 6-3, second 2nd para narrative will be edited to acknowledge species diversity and the need for measures to balance wildlife and human development in urban areas.</p>
<p>Description of wetlands on P 6-6 should acknowledge the importance of adjacent uplands as refuge for wetland species. Upland areas adjacent to wetland areas should remain undeveloped.</p>	<p>Text on Page 6-6 will be edited to note the value of adjacent uplands. EIR may identify additional mitigation measures for development in such areas.</p>
Letter from Marin Audubon – October 21, 2020	
<p>The discussion of Canalways in the Neighborhoods Element does not acknowledge the 50-year effort by the environmental community to protect this site from being developed and prior attempts to purchase the site as open space.</p>	<p>Some of this information will be added to the profile on Page 4-49. The site remains on the General Plan inventory of potential sites for open space acquisition.</p>
<p>The statement in Policy NH-3.24 that development on Canalways should be economically viable for the property owner must be deleted.</p>	<p>The reference to economic viability will be removed from the policy.</p>
<p>Policy NH-3.24 should not merely state that development is responsive to the site’s resources—it should protect these resources.</p>	<p>The need to protect site resources will be stated.</p>
<p>The biological assessment and jurisdictional determination should not be done by the applicant’s consultant as this may not reflect the condition of the site under normal circumstances.</p>	<p>Comment noted. Programs under Policies C-1.3 and C-1.4 indicate that such studies must be done by an independent wetland expert.</p>

Comment	Response
We support the current General Plan requirement that limits development to the higher elevation area on the west side of the property only.	The General Plan 2040 Land Use Map designates a small area on the western part of the site for Light Industrial/ Office, consistent with the existing Plan. The majority of the site retains its Conservation designation. Although the text acknowledges the possibility of a future General Plan Amendment to expand this footprint for housing, this would be subject to environmental review and community outreach. This site received considerable discussion by the General Plan Steering Committee, with some members advocating for its development and others advocating for long-term conservation. A balanced approach is supported here.
The City has not been supportive of the Kerner extension in the past.	Page 4-49 text box, will change “extension of Kerner will be required” to “extension of Kerner could be required”
Wetlands Policy C-1.1. City should have first regulatory review over wetlands. The text sounds like City will rely on federal, state, and regional agencies. Regulation by state and federal agencies is required and actually does not need to be mentioned in policies.	The General Plan 2040 Steering Committee was divided on the best approach. A number of members made the reverse argument, which was that the existing wetland policies are excessive since wetlands are regulated by federal, state, and regional agencies. Again, the text balances both perspectives and carries forward existing City policies. Staff suggests waiting until EIR is released before making further edits.
Program C-1.1A: Should recognize that different agencies have different wetland definitions.	Consistent with existing practice, the text recognizes wetlands delineations consistent with the Army Corps of Engineers.
Program C-1.1B: We strongly support this program, which supports restoration of Tiscornia Marsh.	Comment noted.
Policy C-1.3: This policy offers unacceptable exceptions to protecting wetlands, including that protection is “not practical”—it does not meet the intent of the policy.	This is carried forward verbatim from the existing General Plan. Since the policy already uses the verb “avoided” rather than “prohibited”— the requested change can be made. Suggest removing “unless is not possible or practical.”
Program C-1.3B: Conditions for Mitigation Waivers are too broad (letter includes further detail)	These conditions are carried forward from General Plan 2020 and resulted from extensive discussions during the prior Plan update. No changes are recommended at this time.
Program C-1.3C: Delete reference to “other Bay Area jurisdictions.”	Will delete per the comment.
Program C-1.4C: We oppose mitigation banking.	Comment noted. No change proposed.
Policy C-1.5: We disagree with the exception “if it can be demonstrated that the proposed setback protects the functions of the wetlands to the maximum extent feasible.”	Comment noted. The setback waiver is carried over from General Plan 2020.
Policy C-1.12 should address protection of native trees. Policy C-1.16 and C-1.17 and related programs should indicate a preference for native trees rather than non-native.	Policy C-1.12 addresses habitat more generally, but we will edit Programs C-1.16A and C-1.16C and Policy C-17 to note the emphasis on native trees.

Comment	Response
P 6-16 text box on special status species: owls nest on top of tall trees, not on “platforms”	The requested edit will be made
Program C-1.13A: The CA Natural Diversity Data Base is not current—data from additional sources will be provided	Program will be added to note that data from additional sources should be maintained where available.
Program C-1.19A: Accompanying dark sky policy, bird-friendly glass should be required to reduce potential collision impacts	Encouraging bird-friendly glass in vegetated habitat can be added to Program.
Letter from Responsible Growth Marin – October 22, 2020	
Land Use Element P 3-3. The Transit-Oriented Development (TOD). The TOD discussion implies a one-size-fits-all approach, which is in conflict with the Plan’s vision of more limited development at Civic Center Station/ Northgate. Private vehicles will be the predominant mode of travel and SMART and bus service is limited. Adding high-density housing in this area will degrade the quality of life and have adverse impacts. Amend the Draft to restrict TOD concepts to Downtown and not North San Rafael.	No changes are proposed. The first paragraph is intended only to provide a definition of TOD. The second applies this definition more specifically to San Rafael and states the expectation that private vehicles will continue to be the predominant mode of travel. The third paragraph explicitly states that a different approach should be taken in North San Rafael than in Downtown.
Land Use Element P 3-4. Growth Management/ Community Benefits. We acknowledge the need for additional housing but think further consideration is needed to balance growth and neighborhood conservation. Increased development can have a detrimental effect on the quality of life. General Plan 2040 should emphasize language requiring new development to be complementary to surrounding neighborhoods. Further consideration should be given to repurposing existing commercial and office space for housing, particularly in light of the pandemic’s impacts on how we work.	The text that appears in this section is consistent with the comment. The intent of this section is to discuss the importance of development being permitted only when adequate infrastructure is available, and further that development should “pay its way” when it is approved. The importance of neighborhood compatibility is reinforced throughout the Plan, especially in the Land Use, Neighborhoods, and Community Design/ Preservation Elements. The idea of converting underused office space to Housing is strongly supported by the Land Use and Housing Elements. Almost all of the housing growth anticipated in North San Rafael is on sites currently occupied by commercial and office uses.
Policy LU-1.3 and Program LU-1.3A on Climate Change and Transit-Oriented Development. The concept that TOD is a panacea to reduce GHG is flawed in areas that do not have a such a robust network of buses. Reducing GHG is necessary but emissions from traffic congestion must be limited. GP 2040 should be amended to stress that future commercial and high-density housing should be encouraged only where TOD is realistic and not in areas where it would increase congestion and diminish the quality of life.	The policy and program are consistent with this comment. The policy states that TOD be focused in areas where alternatives to driving are most viable and shorter trip lengths are possible. Later sections of the General Plan (particularly the Neighborhood Element) provide a finer-grained analysis of where these areas are located (primarily Downtown). The intent of Program LU-1.3A is not to promote TOD, but rather to objectively measure where higher densities make the most sense, will achieve the intended benefits of lower GHG emissions, and will not negatively impact the quality of life.
Policy LU-3.2: New Development in Residential Neighborhoods. We support this policy, and request that it be expanded in scope to also apply to remodeling projects, redevelopment of existing buildings, and projects adjacent to residential areas.	We will add a sentence to Policy LU-3.2 that acknowledges the importance of maintaining land use compatibility when buildings and projects adjacent to residential areas are redeveloped, substantially remodeled, or changed to a new use.

Comment	Response
<p>New developments or the significant remodeling of existing structures can have major effects – positive as well as negative – on residential neighbors, whether next-door or just across the street. These effects are not limited to just visual, but also include sightlines, views, shadows, and privacy.</p>	
<p>Policy LU-3.7: On-Street Parking. GP2040 acknowledges the problems of excessive on-street parking but only plans to mitigate existing problems and not prevent additional ones. The Plan should include steps to prevent the problem from arising in areas where it could occur in the future due to infill housing takes or high-density TOD projects. Of particular concern, insufficient off-street parking could be a problem at Northgate if the Mall becomes mixed use without adequate parking. This could present safety and evacuation concerns. Excessive on-street parking should be curbed in <i>all</i> areas and for <i>all</i> developments, not just in areas where it already exists.</p>	<p>Policy LU-7 and Program LU-3.7A will be edited to note the importance of managing parking so that it does not become a problem in the future.</p>
<p>Neighborhoods Element Policy NH-4.2 North San Rafael Town Center. RGM generally supports the policy but is concerned about clause (e) to “expand the Mall”. Please replace the word “expand” with “revitalize.” We are also concerned that clause (j) requires that the Mall be preserved and strengthened as a tax revenue generator. This suggests a hidden agenda for the Mall and undercuts the PDA process.</p>	<p>The reference to expanding the Mall is carried over from Policy NH-133 in General Plan 2020. It will be replaced with the word “revitalize,” which was also in General Plan 2020. Clause (j) referring to the Mall as a revenue generator will be deleted.</p>
<p>Conservation Element Policy C-2.3 Improving Air Quality Through Land Use and Transportation Choices. Cleaner air in neighborhoods will not be achieved by blind adherence to the State’s over-reaching mandates on VMT and TOD. GP2040 should recognize that local congestion and vehicle idling are major generators of greenhouse gases and noise pollution that negatively impact the quality of life (and the health) of San Rafael residents. Encouraging big box wholesale warehouse stores that are designed to attract shoppers (and vehicles) from other cities into San Rafael’s residential neighborhoods will undercut the City’s clean air goals. Cleaner air can best be achieved by reducing local congestion and idling traffic, encouraging the change to electric and clean fuel vehicles, and by reconsidering the effects of high-density TOD concepts in areas not served by plentiful public transit.</p>	<p>The policy is not consistent with the views expressed in this comment. As drafted, the policy indicates that land use and transportation choices affect air quality. It further states that objective data should be used to make informed choices about the best ways to reduce the length of vehicle trips, promote alternatives to driving, and encourage cleaner-fuel vehicles.</p>

Comment	Response
Letter from Sierra Club – October 26, 2020	
<p>We concur and support the Sept 2, 2020 letter from Marin Conservation League</p>	<p>Comment noted. The City received MCL’s comments on the May 2020 Draft Goals, Policies, and Programs on September 2 (the City had a “soft” deadline of June 30 for comments). By September, much of General Plan 2040 had been drafted. Staff was able to incorporate MCL’s suggested edits into all elements except Land Use. We will review the proposed edits to the Land Use Element and recommend appropriate changes to the Planning Commission.</p>
<p>We agree that a glossary of terms and requested updated maps (ephemeral creeks, areas dominated by invasive species, areas impacted by rising groundwater) are provided before the document is approved.</p>	<p>A glossary will be prepared—it is not part of the adopted document and may be prepared closer to Plan Adoption. Intermittent creeks will be added to Figure 6-2. Adding ephemeral creeks at the 8.5 x 11 scale would make the map unreadable. However, this information is available through GIS and will be referenced in the text. We will investigate the other requested maps.</p>
<p>We especially draw your attention to MCL’s observation that many of the policies and programs are passively stated and use words like “<i>consider</i>”, “<i>recognize</i>” and “<i>explore</i>” rather than <i>action-oriented or mandatory verbs</i>. Setting lofty goals is important; setting a direction to attain them is also critical.</p>	<p>Specific proposals for changing “should” to “shall” are being considered on a case by case basis. Flexibility is an essential part of the General Plan, and staff has been intentional in its choice of verbs and auxiliary verbs in order to balance competing objectives.</p>
<p>If environmental planning does not happen at the same time and with the same priority as transportation, housing or commercial development, we fear it will be relegated to the back burner, as has happened so often before. With COVID, wildfires, drought, sea level rise and climate change all clearly having an environmental component based on our collective human actions, it is critical that the environment receives more than just a seat at the table. The environment needs a strong voice at every level for every project, or we will have even more serious repercussions threatening humanity and the world.</p>	<p>Comment noted. The Draft General Plan substantially expands policy direction and implementing programs on resource conservation, climate change, hazard mitigation, and protection of the environment.</p>
Letter from San Rafael Heritage – October 25, 2020	
<p>San Rafael Heritage intends to submit more specific comments prior to the Dec 15 Planning Commission meeting.</p>	<p>Comment noted.</p>
<p>1) The San Rafael Historical/Architectural Survey was not completed in 1986. Only brief additions were made in that year. The true completion year is 1978, almost a decade earlier.</p>	<p>Comment noted; the text will be edited accordingly.</p>
<p>2) The Inventory Update goal cited in CDP-5.2B has long been important to San Rafael Heritage. We stand ready to assist city staff in reaching this goal with the knowledge and experience we can bring to the effort.</p>	<p>Comment noted.</p>

Comment	Response
<p>3) We strongly encourage the City of San Rafael to adopt a particular menu of historic preservation incentives, such as transfer of development rights, Mills Acts contracts and façade easements, which can be used to create historic investment tax credits and local property tax reduction. Perhaps a preservation expert can be hired to consult with city staff on this issue. Again, SRH can help with this effort.</p>	<p>The Downtown Precise Plan includes such a program. This provides a potential template for broader application on a citywide basis in the future.</p>
<p>4) The mission of SR Heritage is for historic preservation to become ingrained into our City's identity as a widely held community value. The GP2040 can help this goal be achieved.</p>	<p>Comment noted. This goal is supported by General Plan 2040.</p>
<p>5) We recognize and support our city's desire to evolve with architecture reflecting different eras of our city's history. This will include the architecture of our time as well as that of future generations, so that San Rafael can continue to be the great and dynamic small city that it is.</p>	<p>Comment noted. This goal is supported by General Plan 2040.</p>
<p>Letter from Terra Linda Homeowners Association – October 24, 2020</p>	
<p>Land Use Element – page 3-3 to 3-5: Land Use Planning Concepts (p. 3-4). Acknowledge the inherent conflicts between promoting change and preserving the essential character of neighborhoods. When do infill and adjacent new development change the nature of a suburban neighborhood to that of a semi-urban or urban neighborhood? Is this how the City intends suburban neighborhoods to change? If the life quality of suburban neighborhoods is to be preserved, how can this be done? What safeguards, restrictions, density limits or alternative land use policies are needed? These questions deserve serious discussion, in and perhaps in addition to the purview of San Rafael's General Plan. San Rafael residents deserve clear answers about the impacts of the City's intentions. The land use concepts on these pages need to address parameters for neighborhood conversation for increased housing and growth.</p>	<p>All comments are noted. The intent of this section is to provide a high-level overview of the concepts that guide long-range land use planning in San Rafael. Neighborhood Conservation is one of the concepts listed and is acknowledged as essential to the City's future. The Growth Management is also focused on maintaining the quality of life in the City. We will add text to the Neighborhood Conservation section (P 3-5) acknowledging the inherent tension between change and preservation, and the importance of zoning, design standards, and development review processes as tools for ensuring land use compatibility. The policies throughout this Element—and in the Neighborhoods Element that follows it—document how balance will be achieved. The purpose of the forthcoming PDA planning effort is to establish the parameters.</p>
<p>a. For example, <i>“Growth management also means balancing job growth and housing growth and providing housing that meets the needs of the local workforce”</i> should be restated <i>“balancing job growth and housing growth and providing housing that meets the needs of the local workforce compatible with the essential character of existing neighborhoods.”</i></p>	<p>The compatibility of housing with existing neighborhoods will be addressed in the text added to the “Neighborhoods Conservation” section on the facing page. Compatibility is the major focus of the Land Use Element, the Neighborhoods Element, and the Community Design and Preservation Element.</p>
<p>b. Including wording such as that in CDP4.3 “new development respects the character-defining elements of neighborhoods, including height, scale, materials, and setbacks.”</p>	<p>See comment above. We will add language on the importance of preserving character-defining features to the text on page 3-5.</p>
<p>c. Re-use of existing commercial buildings (such as underutilized office buildings) for housing should also receive emphasis in these concepts as this is less disruptive to surrounding neighborhoods.</p>	<p>This concept is fully supported by the Land Use Element. Most of the development potential in North San Rafael is associated with commercial and office sites.</p>

Comment	Response
<p>P 3-3. Transit-Oriented Development Concept needs further adaptation to acknowledge that, while TOD may provide benefits in Downtown San Rafael with its “robust network of buses” and SMART train station, TOD may have limited application in suburban neighborhoods, such as North San Rafael, where bus and train service is minimal and automobiles will continue to be primary mode of transportation for much of projected time frame of GP2040.</p>	<p>The text acknowledges that a more limited version of TOD is appropriate for North San Rafael. This is reinforced by the Land Use Map and is also repeated in other parts the General Plan, including the Neighborhoods Element.</p>
<p>Omit the words “the suburban context” in the first sentence: “The 2040 Plan adapts the concept of “transit-oriented development” (or “TOD”) to the suburban context of San Rafael.”</p>	<p>We will omit the word “suburban” so the statement simply reads “to the context of San Rafael.”</p>
<p>Land Use Element Policy LU 1.3 -- Land Use and Climate Change. Relying on Transit-Oriented Development to be decrease auto emissions ignores the fact that emissions from idling cars produce more emissions. The potential for increased congestion must be factored into TOD plans, especially where there is minimal transit service. We endorse Marin Conservation League’s additions to the following policies.</p> <p>Policy LU 1.3 -- Land Use and Climate Change “Focus future housing and commercial development in areas where alternatives to driving <i>and minimal increase in traffic congestion</i> are most viable and shorter trip lengths are possible, especially around transit stations, near services, and on sites with frequent bus service.”</p> <p>Policy LU 1.3A -- Land Use and Climate Change. This should include data on modes of travel, trip origins and destinations, trip lengths, vehicle ownership, <i>traffic congestion and duration of idling traffic</i>, greenhouse gas emissions, and other metrics in areas that are well served by transit.</p>	<p>All comments are noted. The General Plan acknowledges that North San Rafael should be treated differently from Downtown San Rafael in the General Plan for the reasons cited here. It acknowledges that the Civic Center is less well suited for higher densities. It also calls for bus improvements, first/last-mile connections to SMART, bikeshare, better pedestrian connections, etc. to improve transit use and provide alternatives to driving.</p> <p>The requested edit to Program LU-1.3A will be made. The issue of emissions from idling cars is also addressed in the Mobility Element.</p>
<p>Land Use Element – Land Use Element/Public and Open Space Categories (p. 3-14/pdf 58)</p> <p>Descriptions of the “Parks, Recreation, and Open Space” and “Conservation” are very human-centric. Besides being natural resources for human use, these areas are also home to multiple species of non-human residents. Preservation and enhancement of habitat and of wildlife corridors should be high priority uses in these land use categories. Careful management of wildlife-human interface should be an important part of all land use policies.</p>	<p>Definition of “Parks, Rec, and Open Space” and “Conservation” will be edited to note the presence of wildlife and importance of habitat preservation.</p>
<p>Land Use Element Goal LU-1: We endorse the MCL recommendation to add “<i>Protecting environmental quality will be an objective in land use planning</i>”</p>	<p>The importance of environmental protection will be added to the narrative italics text underneath the main goal statement.</p>
<p>Mobility Element Goal M-1: Add “<i>Protecting environmental quality will be an objective in planning transportation projects</i>”.</p>	<p>This is best addressed by Goal M-5, which focuses on the potential adverse effects of transportation on the neighborhoods. Appropriate text will be added here.</p>

Comment	Response
<p>Mobility Element Goal M-3: Edit to read <i>“Protect environmental quality by coordinating transportation and land use decisions in ways that reduce greenhouse gas emissions, air pollutants, noise, pollution from stormwater runoff and other environmental impacts related to transportation.”</i></p>	<p>The importance of protecting environmental quality will be expressed in an edit to the italicized text underneath the goal.</p>
<p>Policy LU-1.9 Clustering – We endorse MCL’s recommendation to add <i>“Encourage wildlife corridors and habitat preservation in areas where adjacent properties share environmentally sensitive areas.”</i></p>	<p>The potential for clustered development to improve wildlife corridors will be noted through an edit to this policy. Opportunities for clustering are more limited now than when this policy was drafted 20+ years ago.</p>
<p>Policy LU-2.8 Senior and Disabled Care Facilities The impacts of senior facilities and disabled care facilities are not equivalent and it is not right to lump them together. There is a legitimate question of how many group homes can be accommodated in residential neighborhoods before the neighborhoods begin to feel more “institutional” than “residential.” The City needs to give consideration to the impacts of excessive numbers of group homes. Edit Policy LU-2.8 to state <i>“Accommodate Encourage facilities and services to meet the needs of older and disabled residents, including senior housing, assisted living, and convalescent care facilities; ...”</i> Add: <i>“Encourage community participation and dialogue in development and location of these facilities”</i></p>	<p>Both edits will be made as proposed. The words “To the extent permitted by law” will be added to the second sentence, as the City’s ability to regulate small group homes is limited by the State.</p>
<p>Policy LU-3.2 (New Development in Residential Neighborhoods) should apply to redevelopment and remodeling projects as well as new development. recommend that this policy be re-titled “New Development and Redevelopment in Residential Neighborhoods” b. Add: <i>“Minimize reduction of views, privacy and solar access for neighboring properties.”</i> c. Add: <i>“Encourage wildlife corridors and habitat preservation in areas where adjacent properties share environmentally sensitive areas.”</i></p>	<p>See earlier response to Responsible Growth in Marin (RGM) comment on this policy. Second sentence will be edited to read “New development and redevelopment should:” Also, change “b” suggested by TLHA will be made. Change “c” is addressed by policies in Chapter 6.</p>
<p>Policy LU-3.7 On-Street Parking. Same comment on this Policy as RGM.</p>	<p>See earlier response to RGM on this policy.</p>
<p>Policy LU-3.9A Neighborhood-Serving Uses. Please add <i>“hardware & household maintenance, household goods, grocery stores, dry-cleaning, hair salons, postal & telecommunications services,”</i> to the examples of Neighborhood Serving Uses.</p>	<p>Will add these uses</p>
<p>Neighborhoods Element Policy NH-4.2 on Northgate Mall—delete reference to expanding the Mall in (e) and delete Clause (j).</p>	<p>Changes made. See earlier response to RGM</p>
<p>Policy NH 4.7A [Terra Linda] Community Improvements. Add the following: <i>g) Collaborate with Miller Creek School District and San Rafael School District to create additional public recreation</i></p>	<p>Will make these additions.</p>

Comment	Response
<p><i>opportunities at underutilized sports fields, such as those at Santa Margarita Elementary School.</i></p> <p><i>h) Encourage safety improvement to infrastructure, including moving overhead power and communications lines underground along Freitas Parkway and Del Ganado Road, and throughout the Terra Linda neighborhoods as opportunities emerge.</i></p>	
<p>Policy NH 4.8A Beautification and Restoration Projects. Change the wording of Program item (c) to better reflect the intent. “Pursue the following beautification and restoration projects in Terra Linda: <i>c) Improvements to toward restoring the hydrologic function of Santa Margarita Creek, including possible removal of concrete channel bottom and expansion of planting area for successful tree planting.</i> Tree canopies will help to lower water temperatures and protect water quality.”</p>	Requested clarification will be added.
<p>P 4-58 Neighborhoods Element: The narrative description of Terra Linda should be expanded with more context and detailed information, similar to the level of detail of smaller neighborhoods in Central San Rafael and Downtown. (text provided by TLHA)</p>	Staff will integrate as much of the new text as possible to reflect the additional information provided.
<p>Conservation and Climate Change Element. Add a policy and program items to create a Wildlife and Ecosystem Master Plan in collaboration with County, State, private landowners, and other stakeholders.</p>	See earlier response to Shirley Fischer comment on this subject.
<p>Add a Conservation Element policy and program items for managing the Wildlife-Human Interface.</p>	See earlier response to Shirley Fischer comment on this subject.
<p>Description of wetlands on P 6-6 should acknowledge the importance of adjacent uplands as refuge for wetland species. Upland areas adjacent to wetland areas should remain undeveloped.</p>	See earlier response to Shirley Fischer comment on this subject.
<p>Policy C-2.3: Improving Air Quality Through Land Use and Transportation Choices. Prolonged idling traffic can cause increased greenhouse gas emissions. This should be acknowledged in Policy C2.3 by the following insertion: “Implement land use and transportation policies, supportable by objective data, to reduce the number and length of car trips, improve alternatives to driving, <i>reduce traffic congestion and vehicle idling,</i> and support the shift to electric and cleaner-fuel vehicles.</p>	“Reduce vehicle idling” will be added to the second sentence of Policy C-2.3
<p>Typo: Eliminate repeated para. on P 4-55</p>	This will be corrected
<p>P 4-58 correction: Change “Marin Health Surgery Center” to “Marin <i>Specialty</i> Surgical Center”</p>	Change will be made
<p>Community Design and Preservation Element. The Gateways discussion on P 5-5 should recognize the two SMART stations as important entryways.</p>	Text on P 5-5 will be added to make this acknowledgment and Figure 5-2 will be edited to show the stations as gateways.
<p>Parks, Rec and Open Space. P 7-6, add Terra Linda Community Garden as a Special Use Park</p>	Will add to Table 7-1 and Figure 7-1

Comment	Response
Letters Regarding Redwood Tree Preservation – Oct 26 and 27, 2020	
<p>Emails were received from the following individuals: Steve Thomson, Maren DeGraff, Tom Heinz, Stacy Clement, Susan Bradford, Diane McCurdy, Kamila Harkavy, David Mitchell, Michael Burch, Laurene Schlosser, Sue Burrell. Several of the letters referenced tree removal proposed for 52/ 54 Fremont Street. All of the letters urged the City to recognize the benefits of redwood trees for people, wildlife and the environment. Several letters requested that the following language be added to the Conservation and Climate Change Element or the Community Design and Preservation Element:</p> <p><i>Protect and preserve Redwood trees over 12 inches in diameter. San Rafael is a tree city and the Redwood tree is the California State Tree, designated by the State Legislature in 1937. Redwood trees absorb water run-off, combat climate change by absorbing carbon and provide shade in the summer months. Redwood trees beautify our neighborhoods. Prohibit the removal of California Redwood Trees over 12" diameter.</i></p>	<p>Draft Program C-1.16C currently provides the following language on tree preservation:</p> <p><i>“Consider ordinances and standards that limit the removal of trees of a certain size and require replacement when trees must be removed.”</i></p> <p>Establishing the specific diameter of protected trees is beyond the scope of a General Plan. As an implementing action, the language proposed by the commenters would require a community process, consultation with Fire and Public Works, and extensive notification and engagement of property owners. However, the General Plan could include more proactive language in lieu of Program C-1.16C. Rather than “considering” ordinances, the Program could state more affirmatively: <i>“Revise the City’s tree regulations to identify protected trees on private property and establish required procedures and permit requirements for tree removal and protection. The regulations should strongly support the protection of California redwoods and other native trees”</i></p>
Letter From Hillside Neighbors (Victoria DeWitt) – Oct 26, 2020	
<p>Chapter 3. Land Use Element. APN 12-041-13 is a vacant lot at the end of Fremont Road that is the site of landslides and mudslides over the years. This lot is unbuildable and should be zoned as “conservation.”</p>	<p>Comment noted. The General Plan Land Use Map is a generalized depiction of future land uses in Year 2040 and it would not be to appropriate to assign a Conservation designation to an individual, privately-owned residentially zoned lot.</p>
<p>pg 4-15. ADD: The West End Village marks the western entrance to downtown San Rafael and includes attractive signage and landscaping to welcome vehicles, bicyclists and pedestrians.</p>	<p>Requested sentence will be added (following the first sentence of the paragraph)</p>
<p>Pg 4-18- Correct typo in third para., third sentence</p>	<p>The word “is” is missing and will be added</p>
<p>Edit Policy NH-2.2: Miracle Mile West End Circulation Improve circulation, provisions for cross-traffic and “U-turn” movements, bicycle and pedestrian safety, and traffic controls along Fourth Street <u>Second Street and the Miracle Mile</u>, especially at intersections with side streets.</p>	<p>Edits are acceptable and will be included.</p>
<p>Replace NH-2.2A with a more complete list of local circulation priorities: <u>Program NH-2.2A: Neighborhood Circulation Concepts.</u> <i>Pursue the following circulation improvements in the West End Neighborhood.</i></p>	<p>The Second Street improvements will be grouped together (b, c, d, and e) and will be added as a single item. Lettered item (f) will be added.</p>

Comment	Response
<p><u>a) Reconfigure the traffic signal at Fourth Street and Ross Valley Drive intersection to incorporate Santa Margarita Drive, thereby improving safety.</u></p> <p><u>b) Implement plan to improve safety at the complicated and dangerous pedestrian/bicycle crossing at Marquard/West End/2nd Street/Third Street/Fourth Street crosswalk.</u></p> <p><u>c) Improve pedestrian/bicycle safety at 2nd Street/East Street intersection crosswalk.</u></p> <p><u>d) Widen sidewalk along south side of Second Street from East Street to Miramar Avenue to improve safety for pedestrians walking next to fast moving traffic.</u></p> <p><u>e) Install a concrete sidewalk to replace the dirt path along one block of Second Street from Hayes Street to Shaver Street.</u></p> <p><u>f) Complete Grove Hill Estates public pedestrian path along the easement created in 1983 to connect Tamal Vista Drive to the Sun Valley neighborhood.</u></p>	
<p>Add the following programs</p> <p><u>Program NH-2.4A. Emergency response time. Require emergency, fire or EMS services that meets NFPA Standard 1710 response time criteria for all new development.</u></p> <p><u>Program NH-2.4B. Fire Apparatus Access. Require CFC turning radius provisions to accommodate the turning around of fire apparatus, as required by CFC Appendix D, for all new development.</u></p>	<p>Specifications for emergency response time and fire apparatus access standards would not be appropriate in the Neighborhoods Element since these are citywide issues. Staff will consult with Fire Dept on appropriate language—suggested alternative language is included in response to Victoria’s 11/12/20 letter. References to compliance with mandated State and National Codes are not typically restated in local Plans.</p>
<p>Add a program in Chapter 5 (under CDP-3.6) to protect and preserve redwoods over 12” in diameter.</p>	<p>See earlier responses to tree preservation letters above.</p>
<p><u>Edit Program CDP-4.2A (Improving Design Review Efficiency by adding two new bulleted items:</u> <u>Continue to improve the design review process by:</u></p> <ul style="list-style-type: none"> • <u>Engaging stakeholders and the developer early so that issues can be worked out before initial submittal</u> • <u>Clarifying requirements for initial submittals to improve their quality</u> • <u>Continue to require all necessary reports, including geotechnical, grading, and survey, prior to review of hillside development</u> • <u>Adjusting notification procedures to encourage earlier and broader participation</u> • <u>Changing the project review sequence so that Planning Commission feedback is solicited before the Design Review Board for specific projects.</u> • <u>Continue to involve the community with their written comments and public participation in the design review process.</u> • <u>Periodically evaluating and updating the guidelines, including thresholds for design review.</u> 	<p>The proposed new third bullet will be merged into the second bullet. The second bullet currently references requirements for initial submittal and can be expanded. The proposed sixth bullet will be shortened and added.</p>
<p><u>Add Program C-1.16C to protect redwood trees over 12” diameter.</u></p>	<p>See earlier responses on this topic.</p>

Comment	Response
In Parks, Rec, and Open Space Element, add <u>Program PROS-3.8C: New Neighborhood Trails</u> . <i>As part of the development process, consider including public pedestrian easements to create new trails connecting residential areas and providing alternative walkable routes.</i>	This is addressed in M-6.4A: Urban Trails Master Plan. One of the main objectives of this Plan is to support new pedestrian easements that connect residential areas. We will include a cross-reference to this program after Program PROS-3.8B
In Parks, Rec, and Open Space Element, add <u>Program PROS-3.8D: Complete trails previously acquired</u> . <i>For trails that have already acquired an easement, such as the Grove Hills Estate public pedestrian easement that connects the West End neighborhood to Sun Valley, appropriate funding necessary to complete or construct the trail.</i>	See response above. Completion of the Grove Hills Estate pedestrian trail is being added to the West End transportation improvements program. (NH-2.2A)
Safety Element. Policy S-1.2: Location of Future Development , add “slope stability” to list of considerations.	Will add slope stability.
Safety Element, Program S-1.2B: Add “adequately” to second sentence (<u>adequately</u> mitigated)	This edit will be included.
Safety Element Goal 2: Add mudslides to the list	Will add mudslides.
P 8-5: Modify 1st paragraph under Goal: The potential for hazards can <u>may</u> be reduced through engineering and special construction methods.	This edit will be included.
Last paragraph on page 8-6, the following sentence needs to be corrected – which is it, “may be required” or “are required”	“may be required”. This will be corrected
The photo of a partially collapsed home on page 8-9 is from a landslide/mudslide so would be more appropriately placed with the preceding discussion on landslides, not immediately above the section for Earthquakes, Policy S-2-3.	Figure 8-1 will be moved back to P 8-7 so that the photo immediately follows the policy on landslides and is on the same two-page spread.
In order to adequately review the geotechnical portion of the Safety Element, it would be helpful to have Appendix F included with Chapter 8 for review.	Appendix F is available here . It is unchanged from General Plan 2020.
Edit Program S-2.1B: Geotechnical Review as follows: Continue to require geotechnical studies and peer review for proposed development as set forth in the City’s Geotechnical Review Matrix (See Appendix F and text box at right). Such studies <u>shall be considered in conjunction with development review</u> and should determine the extent of geotechnical hazards, optimum design for structures, and the <u>feasibility and suitability of a</u> proposed development for its location, the need for special structural requirements, and measures to mitigate any identified hazards.	No changes to policy proposed. The policy addresses the issues of concern as currently written.
Letter From Victoria DeWitt – Nov 12, 2020	
Mobility Element p 10-25, please add 2 programs, the first requiring all Fire/EMS services to meet NFPA 1710 response time criteria and the second requiring conformance with CA Fire Code turning radius for emergency vehicles. See earlier letter re: West End.	See proposed edit to Program CSI-3.2B below. Staff will consult with Fire Dept for further edits. References to mandatory State and National Codes do not need to be restated in the Plan. The focus is on “ensuring adequate emergency access”, as stated.

Comment	Response
Mobility Element Policy M-2.9: Add reference to adequate fire apparatus turn-arounds and street parking.	The Policy already references adequate access for emergency and service vehicles. Street parking will be added.
Mobility Element Policy M-6.1: Add “public stairways, pathways, and trails” to the policy on encouraging walking.	We will add pathways and trails. Stairways are not possible in many areas due to topography.
Mobility Element Policy M-6.3: Edit to read “Develop pedestrian and bicycle networks that connect residents and visitors to major activity and shopping centers, existing and planned transit, and schools, <u>and other neighborhoods</u> ”	This edit will be included.
Mobility Element Program M-6.3A: Add new bullet to complete the Tamal Vista path	This has been added to the Neighborhoods Element. The projects in the M-6.3A are much larger in scope.
Mobility Element Policy M-7.4: Qualify policy so it only applies Downtown.	No change proposed. Using technology to improve parking efficiency (e.g., available space counters in garages, mechanical lifts, etc.) is a citywide objective.
Mobility Element Program M-7.3A: Qualify program so it only applies to large parking structures.	No change proposed. Technology improvements can also work in smaller parking structures, for special event parking, on-street parking, etc. as well as for parking enforcement.
Community Services Policy CSI-3.2: Engage the Police and Fire Depts in the review of proposed development and building applications to ensure that public <u>health and safety</u> , fire prevention, and emergency access and response needs are considered and effectively addressed. <u>times meet current industry standards and guidelines.</u>	Will add “health” to third line as shown. Last sentence should remain as is—industry standards are addressed in CSI-3.2B below
Program CSI-3.2B: Emergency Response Time. Use the development review process to identify appropriate measures to reduce fire hazards and ensure adequate emergency, response capacity, fire and EMS response times meet the minimum criteria established by NFPA Standard 1710	Suggest alternate rewording that also responds to earlier comments in this letter regarding and the 10/27 letter: “Use the development review process to identify appropriate measures to reduce fire hazards and ensure <u>adequate emergency response capacity that is consistent with National Fire Protection Association standards.</u> ”
Edit Policy CSI-4.2 as follows: As part of the development review process, require applicants to demonstrate that their projects can be adequately served by the City’s infrastructure, <u>including fire and emergency vehicle access.</u> All new infrastructure shall be planned and designed to meet the engineering <u>and safety standards</u> of the City and <u>as well as</u> various local service and utility providers.	Fire and emergency vehicle access is addressed elsewhere in the Plan. This policy is specifically focused on water, sewer, and drainage. Safety will be added to second sentence per the comment.
Edit Policy CSI-4.7: strike the existing street maintenance policy and replace with a more detailed program indicating operational procedures for street sweeping (suggested wording provided in letter).	No change. This is intended as a broad policy expressing the city’s commitment to maintaining its streets.

Comment	Response
Program CSI-4.7A (Pavement Management) Replace proposed language with administrative guidelines for implementing the pavement management program. (suggested wording provided in letter) relating to pavement condition index rating system	We have forwarded this recommendation to Public Works for their consideration. It could be incorporated as an operating procedure or DPW protocol but is too detailed and prescriptive for the General Plan.
Policy CSI-5.6: Add pedestrian pathways as an example of a community benefit.	This edit will be made.
Economic Vitality Policy EV-3.8: Edit as follows: Encourage creative infill development and redevelopment that maximizes existing resources, <u>minimizes negative impacts on surrounding properties</u> and makes the best use of limited available space, <u>while respecting development patterns in established neighborhoods</u> . Expedite the development review process by establishing clear expectations for design, and effectively involving the community.	No changes recommended. The proposed additions would duplicate earlier policies in the Land Use, Neighborhoods, and Community Design Element which already address land use compatibility. Those policies can be cross-referenced here.
Edit Economic Vitality Program EV-3.8C: Pre-Submittal Process as follows: Improve the efficiency and speed of the development review process by <u>updating departmental procedures, revisiting</u> neighborhood notification and meeting procedures. and updating the pre-submittal process to identify <u>Identify</u> initial concerns and encourage higher quality applications.	The focus of this program is on improving efficiency and speed, so the proposed changes would not work. We will develop alternate wording that does not imply a reduction in notification or meeting procedures.
Equity Diversity Inclusion Goal EDI-1. Edit narrative to add the word “inclusive” to second sentence.	This edit will be made.
Chapters 13 and 14 – misc. typos and font kerning issues are highlighted	All of the listed corrections will be made.
Letter From Responsible Growth in Marin – Nov 12, 2020 (all comments are on Mobility EI)	
RGM endorses the element’s acknowledgment of the city’s mobility circumstances, the need for both LOS and VMT, the negative impacts of congestion, the connection between GHG and congestion, and the commitment to develop LOS and VMT guidelines.	All comments noted
P 10-1, the Element implies that post-COVID traffic will resemble pre-COVID traffic. It is too soon to draw this conclusion.	Text on P 10-1 will be edited to reflect this point. None of the regional agencies have addressed this issue in their planning yet, but it is important.
P 10-4, In light of recent trends, the forecast of 2 million more residents by 2040 seems dubious.	We will note that these are pre-COVID forecasts (the more recent Plan Bay Area 2050 forecasts are showing even higher population growth PBA 2040)
P 10-5 and 6. Acknowledge the limitations of the demographic data cited—it may not reflected undocumented residents, and recent out-migration.	We will explain these limitations in the text.
P 10-27, text box on VMT implies that more dispersed employment yields more VMT. This may not be true if there is more telecommuting.	Will edit text accordingly.

Comment	Response
Program M-2.3A: Ultimately, cost benefit analysis will be a qualitative discussion since benefits are hard to quantify.	Comment noted. This was a major area of discussion by the GP 2040 Steering Committee—the major take-away was that there should be public discussion on this issue as capital projects were being prioritized.
Program M-3.2B and C (VMT thresholds and mitigation measures)—what is the timeframe?	The City Council accepted staff’s recommended VMT thresholds in July 2020. These will be periodically revisited. Mitigation measures (TDM) will be included in the City’s VMT methodology guidelines now being prepared and should be available in Spring 2021 before the General Plan is adopted
Program M-3.2B: Should the City adopt the 15% below regional average recommended by OPR?	This is more or less what has been recommended. Here’s a link to the staff report .
Program M-3.3D: Note that peak hours have shifted, which should be considered when conducting traffic studies and implementing TDM measures.	Comment noted.
Policy M-2.5D: change “may” to “shall”	“May” is the more appropriate term in this instance since there may be Downtown projects (bike lanes, plazas, street closures, etc.) that are not subject to this requirement.
P 10-21, paragraph 3. Change the “should” to “shall” in both instances. (preparing TIS guidelines and including metrics for evaluating roads below accepted LOS)	Both of these changes are acceptable and will be included.
Program M-2.5C: change “may” to “shall” (The City Traffic Engineer <i>may</i> develop recommendations to improve operations, etc.)	“May” is the more appropriate term since this is a discretionary action that depends on the outcome of the analysis
Table 10-1: Suggest adding alternate approaches for North San Rafael improvements in the event the PDA is not funded.	Citing these measures as dependent on the PDA designation is important to demonstrate the need for funding to ABAG/MTC and TAM. The North San Rafael and SE/Canal Area Plans are among the General Plan’s highest priorities.
Program M-2.8A should include a due date/ timeframe	This will be included in the Implementation Appendix.
Policy M-2.10 (sea level rise adaptation planning) should include a due date/ timeframe	This is covered in the Safety Element. Pursuit of funding is underway. This is a very high priority item.
ME, p. 10-22: “Cost estimates for these improvements are contained in a separate report that provides the foundation for the City’s traffic impact fee program.” We would appreciate a copy of the report.	This report is currently being prepared and will be available in early 2021
ME, p. 10-25: “Transportation ... is the source of 62% of San Rafael’s greenhouse gas emissions and the primary source of local air pollution.” What is the source for this statement?	San Rafael 2019 Climate Change Action Plan, Figure 1 (page 4). It is based on the City’s 2016 emissions inventory.
ME, p. 10-27: VMT Explained, third paragraph: Are the data available for everyone free of cost or for purchase only?	We will check with our traffic consultant. There is likely a fee for the data.

Comment	Response
ME, p. 10-27: VMT Explained, fifth paragraph: Data are five years old and may no longer be representative.	Comment noted. Staff will try to secure more current data.
ME, p. 10-29: How is the efficiency of TDM measures monitored and what is the success rate so far?	It varies from community to community. Here is a link to USDOT data on this subject.
ME, p. 10-29: “Roughly 10 percent of San Rafael’s employed residents use transit to get to work each day.” Does this include San Rafael’s undocumented residents?	This is American Community Survey data and is based on residents counted by the Census.
Policy M-7.6 addresses existing parking shortages but does not address the potential for future parking shortages resulting from new development. A reality check is needed to determine how reductions in on-site parking requirements will affect nearby neighborhoods. There should be an acknowledgment that all neighborhoods need sufficient parking.	Policy M-7.6 will be revised. See responses to earlier RGM comments on this policy.
P 10-1, 4 th para. should acknowledge “reducing congestion” as one of the ways to reduce GHG emissions	This is debatable, unless strongly qualified. To the extent that reduced congestion is associated with from fewer trips, this is true. But reduced congestion resulting from larger roads and increased lane capacity would increase GHG—this was the motivation for SB 743 and the prohibition on using LOS in CEQA.
P. 10-6 —add a pie chart showing where San Rafael residents go to work	We can add this, based on the same data used to create the other pie charts.
Program M-2.5A: Edit to note how projects that cause negative impacts will be identified in the City’s Traffic Impact Study Guidelines.	The guidelines will likely be finished before the General Plan is adopted, so this program will be rewritten to call for periodic updates. The RGM comments will be considered in the revision.
ME, p. 10-23, Table 10-1, 2E: “... while maintaining high quality transit route along 4 th Street...” Why not consider a pedestrian zone along 4 th Street?	This is addressed in detail by the Precise Plan. Continued temporary closures (for street dining, etc.) and other pilot pedestrian projects may be considered, but 4 th remains the primary transit spine of Downtown.
ME, p. 10-30, Policy M-3.4B: What role would, or could the City play here? (roommate matching programs)	The City’s Economic Development Department could facilitate such a program in cooperation with non-profit or private partners. Several San Mateo County cities have done this with HIP Housing.
ME, p. 10-34: “Program M-4.2B: Rail Service.” Why enshrine support for an ineffective transportation mode into the General Plan?	Rail service remains part of the regional transportation vision and long-range plan.
ME, p. 10-35: “... to elevate the tracks through Downtown.” We suggest that the City request an assessment of undergrounding the tracks so as to avoid the problems of further dividing downtown San Rafael? (The elevated freeway is the source of a host of problems, as acknowledged elsewhere.)	High water table and flooding make this approach less viable. However, it can be added to the program as something to be considered in the future.

Comment	Response
<p>ME, p. 10-39: "... safe and separated underpass or overpass pedestrian and bike path crossings where needed." Please instead consider underpasses for vehicles to improve character of neighborhoods and walkability.</p>	<p>This edit will be made.</p>
<p>ME, p. 10-9: "The trains provide an important commute option..." We question the veracity of this statement and request support.</p>	<p>Will delete the word "important"</p>
<p>ME, 10-9: should also mention "Sonoma Airport."</p>	<p>Charles M Schulz Sonoma County Airport will be mentioned (along with OAK and SFO)</p>
<p>ME, p. 10-13: Last sentence in blue section should also mention handicap accessibility.</p>	<p>Access for persons with disabilities will be added to the description of Complete Streets in this sentence.</p>
<p>Three minor typos are noted</p>	<p>These will be corrected.</p>
<p>ME, P 10-37—should the reference to the Civic Station Area Plan be to the North San Rafael PDA?</p>	<p>The reference is correct as stated.</p>

ATTACHMENT 2:

General Plan 2040 Planning Commission Comments and Responses (as of 12/10/20)

Comment	Response
GLOBAL COMMENTS	
Would like to see more direction on the actionable items that need to occur in relation to the policies	This is being addressed through the Implementation Appendices now being developed (see example in Attachment 4).
There are thematic items in the plan that are connected. How do we identify and build on these connections?	This will be addressed in a number of ways: (1) When we discuss the “forces driving change” in Chapter 2, we will identify the Elements(s) in which each topic is discussed; (2) we will add a chart to Chapter 1 indicating the other Plans that flow from the General Plan; (3) we will prepare a General Plan Index in the future that helps the reader navigate the document and see where various topics are addressed; (4) see later comment on “Call for Action”.
How does the Plan influence decisions on 101/ 580, since they are under state control?	While State agencies are not governed by the Plan directly, they consult the Plan to evaluate the consistency of their actions. The General Plan also provides a platform for the City to engage with these agencies.
How did you select which directives are framed as mandatory (shall) and advisory (should)?	There was a strategic process, including the Steering Committee, to determine the appropriate verb (or auxiliary verb) for each policy. The choice is was based on factors such as state law, code requirements, health and safety, CEQA compliance, economic factors, etc. The Plan sets forth competing objectives which require flexibility in many policies and balancing of priorities. See General Plan 2040 Page 1-5 for further explanation.
There aren’t many metrics to measure success in the General Plan. Tangible metrics would help define our progress and clarify what we’re aiming for.	We will be adding metrics for each Element to the Implementation Appendix. There are measurable objectives throughout the Plan but they are not explicitly highlighted. Overall, the General Plan is intended as a broad policy framework rather than a Strategic Plan or “dashboard” – but Staff acknowledges the value of having key benchmarks to monitor progress.
(in response to public comment): I support the statement that we should acknowledge that we are occupying Miwok land and should be good stewards.	Comment noted.
Some of the public comment calls for very prescriptive changes that seem out of place in a General Plan (on home renovations, etc). How do you respond to those comments?	It depends on the comment and whether it is consistent with other General Plan policies and Steering Committee direction. In some cases, the feedback may be used to help inform future plans that are more detailed, such as the PDA plans.

Comment	Response
(From 11/12): At the first meeting, the Commission discussed how we might develop objective standards related to economic vitality. What kind of format works best for providing comments and ideas? We still need more discussion about what kind of job growth we envision, what our targets are, what will replace retail, and so on.	Staff welcomes Commission input on possible standards and ideas, either submitted in writing or provided through discussion at hearings. Per responses above, we are developing potential Plan metrics and implementation matrices, as well as a Call for Action regarding the City’s economic future. Ultimately, the “deep dive” needed to produce economic standards would come from an Economic Development Strategy or strategic plan. These metrics could be incorporated in the General Plan Appendix as they are developed.
I understand the desire for measurable goals, but the GP is intended to be the 30,000 ft view. The goals are ultimately set by the City Council.	Comment noted. We will provide more information on the Annual General Plan and Housing Element Progress reports in Chapter 1, as well as the City Council goal-setting process.
Chapter 1: Introduction	
It would be helpful to identify the other plans that flow from the General Plan, where more specific direction on individual topics is provided.	Staff will develop a diagram showing the various plans in the City and how they relate to the General Plan.
Chapter 2: Framework	
The “Forces Driving Change” discussion (p 2-5 through 2-15) is so significant that it bears mentioning where these issues are addressed later in the document.	Under each of the “forces” described, we will add a reference to where the topic is addressed in the General Plan. There are also background reports on each topic that will be referenced.
This chapter should identify what new and emerging industries will replace the industries that are declining. The Plan should call for an intersectional assembly to identify objective and key results related to the issues addressed throughout this chapter. A call to action should be added regarding this point.	Staff will add a “Call to Action” text box that acknowledges the ramifications of economic changes and other changes for the future, and calls for follow-up steps (such as community summits on the future of the economy, and an economic development strategy)
Address the need for electric vehicle infrastructure throughout the City, and possible impacts of EVs on the distribution system.	This will be added to the Mobility Element, where electric vehicles are discussed.
Does the Plan address high-speed internet and fiber?	Yes, this is in the Community Services and Infrastructure Element.
The pandemic has demonstrated that many of us can work at home and prefer to work at home. How can the General Plan make this more viable? (Another commissioner also noted that we are entering an era of hybrid living and office space, creating new options for places like Northgate Mall)	This is acknowledged in a few places in the Plan, but primarily as a way to reduce greenhouse gas emissions. We will look for ways to add this point in the Land Use Element.
The discussion of demographics should acknowledge historically discriminatory lending practices, covenants, etc. as another factor that kept Marin less diverse in the past. explains pas kept the city white for so long.	This will be added in Chapter 2. It is also addressed in the Equity Diversity and Inclusion Element.
Chapter 3: Land Use Element	

Comment	Response
<p>Much of the Canal and North San Rafael areas will be impacted by Sea Level Rise. Is the City’s intent to rezone other areas to make up for the density and development that we can’t accommodate in those areas?</p>	<p>The General Plan focuses new development outside of the Sea Level Rise overlay area, especially in Downtown and around Northgate. However, it does not propose wholesale relocation of existing communities (or “retreat”). The Plan looks at long-term adaptation and how we can harden vulnerable areas and make them more resilient and flood resistant.</p>
<p>Concur with the approach described by staff, which is to focus on adaptation rather than moving businesses and people out sea level rise areas. There is no cookie cutter solution—different areas need solutions tailored to their conditions. Look to other countries for examples.</p>	<p>Comment noted.</p>
<p>Good to see Form Based Codes (FBCs) referenced in this Plan. Perhaps this can be applied in other areas and discussed elsewhere in the Plan.</p>	<p>Based on Steering Committee discussion, FBCs are only recommended in the Downtown area at this time. The City may consider expanded use of FBCs in the future based on how well it works Downtown.</p>
<p>Objective design standards (e.g., SB 35) are a good example of how policies can be translated into measurable standards. Can we incorporate language in this Element that leads us to similar metrics for other aspects of development—such as impacts on infrastructure, achieving our business goals, etc.?</p>	<p>See earlier response about adding metrics to the Appendix. In general, this is achieved through specific plans (such as the Downtown Precise Plan), system plans (such as the Climate Action Plan), and regulatory documents (zoning, ordinances, etc.)</p>
<p>Program LU-2.10A: Short term rentals. The wording is going in the right direction (Monitor the effectiveness of STR regulations, etc.) but doesn’t really tell us what we’re looking for.</p>	<p>We will tie the program back to the issues addressed in Policy LU-10, including parking, rental housing supply, and neighborhood compatibility.</p>
<p>Consider fleshing out Policy LU-2.12 (encourage innovative housing types) a bit more to address changes to the way we are living and working.</p>	<p>A sentence will be added to the policy to specifically point out how the pandemic has changed the paradigm for living and working. There will be additional community conversations on this topic in 2021-2022 as part of the Housing Element update.</p>
<p>Consider creating an Economic Development body or other review body to strategically understand how the city is changing and how structural changes in our economy, lifestyles, etc. will affect land use and development.</p>	<p>This will be addressed in the Call to Action in Chapter 2 and could be achieved through an Economic Development Strategic Plan or future partnership with the Marin Economic Forum, Chamber of Commerce, etc. – potentially an innovation forum or similar platform to discuss these issues.</p>
<p>Chapter 4: Neighborhoods Element</p>	
<p>(in response to public comment): I concur with the public comment that the General Plan should not pre-determine the outcome of the PDA process. We should not be calling for Mall expansion.</p>	<p>Comment noted. See Attachment 2.</p>
<p>(In response to public comment): While I understand the public’s concerns about the Northgate Mall language, the concept of revenue generation and new housing on the site are not mutually exclusive. Both of these objectives can be accomplished.</p>	<p>Comment noted. See Attachment 2.</p>

Comment	Response
Is the Spanish language survey referenced in the Neighborhoods Element? Can we highlight the need to improve the Canal area?	The survey is discussed in detail in the Equity, Diversity and Inclusion Element. A cross-reference will be added to the Neighborhoods Element "Canal" discussion on Page 4-41 to 4-46.
In the Downtown section of the Neighborhoods Element, can we reference the success of recent street closures for outdoor dining and encourage sustaining this in the future?	Yes. This will be acknowledged.
Chapter 5: Community Design and Preservation Element	
Only one tribal resource is noted on the Historic Resources Map. Are there more? Can we consult with tribal representatives as part of this process?	Disclosure of the location of these resources is limited to protect them from vandalism (we will edit text to explain this). Consultation with tribal representatives has taken place during the General Plan.
Chapter 6: Conservation and Climate Change Element	
Take another look at the suggested language for trees, per the letters received. Some of the language is pushing toward a stronger tree protection ordinance (not just tree replacement), which is appropriate.	Comment noted. See responses to public comment in Attachment 2.
(in response to public comment) I agree with public that we should also limit removal of redwoods over 12"	Comment noted. See response to public comment in Attachment 2.
Reference Countywide greenhouse gas (GHG) reduction goals as well as those in Project Drawdown	We will cite the County of Marin's goals in this chapter as well.
(in response to public comment) We should be careful about being overly prescriptive in our wetland policies. Given the focus of this Plan on sea level rise adaptation, we should not box ourselves in with policies and standards that prevent innovative solutions and approaches.	Comment noted. This will likely be addressed at length during sea level rise adaptation planning. Future General Plan Amendments are possible.
Does the Plan address recent State mandates regarding electric vehicle targets for 2035? How are the infrastructure requirements addressed?	This is covered in the Mobility Element. We will update the text to note recent state targets for 2035. We will also acknowledge the potential impacts of expanded electric vehicle use on the need for electric power and infrastructure.
Is it realistic to include programs for wildlife and ecosystem master plans given all the other priorities?	These are envisioned as longer-term programs and would be completed as funding allows or as grants become available. Including them in the General Plan can help improve the City's eligibility for future grants and other funding sources.
If the Plan EIR identifies additional policies that need to be added as mitigation measures, what's the process for that?	Such policies would be added through a Plan Addendum before the Plan is forwarded to the City Council by the Planning Commission.

Comment	Response
Chapter 7: Parks, Recreation, and Open Space Element	
Is there any way to measure how well we are doing in serving the entire community with park and recreation services? What equity metrics might be included?	The Plan acknowledges the need for more park investment in higher density, lower income areas and calls for a shift in capital improvement and budget priorities to acknowledge this. A Parks Master Plan is needed to quantify neighborhood needs and establish equity metrics for funding.
How do we reconcile the conflicts between hikers and mountain bikers in this Plan?	This would be addressed in a Trails Master Plan or Parks and Open Space Master Plan.
I strongly support the policy calling for more joint use of school grounds for recreation.	Comment noted. This is a major recommendation of the Plan and will be the most effective way to meet recreational needs in many neighborhoods.
Chapter 8: Safety and Resilience Element	
Consider a program to add emergency egress roads in Wildland Urban Interface areas, e.g., some of the West End neighborhood streets do not have sufficient emergency vehicle access.	This is addressed to some extent by Policy S-6.7 but we will add a program to Policy S-4.3 that specifically makes this point. This is also addressed by the City's Wildfire Prevention and Protection Plan. Regarding the West End, Policy NH-2.4 addresses this issue.
The City needs a funding plan to cover expected sea level rise adaptation costs.	Funding will be one of the major topics addressed by the proposed Adaptation Plan.
The Plan's emphasis on community engagement in emergency evacuation and safety plans is important.	Comment noted.
How do these policies relate to enforcement, particularly for fire prevention standards? It is disheartening to develop policies when the standards that implement them are not being enforced.	Comment noted. Enforcement is an operational issue that is not covered by the General Plan, but it is addressed through the annual budgeting process and Fire Department practices and procedures.
Chapter 9: Noise Element	
There's a lot of vehicle-related noise in the West End associated with people gunning their vehicles on Fourth Street.	Comment noted. The City's noise standards are codified in its Noise Ordinance. Compliance with these standards is an enforcement issue.
Chapter 10: Mobility Element	
Program M-3.6A sets a goal that 25% of all vehicles should be zero emissions by 2030. How was that number derived, why was this selected?	This target was adopted as part of the Climate Change Action Plan Update in 2019, based on a public process similar to the General Plan Update. The target was calculated to complement and reinforce the State's target of 5 million zero emission vehicles on the road by 2030.
Program M-3.6A- I support the 25% EV by 2030 goal. Some cities are designating zero emission zones and aiming for zero emission delivery vehicles and taxis.	This would be addressed through the ZEV Plan, as recommended by the Climate Change Action Plan.
Policy M-2.10: Sea Level Rise. Should note that we are working with Caltrans to reduce flooding on 101	Will add Program M-2-10A to work with Caltrans and TAM to address this issue on 101 and 580
Policy M-3.4- Reduce Commute Length. City should zone for restaurants and cafes in neighborhoods, because more people are working from home.	We will add a cross-reference to Land Use Element policies that encourage these uses in neighborhood centers.

Comment	Response
Program M-4.7B- 1 st /last mile-this is a very important program. Each freeway off ramp should be a transit hub. Make sure transit systems are coordinated so people don't have to wait as much.	Will add a cross-reference from Policy M-4.7 to Policy M-5.4 about transit connections at freeway interchanges.
Policy M-5.6 Truck Impacts. Acknowledge that trucks generate diesel particulates that present a conflict with schools, homes, and other sensitive uses.	Policy will be edited to reference diesel particulates
Program M-6.1C CBTP update. Need to redevelop the Canal area in a way that doesn't displace—but rather benefits—the existing population. Think about water taxis in the CBTP update—may benefit more people.	Will add water transportation to this program.
Goal M-7 Parking. Consider EV and e-bike charging stations in this section. Not just for people working there but also shoppers and tourists. And EV infrastructure for homes	M-7.8A addresses the need for additional electric vehicle charging stations. Will expand to address e-bikes and also improved electric vehicle infrastructure in general.
Policy M-7.7: I agree with earlier speakers to make sure that neighborhoods are not negatively affected by overflow parking	See responses to public comments in Attachment 2.
Consider turning 4 th Street into a walking only street	This is addressed in detail in the Downtown Precise Plan
Chapter 11: Community Services and Infrastructure Element	
Acknowledge the importance of private schools and the potential for partnerships, just as we do with public schools.	Will add private schools to Policy CSI-1.1 and Program CSI-1.1B. Policy CSI-6 acknowledges the role of private schools as community partners and resources.
Parkside Childcare Center in Albert Park is a very high demand center—there is a lot of unmet demand. The need for this kind of care is much greater than the supply. Look for sites where we can expand these services for residents.	Will include a cross-reference in this section to Policy EDI-5.1 and Policy PROS-2.4 which address the need for expanded child care.
With respect to libraries, there should be a priority on community spaces that can be rented by various groups (scouts, etc.). There is insufficient space and demand is very high—this is important to facilitate connections amongst our residents.	Will add new Program CSI-3.2C to include additional community space in future libraries and library improvements.
Public Safety/ Fire and EMS. Consider adding a pilot program to provide alternatives to full ambulance response for frequent 9-1-1 users (so that ambulances are used for those most in need). Also consider more on acute mental health needs.	Will consult with Fire Department regarding the need/ feasibility of adding a program like this. It may be better communicated through a document other than the General Plan. Will add cross-reference to Policy EDI-4.6 and acknowledge mental health needs there.
Public Safety. We should ensure that all roads are accessible by Fire and EMS vehicles. Reference CA Code Section 1710.	See responses to public letters (Hillside Neighbors) in Attachment 2. Staff is conferring with the Fire Department to determine if additional language relating to Section 1710 is warranted.
Policy CSI-4.4 Sustainable design. Reference low carbon concrete as an example.	Program C-4.2B references low carbon concrete.
Policy CSI-4.9 and CSI-4.17: mention potential for co-generation and recapture of energy/ bio gas for energy.	Will add reference to waste-to-energy programs to CSI-4.9A and will broaden Program CSI-4.17F to cover waste-to-energy (not just food-to-energy)

Comment	Response
County of Marin is looking at new fire standards for roads. Emergency access should remain on the front burner, as this is a big issue for the community.	Comment noted.
Chapter 12: Arts and Culture Element	
The previous Plan Update (20 years ago) also called for an Arts Commission. The City considered expanding the purview of the Parks and Rec Commission but didn't. We could consider this again.	Given recent budget reductions, staff does not recommend creating new Commissions or expanding existing Commissions at this time. An Arts Master Plan is recommended to identify possible reviewing bodies.
Program AC-1.6C – central performance spaces. Add the Canal area (as well as Downtown and Northgate, which are already mentioned). Also consider these spaces in parks and schoolyards, and possibly add an action to bring electric power to these spaces.	We will edit Program AC-1.6C to address these issues.
I concur with public speakers that an Arts Master Plan and/or decision-making entity is needed to support implementation.	Comment noted
Chapter 13: Economic Vitality Element	
The sector-based breakdown in this element is helpful. There seems to be a disconnect in that much of the focus is on the importance of retail at the same time we say retail is dying. We should shift the focus to how we are going to replace retail. Retail is not our future. It also produces low-wage jobs that aren't consistent with our equity focus and that don't provide the wages need to live in San Rafael. We should think about what businesses can generate revenue and provide opportunities for career ladders and income growth. This can help provide more clarity on decisions to save industrial land, etc. Is there a companion document that will do this?	These are excellent points and they should be addressed in an Economic Development Strategy or citywide Strategic Plan. See earlier comment on the "Call to Action" to have these conversations in the immediate future. It is possible that General Plan Amendments may be developed in the future based on the findings and recommendations.
Policy EV-3.4 on water-dependent businesses. Connect this idea to redevelopment of the Canal to create public amenities like a river walk, new restaurants and businesses, etc. and also link to adaptation planning and anti-displacement.	Policy will be expanded to make this connection, and also to include cross-references to policies about adaptation planning elsewhere in document.
Pandemic conditions make it hard to think about our economic future. Can we adjust these policies as more data about our economy becomes available? This section needs periodic check-ins.	See comment above about Economic Development Strategy. Also, the General Plan can be amended after its adoption and is not set in stone for the next 20 years. Future amendments are likely.
Chapter 14: Equity, Diversity, and Inclusion	
Was there consideration given to providing a stipend for elected positions? That would encourage greater participation among lower income households.	This is a policy matter for Council consideration and would not be addressed by the General Plan. Program EDI-1.3.B acknowledges that stipends can help improve community engagement.
Do we ensure that disaster preparedness info is provided in Spanish?	Program S-6.2D calls for emergency preparedness outreach to be in multiple languages. Policy EDI-2.10 also recommends multi-lingual resiliency planning.

Comment	Response
In light of the Black Lives Matter mural incident in Terra Linda, is there consideration for providing alternative approaches for sanctioned expression in the City? It would be helpful to establish a different approach.	Recommend adding a new program to Policy EDI-1.3; creating sanctioned spaces of platforms for public expression on issues of social equity and racial justice.
Is it possible to add a program to raise awareness about racism in the community and do anti-racism education?	Add new program under EDI-1.2 to encourage and support an ongoing dialogue around race, equity, and social justice issues.
This section of the Plan is very helpful as an expression of the things we value and aspire to as a community.	Comment noted.
How will the City balance its economic and arts goals with the potential for displacement? We need to make sure we are not pricing residents out of the city.	This is the major focus of the Housing Element, to be updated in 2021-22. The Downtown Precise Plan includes an Anti-Displacement Strategy.
It may be unrealistic to support revitalization of the Canal without some displacement.	One way to mitigate displacement is to convert existing market-rate units to affordable, income-restricted units. This will be addressed in the Housing Element. Additional information will be provided to the Planning Commission on this topic related to the Canal's designation as an Opportunity Zone.
There are some terminology issues in this Chapter that need to be nuanced. Be careful about lumping everyone together in groups (e.g., Latino)—when possible identify individual communities such as Guatemalans, Salvadorans, etc. to enhance inclusion.	We will provide additional socio-economic data on page 14-4 that acknowledge the demographic diversity of the Canal, and the City in general
When we address "inclusion", we should also acknowledge citizenship status.	Comment noted. This will be added as appropriate.
Inclusion discussion should also address the LGBTQI community	We will expand the language to address the LGBTQI community.

STAFF REPORT ATTACHMENT 3

PLAN IMPLEMENTATION MATRIX

						Guiding Principles					
ID #	Program Description	Timeframe	Responsible Departments or Agencies (lead in bold)	Resources	Strengthening our Foundation	Adapting to the Future	Economic Vitality	Opportunity for All/Equity	Housing our Growing Community	Mobility	
LAND USE ELEMENT											
LU-1.1A	Evaluate General Plan at least once every 5 years	OG	CD , PC, CC	GP Impl Fee	√	√	√	√	√	√	
LU-1.2A	Use Development Review to ensure adequacy of infrastructure.	OG	CD , DPW, other agencies	Staff Time, Fees	√					√	
LU-1.3A	Quantify and Monitor the Benefits of Transit-Oriented Development	MT	CD , CM, DPW (transp), other	Staff Time, Grants, Partnerships		√			√	√	
LU-1.3B	Ensure that zoning allows reasonable interim uses of property	OG	CD , ED	Staff Time		√	√	√			
LU-1.6A	Encourage LAFCO to adopt urban service and annexation policies consistent with the General Plan	OG	CD , CC, CM, other (County)	Staff Time	√		√		√		
LU-1.7A	Review applications for development adjacent to San Rafael	OG	CD , CC, CM, other (County)	Staff Time	√	√	√		√	√	
LU-1.8A	Implement zoning consistent with General Plan densities	ST	CD	Staff Time	√		√		√		
LU-1.8B	Maintain minimum densities	OG	CD	Staff Time				√	√		
LU-1.8C	Amend 14.16.300 to allow more than one unit per lot on lots under 5,000 SF in multi-family areas	ST	CD , PC, CC	Staff Time				√	√		
LU-1.10A	Implement General Plan FAR limits in zoning	ST	CD , PC, CC	Staff Time	√		√		√		
LU-1.12A	Explore TDR to address sea level rise and fire hazards	MT	CD , DPW, ED, other	Staff Time, Grants		√	√		√		
LU-1.15A	Maintain Planned Development (PD) zoning	OG	CD	Staff Time	√	√			√		
LU-1.16A	Implement school site reuse through zoning and development review	OG	CD , PC, CC, other	Staff Time, private funds	√			√	√		
LU-2.1B	Revise subdivision ordinance for consistency with General Plan	ST	CD , DPW	GP Impl Fee	√	√					

TIMEFRAME: ST= Short-Term (0-4 years); MT=Mid-Term (4-10 years); LT=Long-Term (10+years); OG=Ongoing
 RESPONSIBLE PARTIES: CD=Community Development; CM=City Manager; DPW=Public Works; DPW(T)=Public Works/Transportation; CC=City Council; PC=Planning Commission; ED=Economic Development; SUS=Sustainability; DIG=Digital Services; LR=Library and Recreation; POL=Police; Fire=Fire; FIN=Finance; CL=City Clerk; CA=City Attorney

PLAN IMPLEMENTATION MATRIX

ID #	Program Description	Timeframe	Responsible Departments or Agencies (lead in bold)	Resources	Guiding Principles					
					Strengthening our Foundation	Adapting to the Future	Economic Vitality	Opportunity for All/Equity	Housing our Growing Community	Mobility
LU-2.2A	Use development review to ensure compaibility of housing in commercial areas	OG	CD	Staff Time	√		√	√	√	
LU-2.2B	Evaluate creation of an innovation district on underutilized LI-O properties	ST	CD , ED, CM	Staff Time, Partnerships, Grants, private funds		√	√		√	
LU-2.3A	Use development review to evaluate proposed changes to neighborhood centers	OG	CD	Staff Time, Fees	√		√			
LU-2.3B	Develop zoning and economic development incentives to keep neighborhood centers viable	ST	CD , ED, other	Staff Time	√	√	√		√	
LU-2.4A	Periodically evaluate industrial zoning standards to ensure they respond to industry trends	OG	ED , CD, other	Staff Time	√	√	√	√		
LU-2.5A	Provide opportunities for small retail/ service businesses in industrial areas	OG	CD, ED	Staff Time			√	√		√
LU-2.6A	Encourage small lot consolidation through zoning	OG	CD	Staff Time		√	√	√	√	
LU-2.7A	Reduce the potential for off-site impacts of child care facilities	OG	CD	Staff Time	√					
LU-2.7B	Consider fee waivers for child care	OG	CD , CM, CC	Staff Time			√	√		
LU-2.9A	Encourage conversion of non-viable motels to affordable housing	OG	CD , ED	Staff Time			√	√	√	
LU-2.10A	Monitor effectiveness of short-term rental regulations and modify as needed	OG	CD , CA	Staff Time, Fees	√				√	
LU-2.12A	Update live-work regulations	ST	CD , Fire, CA	Staff Time		√	√		√	
LU-2.12B	Explore regulatory changes to encourage alternative housing types	ST	CD , Fire, CA	Staff Time		√		√	√	
LU-2.12C	Consider changes to the Muni Code to support more floating homes	MT	CD , CA, other	Staff Time		√			√	
LU-2.12D	Support ADUs and JADUs	OG	CD , CM	Staff Time	√			√	√	

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PLAN IMPLEMENTATION MATRIX

ID #	Program Description	Timeframe	Responsible Departments or Agencies (lead in bold)	Resources	Guiding Principles					
					Strengthening our Foundation	Adapting to the Future	Economic Vitality	Opportunity for All/Equity	Housing our Growing Community	Mobility
LU-2.13A	Evaluate odor impacts as part of development review	OG	CD , Fire	Staff Time, Development Fees	√			√		
LU-3.1A	Prepare area plans for North San Rafael, Canal, and other areas	ST	CD , CM, CC	Grants	√	√	√	√	√	√
LU-3.2A	Periodically update the zoning ordinance	OG	CD , PC	Staff Time	√	√	√	√	√	
LU-3.4A	Maintain an effective Code Enforcement program	OG	CD , Pol	Staff Time, Fees	√			√	√	
LU-3.4B	Use the development review process to establish conditions of approval; enforce these conditions	OG	CD , CA	Staff Time	√	√	√	√	√	√
LU-3.4C	Continue programs to abate illegal dumping and remove graffiti	OG	CD , Pol, CM, CA	Staff Time	√					
LU-3.6A	Maintain design guidelines for parking lots that improve their appearance and compatibility	OG	CD , DPW (T)	Staff Time	√	√	√			√
LU-3.7A	Implement measures to alleviate parking shortages; shared parking, time limits, permit parking; add'l off-street parking	OG	CD , DPW, Pol, P, CM	Staff Time	√					√
LU-3.7B	Amend parking regs to respond to new technologies and trends	OG	CD , DPW, Pol, P, ED	Staff Time		√	√			√
LU-3.8A	Continue abandoned vehicle abatement program	OG	P , CD, DPW, Pol	Staff Time, Fines	√					
LU-3.8B	Continue prohibiting use of overnight use of vehicles as residences in public rights of way	OG	P , CD, DPW, Pol	Staff Time	√				√	
LU-3.9A	Prioritize neighborhood serving uses on small commercial sites in residential areas to lower VMT	OG	CD , ED	Staff Time, Incentives	√	√				√
LU-3.9B	Integrate neighborhood serving uses in mixed use development on neighborhood commercial sites	OG	CD , ED	Staff Time, Incentives	√		√	√		
LU-3.10A	Support partnerships between neighborhoods and local institutions to address land use conflicts	OG	CM , CD	Staff Time	√	√	√	√		√
LU-3.11A	Support development of neighborhood websites	OG	DI , CD	Staff Time	√			√		

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 RESPONSIBLE PARTIES: CD=Community Development; CM=City Manager; DPW=Public Works; DPW(T)=Public Works/Transportation; CC=City Council;
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Attachment 4: Potential Planning Metrics and Indicators (for discussion)

The following are examples of metrics and indicators that could be considered to track progress on General Plan Implementation (some of these could be referenced in the Appendix of the General Plan, following the implementation matrix for each element). We are not planning to add all of these metrics to the Appendix. This is intended as a “brainstorming” list for discussion. Other cities that have incorporated metrics in their long-range plans typically select a handful of indicators that span multiple topics. An example from the City of Denver’s Comprehensive Plan 2040 is included at the end of this Attachment.

LAND USE

- Number/ acres of annexations
- Acres (or percent of total development) that occurs through repurposing previously developed land (rather than using undeveloped land)
- % of city’s development that occurs in designated Transit Priority Areas (TPAs) and Priority Development Areas (PDAs) (based on acreage and on dwelling units or square feet)
- # housing units added (tracked through Housing Element Annual Report)
- # housing units by income group served (tracked through Housing Element Annual Report)
- % of new residential development that is single family vs multi-family
- % of new residential development designed for seniors / persons with special needs
- Number of Accessory Dwelling Units (ADUs) and Junior ADUs produced
- Number of area plans completed
- Square feet of office space, industrial space, retail space, other space added
- Square feet of mixed use development (including housing and employment in the same project) added
- Vacancy rates (residential, commercial, and industrial)
- Number / extent of lot consolidations and mergers (or acres impacted)
- Ratio of local jobs to number of local employed residents
- Number of transfer of development rights (TDR) projects
- Number of developments with LEED certification
- % of total household expenses on housing and transportation (HTI index)

MOBILITY

- Year over year traffic volume data
- Linear feet (or miles) of bike trails (Class I, II, III, IV) added
- Linear feet (or miles) of sidewalks added
- Miles of complete streets
- VMT per capita – 15% below regional average
- Road segments operating at LOS- D or better except where specified
- Percent of work trips made by single occupant vehicles, carpools, transit, bicycles, walking
- Journey to work data (Average commute time)
- Percent of residents working from home
- Mode share (% of trips made by car, bus, train, etc.)

- Bus Transit ridership
- SMART ridership
- Number of bike racks and bike storage facilities
- Number of shared bikes
- Number of EV charging stations
- Number of households within ¼ mile of a bus with 15 minute peak hour headway
- Expansion/ contraction of bus service
- WalkScore and BikeScore
- Number of car-sharing vehicles
- Number of hybrid, electric or low carbon fuel vehicles (and % of total)
- Pavement condition index
- Miles resurfaced
- Collision rates (bike, ped, vehicle)
- Streetlighting improvements

COMMUNITY DESIGN AND PRESERVATION

- Gateway areas enhanced
- Street trees planted
- Number of properties covered by historic resource inventory survey
- Number of buildings with historic landmark status
- Linear feet/ miles of streetscape improvements

CONSERVATION AND CLIMATE

- Acres protected as open space
- Acres acquired for resource management/ habitat conservation
- Wetland acreage restored or enhanced
- Linear feet of creek restoration
- New public access to creeks
- Air quality indicators (spare the air days, days in exceedance of state and federal standards, number of complaints)
- Investment in green infrastructure projects
- Water quality indicators (violations, water bodies on impaired list, etc.)
- Trash capture devices installed
- Locally generated greenhouse gas emissions (metric tons of CO2 equivalent)
- Energy use per capita
- % of energy generated by renewable sources
- % Zero emission vehicles
- Sea level rise data/ investment in levees and hardening
- Local solar installations
- Microgrid systems added
- Electricity and gas use
- Number of green roofs or low impact development projects

PARKS AND OPEN SPACE

- Acreage added to park inventory
- Park acreage per 1,000 residents
- Residents within a 10-minute walk of a park
- Park maintenance scores and quality ratings
- Number of recreational facilities by type (ballfields, playgrounds, tennis, pools, etc.)
- Park acres made available through joint use agreements with schools

SAFETY

- Number of structures seismically upgraded
- Number of soft-story or URM buildings
- Number of structures impacted by geologic hazard events
- Wildland fires (acres and incidents)
- Wildland Urban Interface acreage (and number of homes)
- Acres of vegetation management programs
- Implementation of Wildfire Prevention and Protection Plan measures
- Structures flood-proofed or retrofitted
- Infrastructure flood-proofed or retrofitted
- Number of emergency preparedness activities (number of participants in CERT, etc.)

NOISE

- Ambient noise levels (through noise measurements and contour mapping)
- Conformance to noise compatibility standards
- Number of housing units in areas where noise levels exceed 65 dB
- Noise complaints / ordinance violations

COMMUNITY SERVICES AND INFRASTRUCTURE

- School Enrollment
- School Facility Metrics (student teacher ratios, students per classroom, enrollment vs capacity etc.)
- School multipliers (students per dwelling unit)
- Educational performance (numerous metrics)
- Library Facility metrics (square feet per resident, materials per resident, materials checked out, etc.)
- Crime rates
- Fire and EMS incident data
- Number of residents participating in CERT or emergency response programs
- Emergency Response Time (police, fire)
- Total peak water demand/ Water consumption per capita
- Water capacity
- Wastewater treatment flows
- Wastewater treatment capacity

- Feet of new reclaimed water service
- Gallons of reclaimed water delivered
- % of solid waste diverted from landfills
- Solid waste generation per capita

ARTS AND CULTURE

- Number of special events (attendance, etc)
- Persons employed in arts industries
- Number of arts-related businesses
- Revenue generated by the arts and culture sector

ECONOMIC VITALITY

- Total number of jobs
- Employment by sector (and growth in targeted sectors, once they are identified)
- Job growth in emerging/ innovative industries
- Unemployment rate
- % of residents working within Marin County (increases)
- % of local workers living within Marin County (increases)
- Per capita income
- Median wage
- Enrollment in STEM programs
- Education level (% of residents with HS or college degree, or GED)
- Businesses created annually
- Jobs created in areas with high-quality transit access
- Dollars of private investment
- Retail sales/ Business to business sales

EQUITY, DIVERSITY, AND INCLUSION METRICS

- Health indicators by race and geography (cancer, heart disease, obesity, diabetes, COVID-19, etc.)
- Income by race and geography/ Poverty rate by race and geography
- Life expectancy
- Access to child care
- Housing conditions and overcrowding
- Percent of income spent on housing
- Educational attainment by race and geography
- Internet access
- Access to parks and city services
- Access to groceries and healthy food
- Public safety and crime data
- Percentage of capital improvement dollars in disadvantaged communities
- Other metrics as documented in the [Bay Area Equity Atlas](#)

APPENDIX 1: MEASURING OUR SUCCESS

Measuring our progress relies on thoughtful and deliberate tracking of key indicators. The Introduction identifies six metrics that the city is committed to measure annually. These metrics provide a snapshot of Denver each year and are a way to measure if we are headed in the right direction to realize our vision for 2040. None of the metrics work on their own and none is intended to capture everything that is relevant for a particular vision element. Instead, taken collectively, the metrics provide a helpful framework for evaluating progress over time.

This appendix provides more background on the sources and methodology behind the six metrics.

EQUITABLE, AFFORDABLE AND INCLUSIVE

Reduce the amount of cost-burdened households.

Metric

Percent of Denver households who spend more than 45% of their income on housing and transportation costs.

Sources

The H+T Index uses data from a combination of federal sources and transit data compiled by the Center for Neighborhood Technology (CNT). Data Sources include: 2011-2015 American Community Survey 5-year Estimate, US Census TIGER/Line Files, US Census Longitudinal Employment-Household Dynamics, Origin-Destination Employment Statistics, Consumer Expenditure Survey, 2015 National Transit Database, AllTransit™ and Odometer readings from The Illinois Department of Natural Resources

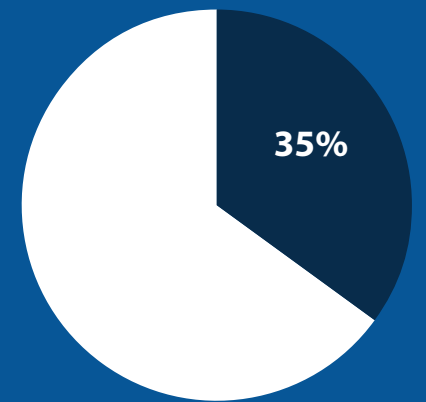
Why measure H+T costs?

The traditional measure of affordability recommends that household spend no more than 30% of household income on housing costs. Under this view, a little over half (55%) of US neighborhoods are considered “affordable” for the typical household. However, that benchmark fails to take into account transportation costs, which are typically a household’s second-largest expenditure. The H+T Index offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45% of household income.

Methodology

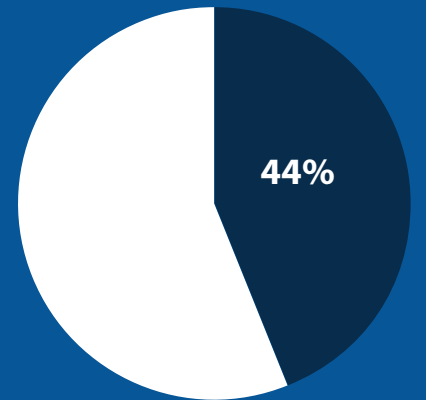
The Center for Neighborhood Technology’s Housing + Transportation (H+T®) Affordability Index (H+T Index) is an innovative tool that measures the true affordability of housing by calculating the transportation costs associated with a home’s location. The H+T Index was constructed to estimate three dependent variables (auto ownership, auto use, and transit use) as functions of 14 independent variables (median household income, average household size, average commuters per household, gross household density, regional household intensity, fraction of rental housing units, fraction of single family detached housing, employment access index, employment mix index, block density, transit connectivity index, total available transit trips per week, transit access shed and jobs within the transit access shed). To hone in on the built environment’s influence on transportation costs, the independent household variables (income, household size and commuters per household) are set at fixed values to control for any variation they might cause. By establishing and running the model for a “typical household” any variation observed in transportation costs is due to place and location, not household characteristics.

2040 Target



■ COST BURDENED HOUSEHOLDS
 ■ ALL OTHER HOUSEHOLDS

2017



For more:

You can find more information about the H+T Index and the Center for Neighborhood Technology (CNT) here:

<https://htaindex.cnt.org/>

2040 Target

78

60

COMPLETE NEIGHBORHOODS

ALL NEIGHBORHOODS

2016

78

18

STRONG AND AUTHENTIC NEIGHBORHOODS

Increase the number of neighborhoods with convenient access to transit, jobs and retail.

Metric

Number of Denver neighborhoods where at least 50% of households have access to quality transit and jobs and retail within walking or rolling distance.

Sources

The data for this metric comes from the City of Denver Assessors Office, City of Denver Department of Community Planning and Development, City of Denver Technology Services, and RTD.

Why measure?

Every Denver resident should have convenient access to the goods, services, and amenities needed in daily life, in addition to access to reliable and convenient transit. These amenities and services should be within a comfortable walking or rolling distance and meet the needs of all ages and abilities of Denver residents. Given the historical built form and land use patterns of some of Denver's neighborhoods, this may be unattainable for all residents, though a majority of residents living in a majority of Denver's neighborhoods should enjoy this level of access in order for Denver to be considered a city of complete neighborhoods.

Methodology

This metric is comprised of two components: 1. access to jobs and retail and 2. access to transit.

For the retail and jobs component a dataset CPD created a dataset using the existing land use data of all parcels classified as retail or mixed use that fall within a future center or corridor as defined by *Blueprint Denver*. The land use data is updated every other year. Households within a 1/4 mile of local centers and corridors and households within a 1/2 mile of regional and community centers and corridors were selected. Rather than the perfect half circle, a modified diamond shape with a either a length of 2106 ft (1/2 mile) or 1053 ft (1/4 mile) from its center point to its vertices. This is to compensate for the fact that even in the presence of a fully built out street grid, a half-mile walking or rolling distance will be less than the "as the crow flies" distance.

For access to high quality transit, households meeting the following criteria were selected:

- 1/2-mile from high-capacity transit—currently, all rail stations in Denver—measured as a 1/2 mile radius buffer; or
- 1/4 mile—measured as a 1/4 mile buffer—from the frequent transit network, which is defined by *Denver Moves: Transit* as 15 min or less headways; 6am-10pm; 7 days per week. The bus lines that currently meet this standard are 15 (E Colfax), 16 (W Colfax) and 0 (S Broadway).

The final metric captures those households that meet both criteria: 1. access to jobs and retail and 2. access to transit.

CONNECTED, SAFE AND ACCESSIBLE PLACES

Reduce dependence on driving alone.

Metric

Percent of Denver residents who drive alone to work in a single-occupancy vehicle.

Sources

American Community (ACS) Survey 5-year estimates, US Census Bureau

Why measure mode share?

The percentage of people who drive rather than using other travel modes (often called "mode share") reflects reliance on the automobile. As Denver has a more robust multimodal transportation system that includes safe, frequent and reliable choices for transit and other modes, fewer people will drive alone to work.

Methodology

The data for this metric comes directly from the American Community Survey (ACS), administered by the US Census Bureau. It is part of the ACS 5-year estimates. The 5-year estimates contain the largest sample sizes and most reliable data of all the ACS datasets. The dataset used for the current state was released by ACS in 2016 and captures the time frame of 2012-2016.

The ACS data is exclusively for commute trips, thus this metric only measures which transportation mode people use to travel to work.

2040 Target

50%

50%

DRIVE ALONE TO WORK
ALL OTHER MODES

2016

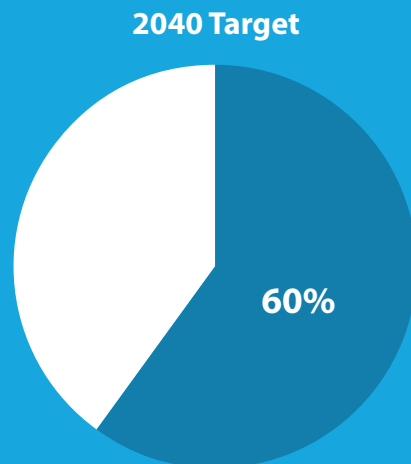
27%

73%

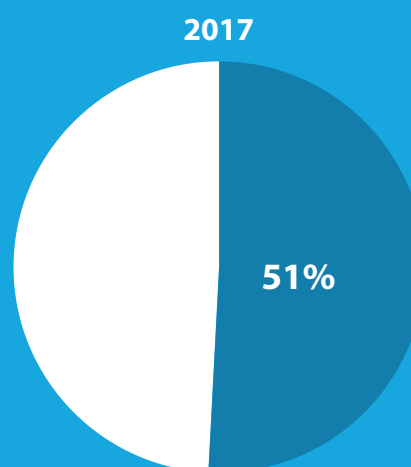
For more:

You can find more information about the American Community Survey, including the survey questionnaire with the question about how people travel to work, here:

<https://www.census.gov/programs-surveys/acs/>



■ JOBS IN DIVERSE, INNOVATIVE ECONOMIC SECTORS
■ ALL OTHER JOBS



For more:

The North American Industry Classification System (NAICS) is the standard used by federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy. For more info:

<https://www.census.gov/eos/www/naics/>

ECONOMICALLY DIVERSE AND VIBRANT

Increase the share of jobs supporting a diverse and innovative economy

Metric

Percent of local jobs in diverse, innovative economic sectors.

Sources

Colorado Department of Labor and Employment

Why measure?

As the global and national economy continue to transform, cities are defining themselves based on how much they embrace and invest in a range of diverse jobs, particularly those in growing parts of the economy. These businesses and jobs bring income and wealth to the businesses, families, and neighborhoods of Denver.

The business clusters measured by this metric are composed of part of several industrial sectors, including but not limited to: Manufacturing Information/Communication, Finance, Professional/Business Services, and Education. Some specific business groups are Advanced Manufacturing, Technology, Finance, Art and Design, and AgriBiz/AgriTech.

The business clusters measured are likely to grow faster, creating jobs and investments in our community, leading to innovation and sustainability, and providing tax revenues leading to fiscal sustainability. The businesses are expected to create jobs across the income and education spectrum, including middle-income and middle-skill jobs, but often have specific requirements for locational proximity and amenities, education/training requirements for employees and transportation mobility.

Methodology

Utilizing data from Colorado Department of Labor and Employment, Denver’s Office of Economic Development (OED) categorizes business groups by lower level North American Industry Classification (NAICS) assignments. OED combines specific business groups representing foundational components of the economy that are likely to create new jobs and lead to innovation, including: Advanced Manufacturing, Technology, Finance, Art and Design, and AgriBiz/AgriTech. OED then measures the total employment (by establishment location) within the combined business cluster. The percentage is a strong quantifiable metric which allows for a reliable and valid estimate of the share of the Denver’s economy focused on diverse jobs in fast growing components of the economy.

ENVIRONMENTALLY RESILIENT

Reduce Denver’s impact on climate change

Metric

Percent below Denver’s 2005 carbon emissions (Metric Tons of Carbon Dioxide equivalents).

Sources

City of Denver Department of Public Health & Environment

Why measure?

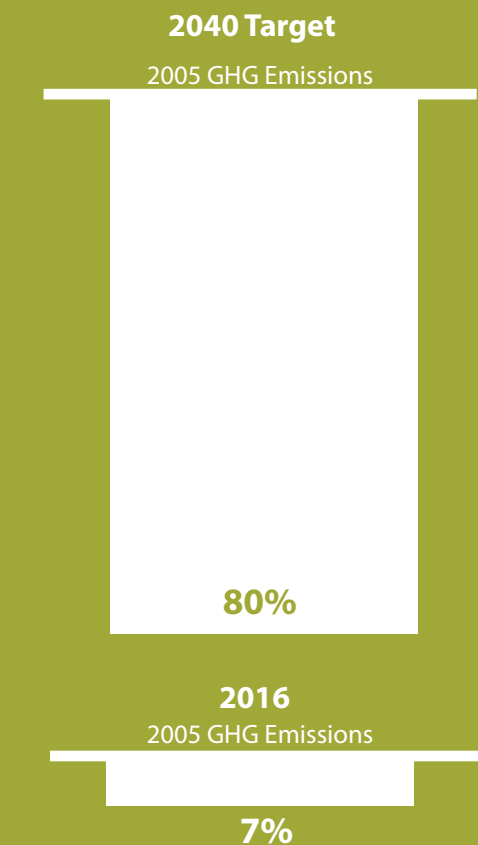
Greenhouse gas emissions from man-made sources (combustion of fossil fuels, land use changes, industrial processes) contribute to global climate change and the rise in global temperatures. Effects of climate change include extreme weather events, hotter temperatures, more rapid snowmelt in the mountains, and other impacts. Measurement of greenhouse gas emissions enables cities to identify and track specific strategies for reducing emissions. It is also a measure of a city’s contribution to global climate change.

Methodology

Denver’s annual GHG inventory, started in 2005, evaluates GHG emissions levels and progress made in emissions reduction efforts. The inventory measures the three most frequently occurring GHGs: Carbon dioxide (CO2), methane (CH4), and nitrogen oxides (NOx). The inventory categorizes emissions according to scope and sector. Inventory Scope is a determination of “where” the emissions occur relative to the City boundary, while inventory sector describes the type of emission, e.g. transportation, heating, etc.

Sources can be broken down into two distinct categories: core emissions and upstream emissions. Core or direct emissions are those that typically occur within the boundary of the city (Scope I) or are more directly controlled/influenced (Scope II), representing the greatest opportunity for action on the part of the city. These include emissions from building energy use, transportation and fuels, street lights, and waste management. Upstream or indirect emissions occur outside the boundary of the city but are demanded by people and businesses, such as refining of fuel, airline jet fuel, cement production, and food packaging and transport. GHG emissions are reported as total and per capita emissions in units of metric tons of CO2 equivalent (MtCO2e).

Denver is proud of its track record in conducting and reporting annual inventories, as well as public reporting of plans, targets and goals for climate mitigation and adaptation. A robust climate program allows for long-term trajectory analysis and forecasts. Denver will continue to produce and publicly release its annual GHG inventory to report on progress.



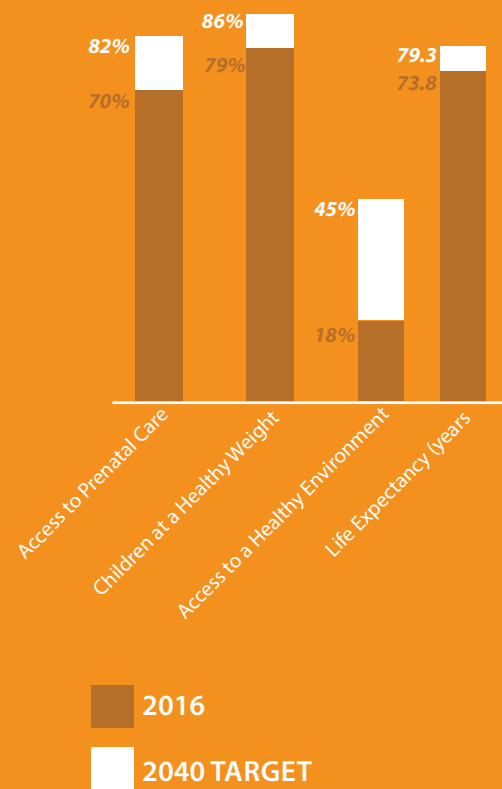
For more:

More about Denver’s commitment to reducing green house gas emissions can be found ion the 80x50 Climate Action Plan:

[80x50 Climate Action Plan](#)

HEALTHY AND ACTIVE

Reduce health inequities between Denver neighborhoods



Metric

Statistics for the lowest performing neighborhoods compared to highest performing neighborhoods in 2016 for each component of the Neighborhood Equity Index.

Sources

City and County of Denver GIS Data, Vital Statistics, Colorado BMI Surveillance System

Why measure neighborhood equity?

Inequities are created when barriers prevent individuals and communities from accessing the services and opportunities needed to attain their highest level of health. Everyone deserves a fair chance to lead a healthy life, but some are denied this chance because of social, economic, and environmental conditions.

Methodology

The data for this metric comes directly from the Neighborhood Equity Index prepared by the City of Denver Department of Public Health and Environment. The Neighborhood Equity Index is made up of five separate indicators: socioeconomic, built environment, access to care, morbidity, and mortality. For this metric, the socioeconomic indicator was not included because everyone should have access to healthy environment, be free from disease, and live a long life regardless of their income/education. Information about all of the other indicators is below:

Access to Prenatal Care- % of pregnancies without 1st trimester prenatal care using 2007-2013 Vital Statistics data.

Children at a Healthy Weight- % of children and youth under the age of 21 that are overweight or obese from Colorado BMI Surveillance System 2009-2013.

Access to a Healthy Environment- % of residents living within ¼ mile walk or roll to a full service grocery store and % of living units within ¼ mile walk or roll to a park from City and County GIS data 2015. Note: although improving access to grocery stores would require different strategies than improving access to parks, these two indicators are grouped together as a proxy for access to a healthy environment.

Life Expectancy- a measure calculated by Virginia Commonwealth University, Center on Society and Health using census population counts (2000 and 2010) and Vital Statistics Program death count data (2004-2013).

The data for each indicator was aggregated by neighborhood and grouped into quartiles in order to set the 2040 target. Each year the data will be re-aggregated, again grouped into quartiles, to track how the lowest performing quartile is performing compared to the 2040 target.

For more:

To find more information about the Denver Neighborhood Equity Index see below:

[Denver Neighborhood Equity Index](#)