CHAPTER

6

Transportation + Parking

In this chapter

6.1 Multimodal Approach and Intent

Figure 6.1 ***Complete Streets and modal priority***
Complete Streets prioritize space in the order of how space-efficient the travel modes are.

This chapter sets forth strategies and recommendations that pertain to the transportation system and related infrastructure within the Precise Plan Area. An essential aim is to establish and maintain a transportation system that supports safe and comfortable access for all travel modes.

Future transportation vision

The future transportation vision for Downtown is one in which the network provides improved access, both internal to Downtown and to surrounding areas; improves the interaction of transportation modes, protects residential neighborhoods, and supports an appropriate amount of parking at the appropriate price levels. Key transportation projects will help to create gateways, strengthen linkages to the city-wide and regional network, and enhance accessibility.

Downtown San Rafael has experienced a decade of growth and transition, and will continue to evolve in the coming decades. The transportation system, accordingly, will need to keep pace with emerging national and regional trends and technologies such as autonomous vehicles, and adapt to meet the needs of all who travel to the Downtown area.

Multimodal approach

Streets are the preeminent elements of the public realm in Downtown. Accordingly, their role within the built environment is complex and varied. This Plan utilizes the following framework adapted from the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and is consistent with State-specific standards.

A layered network

Roadway systems planning has historically centered on creating a hierarchical classification of roadway function based on vehicle capacity. The Precise Plan takes a broader view in creating a future network that aims to accommodate more trips using multiple travel modes. This plan identifies enhancements to Downtown streets through a "layered network" approach, in which travel modes are prioritized or enhanced on certain streets to provide a safer and more efficient transportation system. The layered network approach recognizes that while a transportation system serves a variety of users, it is not always practical, feasible, or desirable for a single street to accommodate all transportation modes equally at all times.

In the case of San Rafael, this is particularly true of Fourth Street in the Downtown core, where the street width varies between 27 feet at intersections to 44 to 49 feet at mid-block locations. Moreover, in constrained operating environments, attempting to equally serve competing modes on individual streets can result in substandard conditions for all users.

Instead, the layered network approach envisions streets as individual components of a system and identifies modal priorities for each street. Guided by these modal priorities, each street is designed to create a high-quality environment for its intended users. The resulting transportation system establishes a network of Complete Streets that improves comfort, attractiveness and safety for all users.

Streets for all users

A common desired goal for Downtown streets is that they should be multimodal and have the attributes of Complete Streets. Since streets are civic spaces of limited width, the concept of Complete Streets prioritizes travel modes based on how space-efficient they are, and allocates space accordingly. An important part of Complete Street design is to consider universal access and design features that make streets safe and comfortable for people of all ages and abilities.

The transportation system serves a variety of users, including people traveling by foot, bicycle, bus, train, and automobile, as well as delivery trucks serving Downtown businesses. Travel to and from Downtown marks the beginning and end of a person's experience, establishing vital first and last impressions. Moreover, convenient access to Downtown restaurants, shops, and services is important not only for regular daily errands and activities, but also for the livelihood of those businesses.

As such, a well-connected and effective multimodal transportation network with an emphasis on space-efficient forms of transportation – from walking and bicycling to fast, frequent, and reliable transit – can support a thriving Downtown while managing traffic congestion.

Figure 6.2 ***Streets should be designed as places for people,*** *serving both as corridors for movement as well as places for people to linger.*

Complete Streets are...

1. Multimodal. Each street serves all users by balancing the needs of automobiles, buses, and trucks with those of pedestrians and cyclists. This is done using a different combination of strategies depending upon the use of the street and prioritization.

2. Context sensitive. Each street is designed to work within the existing or intended physical context of the area.

3. Physically appealing. Each street is designed integrally with the public realm, keeping in mind the needs of different user groups.

For additional information on Complete Streets, visit www.smartgrowthamerica.org/complete-streets

Principles for street design and operations in Downtown San Rafael

In order to implement the layered network approach and for Downtown streets to serve all users well, the following attributes should be considered in the design and operations of Downtown streets:

1. Design to provide both mobility and accessibility
Mobility is the movement of people and goods from one location to another. Accessibility refers to the ability to reach a desired location. Both mobility and accessibility encompass all travel modes. Given the nature of land uses and activities in Downtown, its transportation network should emphasize convenient accessibility (i.e., easily reaching a desired destination) over efficient mobility (i.e., moving a large number of people quickly). Downtown streets should be designed to ensure that they are readily accessible to and usable by all users, especially individuals with disabilities.

2. Design streets as civic spaces
Beyond their role as conduits for the movement of people and goods, streets are "places" for social interactions, community gatherings, and experiencing public life. Downtown streets play a critical role in shaping urban environments, and should be designed as civic spaces where people want to spend time, and thus maximize their contribution to a vibrant, active public realm.

3. Design streets to support economic development
Streets should be designed to efficiently move and transfer goods to serve Downtown businesses while attracting and serving customers.

4. Design streets to be adaptable
A multitude of configurations are possible within a given street envelope, and street designs should be able to change as the needs of its users evolve over time. Interim design treatments can be used to demonstrate the effectiveness of design concepts while gradually adjusting user travel behaviors.

Figure 6.3 ***Streets can be flexible.*** *Fourth Street in the heart of Downtown San Rafael is an important transportation corridor, but is also a valuable civic space for community events such as the Thursday evening Farmers Market.*

5. Design streets for safety
Conflicts between people walking, driving, and bicycling are inherent on multimodal streets. The design of Downtown's streets should consider sources of multimodal conflicts to prioritize safety and minimize the potential for collisions. Protecting human life and health should be paramount in the design and operation of streets, and take priority over mobility and other transportation objectives.

Streets should incorporate the needs of emergency service providers in street design to the satisfaction of the City Public Works Director and the City Fire Marshal in accordance with applicable emergency response standards. The design of the public realm should not impact nor restrict access to fire hydrants and building fire protection systems and connections.

6. Design streets as ecosystems
Downtown streets should be designed as ecosystems where man-made systems interface with natural systems, and maximize opportunities to incorporate pervious pavements, bioswales, street trees, and other green infrastructure elements into street design whenever possible.

7. Follow best practices for design guidance
The Precise Plan recommends following industry best practices for street design, and recommends the following as guides:

- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide;
- The United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG);
- The California Manual on Uniform Traffic Control Devices (CA-MUTCD); and
- The Caltrans Highway Design Manual.

The City may also consider innovative and experimental design concepts from around the world.

Figure 6.4 ***(Above) Narrow, low-speed streets*** *can help create family-friendly civic spaces such as Octavia Boulevard, San Francisco.*

Figure 6.5 ***(Below) Dedicated bicycle lanes*** *make bicycling safe for all ages. Image source: www.metaefficient.com*

6.2 Multimodal Street Prioritization Network

The multimodal street network design for Downtown is closely linked with current land uses and the vision for the Plan Area. Individual street segments are designed to serve the anticipated use and form of adjacent properties, as well as the broader mobility needs for Downtown.

Figure 6.6 illustrates the multimodal network plan for Downtown San Rafael. Generally, individual street segments are prioritized for typically one travel mode while accommodating most other travel modes, to maximize the effectiveness of the transportation system as a whole.

The planned multimodal network for Downtown focuses on maintaining a high-quality pedestrian network on Fourth Street and intersecting streets. Preserving a safe, attractive, and comfortable environment for pedestrians is critical to the continued livability and economic vitality of Downtown. Access to Downtown via bicycling and transit is promoted through prioritization measures along key corridors.

The network will continue to accommodate mobility and auto access on vehicular priority streets such as Second and Third Streets as well as Irwin and Hetherton Streets that function as regional arterials and connect to US-101 and I-580. While the traffic volumes on these major streets pose challenges to resolving issues such as congestion, improvements can play a notable role in enhancing safety and efficiency. Ongoing Downtown transportation improvements, particularly projects related to the recommendations of the Third Street Rehabilitation Study, will continue to be implemented.

Multimodal improvements should also take care to not hinder access by emergency response vehicles, particularly on emergency response routes.

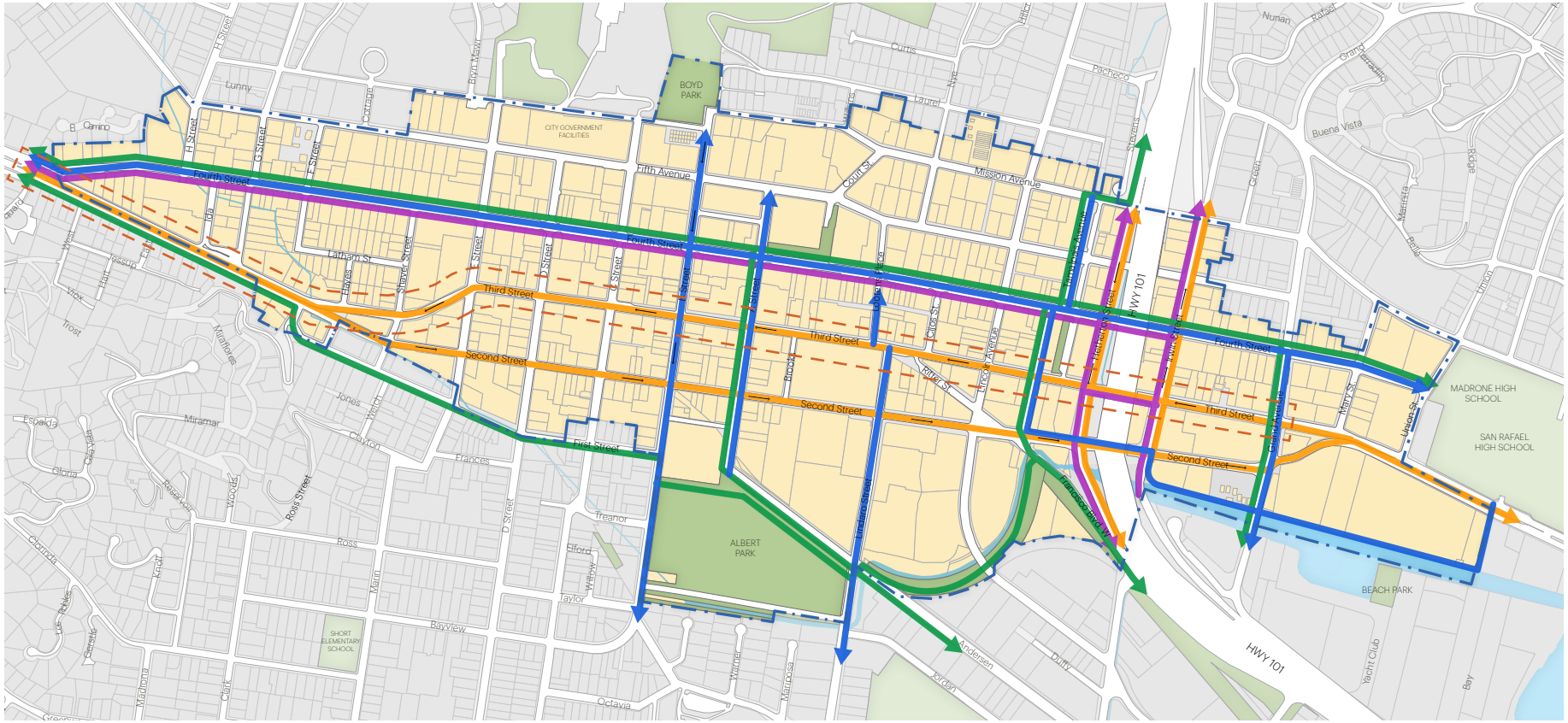


Figure 6.6 ***Street hierarchy and multimodal network***

Note: Only the priority streets are shown colored in this diagram. However, the Multimodal Network considers all streets within the Plan Area.

Source: Fehr and Peers, May 2021

- Plan Area boundary
- Pedestrian priority network
- Bicycle priority network
- Transit priority network
- Vehicular priority network
- Extents of the Third Street Rehabilitation Study (implementation ongoing)

Pedestrian Network Improvements

Figure 6.7 ***Universal Design elements improve accessibility for all users.***
Image source: ADA Solutions

Streetscape improvements, widened sidewalks, and green infrastructure enhances the pedestrian environment along key Downtown streets.

Downtown San Rafael is defined by its grid network of highly walkable, pedestrian-friendly streets, centered along Fourth Street and Fifth Avenue and the intersecting north-south streets in the City's core. The pedestrian experience is an important part of the overall Downtown environment, since every visitor is a pedestrian for at least some portion of their trip. A high-quality pedestrian environment is an essential component of achieving the Plan goals related to universal design, placemaking, public health, and economic development.

A variety of factors influence the quality of the pedestrian environment, including sidewalk width, crossing treatments, intersection traffic controls, driveway interruptions, sidewalk quality (e.g., the presence of cracks or uneven pavement), and streetscape elements (e.g., lighting, seating, etc.). The development program identified in the Plan will increase the number of residents, employees, and visitors in the Plan Area. Accordingly, the number of pedestrians and the demand for pedestrian facilities is expected to increase.

The Plan recommendations include a variety of pedestrian network enhancements to maintain a high-quality pedestrian environment and to encourage travel by foot.

Sidewalk improvements

The sidewalk refers to the entirety of the pedestrian realm between a building and a curb, and can be divided into four distinct zones. The dimensions of the four sidewalk zones vary depending on the level of pedestrian activity and the role of an individual sidewalk segment within the broader pedestrian network, as described in Table 6A.

In the Plan Area, sidewalk widths vary, with available space for walking varying from four feet to ten feet. The width of this "through zone" (i.e., the actual capacity for pedestrian throughput) is influenced by other abutting sidewalk elements such as fencing, bicycle parking, outdoor dining, and building frontages. The Plan recommends increasing the sidewalk width where feasible on key streets, to accommodate the anticipated increase in pedestrian traffic, and to accommodate a wider variety of functions and pedestrian needs. The recommended changes are illustrated in Section 6.3: Street Transformations of this chapter.

Table 6A. Design considerations for sidewalk design

Source: NACTO Urban Street Design Guide, www.nacto.org

Figure 6.10 ***Sidewalk design elements that determine the quality of the public realm***

A sidewalk includes the distance between a building and a curb, and can be divided into four distinct zones. Each zone serves a distinct function, and sidewalk width should be allocated accordingly. The location and number of the zones may vary depending on the context.

A) Frontage zone. The space immediately adjacent to a building that serves as functional space, such as building entryways, outdoor dining, signage, etc.

B) Pedestrian through zone. The primary pedestrian travel way running the length of the sidewalk. This zone should be kept clear of obstructions (both within and immediately adjacent to the zone) to ensure that pedestrians have a safe and adequate place to walk. Through zones in downtown settings typically provide a minimum of five feet of clear area, however, wider through zones (10 to 15 feet) are preferred in locations with higher pedestrian volumes.

C) Furniture zone. The space between the through zone and the curb. This zone typically accommodates street furniture and amenities, as well as green infrastructure elements.

D) Enhancement zone. The space immediately next to the sidewalk. It can accommodate many uses including parklets, bicycle facilities, and green infrastructure.

Figure 6.8 ***Wide pedestrian through-zones*** *accommodate high levels of pedestrian activity in a downtown environment.*

Figure 6.9 ***Furniture zones*** *are ideal locations for streetscape elements such as bicycle racks and street trees.*

Universal design

Universal design emphasizes the design of the transportation system to ensure that it is readily accessible by all users, particularly the elderly, and individuals with disabilities and those reliant on mobility devices such as walkers and scooters.

The Plan recommends that street design projects resulting from the Plan should incorporate universal design features whenever feasible. The attributes of universal design are described in Table 6B.

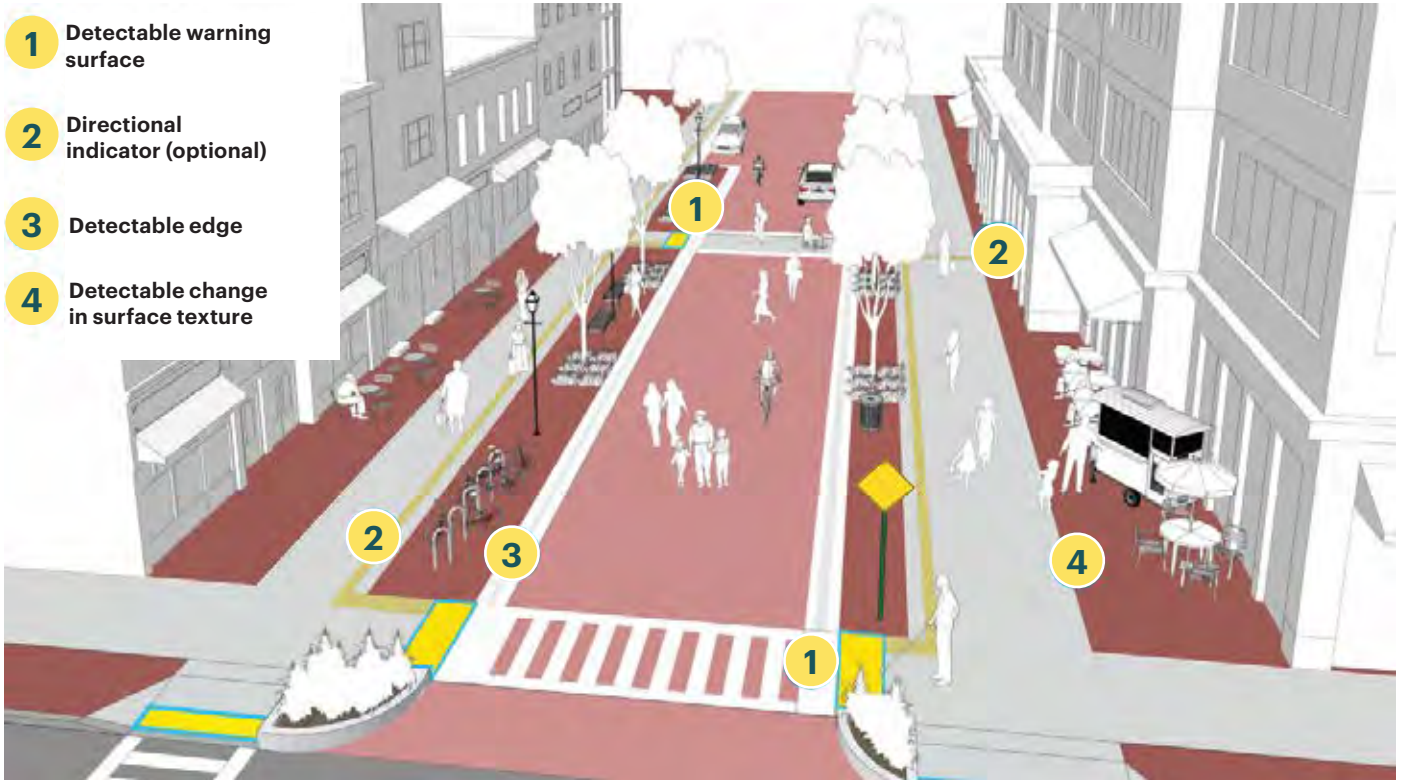


Figure 6.11 ***Guidance for universal design in a shared street environment***
Image source: FHWA Accessible Shared Streets

Table 6B. Design considerations for universal design

Source: NACTO Urban Street Design Guide, www.nacto.org

■ Pedestrian access routes

Pedestrian access routes provide a minimum accessible route of passage within sidewalks and other pedestrian circulation paths, including sidewalks, crossings, overpasses, tunnels, curb ramps, elevators, and entrances. They must connect to other transportation elements including pedestrian signals and push buttons, street furniture, transit stops, and accessible on-street parking and loading zones. For Universal Design, the physical design should consider width, clearance, grade, cross slope, and surface material, among others.

■ Tactile cues

Tactile cues notify pedestrians of transitions in the thoroughfare operating environment through the sense of touch. Typically, tactile cues are provided by detectable warning surfaces installed on a walking surface such as small truncated domes or similar textures applied directly to surface materials that are detectable underfoot or by cane. Detectable warning surfaces are required at all curb ramps, as well as other locations where pedestrians cross into another modal zone (e.g., transitions to bicycle lanes, travel lanes, and level transit boarding platforms). Similarly, directional indicators provide tactile cues for wayfinding, guiding pedestrians to designated crossings equipped with detectable warning surfaces. Vibrotactile pedestrian push buttons provide tactile cues for pedestrians crossing at signalized intersections.

■ Audible cues

Audible cues include accessible pedestrian signals at signalized intersections, which notify pedestrians of changes in signal phases using announcements or rapid percussive tones. Similarly, transit stops and stations can be equipped with real-time arrival information with audible announcement capabilities.

■ Visual cues

Visual cues utilize colors, visual contrast, and pattern repetition to inform pedestrians of transitions in the operating environment. Examples of visual cues include green-backed bicycle lanes with skip-stripe green coloring through conflict zones (e.g. driveways). Color contrast is required at curb ramps to supplement the tactile cues provided by detectable surfaces.

■ Consistency and predictability

Consistency reinforces the effectiveness of tactile, audible, and visual cue elements of Universal Design. Repetitive use of colors, patterns, sounds, surface treatments, and dimensions further enhances the simplicity and legibility of the pedestrian environment for all users. For example, a sidewalk with a uniform width, even surface, and straight alignment is easier to navigate than a curvilinear pathway with frequent directional and grade changes. In addition to the accessibility benefits, this improves the safety and comfort of the transportation system for all users.

■ Best practices and guidelines

Street design projects resulting from the Plan should reference the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). The Federal Highway Administration Accessible Shared Streets document identifies accessible design strategies specifically for shared street environments.

Figure 6.12 ***(Above) Tactile crosswalk materials, and***
Figure 6.13 ***(Below) Audio crosswalks***
Universal Design features such as tactile crosswalk materials and audio crosswalks can easily be integrated into street design at little additional cost.

Proposed Plan Area Pedestrian Priority Network

The Precise Plan recommends the following improvements to enhance pedestrian movement and access in the Plan Area.

Figure 6.14 on the facing page shows the proposed pedestrian priority streets. Fourth Street is the key pedestrian priority street that spans the entire Plan Area. Key proposed north-south pedestrian priority streets that connect with Fourth Street include A Street, B Street, Lindaro Street and Lootens Place, Tamalpais Avenue and Grand Avenue. The Plan also calls for a continuous pedestrian promenade along the north side of the San Rafael Canal that would connect the Montecito Plaza to the SMART station area via Second Street. Figure 6.14 also shows key projects defined for the Plan Area in the City's Bicycle and Pedestrian Master Plan (BPMP), indicated as numbers from one through seven on the map.

The recommended pedestrian improvements for the Plan Area include:

- **Fourth Street streetscape improvements**. Sidewalk widening, enhanced crosswalk treatments, lighting and wayfinding for the segment of Fourth Street from the SMART Station to B Street.
- **Tamalpais Avenue paseo**. Pedestrian and bicycle path improvements along Tamalpais Avenue for the gap in the north-south connector between Mission Avenue and Second Street.
- **Alley improvements.** Walter Lane, Julia Street, and Commercial Street are proposed for improvement as pedestrian-friendly paseos and civic space.
- **West End pedestrian crossing improvements**. Intersection and pedestrian crossing treatment improvements for the segment of Second Street from West Street to Miramar Avenue.
- **B Street improvements**. B Street has the potential to be a primary pedestrian street connecting Albert Park to Boyd Park and is one of two streets that frame a potential Downtown historic district. It should be promoted as a "walking street."
- **Downtown Gateway sub-area pedestrian access improvements**. Sidewalk widening, enhanced crosswalk treatments, lighting and wayfinding on streets connecting to adjacent destinations.
- **US-101 freeway connector street enhancements**. Improvements to east-west streets are proposed, to mitigate the barrier that US-101 presents to pedestrian travel between the Montecito Plaza area and Downtown. Strategies may include wider sidewalks, crosswalk enhancements, improved lighting and signage, and public art.

Figure 6.14 ***Pedestrian priority network***

Source: Fehr and Peers, May 2021

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

1. BPMP Projects C-2, C-3, C-5, C-7, C-8 include intersection reconfiguration, channelization, and pedestrian crossing improvements
2. Study pedestrian crossing improvements. BPMP Project C-8 includes installation of a raised crosswalk, which is likely infeasible given speeds, volumes, priorities for Second Street traffic
3. BPMP Project C-10 includes study of pedestrian intersection improvements at G Street and Ida Street
4. BPMP Project C-9: study pedestrian crossing improvements on Second Street.
5. Study converting to paseo/pedestrian path, or relinquish to develop parcel and construct improved, standardized pedestrian crossings at intersections
6. Study appropriate pedestrian facilities and connections as part of San Rafael Transit Center Relocation project
7. BPMP Project D-20 includes lighting and art improvements to address pedestrian safety and experience

Table 6C. Pedestrian network: recommended strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

Pedestrian crossings

The Plan recommends that, to the extent feasible, existing pedestrian crossings should be upgraded to reduce pedestrian exposure to competing travel modes and increase pedestrian visibility in conflict zones. Potential crossing enhancements include high-visibility crosswalk markings, textured pavement treatments, pedestrian crossing warning systems, bulbouts, raised crosswalks, raised intersections, and leading pedestrian intervals at signalized intersections. Priority should be given the pedestrian crossing enhancements at the locations identified in Figure 6.14.

Sidewalk width

Generally, pedestrian through-zones within sidewalks should provide a minimum of five feet of clear area. However, wider through-zones (10 to 15 feet) are preferred in locations with higher pedestrian volumes such as Fourth Street. Elements such as street trees, vegetation, utilities, sign poles, sandwich boards, outdoor seating/dining, trash cans, and other streetscape amenities should be contained within the sidewalk frontage zone or furniture zone so as to not obstruct the through zone.

Sidewalk quality

Retrofitting of existing substandard sidewalks within the Plan Area should be undertaken on an ongoing basis. Potential improvements include remediating uneven pavement and constructing ADA-compliant curb ramps.

Driveways

All efforts should be made to eliminate existing, and minimize future driveways and curb cuts along the pedestrian priority thoroughfares identified in Figure 6.14. At driveways, sidewalks should be maintained at-grade to enable easier crossing by pedestrians.

Figure 6.15 ***Examples of pedestrian strategies recommended for Downtown San Rafael:*** *(right) a pedestrian crossing with a flashing beacon, and (far right) an enhanced mid-block pedestrian crossing with a high-visibility crosswalk.*

Seating

Where seating in the furnishing zone is oriented parallel to the curb, it should face towards the buildings lining the sidewalk when located in the furnishings zone. Where sidewalk width permits, seating in the furnishing zone should be perpendicular to the curb.

Wayfinding and signage

Pedestrian-scale wayfinding signage should be used throughout the Plan Area. Signage should be added to reinforce the image of the Plan Area, mark edges or entry points, and give information about directions, destinations, or the Plan Area in general. Potential types of signage include gateway markers, neighborhood orientation signs, interpretive signs, directional and wayfinding signs, and standard street and transit signs.

Lighting

Pedestrian-scale street lighting is recommended along all Plan Area streets to improve pedestrian safety and invite more pedestrian activity after dark.

Waste receptacles

Waste receptacles should be provided throughout the Plan Area, with concentrations near high activity generators. Waste receptacles should be placed as near to block corners as practical unless there is a location mid-block with a high-volume of waste that is generated, such as an outdoor restaurant/café, ice cream shop, etc.

Figure 6.16 ***Examples of pedestrian strategies recommended for Downtown San Rafael:*** *(far left) an example of comfortable "through zones" and "furniture zones" as part of a sidewalk [image source www.nacto.org]; and raised pedestrian crosswalk, and (left) wide sidewalks.*

Bicycle Network Improvements

Development of new east-west bicycle facilities as well as filling in the gap in the north-south connector between Mission Avenue and Second Street will enhance the bicycle environment in the Plan Area.

Safety, connectivity, and Universal Design are the key design-related goals of the San Rafael Bicycle and Pedestrian Master Plan (BPMP). Reducing bicycle-involved collisions is a key purpose of these improvements, as one in ten collisions in San Rafael involves a bicyclist, with most such incidents occurring in the Plan Area. The quality of the bicycle environment will be influenced by the provision of continuous dedicated bicycle facilities, intersection safety measures, special treatments through conflict areas, and bicycle parking near major destinations. Bicycle facilities proposed for the Precise Plan will be coordinated with pedestrian facilities and improvements, to ensure that Downtown's environment benefits all users.

Bicycle facilities

The Precise Plan envisions expanding and enhancing the Downtown bicycle network to provide safe and efficient connections to Downtown destinations. To serve a range of cyclists, four classifications of bicycle facilities are recommended for implementation in the Plan Area.

- **Class I facilities (bikeways/bicycle paths)** are facilities separated from automobile traffic for the exclusive use of bicyclists. When Class I facilities are designed to accommodate other modes of transportation, including pedestrians, they are referred to as Shared Use Paths.
- **Class II facilities (bicycle lanes)** are dedicated facilities for bicyclists adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage. When a striped buffer can be installed between the bicycle lane and the adjacent travel lane, these facilities are referred to as buffered bicycle lanes.
- **Class III facilities (bicycle routes)** are on-street routes where bicyclists and vehicles share the road. These are identified with pavement markings and signage, and are typically assigned to low-volume and/or low-speed streets. When there can be additional traffic-calming measures for motorized traffic, these facilities can be referred to as bicycle boulevards.
- **Class IV facilities (protected bicycle lanes/cycle tracks)** are facilities that combine elements of Class I and Class II facilities. They offer an exclusive bicycle route in the roadway similar to a Class II facility, but provide a physical separation from traffic including soft (striping and delineators) or hard ((e.g. curb, on-street parking) barriers between the bicycle lane and the motorized travel lane.

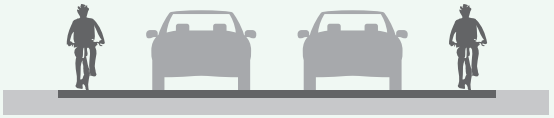
Figure 6.17 on the facing page illustrates the bicycle facility classifications discussed above.

Class I: Bike Route

Provides a completely separated right-of-way for the exclusive use of bicyclists and pedestrians

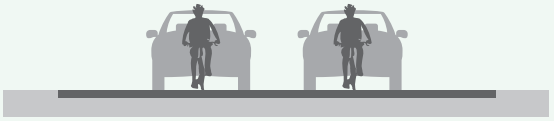
Class II: Bicycle Lane

Provides a striped lane for one-way bike travel on a roadway



Class III: Bike Route

Provides for shared use with motor vehicle traffic



Class IV: Cycletrack

Provides a separated right-of-way for the exclusive use of bicyclists adjacent to a roadway

Figure 6.17 ***Illustrations of bicycle facility classifications***
Image source: Fehr and Peers

Proposed Plan Area Bicycle Priority Network

The Precise Plan recommends the following improvements to enhance bicycle usage and access in the Plan Area.

Figure 6.18 shows the proposed bicycle priority streets in the Plan Area. This includes the provision of new bicycle facilities in both east-west and north-south directions. Figure 6.18 also shows key projects defined for the Plan Area in the City's Bicycle and Pedestrian Master Plan (BPMP), numbered one through seven on the map.

The proposed bicycle improvements for the Plan Area include:

- **Tamalpais Avenue north-south gap connector**. Pedestrian and bicycle path improvements along Tamalpais Avenue are proposed to close the gap in the north-south connection between Mission Avenue and Second Street. Additional study is warranted to connect this north-south bikeway with the east-west bicycle facilities described below.
- **Downtown east-west connection**. The Bicycle and Pedestrian Master Plan calls for an east-west connection in Downtown San Rafael that can comfortably accommodate people of all ages and bicycling ability. This is most commonly accomplished by providing a protected (i.e., dedicated and buffered) bicycle lane, which would require either elimination of on-street parking or conversion of a vehicle travel lane. Fifth Avenue is identified as a special study segment to monitor and evaluate as a location for potential future east-west bicycle improvements, particularly if parking demand declines over time due to changes in travel. Peak weekday parking demand on Fifth Avenue, east of E Street, is much lower than along Fourth Street, with over a third of the blocks having vehicle parking occupancy levels less than 50 percent.
- **Grand Avenue bicycle track**. A two-way bicycle track on the east side of Grand Avenue from Second Street to Fourth Street.
- **West End multi-use path**. A two-way bicycle track, or alternately a Class I multi-use path, on the south side of Second Street between Fourth Street/Marquard Avenue and Miramar Avenue. This would require parking removal and construction of a retaining wall. An alternative to providing an on-street bicycle lane on Fourth Street west of E Street, as described above, would be to provide on-street bicycle facilities on Second Street/Third Street from Miramar Avenue east to E Street, and on E Street from Second Street to Fourth Street. This may require parking removal and/or a lane removal. This alternative alignment is identified as a special study segment as more detailed design studies are required to determine the feasibility of implementing these bikeway facilities.

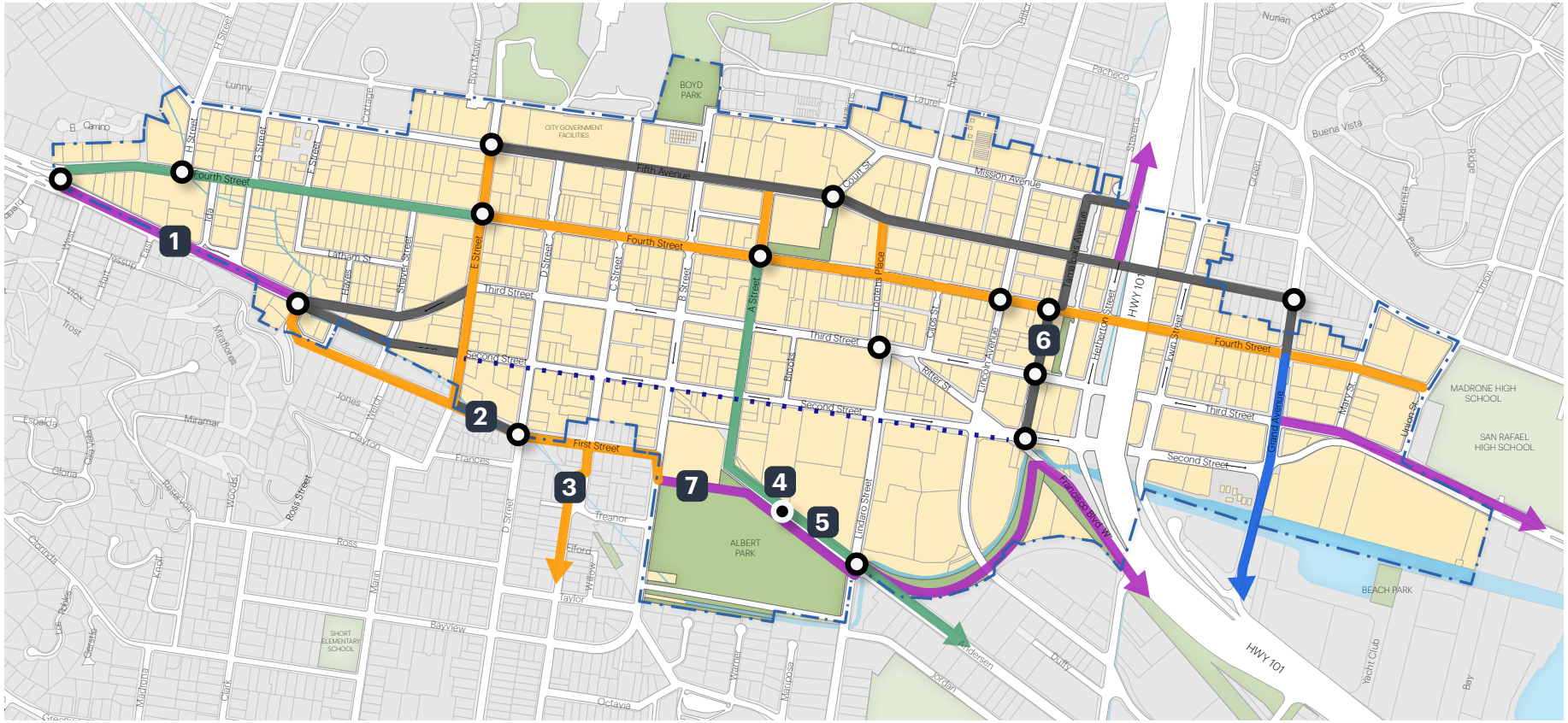


Figure 6.18 ***Bicycle priority network***

Source: Fehr and Peers, May 2021

- Plan Area boundary
- Class I Bicycle Facility (separated bicycle path)
- Class IV Bicycle Facility (protected/ separated bicycle lane)
- Class II Bicycle Facility (striped/ buffered bicycle lane)
- Class III Bicycle Boulevard (shared street, low speed)
- Bicycles may use sidewalk on south side
- Intersection treatments to accommodate bicycle circulation
- Special study segment | study intersection (areas where multiple potential projects have been identified, but final recommendations have not been made, and need further study)

Scale 1" = 800'

N

0 800' 1600'

1. BPMP Project C-6: convert to Class I multi-use path with retaining wall, or two-way protected cycle track with parking removal
2. BPMP Project C-14: convert to one-way eastbound, install a contra-flow bicycle lane or maintain one-way westbound, and install advisory bicycle lanes
3. BPMP C-12: study feasibility for a one-way cycle track couplet on C and D Streets, or bicycle boulevard on both streets. Due to auto volumes and connectivity, the Precise Plan recommends a bicycle boulevard only on C Street, with considerations for Class III signage and wayfinding on D Street
4. Consider mid-block crossing between Albert Park and the BioMarin campus
5. Consider Class I connection from B Street to Anderson Drive/ Lindaro Street to complete Class I network
6. BPMP Project D-2: study appropriate bicycle facility (Class I or Class IV) and connections as part of Transit Center Relocation Project
7. BPMP Project D-7: Class I multi-use path connecting Albert Park with transitions to existing Class II bicycle lanes on Andersen Drive

- **A Street bicycle lanes**. Installation of on-street bicycle lanes from south of Second Street to Fourth Street. This would require parking removal on one side of A Street.
- **First Street bicycle boulevard improvements**. Installation of signing and striping to create a bicycle boulevard from Miramar Avenue to B Street.
- **Albert Park multi-use path**. A multi-use path along the north and east sides of Albert Park.

Figure 6.19 ***Examples of bicycle facilities and strategies recommended for Downtown San Rafael:*** *(clockwise from top left) Protected bicycle lanes shielded from travel lanes by a lane of street parking; bicycle intersection crossing; bicycle share programs; and street markings to delineate bicycle priority streets.*

Table 6D. Bicycle network: recommended strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

Comprehensive "Low Stress" bicycle network

The Plan recommends that, to the extent feasible, the priority bicycle network should be implemented as a "low stress" network intented to be comfortable for all types of bicycle users (from experienced to novice users), and constructed as illustrated in Figure 6.18. The Plan Area priority bicycle network should also be connected with neighboring districts to establish a continuous bicycle network with safe and efficient connections to destinations within the Plan Area and throughout the City.

Bicycle crossings

Existing bicycle crossings should be upgraded, to the extent feasible, to reduce exposure for bicyclists to competing travel modes and to increase bicycle visibility in conflict zones. Potential bicycle crossing enhancements include protected intersections, bicycle signals, bicycle detection, bicycle crossing warning systems, high-visibility intersection crossing markings, bicycle boxes, and median refuge islands. When implementing bicycle crossing enhancements, priority should be given to the locations identified in Figure 6.18.

Quality of bicycle facilities

Bicycle facility improvements within the Plan Area should be made on an ongoing basis to maintain the quality of bicycle facilities.

Driveways

To the extent feasible, eliminate existing, and minimize future driveways and curb cuts along bicycle priority streets identified in Figure 6.18.

On-street vehicle parking

Angled on-street vehicle parking should not be provided along bicycle priority streets. Cycle tracks located adjacent to parking lanes should be physically separated from parked vehicles by a parking buffer with a minimum width of three feet.

Bicycle parking

Demand for bicycle parking should be regularly monitored and short- and long-term bicycle parking supply in the public realm should be increased as warranted. Opportunities for secured long-term bicycle parking supply should be explored at key locations within the Plan Area.

Bicycle share program

Opportunities to provide bikeshare programs within the Plan Area should be explored, and pipeline programs implemented, such as the bikeshare program along the SMART rail line expected to launch in the near future.

Vehicular Network Improvements and Proposed Priority Network

The future roadway network in the Plan Area will be improved and managed using smart technology.

Arterial streets including Second Street, Third Street, Irwin Street, Hetherton Street, and Andersen Drive will continue to serve as primary vehicular routes in and out of Downtown.

Irwin and Hetherton Streets will continue to be the primary access routes for motorists traveling to US-101. Vehicular access to on and off-street parking facilities and passenger and goods loading zones within Downtown will be available via minor north-south and east-west streets. The Plan does not include the construction of new streets or the addition of vehicular through-lanes within existing rights-of-way. The implementation of the pedestrian, bicycle, and transit network enhancements may require the re-purposing of the existing rights-of-way, as shown in the street sections in Section 6.3: Street Transformations.

Proposed vehicular network improvements

Figure 6.20 shows the proposed vehicular priority streets. Second Street and Third Street are the key vehicular priority streets that span the entire Plan Area. Key proposed north-south vehicular priority streets that connect with Second and Third Streets include Anderson Drive/A Street, Hetherton Street, and Irwin Street between Second Street and Mission Avenue.

The following vehicular improvements are proposed for the Plan Area:

- **US-101/ Downtown San Rafael interchange**. Intersection and ramp operational improvements to Second Street, Third Street, Hetherton Street, Irwin Street, and/or ramps including potential traffic signal synchronization at the rail crossings.
- **One-way street conversion**. Convert the one-way segment of B Street to two-way operation. The one-way segments of C Street and D Street were recently converted from one-way to two-way operation, in large part to help with emergency response time for the new Public Safety Center located across from City Hall. Other benefits of converting one-way streets to two-way operation include ease of access, as well as a reduction in the number and severity of collisions because of traffic calming (resulting from decreased vehicle speeds, as shown by studies). B Street is the only remaining one-way north-south street in Downtown other than Hetherton Street and Irwin Street that are high volume streets serving as frontage roads to US-101.
- **Two-way street conversion**. Convert the two-way segment of Francisco Boulevard West to one-way (southbound) operation from Second Street to Rice Drive to accommodate the north-south bikeway.

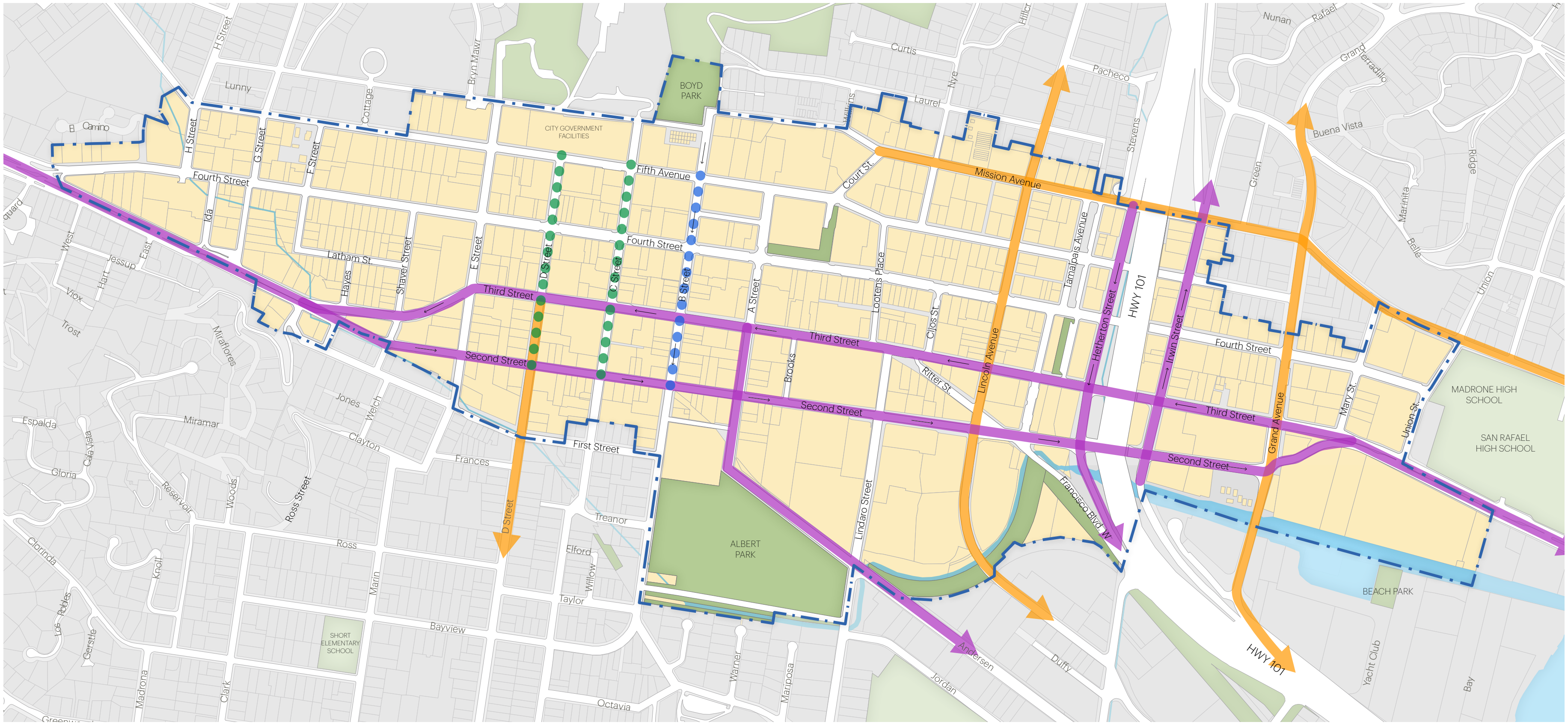


Figure 6.20 ***Vehicular priority network***

Source: Fehr and Peers, May 2021

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

Scale 1" = 800'

N

0 800' 1600'

- **West End gateway intersection**. Realignment of the intersection of Second Street, Fourth Street, and Marquard Avenue to improve safety and functionality, and reduce pedestrian crossing lengths.
- **Lincoln Avenue peak period lanes/parking restrictions**. Extend the existing PM peak period parking restrictions, to allow for two lanes in each direction during both AM and PM peak periods, from Hammondale Court/US-101 ramps to Mission Avenue. Provide additional parking in the corridor.
- **Complete Streets projects**. Modifications of streets to enhance multimodal access. These projects would not change the number of through lanes identified in the General Plan.
- **Intersection improvements**. Traffic signal modifications, roundabouts, and/or turn lane modifications (e.g. prohibiting left turns, implementing protected left turn phasing, implementing "no right on red" restrictions). Improvements should be designed taking into account existing conditions and unique design needs of each intersection.
- **Transportation system technology improvements**. Traffic signal system upgrade, monitoring equipment, emergency vehicle detection, and other technology enhancements to facilitate smart management of transportation system.

Figure 6.21 ***An example of a Complete Street: Bancroft Avenue, Berkeley, CA***

Table 6E. Vehicular network: recommended strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

■ Grid network

The existing grid network within the Plan Area will be maintained to maximize routing options for transportation users.

■ Intersection improvements

Intersection traffic controls, geometrics, and crossing facilities should be modified to physically separate competing travel modes where feasible and minimize the potential for multimodal conflicts at intersections.

■ Gateways

New gateway elements at key vehicular entry locations along Fourth Street (SMART Station area and West End), Third Street (Montecito Plaza area), Lincoln Avenue (north of Mission Avenue), and Andersen Drive (south of Second Street) would reinforce the unique imagery and identity of Downtown. These gateway features could include streetscape elements such as public art and murals, monuments, and signage.

■ Target speeds

The concept of target speed should be used to determine design speeds for all streets based on the modal priority and land use context.

■ Transportation Demand Management (TDM)

TDM strategies could help manage vehicle travel and parking demand in the Plan Area. Partnering with local businesses and other organizations to explore TDM strategies would decrease peak hour vehicle trips throughout the Downtown vehicular network.

■ Infrastructure for future mobility

To encourage a transition to alternate fuels and modes of transport, supporting infrastructure should be planned and implemented, such as EV charging stations, bicycle and scooter rental stations, etc.

Figure 6.22 ***Examples of strategies recommended for Downtown's vehicular network:*** *(far left) a high visibility crosswalk with a traffic circle, and (left) a protected left turn and separated bicycle path at a rail crossing.*

Transit Network Improvements and Proposed Transit Priority Network

Focused investment on transit priority corridors will expedite transit operations, improve travel times, and enhance the quality of service for riders.

Downtown is served by several transit service types, ranging from SMART commuter rail to fixed route bus service by Golden Gate Transit and Marin Transit to paratransit service for older adults and people with disabilities.

At the Downtown San Rafael train station, SMART provides 19 daily round-trips during the week with service from Santa Rosa to Larkspur. Over 500 buses pass through the San Rafael Transit Center each weekday, serving a total of 9,000 boardings and alightings.

North-south transit priority streets include Hetherton Street and Irwin Street adjacent to US-101 as well as the blocks of Second Street, Third Street, and Fourth Street under the freeway as these streets are used by buses that access the San Rafael Transit Center.

Fourth Street, from the West End east to Irwin Street, is the primary east-west transit priority street as it is used by most east-west fixed route service provided by Golden Gate Transit and Marin Transit through the Downtown core.

Proposed transit improvements

The following transit improvements are proposed for the Plan Area. Figure 6.23 shows the proposed transit priority streets.

- **SMART station/San Rafael Transit Center multimodal access improvements.** Sidewalk widening, bicycle facilities, enhanced crosswalk treatments, lighting and wayfinding on streets connecting to adjacent destinations.
- **Downtown shuttle.** Shuttle service connecting to the SMART Station, San Rafael Transit Center, major Downtown destinations, and/or adjacent neighborhoods.
- **Transit priority measures.** Potential measures include transit-only lanes, queue jumps, transit signal preemption, and enhanced bus stop amenities. The location and type of transit priority measures will be determined once a final location for the San Rafael Transit Center is selected.
- **Transit technology improvements.** Transit priority treatments, monitoring equipment, and other technology enhancements to facilitate smart management of the transportation system.

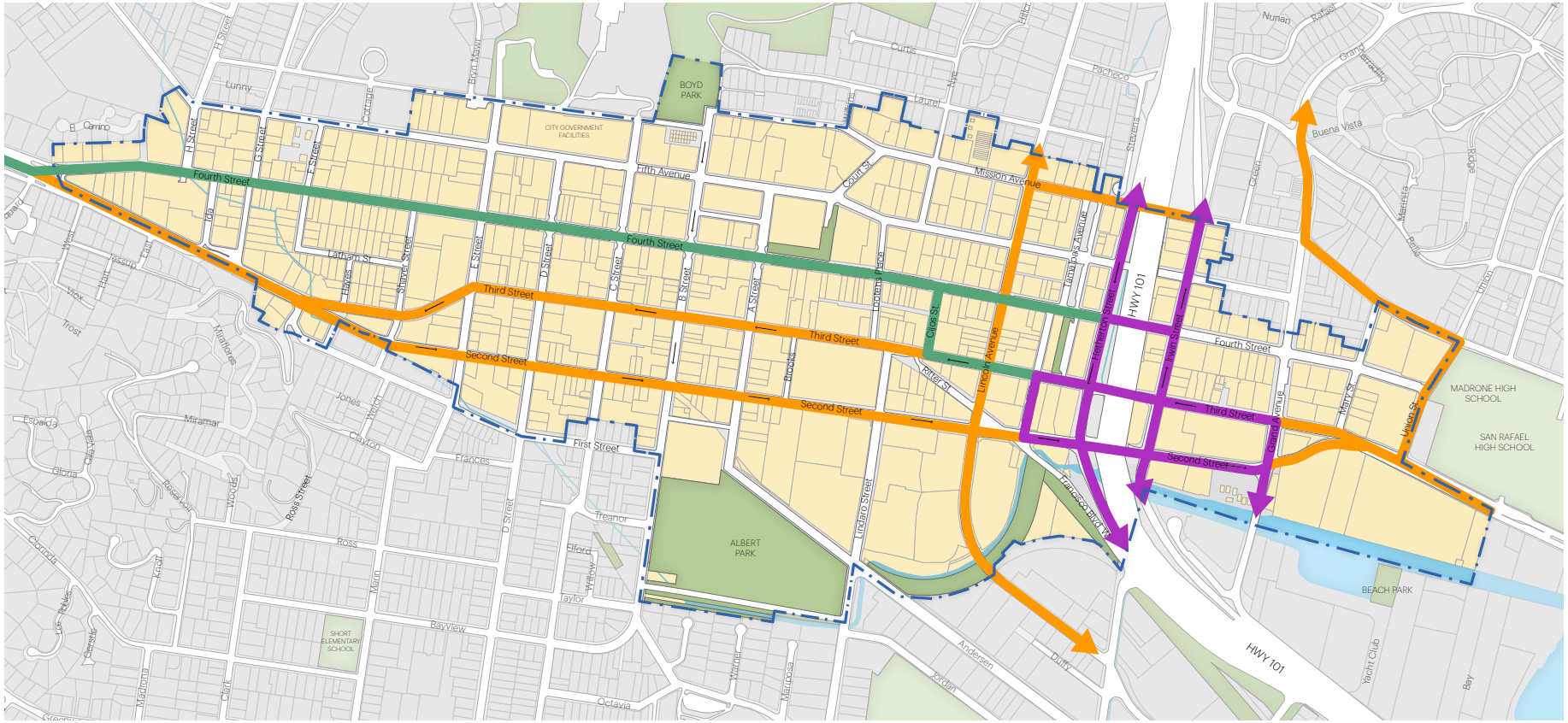


Figure 6.23 ***Transit priority network***

Source: Fehr and Peers, May 2021

- Plan Area boundary
- High frequency bus route
- Moderate frequency bus route
- Low frequency bus route

Table 6F. Transit network: recommended strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

- **Transit priority corridors**
  To the extent feasible, the transit priority measures should be implemented and constructed along the priority corridors identified in Figure 6.23. Potential measures include transit-only lanes, queue jumps, transit signal preemption, and bulb-outs with in-street passenger loading. Transit-only lanes and queue jumps should be evaluated when vehicle operations degrade to levels where the provision of such treatments would allow buses to bypass queues near US-101 as they travel to access the San Rafael Transit Center.
- **Enhanced transit stop amenities**
  Transit stops should be enhanced with amenities to include benches, shelters, and real-time arrival information.
- **Transit network**
  As the Downtown evolves over the next decade or so, transit network strategies should be explored as needed to improve travel times and service quality for bus routes serving the Plan Area.
- **Elevated SMART tracks**
  Undertake feasibility studies for elevating the SMART tracks as a long-term strategy to further improve circulation on Downtown streets.
- **Transit connections**
  Initiate measures to provide seamless connections between the SMART trains, buses and other modes of travel in Downtown, including micromobility improvements for "last mile trips" from the station.

6.3 Street Transformations

Key streets can be reconfigured to reflect their intended role in Downtown's circulation network.

To make Downtown truly multimodal, the role of existing streets was analyzed and phased transformations recommended to the existing rights-of-way. The street cross sections presented in the following pages illustrate potential configurations for several priority segments. The illustrative cross-sections in the vicinity of the SMART station, for segments of Fourth Street and Tamalpais Avenue West, are designed to be compatible with the "Under the Freeway" concept, one of three options being considered for the San Rafael Transit Center relocation. The other two design concepts being considered would implement different cross-sections in the segments of Tamalpais Avenue West between Second and Fourth Streets. The dimensions presented with each cross section are based on typical applications of each design element and are provided for illustrative purposes only. The cross sections are intended to serve as guidelines, and the ultimate configuration, placement, and dimensions of each element will be determined during subsequent detailed design processes, resulting in refined street designs based on the context of the surrounding built environment. Figure 6.24 indicates the locations of the street sections analyzed.

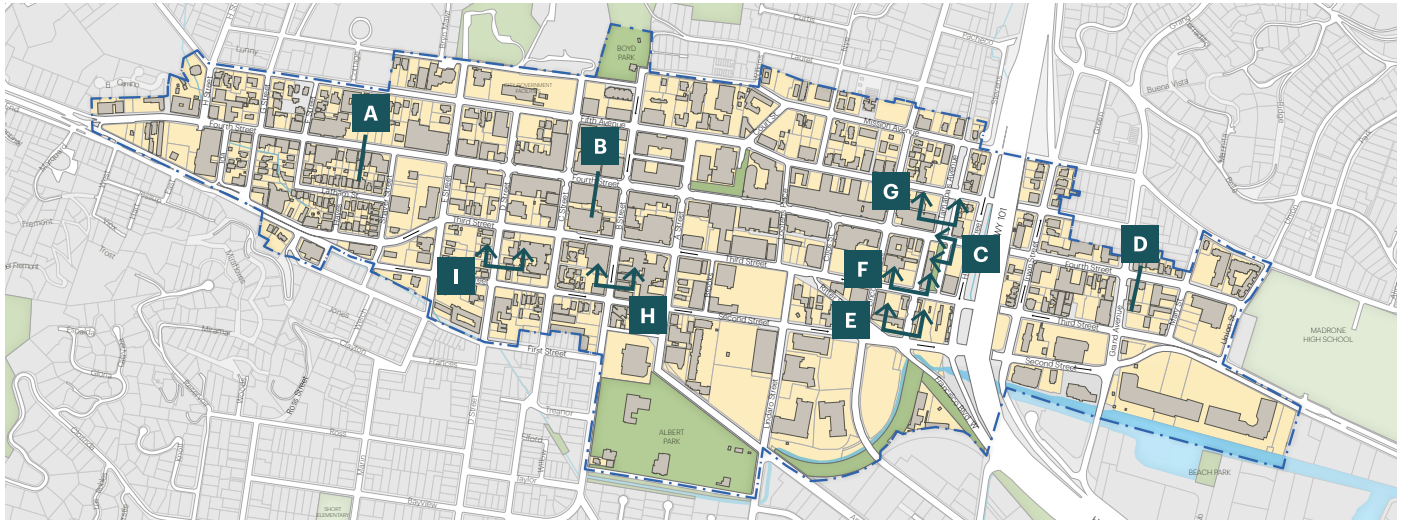


Figure 6.24 ***Locations of street sections analyzed for near-term changes and long-term transformation***

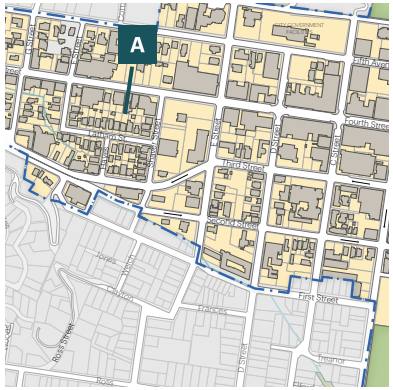
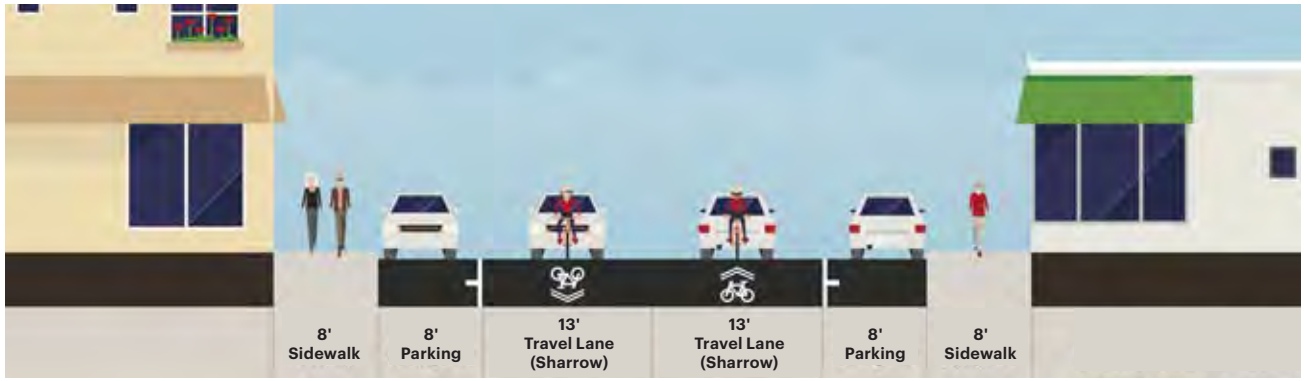
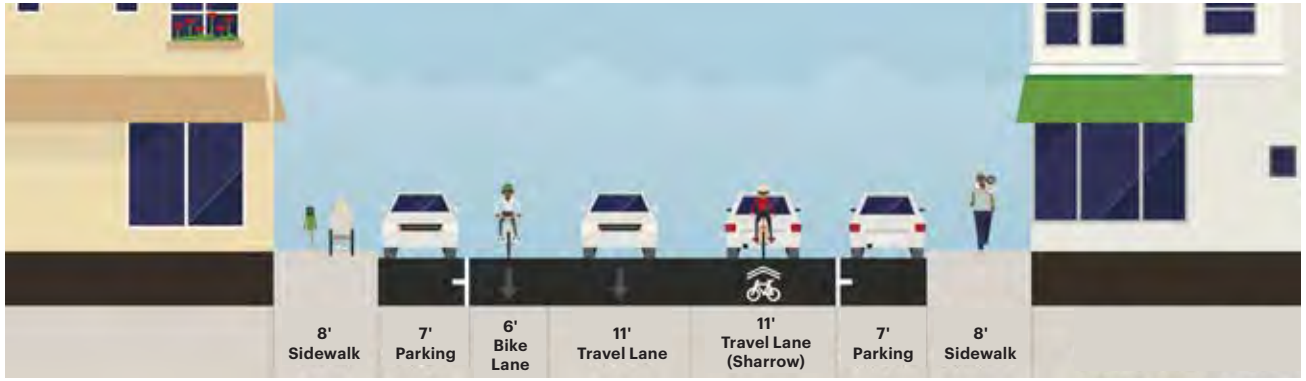


Figure 6.25 ***(Above) Key map of street section location***
Figure 6.26 ***(Right) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

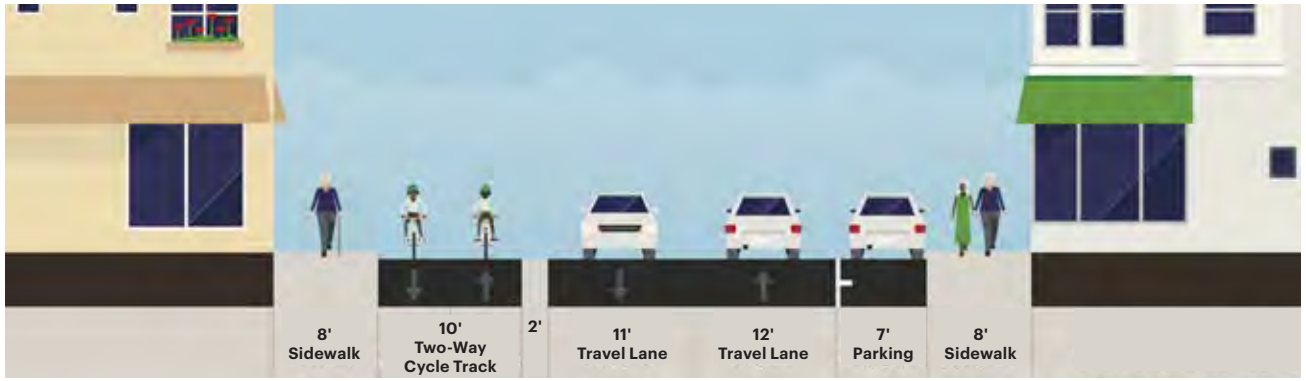
Fourth Street between H Street and E Street, facing east or west



Existing condition *(42' Curb-to-Curb)*



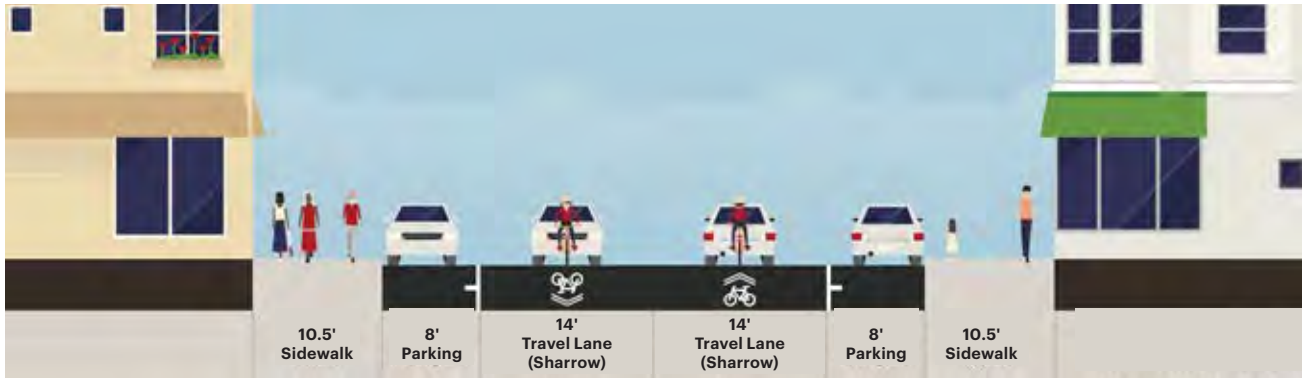
Near-term transformation *(42' Curb-to-Curb)*



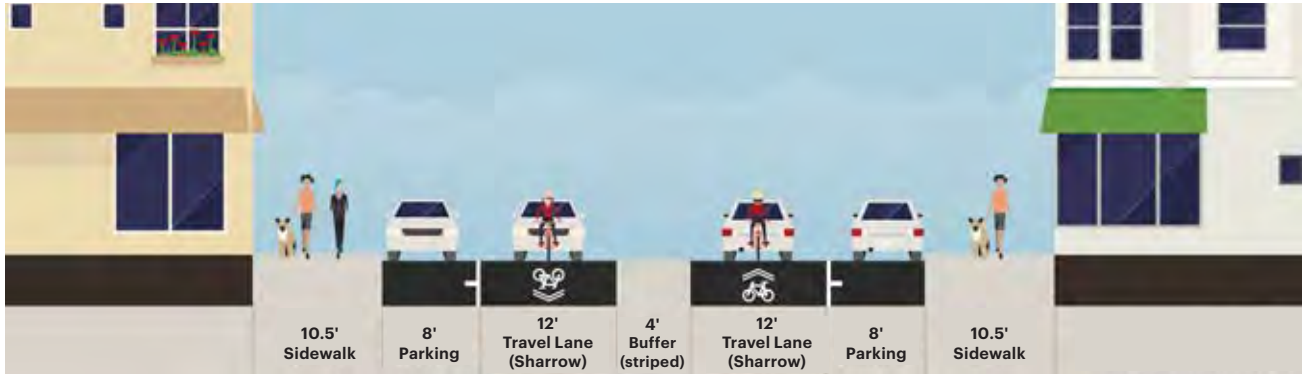
Long-term transformation *(42' Curb-to-Curb)*

Sections created using Streetmix

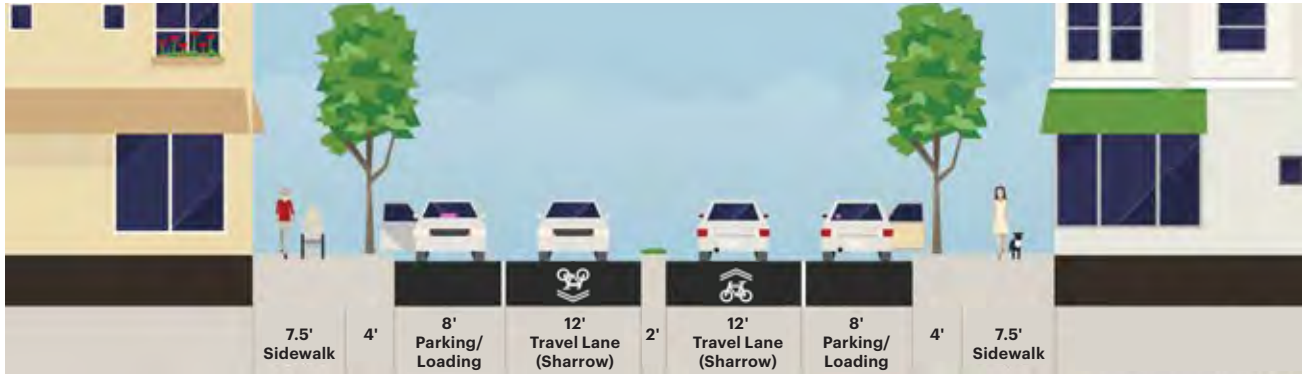
Fourth Street between E Street and Lincoln Avenue, facing east or west



Existing condition *(44' Curb-to-Curb)*



Near-term transformation *(44' Curb-to-Curb)*



Long-term transformation *(42' Curb-to-Curb)*

Sections created using Streetmix

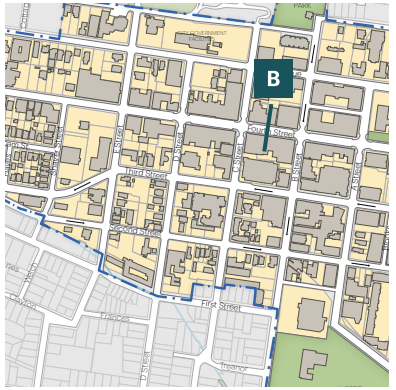


Figure 6.27 ***(Above) Key map of street section location***
Figure 6.28 ***(Left) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

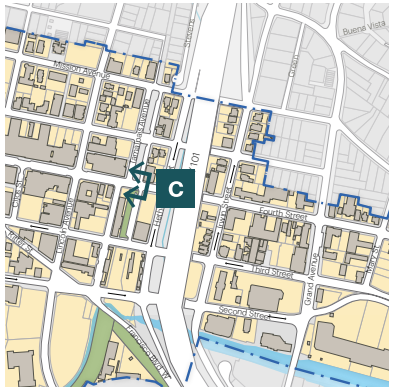
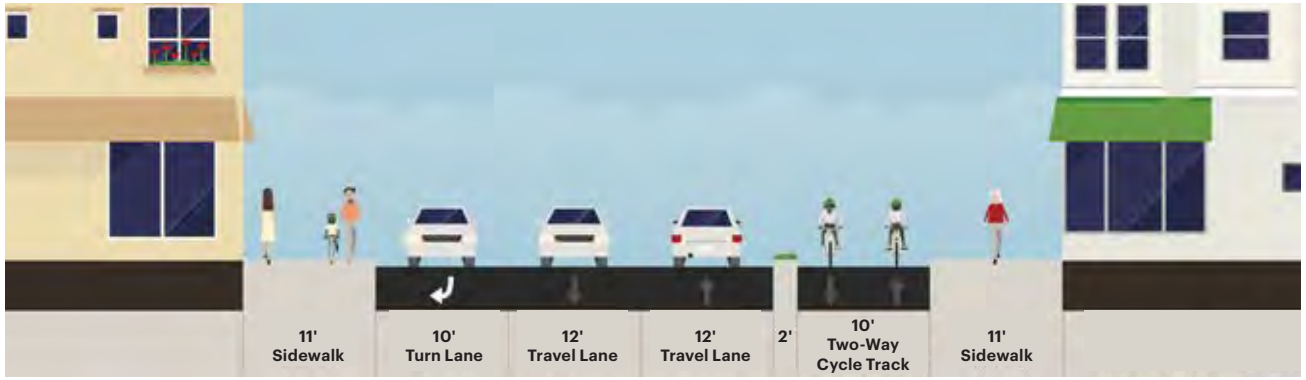


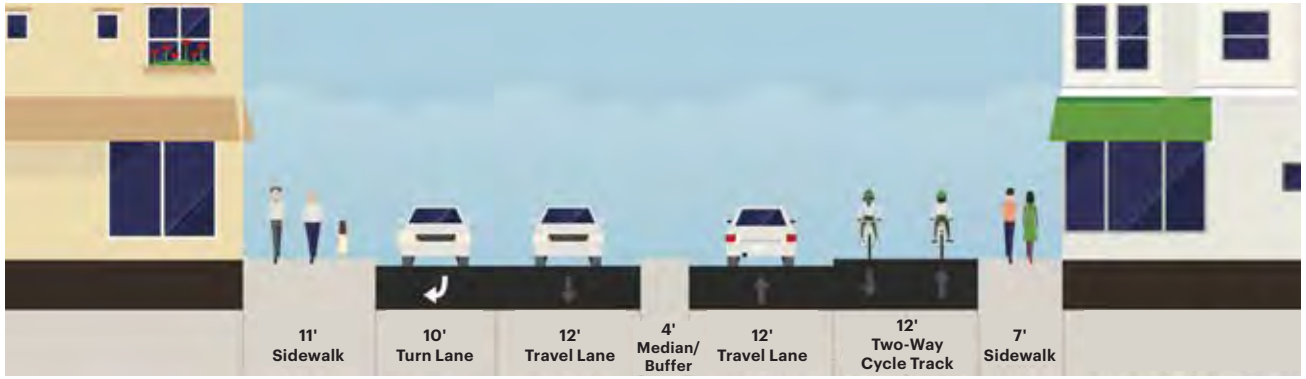
Figure 6.29 ***(Above) Key map of street section location***
Figure 6.30 ***(Right) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

Fourth Street between Tamalpais Avenue and Hetherton Street, facing west

Existing condition *(46' Curb-to-Curb). Note: Mostly "red curb" condition (no street parking allowed)*



Near-term transformation *(46' Curb-to-Curb)*

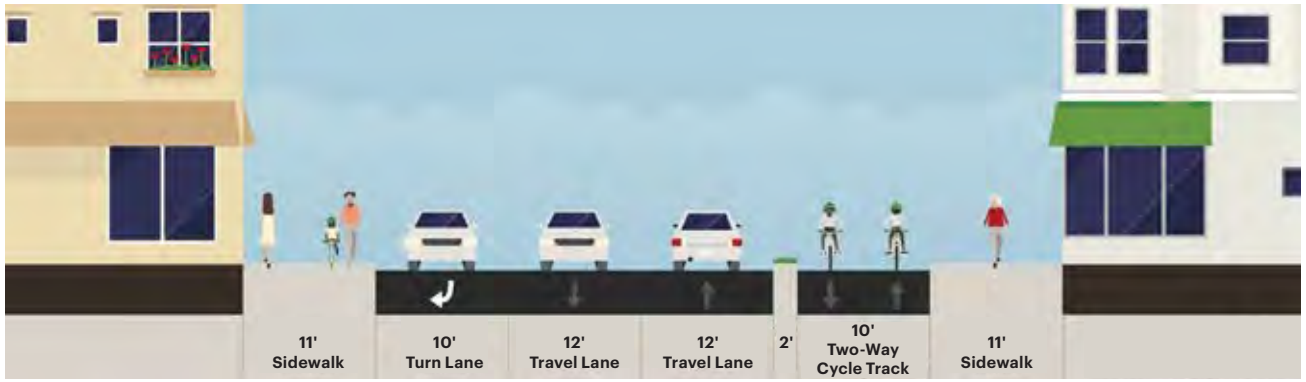


Long-term transformation *(50' Curb-to-Curb including raised cycle track)*

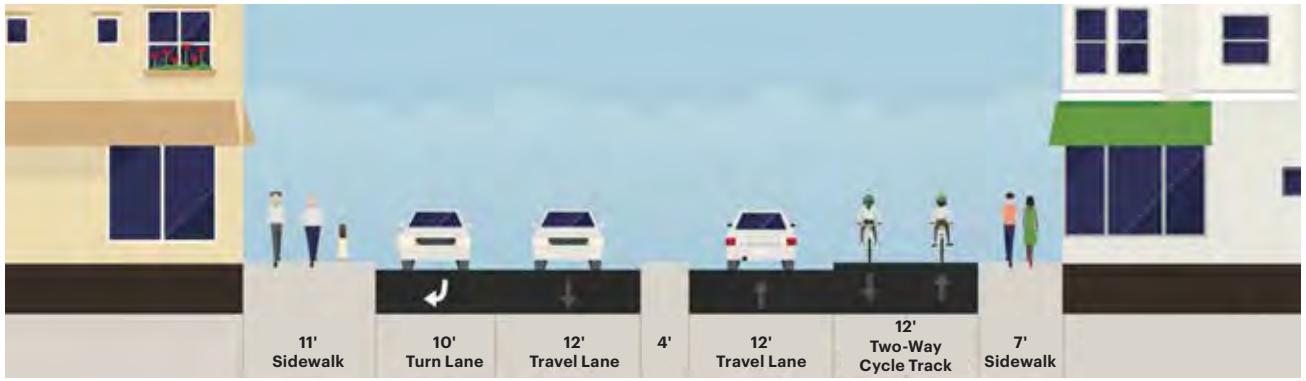
Sections created using Streetmix

Fourth Street between Irwin Street and Grand Avenue, facing east or west

Existing condition *(46' Curb-to-Curb)*



Near-term transformation *(46' Curb-to-Curb)*



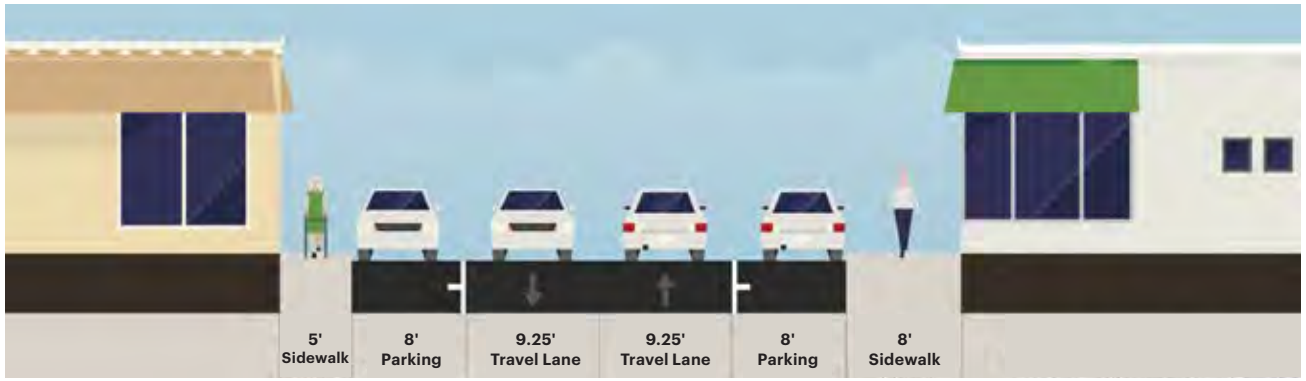
Long-term transformation *(50' Curb-to-Curb)*

Sections created using Streetmix

Figure 6.31 ***(Above) Key map of street section location***
Figure 6.32 ***(Left) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

Figure 6.33 ***(Above) Key map of street section location***
Figure 6.34 ***(Right) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

Tamalpais Avenue between Second Street and Third Street, facing north



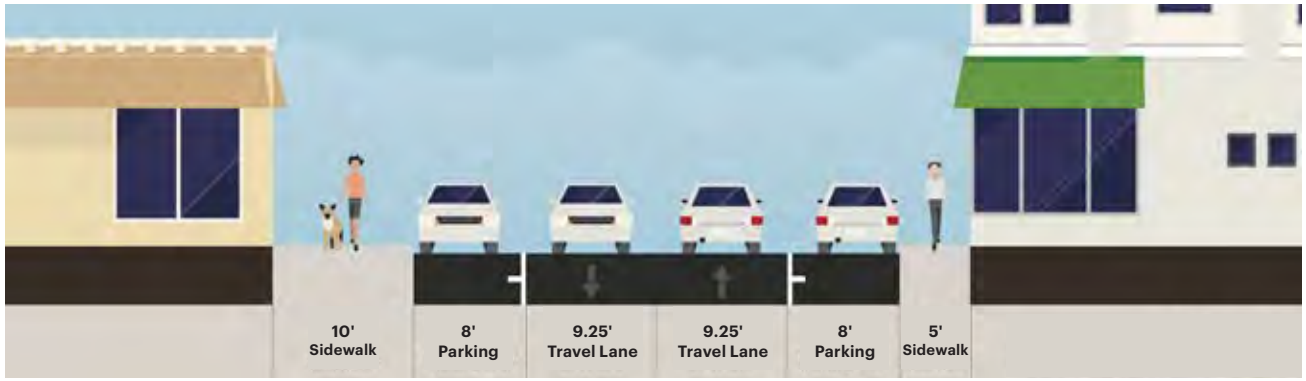
Existing condition *(34.5' Curb-to-Curb)*

Near-term transformation *(34.5' Curb-to-Curb)*

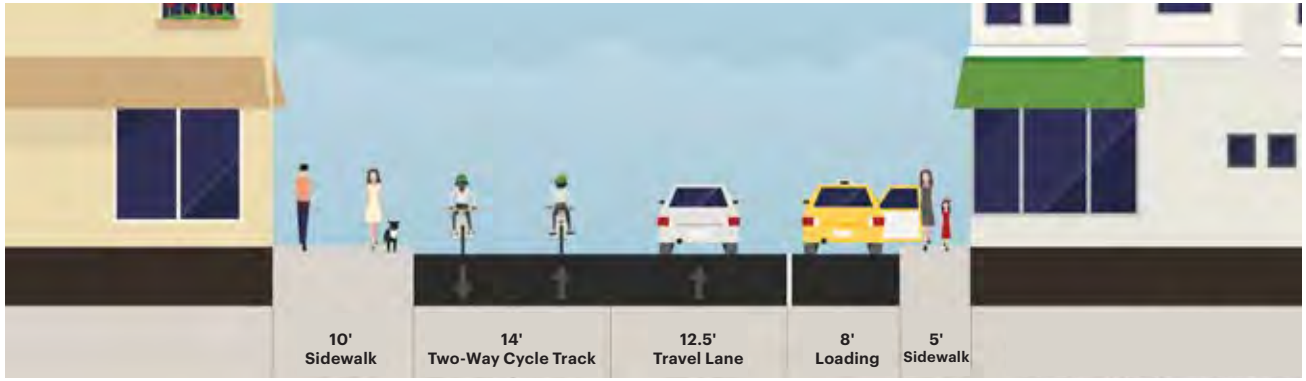
Long-term transformation *(33.5' Curb-to-Curb)*

Sections created using Streetmix

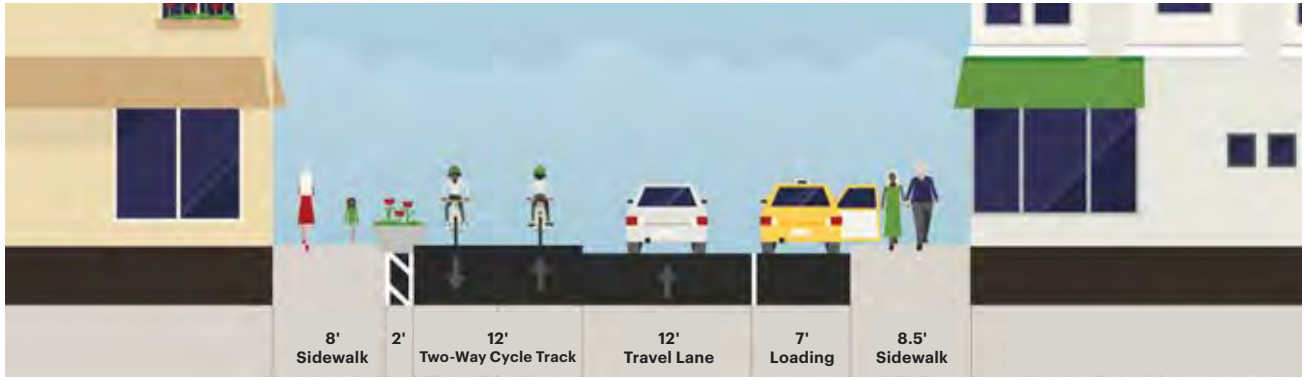
Tamalpais Avenue between Third Street and Fourth Street, facing north



Existing condition *(34.5' Curb-to-Curb)*



Near-term transformation *(34.5' Curb-to-Curb)*



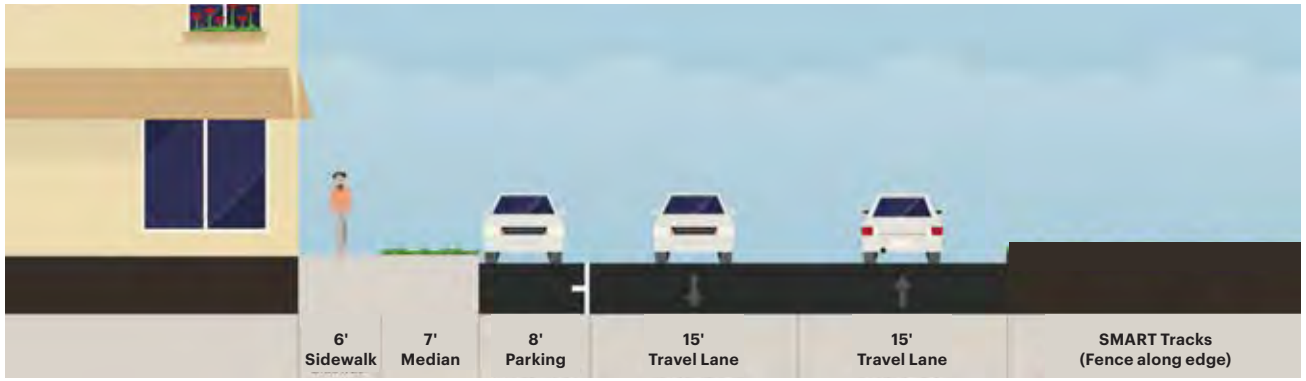
Long-term transformation *(31' Curb-to-Curb)*

Sections created using Streetmix

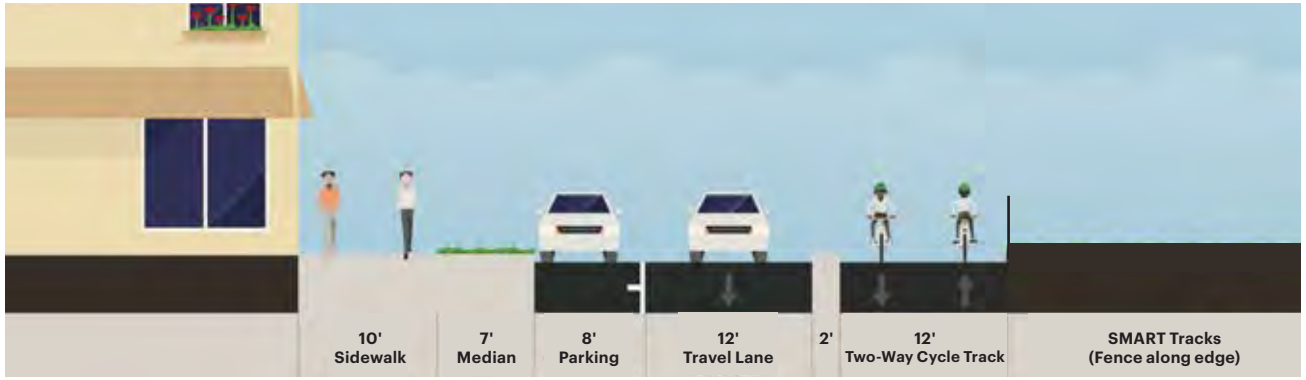
Figure 6.35 ***(Above) Key map of street section location***
Figure 6.36 ***(Left) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

Figure 6.37 ***(Above) Key map of street section location***
Figure 6.38 ***(Right) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

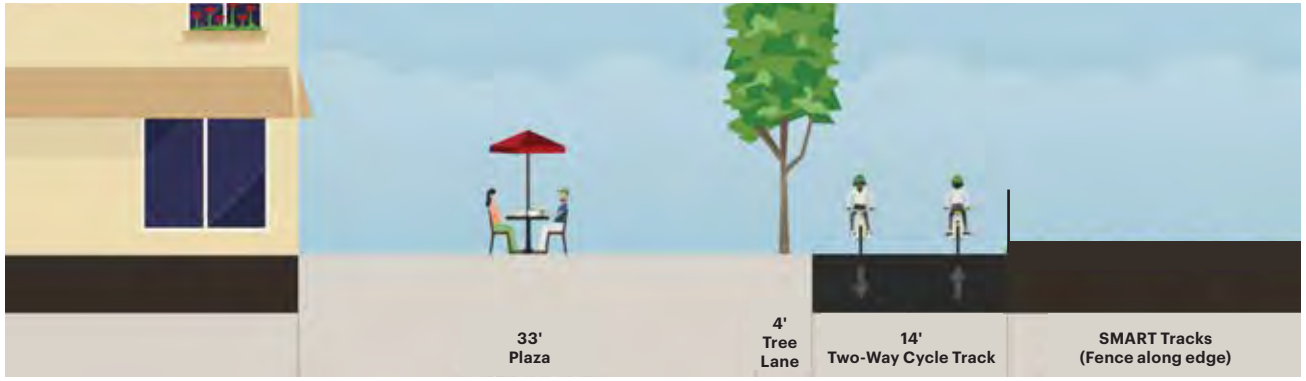
Tamalpais Avenue between Fourth Street and Mission Avenue, facing north



Existing condition *(36' - 38' Curb-to-Curb)*



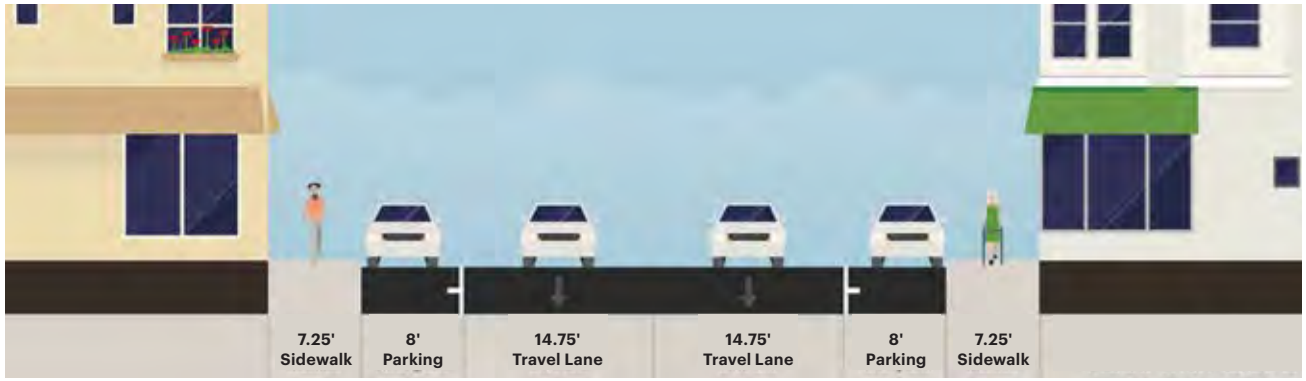
Near-term transformation *(34' Curb-to-Curb)*



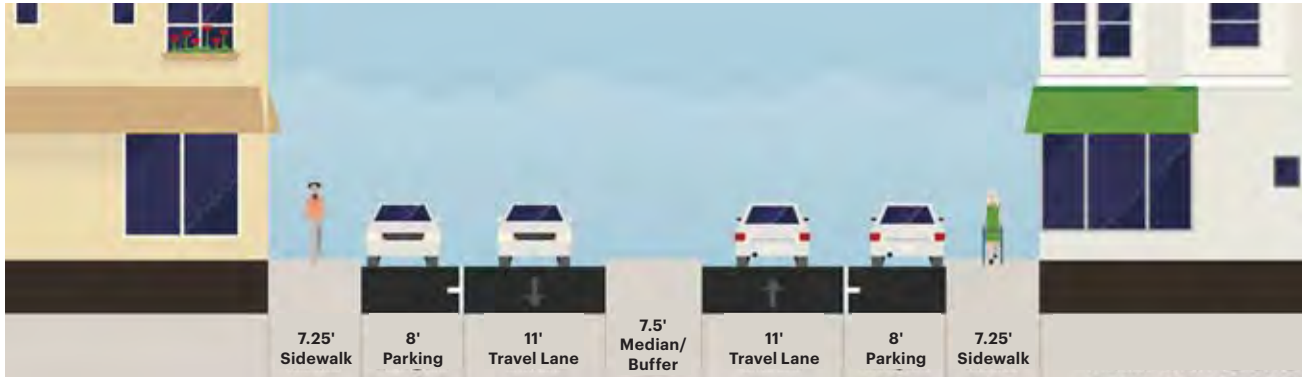
Long-term transformation *(Plaza with Cycle Track)*

Sections created using Streetmix

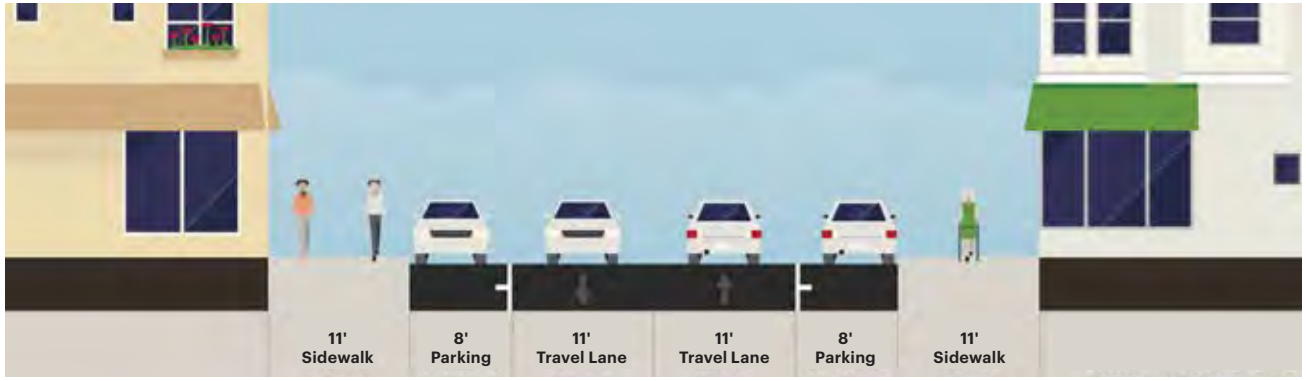
B Street between Second Street and Mission Avenue, facing north



Existing condition *(45.5' Curb-to-Curb)*



Near-term transformation *(45.5' Curb-to-Curb)*



Long-term transformation *(38' Curb-to-Curb)*

Sections created using Streetmix

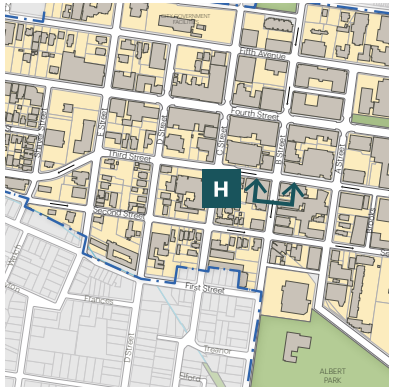


Figure 6.39 ***(Above) Key map of street section location***
Figure 6.40 ***(Left) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

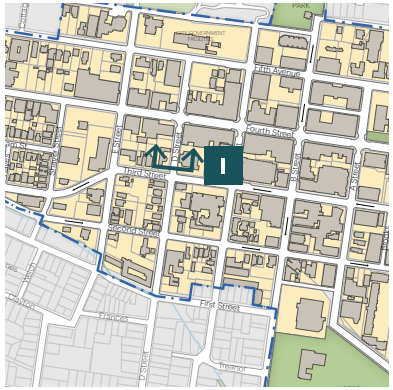
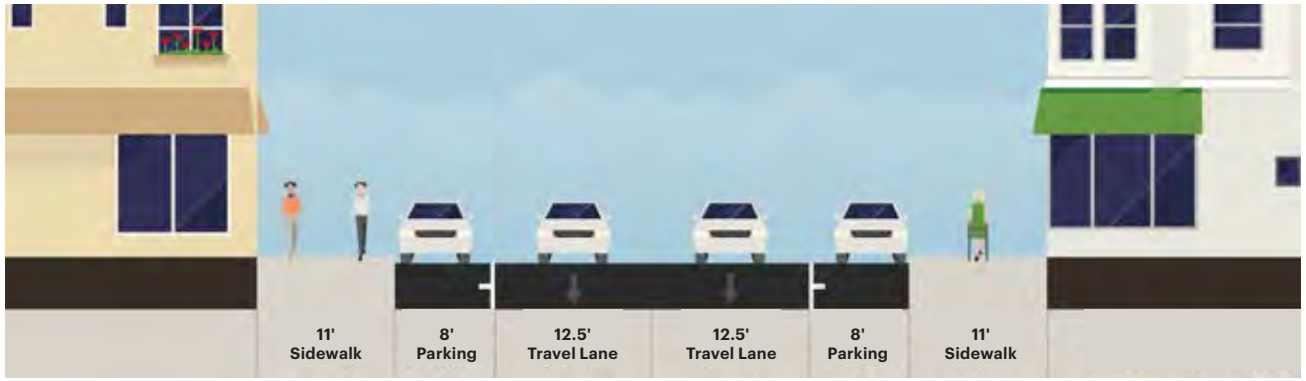
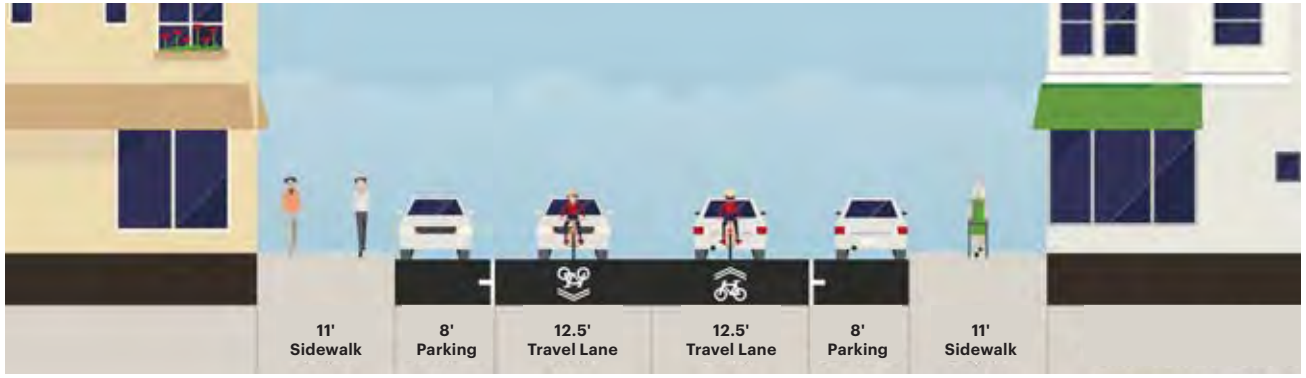


Figure 6.41 ***(Above) Key map of street section location***
Figure 6.42 ***(Right) Street sections*** *illustrating existing conditions, near-term changes, and long-term transformation of this street segment*

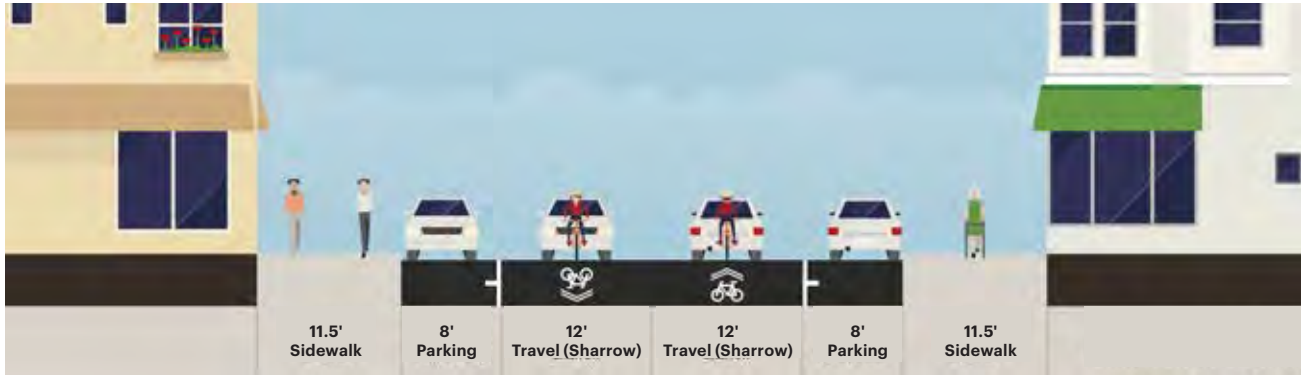
D Street between First Street and Fifth Avenue, facing north



Existing condition *(41' Curb-to-Curb)*



Near-term transformation *(41' Curb-to-Curb)*



Long-term transformation *(40' Curb-to-Curb)*

Sections created using Streetmix

6.4 Parking

Parking demand in Downtown San Rafael is highly variable based on location, parking facility type, and the given point in time. Current and evolving transportation trends need to be considered when providing parking for the future.

Approach

Parking demand has declined in cities with high adoption rates of emerging technologies such as ride-hailing services and micromobility devices. Similar parking demand reductions are forecast with the future adoption of self-driving cars. Given these recent and anticipated trends, the Plan recommends maximizing the use of existing parking supply and adjusting parking requirements to "right size" parking for new development. The objective is to create a "park once" district, actively facilitating shared use of private off-street parking facilities, and variably price on-street parking in high demand areas. This "park once" district would be focused in the area between E Street and US-101, where most of the off-street public parking facilities are located, and could be implemented by expanding the existing Downtown Parking Assessment District to extend from E Street to Hetherton Street.

The Plan also recommends adjusting parking standards based on access to transit facilities. This translates to reducing parking requirements for new development in areas that are within half a mile (walking distance) of the SMART station and the future San Rafael Transit Center. In addition, the parking exemption currently allowed for the first 1.0 FAR of non-residential uses within the Downtown Parking Assessment District will remain. The West End Village, with lesser access to transit, will continue to have comparatively higher parking needs in the near-term, and parking standards will need to be calibrated accordingly.

Parking recommendations described in this section are consistent with the key recommendations of the Downtown Parking and Wayfinding Study (2017) that are included for reference in Appendix VI: Transportation and Parking - Additional Information. Parking standards for new development are described in Chapter Nine: Downtown Form-Based Code).

The parking recommendations for Downtown are grouped into the following overall strategies.

1. **Maximize use of existing parking**
2. **Parking information and technology**
3. **Zoning and development standards**
4. **Parking administration and operations**
5. **Additional public parking**

1. Maximize use of existing parking

In a "park once" district, people are encouraged to park in one place and walk from one destination to another rather than driving and parking again. This approach requires sufficient off-street parking near high-demand destinations, parking and information technology to direct drivers to available parking, pricing to encourage the use of off-street facilities, and a safe, high-quality pedestrian environment from parking facilities to and from destinations. The following are recommended strategies.

- **Pedestrian access to parking**. Improvements to pedestrian routes to key parking facilities that create safe and comfortable conditions.
- **Shared parking program**. Implement a City program to encourage private property owners to share all or a portion of their parking. The role of the City could range from technical assistance with shared parking agreements and adding facilities to the City's parking guidance/ information system to a full management agreement where the City provides signage, facility management, revenue collection, and enforcement with revenue sharing considerations. The City of Sacramento currently has an active shared parking program that manages more than 10,000 private parking spaces. By maximizing the use of private parking that was previously underutilized, the City has saved more than $40 million in capital costs for new parking.
- **Dynamic parking pricing**. Set higher parking prices in high demand areas and lower prices in low demand areas. The objective, by charging the right price for on-street parking, is to make sure there are a few spaces available on every block. This strategy also encourages the use of off-street parking for long-term parkers. Additional parking revenue generated through dynamic pricing could be dedicated to pay for added public services on high demand blocks.
- **Innovative design solutions**. Allow the use of automated parking systems or similar mechanical parking devices for existing or new parking facilities.
- **Downtown Bike Share stations**. Work with the Metropolitan Transportation Commission (MTC) and Transportation Authority of Marin (TAM) to implement a new Marin County Bike Share Program including placing new bike share stations at major parking and transit facilities both to facilitate the "park once" district and to encourage the use of transit and cycling to reduce overall parking demand.

2. Parking information and technology

Implementing parking and information technology to direct drivers to available parking is a key aspect of successful "park once" districts. The following are recommended strategies.

- **Comprehensive parking information and technology system**. Implement technology that provides real-time information on parking availability in city-operated parking facilities. This technology can also provide smart parking signs at major Downtown gateways and along routes to parking facilities showing availability and directions. Consider digital parking short-term or long-term reservation systems, and integrate electric vehicle charging information and payment systems.
- **Parking technology strategy**. Develop and continually update a parking technology strategy that addresses parking and mobility goals and evolving conditions.

3. Zoning and development standards

Adjusting parking requirements to "right size" off-street parking will both support the "park once" district and support Downtown development goals. Some strategies are recommended below. These have been considered in

framing the parking standards in Chapter Nine: Downtown Form-Based Code.

- **Simplified parking requirement categories**. The Downtown Parking and Wayfinding Study (2017) recommended reducing the current 50 designations to five land use types for the Downtown area. The Precise Plan supports this approach, and the Downtown Form-Based Code addresses this in its parking standards.
- **Reduced, flexible parking requirements**. Section 14.18.040.G of the zoning code allows a 20 percent reduction for non-residential uses in Downtown and in addition, provides waivers for off-street requirements up to the first 1.0 in FAR. In addition to current allowed reductions in the Plan Area, additional parking reductions could be explored. Stacked parking is allowed and encouraged (but not mandated) and should be used where appropriate.
- **Shower and locker facilities**. The City can consider developing incentives for new commercial projects to provide showers and lockers to encourage bicycle commuting that will reduce parking demand.

4. Parking administration and operations

The active management of information, operations, and pricing of parking facilities are critical to the efficient use of parking. The following are recommended strategies.

- **Strategic guiding principles**. Adopt clear and strategic guiding principles for the operation and management of city-operated parking. It is recommended that this be a performance-based management approach that adjusts rates and regulations to make it as easy as possible to find a parking space.
- **Performance metrics for parking rates**. As part of the Strategic Guiding Principles, adopt performance metrics to implement and manage variable parking pricing.
- **Shared parking operations**. Modify the zoning code to allow for shared use parking arrangements. The Downtown Form-Based Code incorporates this recommendation.

5. Additional public parking

Given the cost and long-term commitment associated with providing additional public parking, all efforts to maximize use of existing parking should be undertaken before building new parking facilities. The following are recommended strategies.

- **Expand the Downtown Parking Assessment District**. Expand the current Downtown Parking Assessment District west to E Street and east to Hetherton Street. New funds generated would be used for a variety of purposes including pursuing partnerships with private developers and/or other agencies to add parking in new facilities being planned by others.
- **Public-private collaborations**. Work with major new developments to include public parking spaces in new private garages, particularly near the SMART station.
- **Parking facility dimensions**. Reduce the minimum parking space and aisle dimensions for parking facilities city-wide. The Downtown Form-Based Code provides updated parking standards for the Plan Area.
- **Parking garage design standards**. New parking structures should complement the architectural integrity of the surrounding area, provide ground floor active uses on the street frontage, align elevator/ pedestrian plazas towards transit and retail, provide opportunities for the parking to be shared by different land uses, and encourage public access. The Downtown Form-Based Code addresses these recommendations in its parking standards for the Plan Area.

6.5 Other Transportation Considerations for Downtown

Other topics that are relevant to Downtown's transportation network are listed below. General information on these topics have been provided in Appendix VI: Transportation and Parking - Additional Information, including background information, industry best practices and recommended strategies.

Curbside management

As competition for limited curb space will increase, a Downtown Curbside Management Strategy could be considered to help optimize available resources in Downtown.

Vehicle trip reduction measures

Vehicle trip reduction measures include strategies to reduce Vehicle Miles Traveled (VMT), traffic congestion levels, and greenhouse gas emissions. Applied as an inter-related, Downtown-wide set of strategies, Vehicle Trip Reduction measures will improve the performance of the Downtown transportation network and yield direct benefits to its users.

Ride-hailing, self-driving vehicles, and micromobility

A key Plan objective is to prepare Downtown for the future of mobility. Emerging technologies are discussed in this section, to provide relevant background information that could inform the design and management of streets and parking in the future.

Wayfinding

Wayfinding is integral to the effectiveness of the Downtown transportation and parking system. Well-designed and placed signs anticipate circulation needs, provide clear direction, and minimize confusion. Signage also plays a part in shaping identify, creating neighborhood or district character, and expressing community values. Best practices and strategies (discussed in Appendix VI) can further enhance Downtown's existing wayfinding improvements and ongoing implementation of the recommendations of the Downtown Parking and Wayfinding Study.

Please refer to Appendix VI: Transportation and Parking - Additional Information for a detailed discussion of these topics.

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CHAPTER 7

Affordable Housing + Anti-Displacement

In this chapter

7.1 Introduction

The Bay Area is facing a housing crisis, and San Rafael is not an exception. Homelessness has been and continues to be an issue of concern, particularly in Downtown. This chapter assesses housing needs and includes recommendations to achieve the Plan goals of increasing housing affordability and preventing gentrification. The complete Affordable Housing and Anti-Displacement Strategy is available in Appendix VII.

Background

The Downtown Precise Plan Area (Plan Area) is currently home to approximately 2,300 residents (2018 figures). The one-half mile radius around the SMART station and Transit Center has been designated a Priority Development Area (PDA) by the City Council, with recognition by the Association of Bay Area Governments (ABAG). As a PDA, the area has been identified as an infill development opportunity where there is both a local and regional commitment to developing more housing, along with amenities and services to meet the needs of residents in a pedestrian-friendly environment served by transit. This projected growth has implications for existing and future affordable housing within the Plan Area. .

General Plan context

The City's Housing Element provides the policy framework for establishing the Precise Plan Affordable Housing and Anti-Displacement Strategy. San Rafael's Housing Element sets forth housing policies to incentivize both market-rate and affordable development in Downtown, and to address displacement of existing residents. Some of the relevant policies and programs are:

Policy H-7. Protection of the existing housing stock.

Continue to protect existing housing from conversion to non-residential uses. Ensure that affordable housing provided through government subsidy programs, incentives, and deed restrictions remains affordable over the required time period, and intervene when possible to help preserve such housing.

Policy H-15. Infill near transit.
Encourage higher densities on sites adjacent to a transit hub, focusing on the Priority Development Area surrounding the San Rafael Transit Center and future Downtown SMART station.

- ***H-15a. Downtown Station Area Plan.*** *The extension of SMART rail service to Downtown is an opportunity to create a variety of transportation and housing options, economic stability, and vibrant community gathering places in the heart of San Rafael. General Plan 2020, adopted in 2004, allowed for higher residential densities and reduced residential parking standards to encourage*

housing development within the heart of Downtown that would support local businesses and allow people to live close to their place of work. The Downtown Station Area Plan, accepted by City Council in June 2012, establishes a series of implementing actions, the following of which specifically serve to facilitate higher density residential and mixed-use infill in the area.

Similarly, General Plan 2040 includes an Equity, Diversity, and Inclusion Element that addresses housing and anti-displacement issues, and a Neighborhoods Element that recognizes displacement as an issue in certain parts of San Rafael, including Downtown and the Canal neighborhood. Relevant policies include:

Policy EDI-3.1. Preventing displacement

Prevent the displacement of lower income residents from their homes due to rising costs, evictions without cause, and other economic factors that make it difficult for people to stay in San Rafael.

- ***Program EDI-3.1a. Anti-displacement strategies.*** *Evaluate anti-displacement strategies in future plans or programs that could result in the direct removal of affordable housing units, the displacement of tenants, or economic hardships due to rapid rent increases.*
- ***Program EDI-3.1b. Renter protection measures.*** *Continue to explore and promote measures to protect San Rafael renters and facilitate positive communication between landlords and tenants.*
- ***Program EDI-3.1c. Climate-related displacement.*** *Consider measures to address the potential for loss or displacement of affordable or lower cost housing in the City's climate change adaptation planning.*

Regional Housing Needs Allocation (RHNA)

Under California State Housing Law, each city and county is required to adopt a Housing Element that demonstrates how the jurisdiction plans to meet existing and projected housing needs during the Housing Element cycle. The projected housing need is identified through the Regional Housing Needs Allocation (RHNA) process, which specifies the quantity of housing units needed distributed among four income levels.

Through the Housing Element update process, each jurisdiction must show that it has zoned sufficient sites to provide the development capacity necessary to accommodate its RHNA. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts

Table 7A. San Rafael Regional Housing Needs Allocation (RHNA) 2015-2023

Income Level	Percent of AMI*	Units	Permits Issued 2015-2019	Pipeline Residential Units	Remaining RHNA Need
Very Low	0-50%	240**	3	88	149
Low	51-80%	148	52	98	0
Moderate	81-120%	181	11	18	152
Above Moderate	120%+	438	171	322	0 (exceeded by 5)
Total		**1,007**	**237**	**526**	**301**

Source: Association of Bay Area Governments (ABAG) 5th Cycle RHNA.
* AMI: Area Median Income for Marin County
** Of San Rafael's allocated 240 Very Low Income units, half is allocated to Extremely Low Income households and half to Very Low Income households

responsibility for the housing needs of not only its resident population (i.e., young adults leaving home and forming new households, or larger households splitting up to form smaller ones), but also for the jurisdiction's projected share of regional household growth across all income categories. Such non-resident household growth occurs primarily when new job opportunities attract new residents to the region.

The Association of Bay Area Governments (ABAG) has adopted RHNA for San Rafael for the 2015-2023 Housing Element cycle. San Rafael was allocated 1,007 total new housing units, of which 24 percent are Very Low Income and 15 percent are Low Income, as shown in Table 7A on the previous page. These RHNA figures are linked to San Rafael's allocation of regional housing growth under the Sustainable Communities Strategy (tied to SB 375), and are influenced by factors including planned employment growth and proximity to transit. While the current RHNA allocation runs through 2023, the next allocation covers 2023-2031 and is substantially higher. San Rafael's RHNA for 2023-2031 is increasing by 220 percent to 3,220 units, making it much more critical to provide housing opportunities in Downtown.

The City prepares an Annual Housing Element Progress Report (APR) for submittal to the State which includes an assessment of progress towards meeting the RHNA allocation. Based on the APR for calendar year 2019, San Rafael issued a total of 237 residential building permits during the first four years of the current Housing Element cycle (2015-2019), including 45 accessory dwelling units that help to address the City's low and moderate income housing needs.

Relative to the eight year RHNA goal of 1,007 units, construction was modest, particularly in the Very Low and Moderate Income categories. However, between 2017 and 2020, San Rafael saw an uptick in development activity, including several residential projects. As of 2020, a number of projects need to be considered when evaluating San Rafael's progress towards meeting its RHNA allocation within the current Housing Element cycle.

These are projects that are either entitled or under construction in Downtown. Some of the major developments are described in Figure 7.1 on the facing page.

San Rafael is currently lagging behind its housing goals. These projects would contribute an additional 526 units city-wide towards San Rafael's RHNA goals, including 88 Very Low Income and 98 Low Income units. As presented in the final column of Table 7A, adding these proposed projects to the 237 building permits already issued puts the City on track to be able to address most of its RHNA goals during the planning period.

Although Table 7A still shows the City underperforming in its future production of Moderate Income units, the affordability analysis in the following section (refer to Table 7C) shows that many market-rate apartments are in fact affordable to Moderate Income households without subsidy.

Figure 7.1

Major residential and mixed-use projects in the Downtown development pipeline in 2020

1. 815 B Street is a four-story, mixed-use building with 41 apartments above approximately 1,900 sq. ft. of commercial retail space located on four adjacent Downtown lots. The project was granted a 35 percent density bonus, and includes six below-market rate (BMR) units: three Very Low Income and three Low Income.
Project status (2020): Under construction

2. BioMarin and Whistlestop/ Eden Housing (999 Third Street) has two, four-story buildings for laboratory/R&D and general office space, with a third building housing a "healthy aging" center on the first two floors and 67 affordable senior housing units above, to be constructed by Whistlestop/ Eden Housing. The project will allow Whistlestop to provide affordable housing to seniors and continue to offer a wide array of services (fitness classes, health screenings, etc.) in a central Downtown location.
Project status (2020): Approved

3. 1628 Fifth Avenue: 9 units
Project status (2020): Approved

4. 104 Shaver Street: 7 units
Project status (2020): Approved

5. Aegis San Rafael (800 Mission Avenue) is a four-story assisted living facility building with 77 assisted living suites (studio and one-bedroom units) over a 40 space subterranean garage. The building will house 25 units dedicated to memory care and 52 assisted living units. While none of the units in the project are affordable, a commercial in-lieu fee of approximately $500,000 was paid to the City's Affordable Housing In-Lieu Fee Fund.
Project status (2020): Approved, submitted for building permits

6. Seagate at 703 Third Street is a six-story, mixed-use project with ground level retail and apartments above. It includes a total of 120 studio, one and two-bedroom units, including nine BMR units (five Very Low Income and four Low Income). The project is seeking a density bonus above the 35 percent by-right density increase under State statutes based on proximity to transit and to increase the project's economic viability.
Project status (2020): Approved

7. 21 G Street: 9 units
Project status (2020): Under construction

8. Wilkens Hotel, Fourth Street: 12 units (rehabilitated)
Project status (2020): Under construction

7.2 Existing Housing Characteristics

The majority of the existing housing units in Downtown are renter-occupied. Several approved and pipeline projects will deliver additional housing units in the near future.

According to the Downtown Economic and Market Profile (included in Appendix II: Downtown Area Profile Report), there are approximately 1,250 existing housing units in the Plan Area. 89 percent of the housing stock is renter-occupied, significantly higher than the corresponding city-wide figure of 50 percent. The risk of economic displacement from redevelopment tends to be higher in areas with high numbers of households in rental housing.

Table 7B summarizes the 329 housing units in the Plan Area currently in the development pipeline.

San Rafael is expected to experience a steady increase in population resulting from regional employment growth trends and housing demand. The Precise Plan recommends 2,200 new housing units (including pipeline projects that have been approved). According to the 2018 market analysis, the demand for all residential

Table 7B. Downtown Precise Plan pipeline residential projects

Address	Project Type	Housing Units	Status
815 B Street	Mixed-use (residential over retail)	41 condominiums (3 VL/ 3 L when rented, 6 L when sold)	Under construction
1628 Fifth Avenue	Condominiums	9 units (1 VL/ 1 L)	Approved
104 Shaver Street	Apartments	7 units (1 VL)	Approved
703 Third Street (Seagate)	Apartments	120 apartments (5 VL, 4 L)	Approved
800 Mission Avenue (Aegis San Rafael)	Senior assisted living	77 suites with 88 beds	Approved (planning entitlements approved, in building permit submittal stage)
999 Third Street (Whistlestop/ Eden)	Senior housing above new senior center	67 low income apartments	Approved (planning entitlements approved, in building permit submittal stage)
21 G Street	Townhomes	8 condos (1 L)	Under construction

Source: City of San Rafael, Planning Division of the Community Development Department, April 2019.
VL = Very Low Income, L = Low Income, M = Moderate Income

development types is high, and overall build-out is likely be constrained by the availability and cost of buildable sites more than by market demand.

Rental costs and affordability

Rental costs in the Plan Area (and for comparison purposes, San Rafael and Marin) were obtained from CoStar, a real estate service that provides information on asking rents in properties containing five or more units. A total of 545[1] units were included in CoStar's Q1 2019 rent survey within the Plan Area, documenting average asking rents of $2,605, and reflecting rents higher than both the city-wide average ($2,194) and Marin County as a whole ($2,492). Vacancy rates for rental units in Downtown were documented at 4.2 percent. Typically, a vacancy rate of 5 percent is considered "healthy" as it indicates that the market is evenly balanced between landlords and renters, and there is mobility of renters within the market.

Table 7C presents the maximum affordable rents for Very Low, Low and Moderate Income households by household size, and compares this with average apartment rents in the Plan Area, the City, and the County. The Marin County Housing Authority defines a Very Low Income household as one earning less than $69,600 a year for a two-person household. Using this definition and recent Census data, the data in Table 7C indicates that more than half of all Downtown households are Very Low Income. Market rate rents for a one-bedroom apartment in Downtown San Rafael are 63 percent higher than the amount considered "affordable" for Very Low Income households. Plan Area rents are well above the level of affordability for Very Low and Low Income households, with the affordability gap increasing with household size. In contrast, households earning moderate incomes are still able to afford average market rents in Downtown. The 2013 city-wide rent survey conducted for San Rafael's Housing Element presents similar results. Increasing rents, combined with low vacancy rates, indicate a strong demand for multifamily rental units in Downtown.

At-Risk affordable housing

San Rafael has facilitated the development of affordable and special needs housing using a variety of public financing mechanisms from federal, state, and local

Figure 7.2 ***Summary of affordable housing units in Downtown (2018)***

- **286** publicly-assisted affordable rental units
- **228** BMR rental units (inclusionary program)

[1]. The actual number of multifamily rental units in Downtown is higher than the 545 units tracked by CoStar, and includes subsidized units, smaller market-rate projects (<5 units) and rental units built above ground floor retail.

Table 7C. Comparison of affordable rents with Downtown rents

	Maximum Affordable Rent After Utilities Allowance		
Income Level	**Studio (1 person)**	**1 Bedroom (2 person)**	**2 Bedroom (3 person)**
Very Low Income (50% AMI)	$1,320	$1,511	$1,683
Low Income (80% AMI)	$2,170	$2,483	$2,775
Moderate Income (120% AMI)	$2,781	$3,181	$3,563
Downtown Precise Plan Area Average Rents	**$2,003**	**$2,467**	**$3,259**
San Rafael Average Rents	**$1,499**	**$1,997**	**$2,473**
Marin County Average Rents	**$1,514**	**$2,138**	**$2,726**

Sources: HCD Income Limits 2018; CoStar Q1 2019 (rentals 5 units and above); BAE, 2019.
Utility costs based on Marin Housing multifamily utility allowance schedule: $91 for studios, $101 for 1 bedrooms, $131 for 2 bedrooms.

resources. Table 7D presents an inventory of publicly assisted rental housing within the Plan Area to evaluate whether any of the current supply is at risk of transitioning to market-rate housing. The Plan Area currently contains 286 publicly assisted affordable rental units within 12 residential developments. Most of these properties have long-term affordability controls, though four properties - Carmel Hotel, Marin Center for Independent Living, Fourth Street Center, and One H Street Apartments, are potentially at risk of conversion during the next 10 years.

Fortunately, the actual risk of conversion seems low, as they are owned and managed by non-profit organizations that have a public purpose to develop and maintain affordable housing for low income and special needs populations. Potentially at more imminent risk of conversion to market-rate are privately owned rent-restricted units produced under the City's inclusionary program. The Marin Housing Authority monitors these below-market rate (BMR) units on behalf of the City, and has identified a total of 228 BMR rental units in San Rafael (source: Marin County Affordable Housing Inventory, February 2019).

When the City started its program in 1986, BMR units were required to be affordable for a 30-year term, meaning that affordability controls on many of these earlier projects may expire soon. At present, under AB 2222 (effective since January 2015) the City requires BMR projects to be affordable for 55 years, or in some cases in perpetuity. In addition to the rent-subsidized units, there is also a supply of market-rate units which are priced at levels making them affordable "by design." Some of the occupants of these units could be displaced as private redevelopment occurs.

Displacement may also occur if redevelopment increases the market value of the existing housing stock, and rents become unaffordable. Rents have increased rapidly in the City and throughout the Bay Area in recent years, and a significant amount of economic displacement has already occurred within and beyond the Plan Area.

Table 7D. Publicly assisted affordable rental housing within Downtown Precise Plan Area

Project	BMR Units	Housing Type	Potential Conversion Date
1103 Lincoln Avenue	12	Disabled	Perpetuity
Apartments at 822 B Street	6	Permanent Supportive Housing	2041
Carmel Hotel at 831 B Street	36	26 Supportive / 10 Transitional units	2028
Centertown at 855 C Street	60	Family	2064
Gordon's Opera House at 1137 Fourth Street	17	General	2039
Lone Palm Apartments at 840 C Street	24	Family	2047
Marin Center for Independent Living at 710 Fourth Street	5	Disabled	2027
Fourth Street Center (Marin Hotel) at 111 Fourth Street	20	Permanent Supportive Housing	Perpetuity as long as owned by Homeward Bound
One H Street Apartments	20	Family	2028
San Rafael Commons at 302 Fourth Street	83	Senior	Sec 236: 2056 Sec 8: 2031
1700 Fourth Street	1	Family	2071
1200 Irwin Street	2	Student Housing/Family	2071
Total Units	**286**		

Source: Marin County Affordable Housing Inventory, December 2019

7.3 Existing City Programs and Resources

San Rafael currently implements a number of city-wide programs intended to support the production of affordable housing and to protect existing tenants from displacement.

Existing City programs for production of affordable housing

Between 2018 and 2021, the San Rafael City Council convened a number of special meetings to address obstacles to housing production and ways to remedy those obstacles through revised regulations and programs. There were several public meetings and workshops on the topic, culminating in specific recommendations to encourage housing development and streamline the approval process. Among the proposed changes were reducing inclusionary housing requirements and providing more flexibility in how and where those requirements were met; updating the density bonus laws; modifying the role of the Design Review Board; streamlining the appeals process; and modifying regulations for small lots. At the time the Draft Downtown Precise Plan was published, the City had adopted some of these regulations.

Inclusionary Housing Program

San Rafael began implementing its inclusionary requirements in 1986 (codified in Section 14.16.030 of the Zoning Code), and the program has become one of the City's most successful methods to create permanent affordable housing. The City's primary intent is the construction of below-market rate (BMR) units on-site so that the inclusionary units are integrated within the project and throughout the community. In February 2021, City Council expanded options for meeting the affordable housing obligation beyond on-site development, including off-site development, land donations, or payment of a housing in-lieu fee (see Resolution 14890).

The changes established a "primary" requirement for all projects with two units or more and a "secondary" requirement only applicable to projects with 15 units or more. The net effect would be a reduction in the affordable set-aside from 20 percent to either 10 percent or 15 percent for larger projects, depending on the affordability level of the units.

From the inception of the BMR program, a number of BMR rental and for-sale units have been developed city-wide. Because the structure of the City's inclusionary requirements almost always trigger eligibility for some level of a State housing density bonus, a significant number of development applicants elect to take advantage of density bonus incentives.

Table 7E. Inclusionary requirement by project size	
Project size	**% BMR units required**
2 – 15 housing units*	Primary requirement: 10% of proposed units**
15 or more housing units*	Primary requirement: 5% of proposed units**
Secondary requirement for projects with 15 or more units:	
Additional on-site affordable units	Provide 5% of the proposed units** as Low Income affordable units in addition to the primary requirement; or 10% of the proposed units** as Moderate Income affordable units in addition to the primary requirement.
In-lieu fee option	Equivalent to 5% of the total proposed units**, paid prior to the issuance of building permits.
Off-site affordable units	Must be provided within a half-mile of the market rate project and provide the same level of public benefit as an on-site project; should include a partnership with an experienced affordable housing developer; and must provide a cash deposit or equivalent guarantee to the City.
Donation of land to the City	The land must be appraised to be at a value equal or greater than the in-lieu parameters, should be located in an area of high need for affordable housing, and be suitably zoned.

* Refer to Section 14.16.030 of the San Rafael Municipal Code for allowed exemptions. Refer also to Resolutions 14890 and 14891.
** Excluding density bonus units

Density bonus and affordable housing incentives

As with Inclusionary Housing requirements, density bonus regulations were amended by City Council in February 2021. Pursuant to State Density Bonus law (Government Code Section 65915), developers of residential projects may apply for a density bonus and additional incentive(s) if the project includes one or more of the following:

- At least 10 percent of the units for lower income (up to 80 percent AMI) households;
- At least five percent of the units for Very Low Income (up to 50 percent AMI) households;
- A senior citizen housing development or mobile home park that limits residency based on age requirements for housing for older persons;
- At least 10 percent of the total dwelling units in a condominium development for Moderate Income (up to 120 percent AMI) households.

The amount of density bonus varies according to a sliding scale set forth in State law, depending on the level of affordability and percentage of affordable units proposed of total residential units (see Resolution 14891).

In addition to the density bonus, eligible projects in the City of San Rafael may receive one to four additional development incentives, depending on the proportion of affordable units and level of income targeting. Among these additional incentives is a height bonus program allowing additional building height ranging from six to 24 feet, that has been used in several recent projects. Applicants are also eligible to utilize the State's parking ratio (inclusive of handicapped and guest parking), which requires one space for studios and one-bedroom units, and two spaces for units with two or more bedrooms.

In addition, pursuant to AB 744, density bonus projects which include the maximum percentage of Very Low or Low Income units and units located within one-half mile of a major transit stop with unobstructed access are eligible for further parking reductions. According to City staff, the majority of recent housing projects reviewed by the City

have included the approval of a density bonus, with most of the bonuses granted ranging between 20-35 percent. However, the Planning Division recently processed and approved two projects with considerably higher bonus requests than the 35 percent established by the State: the Whistlestop/EDEN housing project at 999 Third Street, and the 703-723 Third Street housing development.

The City has also adopted requirements established by AB 1763, which extends the density bonus to 80 percent for 100 percent affordable residential and mixed-use projects. It also provides a fourth concession in addition to the three allowed under the State density bonus law. If the project is located within half a mile of a major transit stop, it eliminates any restrictions on density and allows an additional height of 33 feet. For housing projects that qualify as a special needs or supportive housing development. This law is anticipated to influence development in Downtown in the coming years.

In-lieu fees for affordable housing

Effective February 2021, San Rafael allows the payment of fees equivalent to five percent of the total proposed units (excluding density bonus units) in lieu of providing those units on-site. The amount may be amended in the future. In-lieu fees are also collected for fractional units. In other words, if the number of units required is not a whole number, the share below 0.5 (i.e., the "fractional" unit) is covered by a fee. If the fraction is above 0.5, the number of affordable units is rounded up to the next whole number.

Affordable Housing In-Lieu fees generated from non-residential development and fees generated from residential developments pursuant to San Rafael Zoning Code Section 14.16.030 are placed in a city-wide housing in-lieu fee fund to be used to increase the supply of housing affordable to Very Low, Low, and Moderate Income households[2]. As of the end of 2018, San Rafael's Housing In-Lieu Fee Fund had a balance of approximately $1.3 million, with several pipeline projects to generate additional funds. Given this relatively limited amount of funding, the City intends to focus these resources on projects which emphasize leverage with outside funds and maximize the number and affordability of units provided. Funded activities may include acquisition and rehabilitation of housing through non-profits, new construction of affordable housing, and provision of rehabilitation funds to privately owned rental housing in exchange for affordability covenants. Pursuant to the City's Housing Element, a portion of these in lieu fees is used for housing Extremely Low and Very Low Income households to help address its unmet RHNA needs.

First-Time Home Buyer program

The below-market rate (BMR) ownership housing program is administered by Marin Housing Authority with assistance and policy direction from City staff. The program offers low and moderate income, first-time home buyers the opportunity to purchase specified new and previously owned condominium units in Marin County at less than market value. Since the inception of the program, over 150 San Rafael households have been assisted with first-time home purchases at affordable prices, with a current inventory of 117 BMR ownership units within the City. All of the units have long-term "resale restrictions" that restrict the sale price to keep the unit affordable to low and moderate income buyers. The Marin Housing Authority also assists BMR purchasers in obtaining Federal Mortgage Credit Certificates (MCCs) to further reduce homeownership costs.

[2] In-lieu fees are charged based on an individual project's affordable housing unit requirement, and are $334,967.47 (as of February 2019) per affordable unit. The fee amount is adjusted annually, taking into consideration inflation, the local median sales price for a home, and average annual building cost index.

Accessory Dwelling Units (ADUs) and Junior Second Units (JSUs)

Accessory dwelling units (ADUs), also referred to as second units and "in-law" units, have been regulated and encouraged in San Rafael since 1983. ADUs typically rent for less than apartments of comparable size, and can offer affordable rental options for seniors and single persons. They can also be a source of supplementary rental income, enabling elderly homeowners and those with modest incomes to be able to remain living in their homes. In 2016, the City adopted regulations to support in the creation of "junior second units" (JSU) of less than 500 square feet in size, created through the repurposing of existing space, such as a bedroom, within a single-family home to create a semi-private living situation for a renter or caregiver in conjunction with the owner-occupied unit. Up until recently, the City received approximately four to six ADU applications per year. In 2017, the State adopted several new pieces of legislation designed to further promote the production of ADUs, including ministerial review requirements, elimination of parking requirements for properties near transit, and elimination of utility connection fees for attached ADUs. Since operating under the State model ADU ordinance, the number of ADU applications in San Rafael has increased significantly, with 30 applications in 2017, 30 in 2018, 18 in 2019, and 36 in 2020.

Minimum densities

To encourage the efficient and sustainable use of land, the City prohibits residential development below minimum designated General Plan densities, unless physical or environmental constraints preclude its achievement. Residential projects are to be approved at the mid- to high-range of the zoning density. If development on a site is to occur over time, the applicant must show that the proposed development does not prevent subsequent development of the site to its maximum density and guarantees that the remaining phases will be developed.

Existing tenant protection programs

Condominium conversion regulations

Apartment projects proposed for conversion to condominium ownership are subject to the City's Condominium Conversion regulations (Section 15.12.080 of the Zoning Code). These regulations set forth a series of tenant protections, including noticing requirements and relocation provisions, and prohibit conversions unless the City's rental vacancy rate is above five percent (as determined by the State of California Finance Department's annual population estimates). San Rafael's rental vacancy rate has remained below five percent, and thus the City has not received any Condominium Conversion applications in recent years. Should the rental vacancy rate increase, any proposed condominium conversion would be required to comply with the City's affordable housing (inclusionary) requirements, meet current zoning and building codes, and meet other requirements of the Condominium Conversion ordinance.

Fair housing program

As part of the Cooperative Agreement with the County on Community Development Block Grant (CDBG) funding, San Rafael directs a portion of the City's allocation to Fair Housing of Marin and Marin Mediation Services, and refers discrimination and tenant/landlord complaints to these agencies. The City provides written materials regarding fair housing law and posts information about fair housing agencies and phone numbers on the City's website, at City Hall, the Public Library, and other public places. The City is currently assessing and pursuing adoption of renter protection policies, practices and programs.

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Source of Income Discrimination Ordinance

State law prohibits housing discrimination based on a person's source of income, but does not protect individuals or families who rely on rental subsidies paid by a third party directly to the landlord rather than the to the tenant for payment to the landlord. Examples of such rent subsidies include Housing Choice Vouchers (Section 8) and Veterans Affairs Supportive Housing (VASH) Vouchers. Every year more than 100 voucher holders are not able to find a unit in Marin because they cannot find a landlord willing to accept a voucher. In November 2016, the Marin County Board of Supervisors adopted a Source of Income Fair Housing Ordinance intended to eliminate this limitation in State law by recognizing these third-party housing subsidies as a source of income and prohibiting rental discrimination against persons relying on them. The ordinance does not, however, prevent property owners from screening renters and retaining freedom of choice based on other factors, such as total income, credit scores, rental history, references, etc. December 2018, the San Rafael City Council passed a Source of Income Discrimination Ordinance.

Relocation assistance

Section 14.16.279 of the San Rafael Municipal Code requires applicants to provide certain limited relocation assistance for low income tenants displaced by new development or property improvements that require vacating the unit. A notice of displacement must be given at least 60 days before the property is to be vacated.

Mandatory mediation

Mediation is a process in which a neutral third party facilitates mutually acceptable resolution to a dispute between parties. With “mandatory” mediation, if a triggering event occurs (e.g. rent is increased above a certain percentage), then the tenant is able to request mediation services and the landlord needs to participate in the mediation process, though the parties cannot be compelled to reach a resolution. San Rafael has adopted a Mandatory Mediation program under which mediation can be requested for rent increases of greater than five percent during a 12-month period.

Just Cause eviction

Under California law, landlords have the legal right to terminate a rental agreement without reason so long as they furnish the tenant proper written notice: 30 days for tenants residing in a unit for less than one year, and 60 days for tenants residing in a unit for one year or more. Just Cause ordinances state that renters can only be evicted for a certain list of pre-established "causes" (failure to pay rent, nuisance behavior, etc.), or other reasons that are "no cause" of the tenant (unit being removed from rental market, substantial rehabilitation, etc.). Just Cause ordinances retain the rights of landlords to terminate a lease for valid reasons, but they also help prevent evictions of responsible tenants. In conjunction with its Mandatory Mediation Program, the City's Just Cause for Eviction Ordinance went into effect on July 17, 2019.

Existing social services

There are approximately 15 social service institutions within Downtown that serve the Greater San Rafael area, 10 of which fall within the Plan Area (Figure 7.3); providing services related to Aging, Disability, Disaster, Domestic Violence, Employment, Food, Health, Homelessness, Housing, Rehabilitation, and Youth. Downtown San Rafael has more homelessness-related services than most Marin communities. A full list of these institutions is included in Appendix VII: Affordable Housing and Anti-Displacement Strategy.

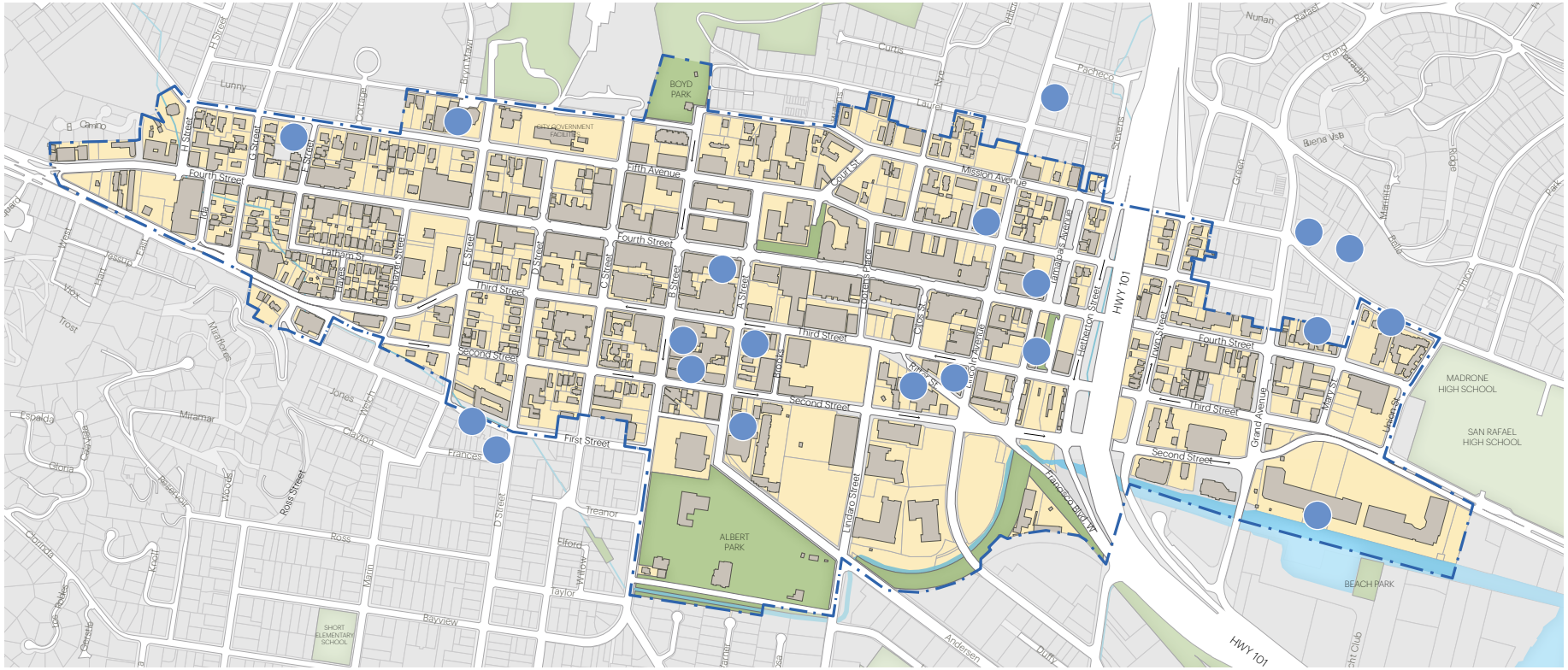

Figure 7.3 ***Social service institutions within the Precise Plan Area***
Source: Plan to Place, 2020.

Figure 7.4 ***Examples of social service institutions within or near the Plan Area:*** *(from left to right) Ritter Center [image source: www.marinij.com]; Center for Domestic Peace, Canal Alliance, Community Action Marin*

7.4 Implementation Strategies

Building upon San Rafael's existing programs and initiatives, this section identifies additional new strategies to promote affordable housing production and anti-displacement in the Plan Area.

As discussed in the previous section, San Rafael has implemented a number of successful programs to facilitate the production of affordable housing and protect existing tenants from displacement. In addition, several new strategies can be implemented in Downtown, summarized in Table 7F, and discussed below.

Table 7F. Potential affordable housing production and anti-displacement strategies for San Rafael

Housing Production Strategies	Tenant Protection Strategies
Downtown Height Bonus	Tenant Relocation and Protection Ordinance
Potential zoning strategies	No Net Loss/ One-for-One replacement
Parking reductions	Preservation of affordable housing
Streamlined development Review	
Air rights development/Land write-downs	
Outside funding resources and applications	
Community Land Trusts/ Cooperatives	

Housing production strategies

Downtown Height Bonus

As discussed in Section 7.3: Existing City Programs and Resources, San Rafael implements a successful height bonus program. As of January 2021, State density bonus law allows jurisdictions the discretion to grant bonuses of up to 50 percent for mixed income projects. Recent projects in the Plan Area have availed of state density bonuses and allowed concessions.

Through adoption of the Downtown Precise Plan, the City is creating its own "local" density bonus program to further incentivize affordable housing production and creation of other community benefits. In this case, the "density" bonus is expressed as a height bonus and it is available to all residential and mixed use projects meeting the City's inclusionary housing requirements on-site. The local height bonus may only be used by applicants who do not use the State density bonus - the two programs may not be combined. Projects that exceed the City's inclusionary housing requirements and are located in the Tier 2 area shown on Figure 4.8 of this Plan are granted a 20-foot height bonus. Also, as noted earlier, AB 1763 allows even higher bonuses (33 feet) for 100 percent affordable projects within half a mile of the San Rafael Transit Center/ SMART station.

Since the Precise Plan uses height and form-based standards ~~and not Floor Area Ratio (FAR)~~ as a metric to measure intensity of development rather than density, projects seeking to apply a density bonus under the state density bonus law must calculate the number of units in a "base project" (based on the allowable zoning envelope) and then apply the percentage bonus ~~can utilize the resultant FAR of the base zoning envelope defined in the Downtown Plan and Form-Based Code~~ to calculate the additional number of units (and floor area) to be accommodated ~~in the bonus envelope prescribed by the Downtown Code~~. The City has developed administrative procedures (i.e not formally adopted) explaining how these calculations are made.

AB 2222 (effective January 2015) made important changes to the State Density Bonus law in an effort to help address potential displacement of existing tenants and the City has incorporated relevant provisions into its density bonus regulations. The City's new regulations now prohibit an applicant from receiving a density bonus (and related incentives and waivers) unless the proposed housing development or condominium project would, at a minimum, maintain the number and proportion of any existing affordable housing units located within the proposed development site, including affordable dwelling units that have been vacated or demolished in the five-year period preceding the application. The City also increases the required affordability from 30 years or longer to 55 years or longer for all affordable rental units that qualified an applicant for a density bonus, and requires replacement rental units to be subject to a recorded affordability restriction for at least 55 years.

Potential zoning strategies

As part of the General Plan process, several strategies were evaluated to increase densities in the Plan Area. One proposal was to eliminate residential density standards within the Precise Plan and instead use building height limits as the metric for evaluating residential and mixed-use development. Regulating development through height provides greater flexibility in the design and use of buildings, and the number of units that can be achieved. The General Plan includes a "Downtown Mixed-Use" zone as a land use designation that corresponds to the Plan Area, and has allocated a sliding scale for maximum FAR ranging from 3.0 to 6.0 that corresponds to Precise Plan height limits, exclusive of density bonuses. The Downtown Form-Based Code organizes this "Downtown Mixed-Use" zone into form-based zones with clear expectations for new development. It sets overall height limits for each form-based zone depending on its location within Downtown, and clarifies allowed maximum heights as a base case and with height bonuses. Switching to these standards is expected to yield more housing units in Downtown.

Parking reductions

To reduce development costs, the City could consider reducing parking requirements for projects in the Plan Area, with deeper reductions for affordable projects eligible for alternative parking standards under State density bonus law. With typical podium parking costing approximately $60,000 per space, a project that provides 100 spaces would save at $2.5 million over one that provides 150 spaces.

The City adopted a Downtown Parking and Wayfinding Study in early 2018. The study recommended a 20 percent reduction in current parking requirements for non-residential uses in Downtown, allowing developers to pursue more shared parking; and incorporating other strategies, such as automated parking lifts, to maximize the efficient use of public parking. The City has recently adopted some of these recommendations, and is evaluating areas within Downtown potentially suitable for parking reduction. It has recently allowed projects to be submitted with a 20 percent reduction in parking requirements subject to a provision for monitoring.

To help make reduced parking a viable alternative for developers and residents, it may be advisable to encourage new housing projects to incorporate parking and travel demand management techniques. For example, some cities have required "unbundling" of parking so that occupants must pay separately for a parking space, but can achieve lower rents or sales prices if they require less parking. Similarly, projects that provide residents with transit passes or incorporate carshare programs can yield lower parking demands, and may be encouraged through a density bonus program.

Market forces will determine whether units with reduced parking availability can be competitive for renters, but providing an option for developers to reduce development costs and/or increase densities in exchange for affordable housing units is a proven approach to realizing affordability. The Downtown Form-Based Code sets parking requirements that align with the recommendations of the Downtown Parking and Wayfinding Study. For additional information, refer to Chapter Nine: Downtown Form-Based Code.

Streamlined development review

Lengthy permit processing can add substantial costs to development, constraining production of both market-rate and affordable housing. San Rafael has been awarded an SB 2 Planning Grant from the State, and will be undertaking the following activities in an effort to streamline the development review process:

- **Objective design and development standards**. Staff has been working on the development of an objective design and development standards toolbox and manual to allow for "by right" development in compliance with the SB 35 law.
- **By-right affordable housing overlay zone**. The City plans to develop a "by-right" zoning process and overlay zone for the review and approval of affordable housing development projects located within the HR-1 (High Density Residential) Zoning District. The intent is to streamline the review of such projects, which will significantly reduce soft costs and the process timing for developers/applicants.
- **Online permit guide**. The City will be developing an online portal which will guide residents and contractors through a customized application checklist of steps and forms required for their specific project. This guide will help add transparency to permitting requirements and expedite the time it takes to complete an application.
- **Permit management system**. The City intends to develop a web-based permit management system to streamline approvals for Planning, Building, and Code Enforcement Division projects, and make housing and mixed-use development easier.

Air rights development/land write-downs

One of the primary constraints to the provision of affordable housing in the Plan Area is the lack of access to suitable sites for redevelopment by housing developers. In addition, when privately-owned development sites do come on the market, non-profit developers are often unable to compete with market-rate developers, who can pay higher prices for land and/or close on deals faster.

To address this issue, San Rafael has had a policy on the books to encourage developers of affordable housing to utilize air rights, such as above public parking lots or commercial uses in Downtown. The City had its first inquiry for an air rights development in 2018 and is currently working with the applicant. In addition, the City has identified six Downtown public parking lots as potential candidate sites for mixed-income and affordable housing, shown in Figure 7.5.

- Fifth Avenue at Lootens Street;
- Third and Cijos Streets;
- Second Street between D and E Streets;
- Menzies Lot - Mission Avenue north of E Street;
- Fifth Avenue and Garden Lane; and
- 519 Fourth Street between Irwin Street and Grand Avenue (temporary Fire Station 52).

The City plans to conduct a feasibility study of these six parking lots for potential development, retaining the ground floor parking for public use (either retained by the City or privatized). The feasibility study will also explore, as an incentive for the developer, the City offering the site free of charge and possibly a waiver of parking requirements for housing.

Outside funding resources and applications

San Rafael's Housing Element includes programs to identify potential funding resources for affordable housing, and as funding becomes available, to support applicants in preparing competitive funding submittals.

In 2017, the State Legislature passed and Governor Brown signed into law two key new funding measures in support of affordable housing: SB 2 and SB 3.

- **SB 2 (Atkins)** imposes a new $75-$225 real estate recording fee to fund affordable housing-related activities on a permanent, ongoing basis. First year proceeds are to be split evenly between planning grants to local governments to streamline housing production, and HCD's programs that address homelessness. Thereafter, 70 percent of the proceeds will be allocated to local governments to support affordable housing, home-ownership opportunities, and other housing-related programs. The fee is estimated to generate $200 to $300 million annually.
- **SB 3 (Beall)** placed a $4 billion general obligation bond on the November 2018 general election ballot, which was subsequently passed by voters. The bill allocates $3 billion in bond proceeds among existing state affordable housing programs, including programs that assist affordable multifamily

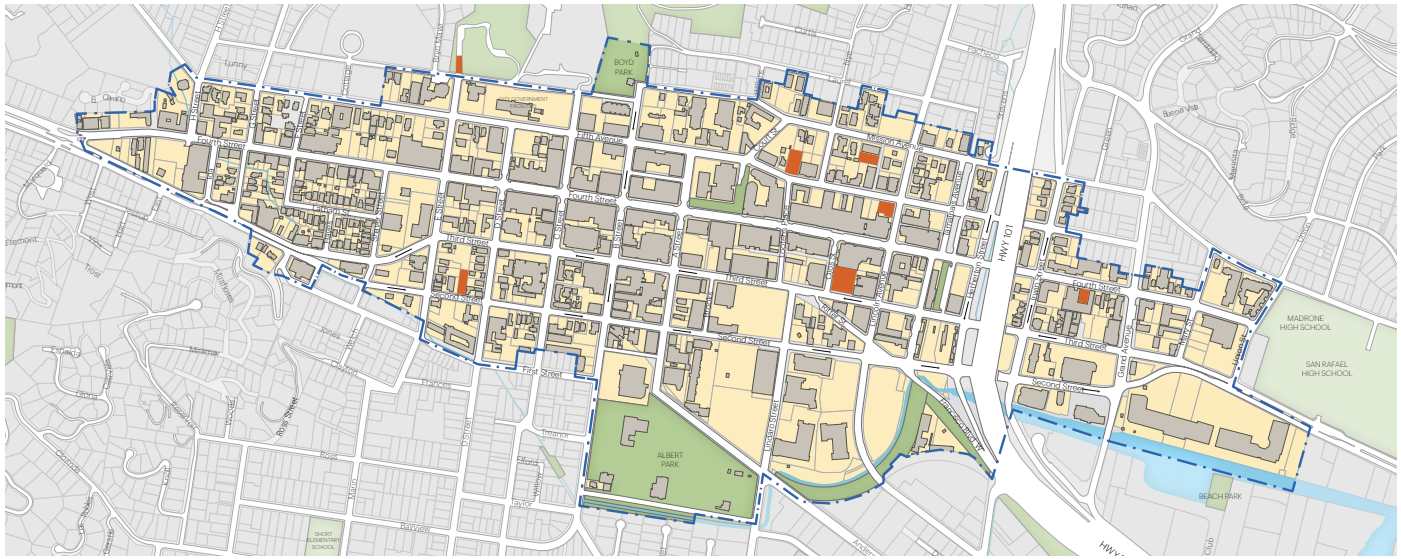

Figure 7.5 ***Downtown public parking lots being evaluated as potential sites for affordable and mixed-income housing sites.***

Potential sites for affordable and mixed-income housing projects

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

- **Multifamily acquisition/rehabilitation**. In addition to new construction, many communities also provide affordable housing through the acquisition and rehabilitation of aging and/or deteriorating multifamily housing. Under such a program, the City acquires or assists in the acquisition of a problem apartment complex and then works with a development partner to coordinate the rehabilitation, maintenance and management of the project as long-term affordable housing. In instances where units have been determined to be uninhabitable, housing element statutes establish specific criteria for acquisition/rehabilitation in which regional housing needs (RHNA) credit may be obtained. As part of the land use analysis conducted for the Precise Plan, the City has the opportunity to begin developing an inventory of older, under-maintained apartment complexes for potential future acquisition and rehabilitation.

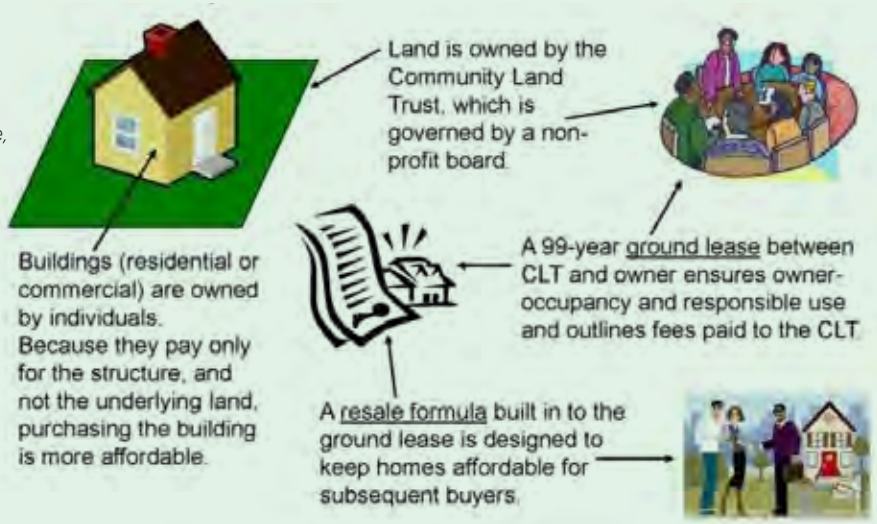

Figure 7.6 ***A visual depicting how a Community Land Trust works***
Source: Plan to Place, 2019

Innovative housing approaches: Community Land Trusts and Cooperatives

San Rafael's Housing Element includes the following policy to encourage innovative housing approaches to broaden the types of housing available:

Provide opportunities and facilitate innovative housing approaches in financing, design and construction of units to increase the availability of low and moderate income housing and especially for housing that meets the City's housing needs.

Two types of non-traditional housing that may have particular relevance in Downtown as a means of increasing the supply of affordable housing and minimizing future displacement include Community Land Trusts and Cooperative Housing Developments.

- **Community Land Trusts (CLTs).** These are non-profit organizations that buy and hold land, permanently removing it from the speculative real estate market. CLTs may build new ownership or rental housing on land they purchase, or may purchase existing housing, provide rehabilitation improvements and offer it at affordable rents. The CLT makes the land available to residents through a 99-year ground lease. In some cases, residents purchase the home, which is well below market-rate, as land cost is not part of the purchase. In other cases, the lease goes to a cooperative which owns the building collectively, and provides affordable housing to its shareholders. Figure 7.6 illustrates how a CLT works.

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

Tenant protection strategies

The Precise Plan recommends a development program of 2,200 new housing units and 2,020 new jobs. This level of development demand will place significant pressure to redevelop existing uses in the Plan Area. The following measures may serve both to minimize the loss of existing housing, and to assist tenants who are displaced to find suitable replacement housing.

Tenant Relocation and Protection Ordinance

With significant demand for multifamily development in the Plan Area and elsewhere in the City, some of which may be accommodated through redevelopment of existing residential uses, an effective anti-displacement program for rental property tenants is essential to stemming future gentrification. Several Bay Area communities have adopted Tenant Relocation Assistance Ordinances (refer Table 7G below) in response to the number of low-rent apartments being lost to redevelopment and the associated displacement of lower income tenants. With rents continuing to rise, displaced

Table 7G. Examples of tenant relocation ordinances in Bay Area cities

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

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

tenants are facing heightened challenges in locating replacement housing within their communities. Several Bay Area cities such as Mountain View, San Leandro, Menlo Park, Fremont, and Concord have adopted tenant relocation programs, and based on lessons learned from implementation, have continued to adjust eligibility criteria and other program components to be able to best meet the changing needs of the community's tenants.

San Rafael has an adopted Tenant Relocation and Protection Program. Tenants qualifying as low-income are eligible for relocation assistance (equivalent to two months of rent) if evicted or displaced as a result of property renovation, redevelopment or unit construction where they are required to vacate their rental unit. The Plan recommends that the City continue to monitor and update the Program with a focus on protecting current Downtown tenants at risk of getting priced out because of rent increases due to the anticipated redevelopment in Downtown. As noted earlier in this chapter, the City also has adopted a Just Cause for Eviction Ordinance and provisions for Mandatory Mediation.

■ No-net-loss/one-for-one replacement

The City could consider implementing a one-for-one replacement requirement in Downtown for projects involving the demolition or removal of deed-restricted residential units affordable to lower and/or moderate-income households. Projects could be required to include an equivalent number of affordable housing units (in addition to affordable units required under the City's inclusionary ordinance), or could potentially be permitted to pay a fee to offset replacement costs at a different location. Cities such as Portland and Los Angeles have no-net-loss policies for affordable housing in their downtowns. The City of Walnut Creek implements a one-for-one replacement requirement for projects involving demolition of residential units less than 30 years old. State density bonus law now includes no-net-loss provisions, requiring replacement of units occupied by lower-income households or subject to a form of rent control within the preceding five year period. Given that most recent development applicants in San Rafael elect to take advantage of density bonus incentives, State replacement housing requirements will provide some protections to tenants in buildings seeking a density bonus.

■ Preservation of affordable rental housing

The preservation of existing affordable housing is a key strategy to minimizing displacement within the Plan Area. As shown in Table 7D, the study area currently contains 286 publicly assisted affordable rental units within 12 residential developments. While four of these properties (81 units) are potentially eligible to convert to market rents within the next 10 years, they are all owned by non-profit organizations and are thus considered at low-risk of conversion. At more imminent risk of conversion to market-rate are privately owned below-market rate (BMR) rent-restricted units produced under the City's inclusionary program. While the City currently requires BMR units to remain affordable for a minimum of 55 years (or in perpetuity in some cases), the term was 30 years when the City started its program in 1986. This means that affordability controls on many of these earlier projects may soon be expiring. The City should request an updated inventory from Marin Housing Authority with current dates of expiring use restrictions to identify such properties, and reach out to property owners to discuss options and incentives to extend affordability controls.

Depending on the extent of at-risk BMR units, the City may wish to consider developing a policy for pricing the purchase of affordability term extensions so this option could be offered to local BMR property owners, along with additional incentives such as rehabilitation assistance.

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Implementation

CHAPTER **8**

In this chapter

8.1 Roadmap to Implementation

The Downtown vision will be accomplished through a mix of public investment projects and private infill development. Public realm improvements promote placemaking and strengthen Downtown identity.

Implementing the 2040 vision

Implementation of the Precise Plan will occur over time and will require collaboration between the City of San Rafael, property owners, and the development community, as well as City funding and grants. It will be a combination of larger, catalyst projects at key locations, as well as ongoing smaller-scale infill development.

The Precise Plan does not recommend a rigid phasing strategy for implementation. This is intentional, in order to provide a degree of flexibility to City staff in exploring innovative solutions and strategies, and to be able to take advantage of development opportunities over the life of the Plan. Also, for many of the proposed improvements, it will be practical and cost-effective to initiate a pilot project with a defined timeline to test the design concepts for viability prior to incurring substantial capital costs.

The Precise Plan includes dozens of implementing actions, some of which are already underway and represent the core services provided by City departments and others that will require additional funding or revenue streams. The Precise Plan embraces the idea that new programs must be evaluated for their fiscal impact on the City as well as secondary impacts on residents and businesses.

The same is true for capital improvement projects, such as flood control improvements and bicycle lanes. Cost-benefit analysis must consider the City's ability to pay for the improvements or services to be provided. It must also consider the social, environmental, and health benefits that may result.

Implementation of the Precise Plan will require ongoing consideration of trade-offs between the costs and benefits of various programs and improvements. For example, reconfiguring streets to add bicycle lanes would benefit those that use the new bicycle infrastructure but could add to vehicle traffic delays for motorists. While social, health, and environmental benefits are hard to quantify, they are important considerations in such decisions. Some projects may have important long-term dividends (fewer injuries, reduced greenhouse gas emissions), while others may be difficult to justify given competing priorities and other tools available to achieve the same goals.

Ultimately, each program and each decision must be evaluated on its merits, recognizing that, in an environment of limited resources, cost-benefit analysis must be part of the process. Fiscal responsibility is part of the foundation of the City's General Plan as well as this

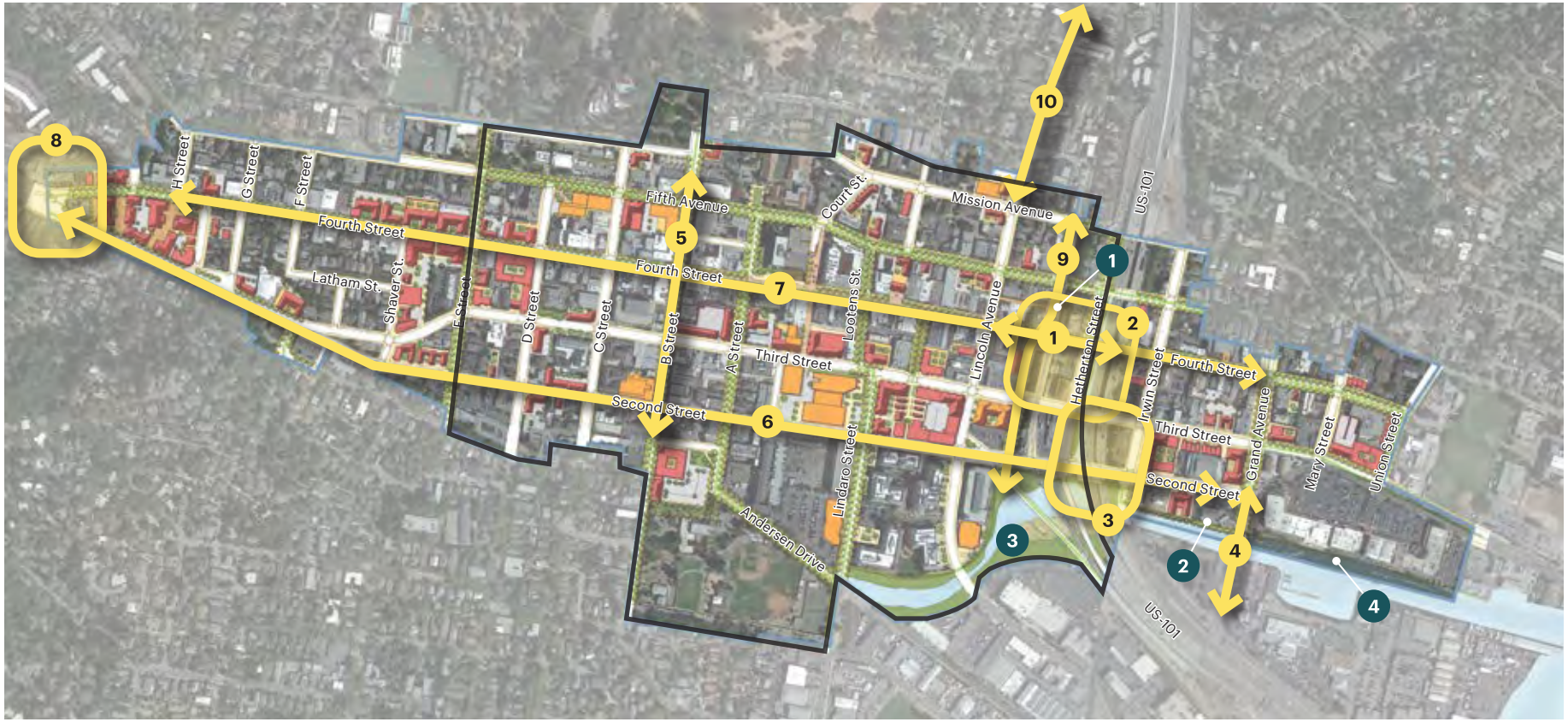

Figure 8.1 ***Priority projects recommended for Downtown***

Note: The highest priority projects are indicated on this map. Refer to Table 8A for the complete list of priority projects.

Scale 1" = 800'

N

0 800' 1600'

Transportation projects

1. Downtown Gateway Improvements
2. Transit Center Relocation
3. US-101/Downtown San Rafael Interchange Bicycle and Pedestrian Master Plan
4. Canal Pedestrian-Bicycle Connection
5. Downtown One-Way Street Conversion
6. Second Street Multimodal Improvements
7. Fourth Street Improvements
8. Fourth Street Intersection Realignment
9. Tamalpais Avenue West Improvements
10. Lincoln Avenue Peak Period Lanes/Parking Restrictions

Downtown Parking Assessment District

Civic space projects

1. Transit Plaza
2. Montecito Promenade
3. Urban Flood Mitigation Wetland
4. San Rafael Canal Adaptation

Precise Plan and is also integral to the implementation of both the General Plan and Precise Plan.

The Plan recommends the following implementation strategy:

Placemaking through priority projects

Placemaking is a central strategy in the Precise Plan to attract investment to Downtown and to achieve many of the Precise Plan goals. The City should seek to prioritize improvements at nodes where they can stimulate private investment and contribute to Downtown's continued role as a mixed-use and cultural destination for the region. City staff should collaborate with relevant agencies to prioritize key public realm improvements (high, medium, low) and establish a timeline (near-term and/or long-term) to pursue funding and implementation. Grant funding opportunities as well as partnerships with private entities should be explored.

The Precise Plan recommends a list of key priority projects for placemaking, shown in Figure 8.1 and listed in Table 8A. The priority projects have been selected on the basis of their importance in framing the Plan vision, due to their scale, location, and/or their potential impact on existing and subsequent development. These are recommended based on conditions at the time of the drafting of the Plan, and can be changed over the life of the Plan as conditions change, and to avail of new opportunities.

Facilitate incremental infill

The analysis of Downtown lots during the Design Charrette highlighted many small and medium-scale potential infill opportunity sites. A steady flow of such projects across Downtown will create sustained, balanced, and distributed growth, at a scale that will blend well with the existing fabric and fill in missing gaps. The Downtown Precise Plan and Downtown Form-Based Code provide clear guidance about the City's expectations for new development in terms of built form and character, and establishes additional clarity with regards to historic resources in order to encourage streamlined review processes.

Short-term pilot projects and tactical urbanism

Define pilot projects for planned improvements, particularly those for streetscape and public realm improvements, and carry out short-term transformations to both test out design concepts and to build community support for longer-term implementation of the ideas. Investment projects can benefit from "quick-build" and "tactical urbanism" strategies that implement short-term, low-cost improvements to test design concepts and build community support for more permanent solutions. Public investments such as street improvements and civic spaces can be achieved through temporary street closures and movable furnishings. Private development can also install temporary uses and activities that generate foot traffic in anticipation of development.

Sustain local business and institutions

Downtown's local businesses and cultural establishments contribute to its uniqueness and give it an authentic character, essential for placemaking. New development in Downtown may have an impact on existing businesses and uses. Policies can help to protect local businesses and prevent displacement. Additional information can be found in Chapter Seven: Affordable Housing and Anti-Displacement.

Potential Financing Strategies and Funding Sources

Potential sources of funding for the public realm improvements and programs identified in this chapter include allocation of new City revenues that new development will generate; development impact fees paid by project developers; and federal, state, and local grants.

Fiscal analysis

The Precise Plan preparation process included an analysis of the impact that the Plan will have on City of San Rafael General Fund revenues and expenditures. The analysis found that the annual revenue that the Plan will generate in the form of increased property taxes, sales taxes, and other City General fund revenues sources will exceed the increases in annual City expenditures that will be needed to pay for increased service demands generated by new development. The City could elect to use some or all of the resulting surplus in annual General Fund revenue to help pay for Plan Area public improvements and other Plan implementation activities. Because these surpluses will be derived from General Fund revenue sources, which can be spent at the City Council's discretion, the City will have significant flexibility in making expenditure decisions. However, this revenue surplus is likely to be somewhat limited in the early phases of implementation, during which financing public improvements and programs may be particularly crucial, because these revenues are dependent on new development projects in the Plan Area that will be constructed over time.

As opposed to spending available funds on a pay-as-you go basis, using only the funds that accrue on an annual basis, the City could consider establishing an Enhanced Infrastructure Financing District (EIFD) in the Plan Area that would enable the City to bond against future revenues "up front" and then use the subsequent annual revenues to pay off the bond principal and interest. An EIFD would authorize the City to earmark its share of property tax increment in the Plan Area to generate funds that can be used to assist in Plan implementation actions. Using this type of financing tool would enable the City to accelerate investments in Plan Area public improvements, which in turn would help to accelerate private investments in the Plan Area. Additional analysis would be necessary to assess whether an EIFD would be a suitable tool for the types of implementation activities that are desired for the Plan Area and whether this tool would be desirable given other City policy objectives.

In addition, the City may be able to partially fund new improvements through impact fees charged to new development. San Rafael already assesses impact fees to mitigate some of the impacts from new development and could consider whether new types of impact fees or adjustments to current fee schedules would be appropriate within the Plan Area. Impact fees can only be used to mitigate the impacts associated with

the new development that generates the impact fee revenue, and therefore may not be suitable for financing all improvements and programs identified in this implementation plan. In addition, adopting high impact fees could affect the financial feasibility of new private development projects, thereby impeding the type of development that the Precise Plan envisions. Thus, any new impact fees should be carefully evaluated and supplemented with other financing sources to fully implement the Plan.

Finally, grants from regional, state, and federal funding programs will be crucial in helping to address shortfalls in local funding and accelerate the availability of funds to implement projects. Potential sources of regional, state, and federal grant funding include the California Strategic Growth Council Affordable Housing and Sustainable Communities Program and federal transportation funds.

Impact of COVID-19 on implementation

In the time since the City initiated the Downtown Precise Plan process, the COVID-19 pandemic has disrupted the global economy as well as many people's daily lives in ways that were entirely unanticipated during the initial phases of the planning process, though the most significant impacts of the pandemic are anticipated to be temporary. The Downtown Precise Plan is a long-term planning document that will outlast the current economic crisis and span economic cycles and will similarly outlast the need for social distancing guidelines. Many of the actions that the Plan calls for will aid the Downtown area and the City overall in withstanding the current crisis and recovering as conditions improve.

The impacts of the pandemic include considerable negative impacts on the retail and restaurant sectors as well as the lodging industry, creating significant challenges for many retailers, restaurants, and hotels, in San Rafael and elsewhere. While some of these challenges are likely to be temporary and will lessen as the economy recovers, many of the businesses in Downtown San Rafael will need additional support to withstand the ongoing economic crisis and to recover as economic conditions improve. The Precise Plan includes a number of recommended actions to support existing businesses and attract new businesses to Downtown San Rafael, which can help to aid in weathering the current crisis and through the recovery phase. Some of these actions, such as facilitating outdoor dining options, may be particularly relevant given current conditions.

In addition, the pandemic will likely slow the pace of new development in the near term, including in San Rafael, with varying impacts across land use types. While the pandemic is likely to delay future retail and lodging development in the Precise Plan area over the near term, other development projects, such as those related to the life sciences sector, could be relatively insulated from the current economic climate. Overall, the new development in the Precise Plan Area is likely to be somewhat delayed until economic conditions improve.

The economic impacts from the pandemic have also negatively affected the City of San Rafael's budget, causing a decrease in revenue from sales tax revenue, transient occupancy tax revenue, and other key sources of municipal funding. These trends are anticipated to continue as the economic effects of the pandemic are ongoing. The City has begun to implement cost-cutting measures that will result in a decrease in City staff availability, which can be expected to impact the pace at which the City is able to implement the Precise Plan in the near term. As economic conditions improve and General Fund revenues increase, the City should have the ability to accelerate the implementation process, depending on staff capacity and city-wide priorities.

Finally, the pandemic has affected the economic stability of countless households and individuals who have lost their employment or seen a significant decrease in earnings due to the ongoing economic crisis. While the City cannot independently address these challenges, the Plan does include measures that can mitigate these impacts, which are increasingly important given current conditions. These include economic development strategies that can help to support local businesses, as noted above, as well as the affordable housing and anti-displacement strategies that are included in Section 8.3: Recommended Actions of this chapter.

Priority Projects for Transportation and Public Realm Improvements

Table 8A. Priority projects for transportation and public realm improvements

8A.1. Streets and transportation infrastructure improvements

	Priority projects	Timing[1]	Priority	Funding source
Near-term priority	**8A.1.1. Downtown Gateway Improvements** First/last mile improvements for SMART Station and Transit Center (pedestrian, bicycle, lighting, wayfinding). Downtown intersection improvements (traffic signals, roundabouts, and/or turn lane modifications).	**Near-term[2]**	High	Traffic Improvement Fee; State/Federal/ Transportation Authority of Marin (TAM); private development-related improvements.
Near-term priority	**8A.1.2. Transit Center Relocation** Implement the San Rafael Transit Center relocation project on site selection by the Golden Gate Bridge, Highway and Transportation District (GGBHT). Evaluate and implement necessary circulation and wayfinding improvements on surrounding streets to support the new function.	**Near-term[2]**	High	Golden Gate Bridge, Highway and Transportation District (GGBHTD); grants.
	8A.1.3. US-101/Downtown San Rafael Interchange Intersection and ramp improvements to Second Street, Third Street, Hetherton Street, Irwin Street, and/or ramps.	Near-term	High	State and Federal/ TAM funding.
	8A.1.4. San Rafael Bicycle and Pedestrian Master Plan Improvement projects relevant to Downtown as described in the following diagrams in Chapter Six: Transportation and Parking: - Figure 6.14: Pedestrian Priority Network - Figure 6.18: Bicycle Priority Network	Near to long-term	High	Traffic Improvement Fee; State/ Federal/ TAM funding.
	8A.1.5. Canal Pedestrian-Bicycle Connection Pedestrian and bicycle connection between the Canal neighborhood and the Montecito Commercial Sub-Area through improvements to Grand Avenue.	Near-term	High	Traffic Improvement Fee; State/ Federal/ TAM funding.

1 Near term: 2021 to 2030
Long term: 2031 to 2040

2 Near-term priority project (2021 - 2025)

Table 8A. Priority projects for transportation and public realm improvements (continued)

	Priority projects	Timing[1]	Priority	Funding source
Near-term priority	**8A.1.6. Downtown One-Way Street Conversion** Convert B Street to two-way operation.	**Near-term[2]**	High	Traffic Improvement Fee/ CIP project.
	8A.1.7. Second Street Multimodal Improvements Improve Second Street corridor operations while addressing pedestrian and bicycle safety at crossing locations, and widen sidewalks and remove parking where feasible.	Near-term	High	Traffic Improvement Fee; State/ Federal/ TAM funding.
	8A.1.8. Fourth Street Improvements Pedestrian, bicycle, and vehicular circulation improvements on Fourth Street on the following segments, as described in Section 6.3: Street Transformations: - Fourth Street between H and E Streets - Fourth Street between E Street and Lincoln Avenue - Fourth Street between Tamalpais and Hetherton Streets - Fourth Street between Irwin and Grand Streets	Near to long-term	High	Traffic Improvement Fee; State/ Federal/ TAM funding.
Near-term priority	**8A.1.9. Fourth Street (West End) Intersection Realignment** Re-align Fourth Street/Second Street/Marquard Avenue intersection.	**Near-term[2]**	High	Traffic Improvement Fee; State/ Federal/ TAM funding.
	8A.1.10. Tamalpais Avenue West Improvements Pedestrian, bicycle, and vehicular circulation improvements on Tamalpais Avenue on the following segments, as described in Section 6.3: Street Transformations: - Tamalpais Avenue between Second and Third Streets - Tamalpais Avenue between Third and Fourth Streets - Tamalpais Avenue between Fourth Street and Mission Avenue	Near to long-term	High	Traffic Improvement Fee; State/ Federal/ TAM; private development-related improvements.
Near-term priority	**8A.1.11. Lincoln Avenue Peak Period Lanes/Parking Restrictions** Extend the existing PM peak period parking restrictions, to allow for two lanes in each direction during both AM and PM peak periods, from Hammondale Court/SB US-101 ramps to Mission Avenue. Provide additional parking in corridor.	**Near-term***	High	General Fund; local capital Improvement.
Near-term priority	**8A.1.12. Precise Plan Downtown Parking Assessment District** Expand the existing Downtown Parking Assessment District east to E Street and west to Hetherton Street.	**Near to long-term***	High	Parking Assessment District.

1 Near term: 2021 to 2030
Long term: 2031 to 2040

2 Near-term priority project (2021 - 2025)

Table 8A. Priority projects for transportation and public realm improvements (continued)

8A.2. Civic space improvements

	Priority projects	Timing[1]	Priority	Funding source
Near-term priority	**8A.2.1. Transit Plaza** Reconfigure Tamalpais Avenue between Fourth Street and Fifth Avenue to create a plaza designed to accommodate pedestrian and bicycle movement, temporary activities, and allowing emergency vehicular access as needed. Improve Walter Lane to enable it to function as a pedestrian passage.	**Near-term[2]**	High	Grants; private development-related improvements.
	8A.2.2. Montecito Promenade Pedestrian and bicycle improvements to the existing promenade to improve connectivity to Downtown, the Canal neighborhood and to the city-wide north-south pedestrian-bicycle connector.	Near to long-term	High	Private development-related improvements.
	8A.2.3. Urban Flood Mitigation Wetland Consider acquiring the parcel(s) south of Second Street and east of Lincoln Avenue along the San Rafael Canal (as shown in Section 4.4: Public Realm and Connectivity) to create an urban wetland or a similar feature to control local flooding and potentially form part of an adaptation strategy for future sea-level rise.	Near to long-term	High	State and Federal grants; future climate adaptation financing measures (bonds, special assessments, etc.).
	8A.2.4. San Rafael Canal Adaptation and Creek Enhancements Levee improvements, infrastructure hardening, and other mitigation and adaptation strategies consistent with General Plan recommendations; enhancement of Irwin and Mahon Creeks.	Near to long-term	High	State and Federal grants; future climate adaptation funding measures (bonds, special assessments, etc.)
Near-term priority	**8A.2.5. Fourth Street as Shared Street** Evaluate the feasibility of converting Fourth Street from B Street to Lincoln Avenue as a shared street coordinated with recommended transportation improvements.	**Near-to-long-term[2]**	High (assess feasibility)	Grants; Traffic Improvement Fee; development-related improvements.
	8A.2.6. Pocket Park in West End Village [subject to the redevelopment of privately-owned parcel] on north side of Fourth Street mid-block between Shaver and F Streets.	Long-term	Medium (assess feasibility)	Grants; private development-related improvements; future CIP item.
	8A.2.7. Green Infrastructure for Downtown Street Upgrades Integrate permeable pavement, catchment basins, and other suitable green infrastructure as part of future street improvements and upgrades to increase the stormwater retention capacity of Downtown streets and reduce runoff.	Long-term	Medium (assess feasibility)	Grants; future climate adaptation funding measures (bonds, special assessments, etc.).

1 Near term: 2021 to 2030
Long term: 2031 to 2040

2 Near-term priority project (2021 - 2025)

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8.2 Economic Development Strategy

The economic development strategy for Downtown is aimed at strengthening its role as a regional center and ensuring a high quality of life for the City's residents and workers.

Vision for economic development

Downtown San Rafael will strengthen its role as a vibrant, attractive, and livable place with a diverse economy. Downtown will foster innovation and entrepreneurship, economic opportunity, quality jobs, arts and cultural events, and an appealing mix of shops, services, and entertainment venues. Downtown's role as a transportation hub will continue to attract new investment in mixed-use commercial and residential development that will, in turn, support the Downtown's retail sector and provide new housing and employment opportunities.

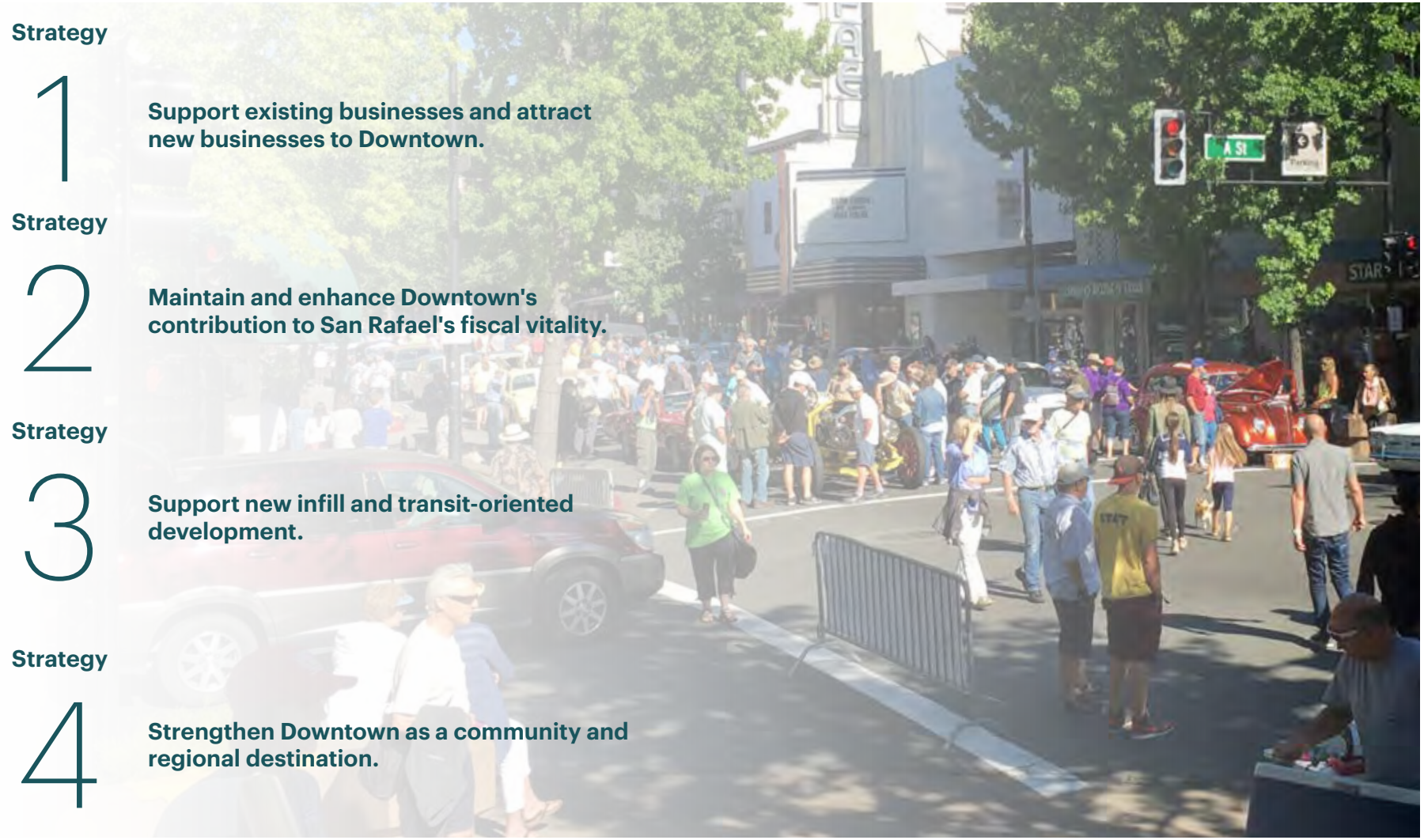
Expected outcomes

The Precise Plan visualizes the future Downtown as one that serves San Rafael's local community, and is also a regional destination. To enhance its vitality and attractiveness, Downtown will feature new investments in streetscapes, mobility, and placemaking to support both reinvestment in existing properties and redevelopment of infill sites. The following are a few expected outcomes of the successful implementation of the Precise Plan, which relate to the design principles and the design concepts discussed in previous chapters.

- Development of opportunity sites into new mixed-use commercial and residential development;
- Small business growth that can be accommodated with new commercial space Downtown;
- New market-rate and affordable housing to address workforce housing needs and generate additional spending power to support Downtown businesses;
- Preservation and enhancement of the City's fiscal sustainability through increased taxable sales and increased property values;
- Establishment of new maker and craft businesses as well as independent retailers;
- Strengthening of Downtown as a California Arts and Culture district;
- Regular communication and needs assessment of Downtown's business community; and
- Increased promotion of Downtown with enhanced events programming and robust social media and cross-marketing campaigns.

Overarching Strategies

The following summarizes a variety of high-level strategies for the City of San Rafael to consider, recognizing the stated goals of the City, local conditions within the Plan Area, and the community vision proposed by this Precise Plan.



Strategy 1

Support existing businesses and attract new businesses to Downtown.

Strategy 2

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

Strategy 3

Support new infill and transit-oriented development.

Strategy 4

Strengthen Downtown as a community and regional destination.

Table 8B. Economic Development Strategy: implementation actions and recommendations

Strategy 1

Support existing businesses and attract new businesses to Downtown

Action	Timeline	Responsible departments/ parties
8B.1.1. Continue to provide and promote a business-friendly environment with an efficient, equitable, and predictable permitting process.	Ongoing	Community Development and Economic Development departments
8B.1.2. Continue to prepare and update marketing materials to support firm attraction to Downtown and to support the Downtown San Rafael BID, Chamber of Commerce, and the San Rafael Downtown Arts and Cultural District.	Ongoing	Economic Development department, Downtown San Rafael Business Improvement District, and Chamber of Commerce
8B.1.3. Monitor and update development standards in the zoning code to allow progressive and efficient floor area ratios, parking standards, and other development regulations in accordance to the Precise Plan and General Plan 2040.	Ongoing	Community Development and Economic Development departments
8B.1.4. Continue to offer business technical assistance and information related to market research, financial resources for business expansion, and workforce training.	Ongoing	Economic Development department
8B.1.5. Coordinate with San Rafael Downtown, the Chamber of Commerce, and Downtown businesses to identify areas where the Downtown's social media presence, and marketing and branding efforts can be enhanced.	Complete by 2023	Economic Development and local business organizations

Strategy 2

Maintain and enhance Downtown's contribution to the City's fiscal vitality

Action	Timeline	Responsible departments/ parties
8B.2.1. Continue to partner with commercial real estate brokers and property owners to track available spaces, monitor leasing activity, and support tenant recruitment and permitting.	Ongoing	Economic Development department
8B.2.2. Strengthen joint efforts with the San Rafael Chamber of Commerce to identify joint business support and promotion such as small business training and area-wide joint advertising	Started in 2021, and ongoing	Economic Development department and Chamber of Commerce

Table 8B. Economic Development Strategy: implementation actions and recommendations (continued)		
8B.2.3. Support local maker and craft businesses as well as other independent retailers by promoting Downtown locations and providing guidance for permitting.	Ongoing	Economic Development department
8B.2.4. Support existing and new co-working spaces to bring additional workers to Downtown.	Ongoing	Economic Development department
8B.2.5. Retain existing retailers by surveying needs, identifying issues, and partnering with City departments and other business organizations to address issues raised.	Ongoing	Economic Development department, Downtown San Rafael Business Improvement District, and Chamber of Commerce
8B.2.6. Encourage property owners to utilize vacant retail space for micro-enterprises, pop-up retailers, pop-up/try-out restaurants, and special events; identify and address barriers to pop-ups and temporary uses of retail space.	Start by 2022 and ongoing	Community Development and Economic Development departments
8B.2.7. Research a revolving loan fund to provide financing to owners of older structures to provide venting, facade upgrades, and other improvements to expand the inventory of retail space that can accommodate restaurants and support existing retailers.	Complete by 2024	Community Development, Finance, and Economic Development and departments
8B.2.8. Work with existing and new restaurants to offer outdoor dining options.	Ongoing	Economic Development, Community Development, and County Health departments
8B.2.9. Work with Downtown stakeholders and create regular opportunities for community events on Fourth Street including street closures to encourage outdoor dining, shopping and recreation.	Start in 2021	Economic Development, Community Development, and County Health departments
8B.2.10. Continue to report marketing activity, leasing volume, sales tax revenues, and business issues to the City Manager and City Council on a regular basis.	Ongoing	Economic Development department
Strategy 3 Support new infill and transit-oriented development		
Action	**Timeline**	**Responsible departments/ parties**
8B.3.1. Encourage parcel assembly through a height bonus over the base level allowed height.	Complete by 2022	Community Development department

Table 8B. Economic Development Strategy: implementation actions and recommendations (continued)		
8B.3.2. Consider setting a minimum parcel or development size for key blocks suitable for TOD development Downtown.	Complete by 2022	Community Development department
8B.3.3. Offer a wide range of both affordable and market rate housing by supporting a variety of housing types, including live-work on the ground floor of selected blocks in Downtown.	Ongoing	Economic Development and Community Development departments
8B.3.4. Continue to preserve historic resources in Downtown to retain the area's authenticity and attract new investment.	Ongoing	Community Development department
8B.3.5. Pursue grant funding for enhanced mobility improvements to strengthen ties to the SMART station and between the west and east sides of Downtown across US-101.	Start by 2021	City of San Rafael
8B.3.6. Explore partnerships with local health care providers such as Kaiser Permanente and major employers such as Bio-Marin to add new outdoor wellness facilities Downtown such as a par course.	Complete by 2024	City and private health care providers
8B.3.7. Incorporate flexibility into development standards that allow new projects to incorporate a variety of unit sizes to meet a range of housing needs and respond to market conditions.	Complete by 2021	Community Development department
8B.3.8. Consider use of City-owned sites for infill development projects.	Ongoing	Community Development department
8B.3.9. Ensure that building and development standards enable lower-cost construction methods such as modular construction and construction that uses prefabricated components.	Complete by 2023	Community Development department
8B.3.10. Continue to provide height bonuses and other incentives for projects that provide affordable units and explore the potential for additional height bonuses. Develop incentives and concessions with the goal of minimizing discretionary review for projects that pursue the height bonus program.	Start in 2021 (through adoption of the Downtown Precise Plan	Community Development department

Table 8B. Economic Development Strategy: implementation actions and recommendations (continued)		
8B.3.11. Implement streamlined review of new development to the extent possible and appropriate through the implementation of the Downtown Precise Plan, and explore additional opportunities to remove or reduce discretionary review processes for projects that provide affordable units or meet other Precise Plan goals, including reducing discretionary review of incentives for these projects.	Start in 2021 (through adoption of the Downtown Precise Plan)	Community Development department
Strategy 4 Strengthen Downtown as a community and regional destination		
Action	**Timeline**	**Responsible departments/ parties**
8B.4.1. Build on the California Arts and Cultural District designation with expanded programming in partnership with local and regional arts and cultural organizations.	Ongoing	Library and Recreation department
8B.4.2. Establish Downtown as San Rafael's lifestyle and entertainment center through promotions of events, enhance use of social media positioning, and encouraging new hotel development.	Start by 2022	Economic Development and local business organizations
8B.4.3. Continue to provide high quality public services and facilities Downtown, including recreational and cultural amenities.	Ongoing	Library and Recreation department
8B.4.4. Review and enhance how San Rafael and its Downtown are presented in travel, restaurant, and event guides both in print and online media.	Start by 2023	Economic Development department
8B.4.5. Encourage public art as a placemaking strategy, prioritizing local artists and themes. Create incentives for private developers to sponsor public art in Downtown.	Start by 2022	Community Development department

Additional Recommendations for Downtown Development

A feasibility analysis of hypothetical infill projects informed additional recommendations that address development issues relevant to Downtown San Rafael.

Feasibility analysis for infill projects

The team economist carried out a financial feasibility analysis for three different hypothetical prototype infill sites in Downtown, with the objective of evaluating what type of development was financially feasible under market conditions in 2020, as well as over the long-term implementation period for the Plan. The feasibility analysis is included in Appendix VIII: Financial Feasibility Analysis of Infill Sites, and key findings are summarized below:

- Three hypothetical development projects were analyzed, on typical small, medium and large infill sites in Downtown. All faced feasibility challenges in the development environment at the time (2020), similar to conditions in most Bay Area cities, and attributed partially due to high construction costs at the time;
- Small residential projects faced more significant financial feasibility challenges than larger projects;
- Larger residential projects were potentially financially feasible if the market conditions would change slightly, or through adjustments to development costs and rents;
- Relative to other factors that affected development feasibility, the City's inclusionary requirements had a relatively modest impact;
- Development incentives such as height bonuses were found to support the financial feasibility of providing affordable units in new residential development projects;
- While office development faced considerable financial feasibility challenges in the 2020 development environment, an office project well-positioned to achieve higher rents than typical was potentially financially feasible;
- Catalyst infill development in the Plan Area were potentially feasible if City-owned sites were made available at a discounted cost;
- Development feasibility would be positively affected by a development process that was both flexible and predictable;
- Parking ratios played a key role in determining financial feasibility; and
- The study determined that the Plan Area was well-positioned to attract new residential and office development as economic conditions improved, supported by Plan policies to facilitate new infill development.

Economic Feasibility Study

Three development prototypes were tested for financial feasibility in the Plan Area. All prototypes provide a mix of market-rate and affordable units, based on inclusionary requirements, and assume a 35 percent State Density Bonus.

All three prototypes face financial feasibility challenges in the current development environment, similar to challenges currently present in many other Bay Area communities. However, the Downtown Precise Plan area is well-positioned to attract new residential and office development as economic conditions improve, particularly with policies in the Plan that help to facilitate new infill development.

For full report, see Appendix VIII: Financial Feasibility Analysis of Infill Sites.

Prototype 1: Small infill site

Snapshot

- 0.1 acres
- Seven residential units, including six market-rate units and one Very Low Income unit (61 dwelling units/acre)
- Three tuck-under parking spaces (0.43 spaces/unit)

Analysis

This prototype is not feasible under current market conditions but could become feasible with decreased hard costs and increased market-rate rents, especially when coupled with a City-owned site made available at low or no cost.

Smaller residential projects face more significant financial feasibility challenges than larger projects. Parcel assembly may be critical for enabling new development in the Plan Area.

Prototype 2: Medium infill site

Snapshot

- 0.9 acres
- 27 units, including 24 market-rate units and three Very Low Income units (31 dwelling units/acre)
- 20 parking spaces, including 15 surface and five tuck-under spaces (0.74 spaces/unit)

Analysis

This prototype is not feasible under current market conditions. This prototype had the highest residual land value per site area of the three prototypes, but this was still not high enough to achieve financial feasibility in the current environment.

The current imbalance between construction costs and residential project revenues is expected to even out over time, at which point the feasibility of this prototype would improve.

Prototype 3: Large infill site

Snapshot

- 2.1 acres
- 200 residential units (170 market-rate units and 30 affordable units), 90,000 sq ft office space, and 10,000 sq ft retail space
- 285 parking spaces in above-ground podium with parking lifts

Analysis

This prototype is not feasible under current market conditions, but could become financially feasible in somewhat different market conditions, with lower development costs or higher rents than are typical in San Rafael in 2020.

While office development faces considerable financial feasibility challenges in the current development environment, an office project that is well-positioned to achieve higher rents than typical could potentially be feasible.

The findings from the study helped to inform the following development strategies recommended for specific conditions existing in the Plan Area.

Parcel aggregation

Downtown San Rafael has many small parcels (e.g., less than one acre) with one-story buildings and other parcels with private surface parking lots. These small parcels are often more challenging to redevelop due to less flexibility in building design, parking options, and poor economies of scale (e.g., projects are more expensive on a per unit or per square foot basis since fixed costs are allocated over a small square footage base of improvements). Prior studies completed for the prior Downtown Station Area Plan found that up to 75 percent of the parcels Downtown are less than 13,000 square feet in area, representing more than half of the Downtown area.

The financial feasibility analysis conducted for the Plan Area also found that larger parcels were economically more feasible compared to smaller parcels, indicating that parcel aggregation may need to be incentivized and regulated to ensure appropriate built outcomes. The City needs to adopt policies that provide economic incentives for parcel aggregation to achieve projects of scale and to improve development feasibility.

Parcel aggregation incentives

The most common incentives that cities adopt to encourage lot consolidation and parcel aggregation are policies that reduce costs or increase density through bonus FAR or increased height.

Policies that can reduce costs include:

- Reduce parking requirements for projects on aggregated parcels. For example, the City of Roseville gives a parking credit of one space for two lots merged and three spaces for three lots merged.
- Waive or reduce selected development and/or impact fees for projects on merged lots.
- Adopt a Mills Act historical property contract program to reduce ad valorem property taxes for projects involving a historic property on an aggregated parcel.

Policies that can increase density (hence, project revenue potential):

- Consider a graduated height bonus program that allows additional height proportional to the level of parcel aggregation to avoid encouraging holdouts. A height bonus program could offer additional height for projects on sites that are aggregated to form a site size of one-half acre or more, with more significant bonuses for projects on sites that are aggregated to form a site size of at least one acre. The one-half acre size threshold would be consistent with recent Housing Element guidance issued by the California State Housing and Community Development Department (HCD) defining sites measuring less than one-half acre as small sites that typically present financial feasibility challenges. Since many of the sites in the Downtown area measure less than one-half acre, as discussed above, aggregating parcels to form sites measuring at least one half acre would improve feasibility relative to current parcel sizes.

  The Downtown Precise Plan already includes tiered height bonuses of up to 33 feet for projects that provide 100 percent affordable housing consistent with AB 1763. With the exception of 100 percent affordable projects, the affordable housing height bonuses generally enable an additional 10 feet of building height for projects in which at least 10 percent of units are affordable. In some

areas within the Downtown area, an additional 10-foot bonus is available for projects that provide affordable housing exceeding the City's inclusionary requirement, up to a maximum bonus of 20 feet.

Height bonuses for projects that require parcel aggregation could: allow an additional 10-foot height bonus in addition to any height bonus for affordable units. Creating such a bonus program would require weighing multiple factors that include the desired overall maximum height for buildings in the Plan Area after factoring in all bonuses, the need for height bonuses to incentivize affordable housing, and the need for height bonuses to incentivize parcel aggregation.

Repurposing existing historic buildings

Downtown San Rafael has many historic buildings some of which are already listed as a local historic resource and others that are eligible and not listed. Some others require evaluation. Often these building are hard to retrofit for contemporary uses, particularly for food and beverage uses that require code-compliant hooding and venting.

In October 2019, California enacted AB 451 which established a new State Historic Tax Credit Program that provides a new significant economic incentive for historic preservation and adaptive reuse. This new tax credit program provides 20 to 25 percent credit against state taxes and can be utilized in tandem with the Federal 50 percent Historic Tax Credit program. Application for credits is made through the State's Tax Credit Allocation Committee on a first-come, first serve basis with a total program limit of $50 million.

At the local level, San Rafael could leverage these state and federal programs by adopting a Mills Act program to provide contract property tax abatements. Together these three programs could provide a powerful incentive to property owners to reinvest in their properties, convert properties to new uses, or undertake major rehabilitation. To maximize the opportunity to utilize these programs, the City could encourage listings at the local and national level, to widen the pool of potential program participants.

Many other California cities have adopted Mills Act programs including Larkspur, Belvedere, Benicia, Berkeley, Oakland, Redwood City and San Mateo.

Supporting Downtown retail

Downtown San Rafael is an attractive destination with an authentic small-city setting but its many retailers face strong headwinds as the retail sector continues to evolve. Increasing internet sales have impacted brick-and-mortar stores worldwide, but "experiential retail" is an emerging trend, and retailers are adapting to providing a "unique" shopping experience that could not be had online. The COVID-19 pandemic has further challenged the retail sector and accelerated trends that were already underway.

As trends change, Downtown San Rafael has certain attributes that could position it better than many similar downtowns, for adapting to new retail formats:

- It has a well-preserved stock of historic buildings and provides an authentic main street experience in a scenic setting, with mild climate suited to outdoor dining.
- It also enjoys good access and visibility, located on both sides of US-101.
- San Rafael's residents and large pool of daytime workers contribute to its high spending power.

Downtown continues to face challenges within the retail sector, which include lack of activity during evenings and weekends, a relatively small population and employment base within Marin County, issues related to homelessness, and a lack of a coordinated marketing effort and strong

identity for the Downtown. Existing retail spaces are fairly old and may be unsuitable for tenants that are currently seeking Downtown space, particularly restaurants.

To strengthen retail in the face of significant and ongoing disruption, the City can take several concrete steps:

- Promote additional housing and office development to add buying power to Downtown's consumer base.
- As a means of streamlining permit approvals, land use regulations for the Plan Area have been updated to reduce the number of uses, including adding "artisanal" manufacturing uses. The City can evaluate the list to reduce the uses that are subject to conditional use permits, and add the recommended new uses to encourage occupancy by small-batch producers with a public retail operation.
- Reduce water/sewer hook-up charges for eating and drinking establishments to lower the cost of establishing new businesses in these categories.
- Adopt a pop-up retail ordinance granting temporary certificates of occupancy with temporary retail use permits with minimal or no fees.
- Encourage existing and new restaurants to offer sidewalk dining, and continue the current practice of periodic evening street closures for outdoor dining, even after the COVID-19 pandemic recedes.
- Establish a revolving loan fund to provide financing to owners of older structures to provide venting, facade upgrades, and other improvements to expand the inventory of retail space that can accommodate restaurants.

Exanding partnerships to diversify Downtown workforce

- Maintain existing and build new partnerships with businesses, banks, and other institutions in adjacent neighborhoods such as the Canal neighborhood to augment and diversify the Downtown workforce.
- Work with nearby schools such as the San Rafael High School to bring students into the Downtown workforce through mentorships, training programs, etc.

8.3 Recommended Actions

A. Historic Resources Management

The Precise Plan recommends the following actions for protecting historic resources in Downtown.

1. Refine "Chapter 2.18 - Historic Preservation" in the San Rafael Municipal Code. Refer to Section 5.5: Recommendations for Historic Preservation Ordinance for additional details.

1A. The Plan recommends that the City appoint one of the following, as feasible:

- A full Historic Preservation Commission as is recommended by the California Office of Historic Preservation (OHP) - note that the OHP recognizes this option may not be feasible in all cases; or
- An advisory committee made up of a Design Review Board member, a Planning Commission member and an architectural historian who has up-to-date training on current preservation standards; or
- An on-call professional Architectural Historian familiar with CEQA compliance for additional historic analysis.

1B. Align with CA OHP procedures for evaluating and designating individual historic resources and Historic Districts, including industry accepted definitions.

1C. Create a full suite of historic preservation economic and feasibility incentives.

1D. Establish a clear process for local designation of historic resources that may not meet eligibility requirements under SISR or CA OHP guidelines.

1E. Add guidelines to relocate designated resources per Criteria Consideration B ("Moved Properties of the National Register of Historic Places Criteria for Designation") to avoid demolition when feasible.

2. Maintain inventory and map of historic resources

2A. Maintain the City's recently prepared historic context statement by updating it every five years.

2B. Maintain an inventory and map of the historic resources in Downtown, informed by a field survey and updated every five years.

2C. Maintain the inventory of historic resources in the City's Geographic Information Systems (GIS) database.

3. Streamline permitting processes and procedures. Refer to Section 5.6: Procedures for Additions, Alterations and Demolition for additional details.

3A. Assess and streamline planning procedures and permitting processes for review of projects involving historic resources, and eliminate possible redundancies and extraneous processes. Adopt the guidance and procedures described in Section 5.6 and illustrated in Tables 5A and 5B. Establish clear procedures compliant with The Secretary of the Interior's Standards for the Treatment of Historic Properties for individual properties, and in identified eligible historic districts.

4. Develop educational materials and programs for encouraging historic preservation and restoration

4A. Develop programs to celebrate and educate San Rafael citizens about their City's history and built environment.

4B. Provide information about the sustainability of preservation and rehabilitation of older structures, as compared to new construction.

4C. Communicate to Downtown residents and property owners the importance of retaining, restoring, and maintaining historic resources as part of Downtown's evolution and for placemaking.

5. Offer design guidance

5A. To create efficiencies early on in the development of a project, design guidance should be provided to current and potential owners of historic resources in Downtown. This should be done in advance of design guidelines.

5B. Develop educational materials for building owners (and potential owners) of historic resources, including information on grants and other sources of funding for maintaining the properties. Provide factual, well-balanced information about the opportunities, benefits, and responsibilities for historic building ownership to enable owners to make informed decisions.

B. Affordable Housing and Anti-Displacement

The Plan recommends adoption of the Affordable Housing and Anti-Displacement Strategy for the Plan Area, the key recommendations of which are summarized below. Please refer to Section 7.4: Implementation Strategies for additional information.

1. Housing production strategies

1A. Streamlined development review. Streamline the development review process for Downtown by adopting the Downtown Form-Based Code and city-wide Objective Design and Development Standards. Consider developing an Online Permit Guide, and a Permit Management system.

1B. Air rights development/land write-downs. Complete the ongoing feasibility study of six parking lots in Downtown (refer to Section 7.4: Implementation Strategies for details) for the potential development of affordable housing, retaining the ground floor parking for public use.

1C. Outside funding resources and applications. Complete the General Plan Amendment and Zone Changes on parcels currently designated Light Industrial to support two local non-profits in developing housing for formerly homeless individuals.

1D. Height bonuses in the Plan Area. Use the Plan's tiered height bonus system to incentivize production of affordable units in Downtown, particularly near transit. Refer to Section 4.3: Building Height and Transitions for additional information.

1E. Potential zoning strategies. Use the Downtown Form-Based Code's updated standards for parking and building height limits to encourage production of more housing developments. Consider providing deeper reductions in parking standards for eligible affordable housing projects.

1F. Multifamily acquisition/rehabilitation. Develop an inventory of older, under-maintained apartment projects for potential future acquisition and rehabilitation.

1G. Innovative housing approaches. Pursue Community Land Trusts and Limited Equity Cooperative strategies to encourage innovative housing approaches to broaden the types of housing available.

2. Tenant protection strategies

2A. Tenant Relocation and Protection Ordinance. Maintain and regularly update the City's Tenant Relocation and Protection Program, with a focus on protecting current Downtown tenants that may be at risk of getting priced out because of rent increases due to anticipated redevelopment in Downtown.

2B. No net loss/one-for-one replacement. Implement a one-for-one replacement requirement in the Plan Area for projects involving the demolition or removal of deed-restricted residential units affordable to lower and/or moderate-income households.

2C. Preservation of affordable rental housing. Inventory privately-held below-market rate properties and discuss options and incentives with the owners to extend affordability controls.

3. Strategies to address homelessness

3A. ~~Eliminating~~ Ending homelessness.

~~Address issues associated with homelessness in Downtown to increase its attractiveness and perception of safety for many residents and visitors. Humanely and compassionately enforce loitering and vagrancy regulations, and develop mutually beneficial solutions that increase shelter, transitional and permanent housing, and supportive services to assist unsheltered residents.~~

Work with the Marin County Health and Human Services, local service providers, housing advocates, businesses, and other stakeholder groups to develop mutually beneficial solutions that increase shelter, transitional and permanent housing, and supportive services for to assist unsheltered residents. Develop specific programmatic measures through the 2023-2031 San Rafael Housing Element. The City of San Rafael is committed to the goal of ending homelessness and promoting access to programs and housing resources for those in need.

~~**3B. Develop a long-term Homelessness Prevention Plan and Strategies**. Work with State and local housing advocates, social service providers, unsheltered residents, the Chamber of Commerce, and local businesses to develop a long-term plan to remove homelessness from Downtown and the City, aligned to best practice strategies such as Housing First and Built for Zero.~~

C. Utility Infrastructure

Downtown has sufficient capacity in its utility infrastructure systems to support the additional uses proposed by the Precise Plan. The Plan recommends the implementation of planned infrastructure upgrades, and to consider strategies to adapt to climate change and its related impacts.

The analysis of existing conditions did not reveal any deficiencies in Downtown's utility infrastructure, and there is enough capacity in the system to support the Precise Plan's recommended development program.

The following infrastructure improvements are planned or under consideration, and the Plan recommends their implementation. Infrastructure upgrades in the future should consider adaptation to climate change, to make Downtown systems more resilient to future impacts from sea-level rise, increased risk from wildfire, power disruptions, etc.

Water supply

A major improvement project by Marin Municipal Water District (MMWD) in the Plan Area is the Pipeline Replacement Program. This is an ongoing program to replace approximately eight miles of pipelines that have reached the end of their useful life. By 2025, 4,000 feet of pipeline, located in Third Street between Irwin Street and Fourth Street, are planned for replacement. Other improvement initiatives are:

- Transmission and Distribution Pumps Replacement Program;
- Slide Repair; and
- Fire Flow Improvement Program (FFIP).

Sanitary sewer

Major capital improvement initiatives have been recently completed, are underway, or are planned by San Rafael Sanitation District (SRSD) in the Plan Area. The 10-Year Capital Improvement Program of the Central Marin Sanitation Agency (CMSA CIP) includes the replacement and rehabilitation of existing capital assets, as well as the acquisition or construction of new capital assets. Two major projects in the 2019 CIP include:

- Primary Clarifier Gates Actuator System; and
- Secondary Clarifiers Rehabilitation.

Stormwater system

Construction of new stormwater facilities and the maintenance of existing facilities are managed through the City's Capital Improvement Program (CIP). The CIP lists expected new facilities as well as facility improvements and repairs. The list includes fully funded projects as well as projects where funding is not yet available.

The City is actively seeking better long-term funding strategies for these projects, including:

- More aggressive pursuance of grant funding for non-Right of Way capital projects;

- Pursuance of ballot measure to raise current per-parcel stormwater assessment in FY 2018-19; and
- Exploring alternative funding mechanism such as assessment districts or public private partnerships.

Electricity and natural gas

PG&E has implemented a Gas Pipeline Replacement Program (GPRP) to improve gas service to customers. The goal is a more reliable system with less maintenance and lower energy costs. As part of the GPRP, PG&E has completed work on a natural gas main that travels through the Bret Harte neighborhood in San Rafael and feeds most of southern Marin County. PG&E's construction involved excavating, removing and replacing the existing gas main down Second Street, Irwin Street, Lindaro Street, Andersen Drive, Woodland Avenue, and Du Bois Street.

Energy resiliency

Economic vitality rests on the ability to continue operations during disruptions to the electrical grid. On-site solar and battery storage and the ability to disconnect from the grid during power loss due to natural events and intentional shut-offs provides energy resiliency as well as cost-savings. State and regional efforts and incentives to increase the number of renewable energy microgrids such as SB 1339 offer Downtown property owners and businesses the opportunity to pursue energy resilience as a means of preparing for the increased effects of climate change.

D. Adaptation to Climate Change

The Precise Plan recommends the following actions for climate change adaptation for Downtown.

Adaptation to climate change and future sea-level rise will be important considerations that will guide new development as well as infrastructure upgrades over the life of the Precise Plan.

The Precise Plan recommends:

- Evaluate the strategies and recommendations of the Sea-Level Rise Adaptation Report being prepared as part of the General Plan.
- Study the Precise Plan's proposed natural systems approach outlined in Section 4.4: Public Realm and Connectivity, and the projects listed in Table 8A, for feasibility in Downtown.
- Initiate pilot projects to test design concepts and to identify best strategies for future implementation.
- Pursue opportunities to enable renewable energy microgrids such as those with solar photovoltaic and backup battery storage for business and property owners for energy resiliency during power disruptions.

8.4 Plan Monitoring and Enforcement

The Precise Plan recommends the following recommendations for Plan implementation.

- Develop metrics to evaluate the Plan's performance, based on the guidance and "expected outcomes" provided in Chapter Three: Design Principles and Guiding Policies. The Plan recommends creating an Implementation Matrix similar to the General Plan Annual Report, that provides annual reports onprogress made towards key milestones and actions. While the General Plan Annual Report includes the Downtown Precise Plan Area, it would be beneficial to create a similar reporting mechanism for Downtown that would be easily accessible by residents and decision makers.
- Set up a schedule for periodic review including annual reporting to monitor the Plan's performance.
- Set a period of approximately one year to test the Downtown Form-Based Code for new project proposals. Make adjustments as needed to refine the Downtown Form-Based Code.
- Develop a list of community benefits that could allow an additional height bonus for eligible projects in the future. Potential community benefits include community amenities, publicly accessible open space, public use of private parking facilities, historic preservation, spaces for child care, cultural arts, etc. Add appropriate references to the list of community benefits in Figure 4.8, Table 4D, and other relevant sections of Chapter Four: Design Vision.
- Update relevant sections of the San Rafael Municipal Code and other regulatory documents to be consistent with the Downtown Form-Based Code. Appendix I provides a list of sections of the San Rafael Municipal Code that were referenced in the drafting of the Downtown Precise Plan and Code. These sections, among others, may need to be updated to be consistent with the Downtown Code.
- Update the City's application submittal requirements to reflect the new information required by the Downtown Form-Based Code, inlcluding but not limited to Frontage Type standards, Facade Zone compliance, and Massing and Facade Articulation standards.


ROYAL GROUND COFFEE
ONE WAY

CHAPTER

9

Downtown Form-Based Code

In this Chapter

Article 2 Downtown Form-Based Zones 243

Article 3 Supplemental to Downtown Form-Based Zones 287

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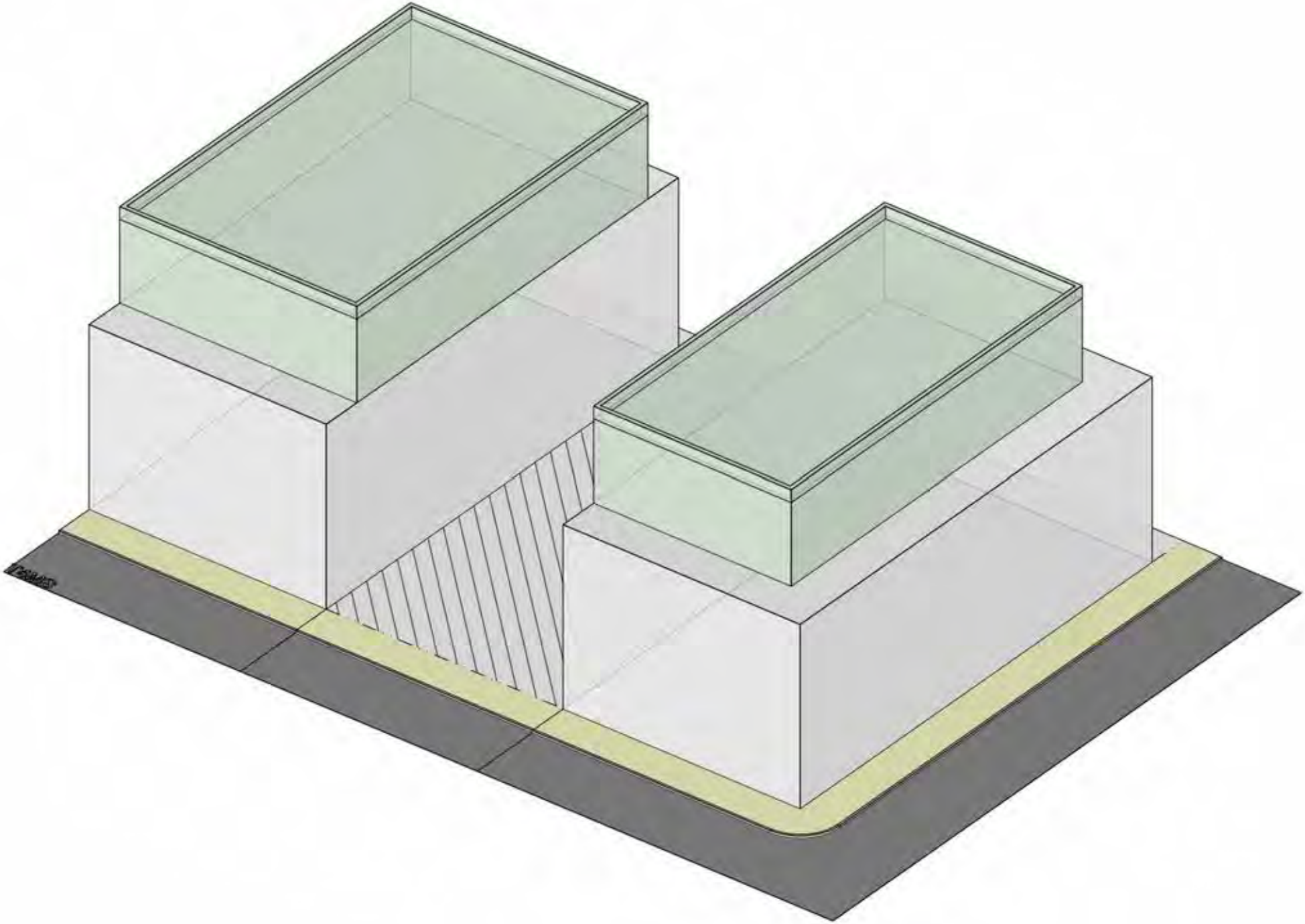


Introduction

ARTICLE 1

Quick Code Guide

1	**Zoning** *Find the Zone for your parcel and confirm if it is adjacent to a Historic Resource.*	→ **Regulating Plan**	**Division 2.2,** *Downtown Code* *Figure 2.2.040.A*
2	**Use(s)** *Find your proposed use(s) to see if/ how allowed in your zone.*	→ **Use Table**	**Division 2.3,** *Downtown Code* *Table 2.3.070.A*
3	**Building Footprint** *Apply Building Setbacks, Building Footprint and Open Space standards to lot.*	→ **Downtown Zones**	**Division 2.3,** *Downtown Code* *Sub-Section C of Zone*
4	**Zoning Envelope** *Apply Building Height and Massing standards, and Adjacency Standards.*	→ **Downtown Zones**	**Division 2.3,** *Downtown Code* *Sub-Sections E, and G of Zone*
5	**Parking** *Apply required parking and parking setbacks to lot.*	→ **Downtown Zones**	**Division 2.3,** *Downtown Code* *Sub-Section H of Zone*

Note: *this diagram is intended to provide a simplified overview of the code's requirements and is descriptive, not regulatory.*

6

Facade Articulation
Apply Facade Articulation standards and, if applicable, Historic Resource adjacency standards.

→ **Massing and Facade Articulation Standards**

Division 3.2, *Downtown Code*
Section 3.2.020

7

Frontage
Select the Frontage Type(s) from the types allowed in the zone and apply the standards to building.

→ **Downtown Zones**

Division 2.2, *Downtown Code*
Sub-Section F of Zone

8

Signage
Select the Signage Type(s) from the types allowed in the Zone and apply the standards to building.

→ **Title 14 Zoning**

Chapter 14.19, *San Rafael Municipal Code*
Any chosen from Chapter 14.19

9

Screening, Landscaping, Parking Design
Apply Site Standards.

→ **Site Standards**

Division 3.1, *Downtown Code*
All Division 3.1

10

Processing
Identify required Permit and Procedure.

→ **Permit Requirements**

Division 1.1, *Downtown Code*
Table 1.1.050.A

Division 1.1 Purpose

1.1.010 Purpose

This Downtown Form-Based Code (DTFBC) is enacted for three key purposes:

- To implement the vision described in the Downtown Precise Plan (Plan) for a variety of urban neighborhoods and main street environments;
- To provide the community with a clear understanding of what the code requires and what it allows and generates regarding physical form, character and uses; and
- To streamline the review and processing of development projects through the codes' coordination with the Plan and through its clarity of standards and expectations.

1.1.020 Applicability

Rules of Construction

The following general rules of construction apply to the text of this Chapter:

Terminology: shall, may and should. "Shall" is always mandatory and not permissive. "May" is permissive. "Should" is advisory and identifies guidance provided by the City in implementation of these standards.

Tenses and Numbers. Words used in the present tense include the future, words used in the singular include the plural, and the plural includes the singular, unless the context clearly indicates the contrary.

Applicable. The applicable standards of Chapter Nine (Downtown Form-Based Code) are acknowledged to apply so as to not require stating the phrase "and all applicable standards" throughout.

Conjunctions. Unless the context clearly indicates otherwise, the following conjunctions shall be interpreted as follows:

- "And" indicates that all connected items or provisions apply;
- "Or" indicates that the connected items or provisions may apply; and
- "Either/or" indicates that the connected items or provisions apply singly but not in combination.

Relevance. In form-based zones, the standards in Chapter Nine (Downtown Form-Based Code) prevail unless stated otherwise.

Applicability of Standards

The standards in Chapter Nine (Downtown Form-Based Code) apply to all proposed development and improvements within form-based zones as identified below.

Non-Conformities. See San Rafael Municipal Code (SRMC) Section 14.16.270 (Nonconforming Structures and Uses) for when the standards of the Chapter Nine (Downtown Form-Based Code) apply.

New Development. New development, additions and renovations are required to be designed per the zone standards identified for the parcel(s) in DTFBC Figure 2.2.040.A (Regulating Plan).

Blocks and Streets

- Development sites larger than two acres shall be divided into new blocks in compliance with DTFBC Table 3.1.050.A (Block Size Standards).
- Development sites larger than two acres are required to include new streets including any required in the approximate locations identified on the DTFBC Figure 2.2.040.A (Regulating Plan) in compliance with Chapter Six (Transportation and Parking).
- When designing a new street or retrofitting an existing street, the guidelines in Chapter Six (Transportation and Parking) apply.

New Buildings. New buildings and their additions are required to be designed in compliance with the building placement and size standards of the zone.

General. From the allowed types in the zone, and in compliance with the listed standards, the following shall be selected for each lot:

- At least one frontage type for each street or civic space frontage; and
- At least one use type.

Frontage types not listed in the zone's standards are not allowed in that zone.

Use types not listed in the DTFBC Table 2.3.070.A (Use Table) are not allowed in that zone. Except as set forth in SRMC Section 14.02.040.B. (Land Use Categories).

Site Standards. When a development requires approval in compliance with SRMC Title 14 (Zoning), the standards of this Sub-Section apply to the following:

Screening. The standards of DTFBC Section 3.1.020 (Screening) apply to the following:

- All new development; and
- Improvements to existing development.

Landscaping and Tree Standards. The standards of DTFBC Section 3.1.030 (Landscaping) apply to the following:

- All new development; and
- Improvements to existing development.

Parking and Loading. The requirements of DTFBC Sub-Section H (Parking) of the zone standards apply to the following, except as superseded by other City ordinances regarding affordable housing:

- New development;
- Changes in intensity or uses of buildings or structures made after the effective date of this Article that cause an increase of 25 percent or greater in:
  - Gross floor area over 5,000 sf;
  - Seating capacity;
  - Units; and/or
  - Parking spaces.

Civic Space Standards

- New buildings or additions are required to include civic space as identified in DTFBC Sub-Section C (Building Placement) of the zone.
- Development sites larger than two acres are required to create new civic space(s) in the approximate locations identified on the DTFBC Figure 2.2.040.A (Regulating Plan) in compliance with the standards of DTFBC Civic Space Sub-Section C of the zone.

Massing, Facade Articulation and Architectural Elements. The standards of DTFBC Division 3.2 (Massing and Facade Articulation Standards) apply to the following:

- New building; and
- Building facade renovation facing a street or civic space (except public safety buildings).

Frontage Standards. The standards of DTFBC Division 3.3 (Frontage Standards) apply to the following:

- New building;
- Building facade renovation facing a street or civic space (except public safety buildings);
- Private property improvement along front or side street; and
- Modification of pedestrian entrance(s) along front or side street.

Signage Standards. See SRMC Chapter 14.19 (Signs) for signage standards and processing requirements.

1.1.030 Relationship to General Plan 2040 Update

Chapter Nine (Downtown Form-Based Code) of the Plan is a refinement of the community vision and intent in the General Plan 2040 Update (General Plan) for the parcels and rights-of-way within the Plan boundaries.

Chapter Nine (Downtown Form-Based Code) implements the City's General Plan vision within the boundaries of the Plan to implement the General Plan direction for a variety of walkable environments. Walkable is described as an environment that is pedestrian-oriented in nature, where bicycling and walking are viable daily options because services, retail, or restaurants are within a short walking distance of most dwellings.

1.1.040 Relationship to Downtown Precise Plan

Chapter Nine (Downtown Form-Based Code) of the Plan implements the Plan's updated community vision and intent for the parcels and streets within the Plan boundaries. In the event of a conflict the standards of this Chapter shall apply.

1.1.050 Relationship to Other City Code Standards

The standards described in this Chapter prevail over existing standards unless specifically stated otherwise in Table 1.1.040A. All parcels covered by the Downtown Form Based Code are considered to be in the Downtown Mixed Use (DMU) Zone District and are referenced as such in other parts of the San Rafael Municipal Code.

Table 1.1.040.A Relationship to California Fire Code, SRMC Title 2 (Administration), SRMC Title 14 (Zoning), and SRMC Title 19 (Open Space)		
Division/ Chapter/ Section	**Description**	**Status**
California Fire Code		
Chapter 5: Section 503 and Appendix D, Section 504, Section 505, Section 507 and Section 509	Fire Service Features	Chapter Nine (Downtown Form-Based Code) relies on Chapter 5 (Five Service Features)
SRMC Title 2 (Administration)		
Chapter 2.18	Historic Preservation	Chapter Nine (Downtown Form-Based Code) relies on SRMC Chapter 2.18
SRMC Title 14 (Zoning)		
Division II	Base District Regulations	Replaced by form-based zones within the Plan boundaries.
Division III	Overlay District Regulations	Replaced by form-based zones within the Plan boundaries.
Division V	Administrative Regulations	Chapter Nine (Form-Based Zones Code) relies on SRMC Division V (Administrative Regulations).
Chapter 14.03	Definitions	DTFBC Division 4.1 (Definitions) adds definitions to SRMC Chapter 14.03 (Definitions) only within the Plan boundaries.
Chapter 14.17	Performance Standards	Chapter Nine (Downtown Form-Based Code) relies on SRMC Chapter 14.17 (Performance Standards).
Chapter 14.18	Parking Standards	SRMC Table 14.18.040 (Parking Requirements) replaced by Chapter Nine (Downtown Form-Based Code) within the Plan boundaries. All other standards of SRMC Chapter 14.18 (Parking Standards) apply.
Chapter 14.19	Signs	Chapter Nine (Downtown Form-Based Code) relies on SRMC Chapter 14.19 (Signs).
Section 14.16.270	Non-Conforming Structures and Uses	Chapter Nine (Downtown Form-Based Code) relies on SRMC Section 14.16.270 (Non-Conforming Structures and Uses).
Section 14.16.295	Sight Distance	SRMC Section 14.16.295 (Sight Distance) does not apply within the Plan boundaries.
Sections 14.16.243 and 14.18.160	Screening Standards	Chapter Nine (Downtown Form-Based Code) replaces SRMC Sections 14.16.243 (Mechanical Equipment Screening) and 14.18.160 (Parking Lot Screening and Landscaping) within the Plan boundaries.
Sections 14.18.170, 14.16.227, and 14.19.055	Outdoor Lighting Standards	Chapter Nine (Downtown Form-Based Code) relies on SRMC Sections 14.18.170 (Lighting), 14.16.227 (Light and Glare) , and 14.19.055 (Illumination Standards).
Tables 14.04.020, 14.05.020, 14.05.022, 14.08.030, 14.09.020, 14.10.020 and Section 14.07.020	Land use regulations	DTFBC Table 2.3.070.A (Use table) replaces SRMC Title 14 (Zoning) Use Tables within the Plan boundaries. All other standards of Division II apply.
SRMC Title 19 (Open Space)		
Chapter 19.10	Land and Water Areas	Chapter Nine (Downtown Form-Based Code) relies on SRMC Title 19 (Open Space).

1.1.060 Permit Required

New buildings, renovations, additions, and signage require City approval as identified in DTFBC Table 1.1.060.A (Permit Requirements). Please refer to SRMC Title 14 (Zoning) for permit application requirements and procedures.

For projects involving a historic resource, refer to SRMC Chapter 2.18 (Historic Preservation).

Table 1.1.060.A Permit Requirements

Application	Permit Required			
	Administrative Environmental and Design Review Permit	Minor Environmental and Design Review Permit	Major Environmental and Design Review Permit	Certificate of Appropriateness
Alteration to Historic Resource	–	–	•	•
Renovation/ expansion < 50% of existing building	•	–	–	–
Renovation/ expansion > 50% of existing building	–	•	–	–
New building up to 30' overall height	–	•	–	–
With height bonus up to 40' overall height	–	•	–	–
New building up to 40' overall height	–	•	–	–
With height bonus up to 50' overall height	–	–	•	–
New building up to 40' overall height	–	•	–	–
With height bonus up to 60' overall height	–	–	•	–
New building up to 50' overall height	–	–	•	–
With height bonus up to 70' overall height	–	–	•	–
New building up to 60' overall height	–	–	•	–
With height bonus up to 80' overall height	–	–	•	–
New building up to 70'	–	–	•	–
With height bonus up to 90' overall height	–	–	•	–

Table 1.1.060.A Permit Requirements (Continued)

Application	Permit Required			
	Administrative Environmental and Design Review Permit	Minor Environmental and Design Review Permit	Major Environmental and Design Review Permit	Certificate of Appropriateness
Development of site > 2 acres	–	–	•	–
Alteration adjacent to a historic resource in compliance with SRMC Section 2.18.065(f) (Development Standards)	•	–	–	–
Alteration adjacent to a historic resource not in compliance with SRMC Section 2.18.065 (f) (Development Standards)	–	–	•	–

For Minor and Major Environmental and Design Review, see SRMC Section 14.25. Major review applies to "major physical improvements" [see 14.25.040 (A)] and Minor review applies to "minor physical improvements" [see 14.25.040 (B)]. See also Administrative Design Review process for smaller projects.

For review criteria for Major and Minor Environmental and Design Review, see SRMC Section 14.25.050; and Section 14.25.060 for hearing/public review requirements. Minor Review is done in a public hearing convened by the Zoning Administrator and Major Review is performed by the Planning Commission.

For Permanent Sign see SRMC Section 4.19.041 (Sign Permit Required).

ARTICLE

2

Downtown Form-Based Zones

Division 2.1 Preamble

2.1.010 The Natural-to-Urban Transect: The Framework for Form-Based Planning and Coding

The Natural-to-Urban Transect is an organizing principle used in Form-Based planning and coding that establishes a hierarchy of places/ contexts from the most natural to the most urban. The designation of each transect along this hierarchy is determined first by the character and form, intensity of development, and type of place and secondly by the mix of uses within the area. This hierarchy of places becomes the framework or organizing principle for the entire plan and code, replacing use as the organizing principle as is used in conventional or Euclidean zoning. Transect zones are used to reinforce existing or to create new walkable mixed-use urban environments.

"The Natural-to-Urban Transect is a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. It provides a standardized method for differentiating between the intentions for urban form in various areas using gradual transitions rather than harsh distinctions. The zones are primarily classified by the physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within the zone."

~ Form-Based Codes Institute

The model transect for American towns is divided into six transects: Natural (T1), Rural (T2), Sub-Urban (T3), General Urban (T4), Urban Center (T5), and Urban Core (T6), together with a District (D), often referred to as a Special District, a designation for areas with specialized purposes (e.g., heavy industrial, transportation, entertainment, or university districts, among other possibilities). Each transect is given a number. Higher numbers designate progressively more urban environments, and lower numbers designate more rural environments.

For additional information visit the Form-Based Codes Institute website at www.formbasedcodes.org

2.1.020 Regulating for Different Contexts

The Form-Based Code applies a community-character-based approach to zoning that is based upon the classification of three distinct context types. Each context type—Natural, Walkable, and Auto-Oriented Suburban—needs to be regulated differently in order to effectively reinforce the intended context.

Natural Context Type consists of land not intended for development. In these areas, nature dominates a person's experience, but may include an occasional recreation-oriented or utility building or other man-made feature. The use of cars is integrated, but does not dominate the physical character. These areas are implemented through Conventional, use-based zones.

Auto-Oriented Suburban Context Type consists of areas developed mainly after the 1950's. In this context type land uses are segregated and often buffered, leaving large distances between them contributing to the need for the automobile for day-to-day functions. Walking and cycling occur in these areas, but generally for recreational purposes due to low connectivity. These areas are implemented through Conventional, use-based zones.

Walkable Context Type consists of areas where a person can walk, bicycle or ride transit to work to fulfill most shopping and recreation needs. These areas allow for but do not require the use of a vehicle to accommodate most daily needs. These areas were primarily developed prior to the 1940's in a pattern where a person can live with limited reliance on the automobile. Today, these areas are still conducive to destination walking and cycling and supported through public transit, a network of interconnected, tree-lined streets, a diversity of housing choices, and a mix of appropriate commercial and residential uses in a compact form. These areas are implemented through the T3–T5 form-based zones.

2.1.030 The Transect

Each of the six transects is implemented by form-based zones (Zones) as illustrated in DTFBC Figure 2.1.030.A (The Transect). The zones needed to implement the transect for Downtown San Rafael are identified with the highlighted purple.

2.1.040 The Transect Applied to Downtown San Rafael

To enhance Downtown's San Rafael current walkable character, this Form-Based Code applies transect zones related to the Walkable Context Type (i.e., T4 and T5 Neighborhood and Main Street). In this way, this FBC enables distinct walkable development patterns that are based on interconnected streets and blocks, variety of housing choices, and proximity to services, shopping and/or transit.

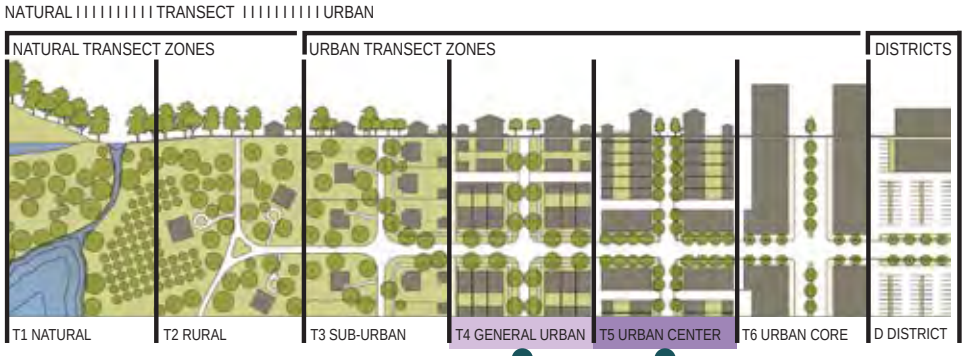


Figure 2.1.030.A *The transect*

Figure 2.1.040.A *The Transect applied to Downtown San Rafael.*

Division 2.2 Establishment and Designation of Downtown Zones

2.2.010 Downtown Zones Established

Form-Based Zones and Standards. This Section describes the form-based zones and standards. Each zone is established based on the intended physical form and character of the environments described in the Plan. These zones focus on mixed-use, walkable environments and range in function and intensity:

Moderate intensity neighborhoods:

- T4 Neighborhood T4N 30/40 2.3.030
- T4 Neighborhood T4N 40/50 2.3.030

A community-serving Downtown:

- T4 Main Street T4MS 40/50 2.3.040,
- T4 Main Street T4MS 40/60 2.3.040,
- T4 Main Street T4MS 50/70 2.3.040,
- T4 Main Street T4MS 60/80 2.3.040

High intensity neighborhoods:

- T5 Neighborhood T5N 40/60 2.3.050,
- T5 Neighborhood T5N 50/70 2.3.050

A regional-serving transit center and main street:

- T5 Main Street T5MS 70/90 2.3.060

The naming of the form-based zones is based on a spectrum of context types in the City from less urban to more urban as listed in Table 2.3.020.A (Downtown Zones Overview).

2.2.020 Height Distinctions within Zones

Height bonuses listed below and shown on the Regulating Plan may only be used in lieu of those allowed under State density bonus law for qualifying projects. The bonuses allowed by the form-based zones may not be added to or combined with State density bonuses. The maximum height allowed per zone is identified on the Regulating Plan as a suffix to the zone name. For example, the T4N 40/50 allows up to 40' base height and up to 50' with a bonus. See DTFBC Table 2.2.020.A (Height Distinctions per Zone).

Table 2.2.020.A Height Distinctions per Zone

Zone	Base Height (Overall)	With Height Bonus (Overall)
T4 Neighborhood		
T4N 30/40	30' max.	40' max.
T4N 40/50	40' max.	50' max.
T4 Main Street		
T4MS 40/50	40' max.	50' max.
T4MS 40/60	40' max.	60' max.
T4MS 50/70	50' max.	70' max.
T4MS 60/80	60' max.	80' max.
T5 Neighborhood		
T5N 40/60	40' max.	60' max.
T5N 50/70	50' max.	70' max.
T5 Main Street		
T5MS 70/90	70' max.	90' max.

2.2.030 Sub-Zones

Sub-zones are slight variations of the base zone, lot-specific, and mapped on DTFBC Figure 2.2.040.A (Regulating Plan). This Article includes two types of sub-zones:

Open. The open sub-zone is applied for either or both of the following purposes:

- To allow more uses than the base zone allows in specific areas but within the same form and character of the base zone; and/or
- To more easily allow certain uses that are already allowed in the base zone. In addition in this way, the open sub-zone can provide additional flexibility to lots located at or near intersections that function or can function as a neighborhood node of non-residential uses.

2.2.040 Regulating Plan

The zones established in this Article are mapped on DTFBC Figure 2.2.040.A (Regulating Plan). In addition to identifying the zoning for each lot, DTFBC Figure 2.2.040.A (Regulating Plan) identifies specific urban design requirements and height limitations based on location and intended physical character.

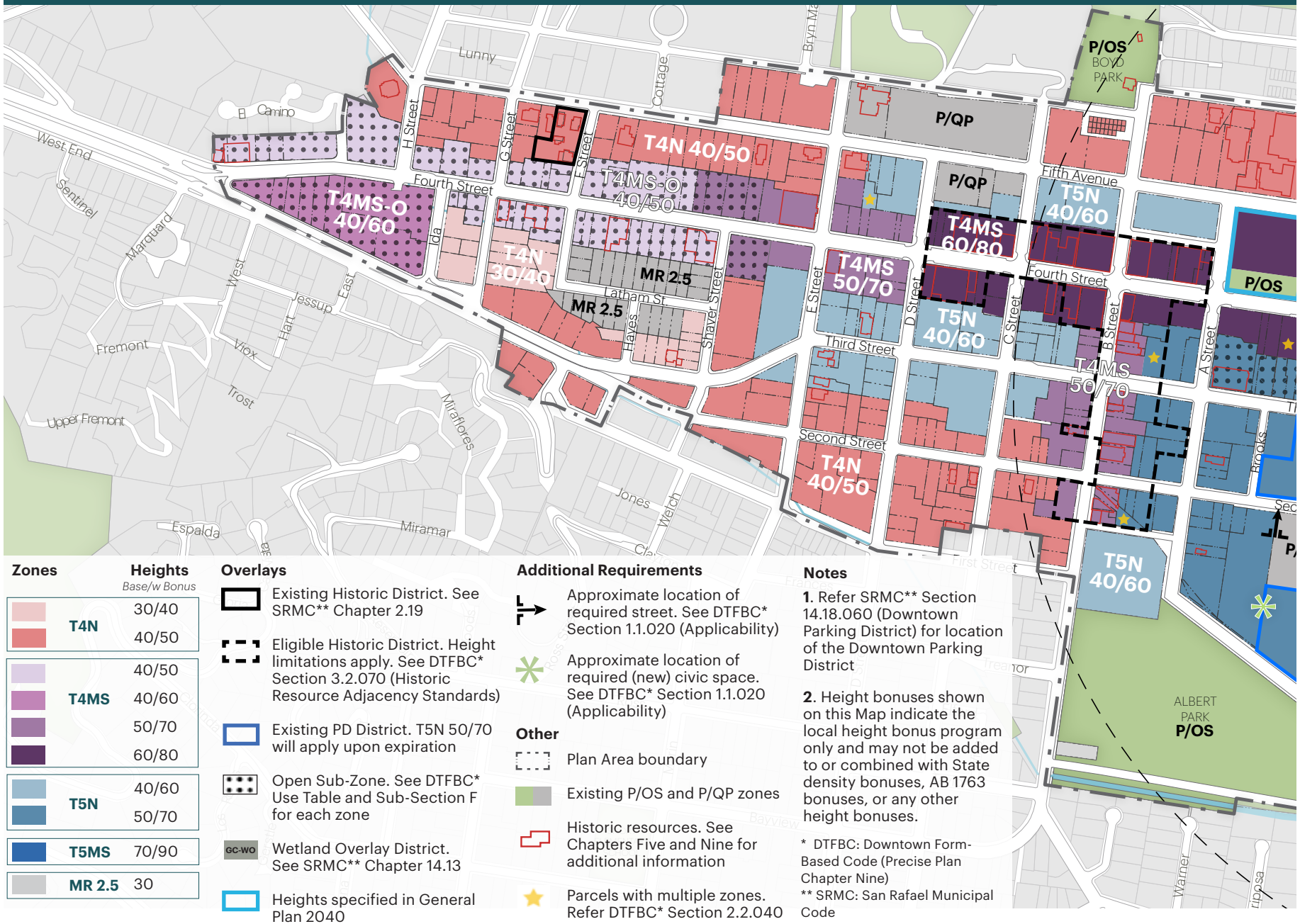
Where DTFBC Figure 2.2.040.A (Regulating Plan) identifies two zones on one parcel, the boundary of each shall be determined by a minimum depth of 100 feet measured perpendicular to the adjacent right-of-way or civic space from the midpoint of the lot width. In cases where the block depth is inadequate to support this measurement, zone boundaries may be adjusted during the project review process. As a general rule boundaries of adjacent parcels must be considered in boundary identification and adjustment during the review process.

When a project combines multiple parcels from two or more zones, the zone boundaries shown on Figure 2.2.040.A (Regulating Plan) may be modified to accommodate the new parcel boundary but shall not result in new zones to be added to the parcel. This boundary adjustment is subject to Director review and approval unless referred to the Planning Commission.

The front of a parcel is assumed to be along the primary abutting street. In situations where parcels abut two primary streets (such as corner parcels, parcels in the West End between Second and Fourth Street, etc.), both primary street frontages should be treated as the front with applicable standards. Alternately, the determination of the front of such parcels shall be made by the Director.

Map edited for parcel 011-300-26 (1248 5th Av) - see Addendum

Figure 2.2.040.A Regulating Plan. Note this is the same map as Figure 4.5 in Chapter Four: Design Vision



Zones

	Heights (Base/w Bonus)
T4N	30/40
	40/50
T4MS	40/50
	40/60
	50/70
	60/80
T5N	40/60
	50/70
T5MS	70/90
MR 2.5	30

Overlays

- Existing Historic District. See SRMC** Chapter 2.19
- Eligible Historic District. Height limitations apply. See DTFBC* Section 3.2.070 (Historic Resource Adjacency Standards)
- Existing PD District. T5N 50/70 will apply upon expiration
- Open Sub-Zone. See DTFBC* Use Table and Sub-Section F for each zone
- GC-WO — Wetland Overlay District. See SRMC** Chapter 14.13
- Heights specified in General Plan 2040

Additional Requirements

- Approximate location of required street. See DTFBC* Section 1.1.020 (Applicability)
- Approximate location of required (new) civic space. See DTFBC* Section 1.1.020 (Applicability)

Other

- Plan Area boundary
- Existing P/OS and P/QP zones
- Historic resources. See Chapters Five and Nine for additional information
- Parcels with multiple zones. Refer DTFBC* Section 2.2.040

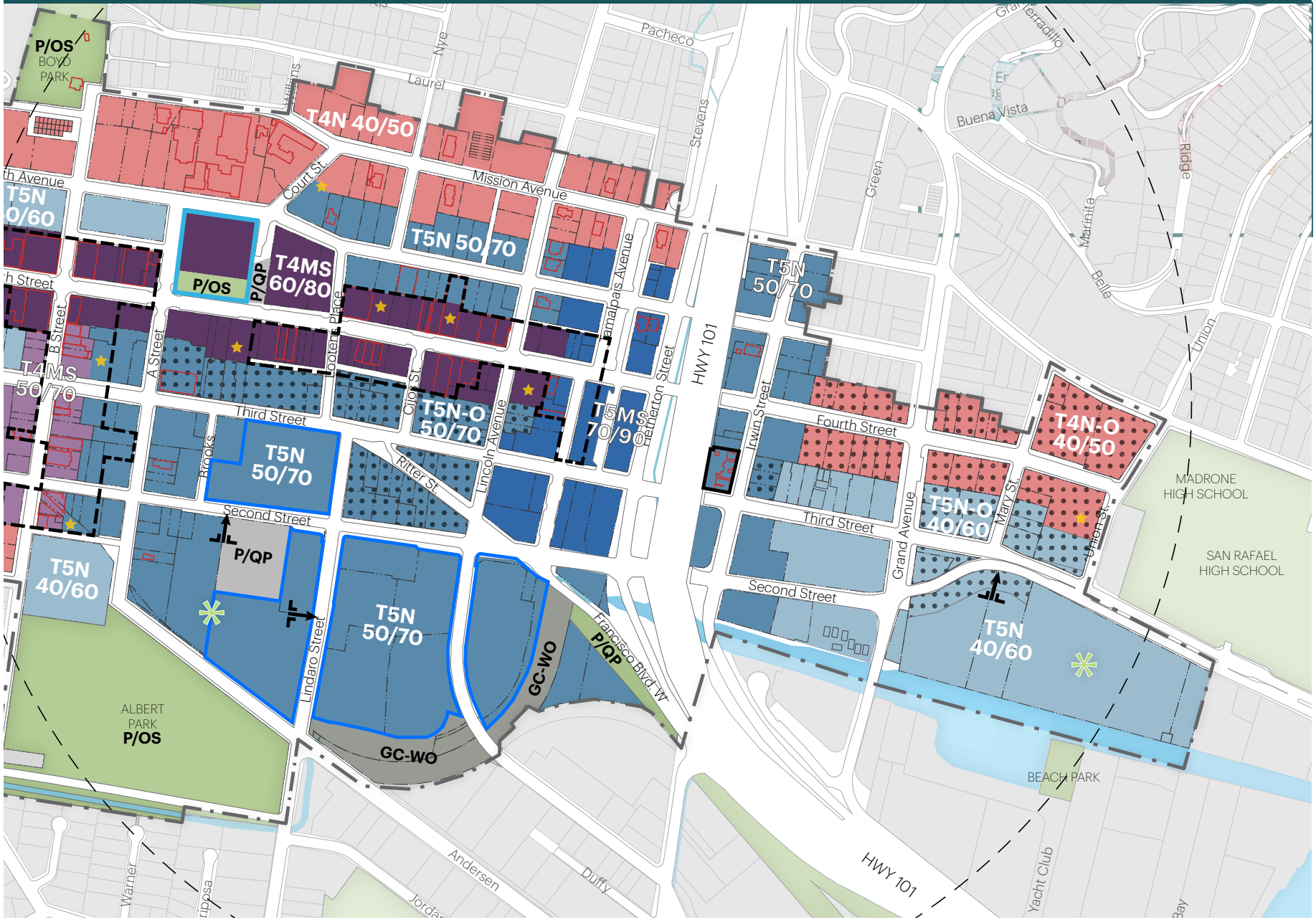
Notes

1. Refer SRMC** Section 14.18.060 (Downtown Parking District) for location of the Downtown Parking District

2. Height bonuses shown on this Map indicate the local height bonus program only and may not be added to or combined with State density bonuses, AB 1763 bonuses, or any other height bonuses.

* DTFBC: Downtown Form-Based Code (Precise Plan Chapter Nine)
** SRMC: San Rafael Municipal Code

Figure 2.2.040.A Regulating Plan (Continued) Note this is the same map as Figure 4.5 in Chapter Four: Design Vision



Division 2.3 Downtown Zones

2.3.010 Purpose

This Division establishes the palette of form-based zones to implement the Plan by generating and supporting the intended physical form and character and range of uses.

2.3.020 Overview of Downtown Zones

DTFBC Table 2.3.020.A (Downtown Zones Overview) provides an overview of each zone and its intent. This information is provided as background on the intended physical character, allowed range of uses, and direction for the detailed standards in each zone.

Following the Overview, each of the Downtown Zones and its standards begin at DTFBC Section 2.3.030 T4 Neighborhood (T4N 30/40 and T4N 40/50).

Collectively, the Downtown Zones comprise the Downtown Mixed Use (DMU) district, as referenced in Chapter 14 of the San Rafael Municipal Code.

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Table 2.3.020.A Downtown Zones Overview

Less Urban

T4 Neighborhood	T4 Main Street
	
Zone Abbreviation	**Zone Abbreviation**
T4N 30/40 and T4N 40/50	T4MS 40/50, T4MS 40/60, T4MS 50/70, and T4MS 60/80
Sub-Zone(s)	**Sub-Zone(s)**
T4N 40/50 Open The open sub-zone allows more uses, additional signage and sometimes additional frontages, within the same form and character of the base zone.	T4MS 40/50 Open, T4MS 40/60 Open and T4MS 50/70 Open The open sub-zone allows more uses, additional signage and sometimes additional frontages, within the same form and character of the base zone.
Intent	**Intent**
A walkable neighborhood environment of small-to-medium footprint, moderate-intensity mixed-use buildings and housing choices, supporting and within short walking distance of neighborhood-serving retail and services. This zone provides a transition in scale between the Downtown and adjacent residential neighborhoods.	A walkable, vibrant district of medium-to-large footprint, moderate intensity, mixed-use buildings and housing choices, supporting neighborhood and community-serving ground floor shopping, food and services, including civic, institutional, maker/ craft/ artisan businesses (both indoor and outdoor).
Desired Form	**Desired Form**
Primarily House-Form Buildings	Primarily Block-Form Buildings
Building Height 30' to 50', as per Regulating Plan	Building Height 40' to 80', as per Regulating Plan
Primarily Detached Buildings	Attached Buildings
Small Front Setbacks	Small-to-No Front Setbacks
Small Side Setbacks	No Side Setbacks
Residential and Shopfront Frontages	Predominantly Shopfront Frontages

Table 2.3.020.A Downtown Zones Overview (Continued)

More Urban

T5 Neighborhood	T5 Main Street
	
Zone Abbreviation	**Zone Abbreviation**
T5N 40/60 and T5N 50/70	T5MS
Sub-Zone(s)	**Sub-Zone(s)**
T5N 40/60 Open and T5N 50/70 Open The open sub-zone allows more uses, additional signage and sometimes additional frontages, within the same form and character of the base zone.	None
Intent	**Intent**
A walkable neighborhood environment of large footprint, high-intensity mixed-use buildings, supporting and within short walking distance of neighborhood shopping, services, and transit.	A walkable, urban neighborhood environment with large footprint, high-intensity mixed-use buildings in close proximity to the multimodal transit station, with neighborhood-serving shopping and services.
Desired Form	**Desired Form**
Primarily Block-Form Buildings	Primarily Block-Form Buildings
Building Height 40' to 70', as per Regulating Plan	Building Height 70' to 90'
Primarily Attached Buildings	Attached Buildings
Small-to-No Front Setbacks	Small-to-No Front Setbacks
Small-to-No Side Setbacks	No Side Setbacks
Residential and Shopfront Frontages	Predominantly Shopfront Frontages

Note:

The standards for each zone begin on the following page.

2.3.030 T4 Neighborhood (T4N 30/40 and T4N 40/50)

A. Intent

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

B. Sub-Zone(s)

T4N 40/50 Open. The open sub-zone allows more uses, additional signage and sometimes additional frontages, within the same form and character of the base zone.

The following are generally appropriate form elements in the zone.

Primarily House-Form Buildings	A
Building Height 30' to 50', as per Regulating Plan	B
Primarily Detached Buildings	C
Small Front Setbacks	D
Small Side Setbacks	E
Porch Projecting, Porch Engaged, Dooryard, Stoop, Maker Shopfront, Shopfront, Terrace Frontage Types	F

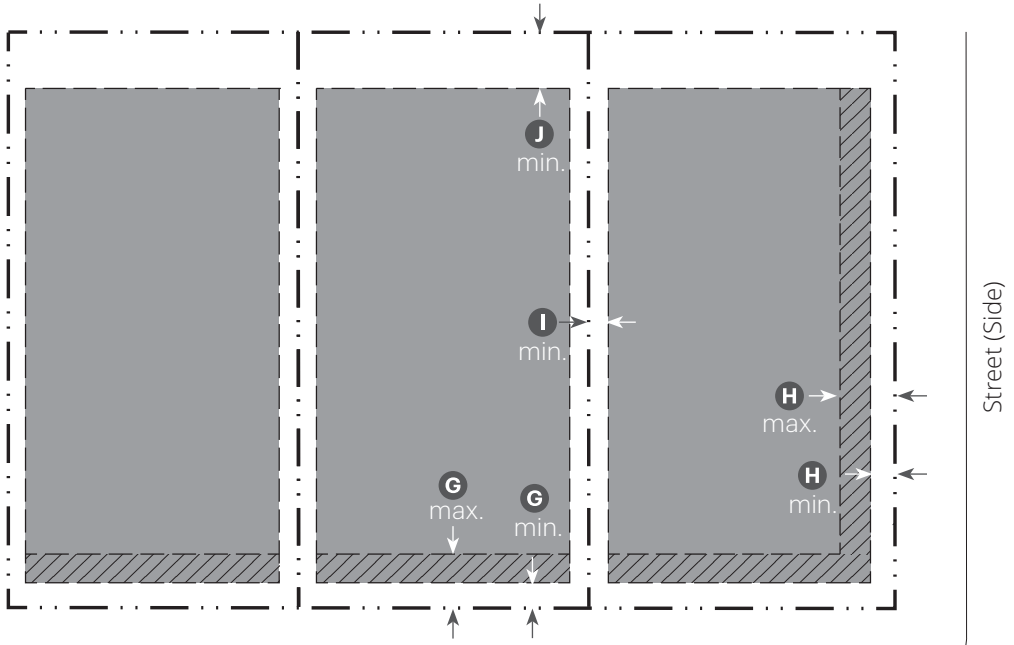
C. Building Placement		
Setback (Distance from ROW/ Lot Line)		
Front (Facade Zone)	7' min.; 15' max.	G
Side Street (Facade Zone)	7' min.; 15' max.	H
Total length of facade required within or abutting the Facade Zone, exclusive of setbacks[1]		
Front	70% min.	
Side Street	50% min.	
Side	5' min.	I
Rear[2]	15' min.	J
Footprint		
Building Length	75' max.	
Civic Space		
Site Size (sf) or Lot Width	**Required Area (min.)**	
15,000 to 30,000 or 100'-150'	200 sf	
> 30,000 or 150'-250'	1,000 sf	
Lot Width >250'	5% of Site	

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

[2] See Sub-Section G (Adjacency Standards) of this Section for additional refinements.

D. Encroachments[1]				
Encroachment Type	**Front**	**Side St.**	**Side**	**Rear**
Frontage Types[2]	A	A	X	A
Steps to Building Entry	5' max.	5' max.	3' max.	5' max.
Canopies/ Overdoors, Signage[3]	3' max.	3' max.	2' max.	3' max.
Balconies, Unenclosed Porches, Bay Windows[3]	5' max.	5' max.	2' max.	5' max.

Key A = Allowed X = Not Allowed



Key

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

D. Encroachments[1] (Continued)				
Encroachment Type	**Front**	**Side St.**	**Side**	**Rear**
Corner Elements	3' min. to 5' max.		n/a	n/a

[1] Includes encroachments into building setbacks and facade zone.

[2] See Sub-Section F (Frontages) of this Section for allowed types and standards.

[3] May also encroach into required stepbacks.

E. Building Form and Maximum Envelope			
Height	**Base**	**Height Bonus[1]**	
Overall Building Height[2,3,4]			
T4N 30/40	30' max.	40' max.	K
T4N 40/50 and T4N 40/50 Open	40' max.	50' max.	K
Highest Top Plate/ Highest Eave Measurement			
T4N 30/40	25' max.	35' max.	L
T4N 40/50 and T4N 40/50 Open	35' max	45' max.	L
Stepback[5]			
T4N 30/40			
Front	10' min. at 25'		M
Side Street	10' min. at 25'		N
Rear	10' min. at 25'		O
T4N 40/50 and T4N 40/50 Open			
Front	10' min. at 35'		M
Side Street	10' min. at 35'		N
Rear	10' min. at 35'		O
Ground Floor Standards			
Ground Floor Finish Level			P
Residential[6]	12" min.		
Non-Residential[7]	Flush with Sidewalk		
Ground Floor Ceiling	9' min.		Q
Depth, Ground-Floor Space	30' min. front; 12' min. other		R

[1] See SRMC Section 14.16.190 (Height Bonus) for requirements to qualify for height bonus.

[2] See DTFBC Figure 2.2.040.A (Regulating Plan) for further refinements.

[3] Corner elements may exceed the maximum allowed height by up to 10' for a horizontal area up to 20' x 20'.

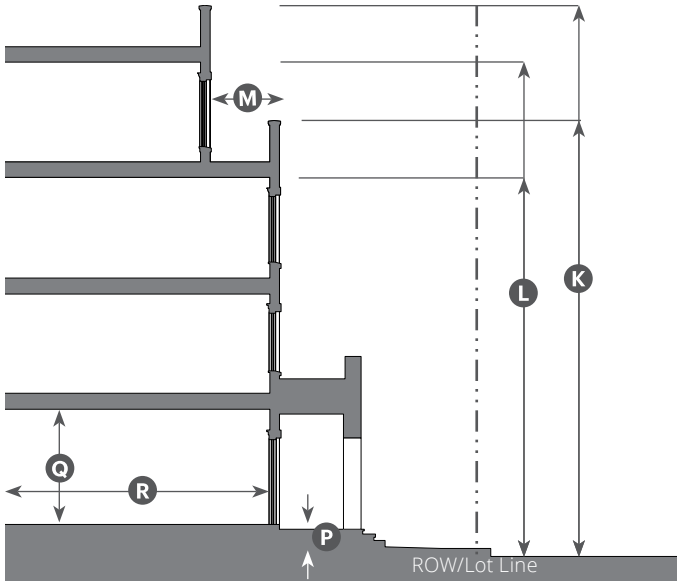
E. Building Form and Maximum Envelope (Continued)

[4] See SRMC Section 14.16.120 (Exclusions to the Maximum Height Requirement) for exclusions to the overall building height.

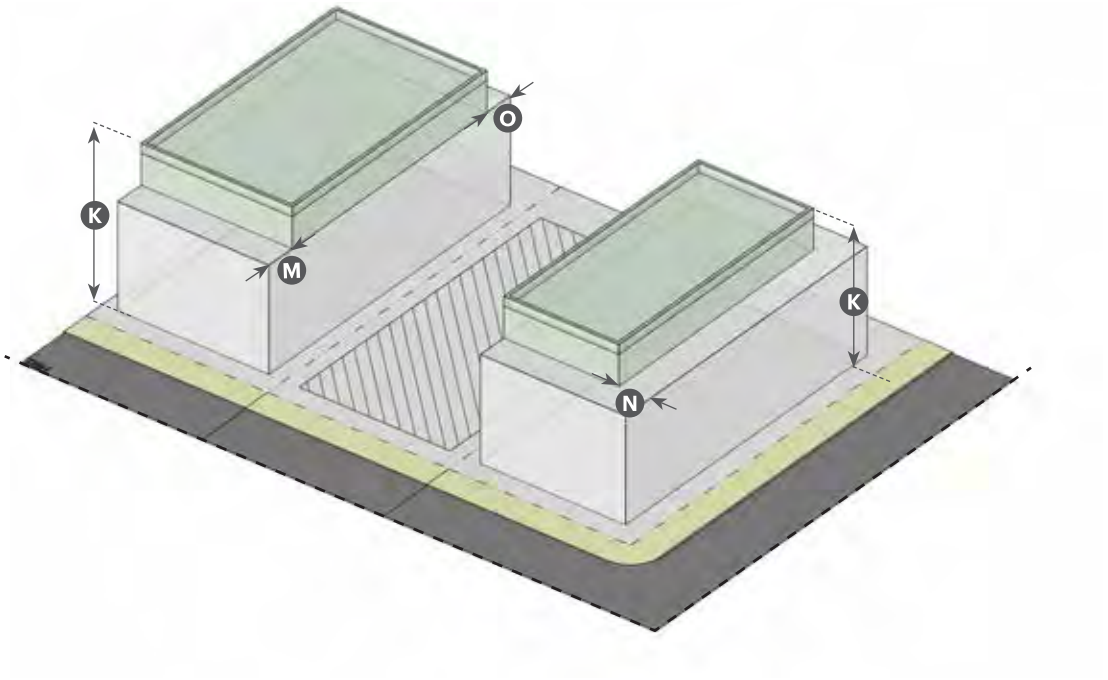
[5] Stepback not required when the uppermost floor and up to two floors including the uppermost floor are within a mansard roof. See DTFBC Section 3.2.060 (Windows and Openings).

[6] Common entries may be set at grade in compliance with local and federal accessibility standards.

[7] Or as required to comply with FEMA base flood elevation.



Maximum Envelope in Mid-Block and Corner Condition



Key

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

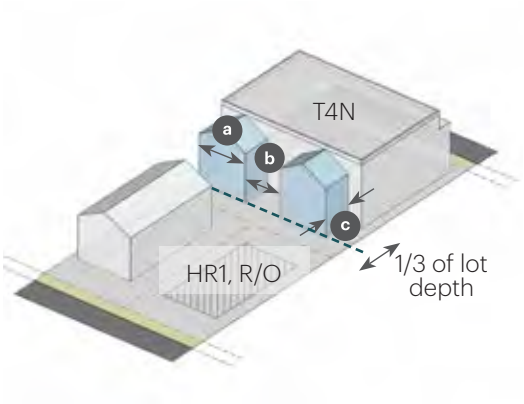
F. Frontages[1]			
Frontage Type	**Front**	**Side St.**	**Standards**
Porch Projecting	A	A	3.3.030
Porch Engaged	A	A	3.3.040
Dooryard	A	A	3.3.050
Stoop	A	A	3.3.060
Maker Shopfront	A[2]	A[2]	3.3.080
Shopfront	A[2]	A[2]	3.3.090
Terrace	A	A	3.3.100

[1] Minimum of one Frontage Type per street-facing facade.

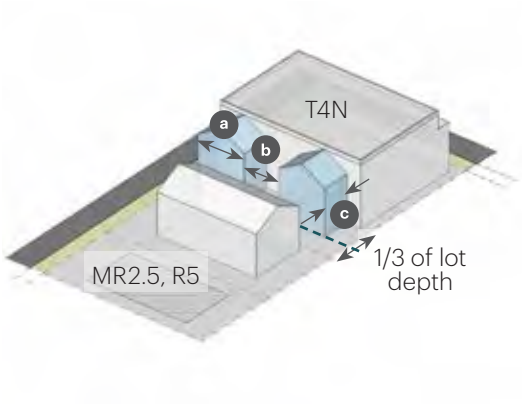
[2] Only in Open Sub-Zone.

Key A = Allowed

Adjacent to HR1 and R/O



Adjacent to MR2.5 and R5



Key

- Main Body
- House-Form Massing
- --- Rear setback per Sub-Section C (Building Placement)
- a Wing Width
- b Wing Separation
- c Wing Depth

G. Adjacency Standards

Historic Resource Adjacency

Where adjacent to a designated historic resource refer to DTFBC Section 3.2.070 (Historic Resource Adjacency Standards) in addition to the standards of this zone.

House-Form Massing

Where abutting the MR2.5, R5, HR1 or R/O zones, house-form massing is required within rear 1/3 of the lot.

Building Width	Required Wing(s)	Wing Size (max.)[1] a x c	Height
< 75'	None	-	-
> 75' - 100'	1 min.	25' x 35'	35'
>100' - 150'	2 min.;		35'
	2 at	25' x 35'	
	or 1 at	35' x 35'	
	and 1 at	35' x 65'	
>150'	3 min.;		35'
	1 at	25' x 35'	
	and 2 at	35' x 65'	
Wing Separation: 10' min.			b

[1] Min. wing size is 15' by 15'.

H. Parking

Required Spaces (min.) for New Buildings[1]

Use Type	Vehicular Spaces	Bicycle Spaces
Residential Uses[2,3]		
Studio or 1 Bedroom	0.75	1.0
2 Bedrooms	1.0	2.0
3 or more Bedrooms	1.5	3.0
Non-Residential Uses (amount per tenant in building)		
≤ 2,500 sf	None	
> 2,500 sf	3 per 1,000 sf	

[1] For buildings located within the Downtown parking District, the off-street parking requirement is waived for up to 1.0 FAR of the total square footage. For buildings with square footage above 1.0 FAR and for all residential uses off-street parking shall be provided. Refer to SRMC Section 14.18.060 (Downtown Parking District).

[2] In West End Village see SRMC Section 14.18.040 (Parking Requirements).

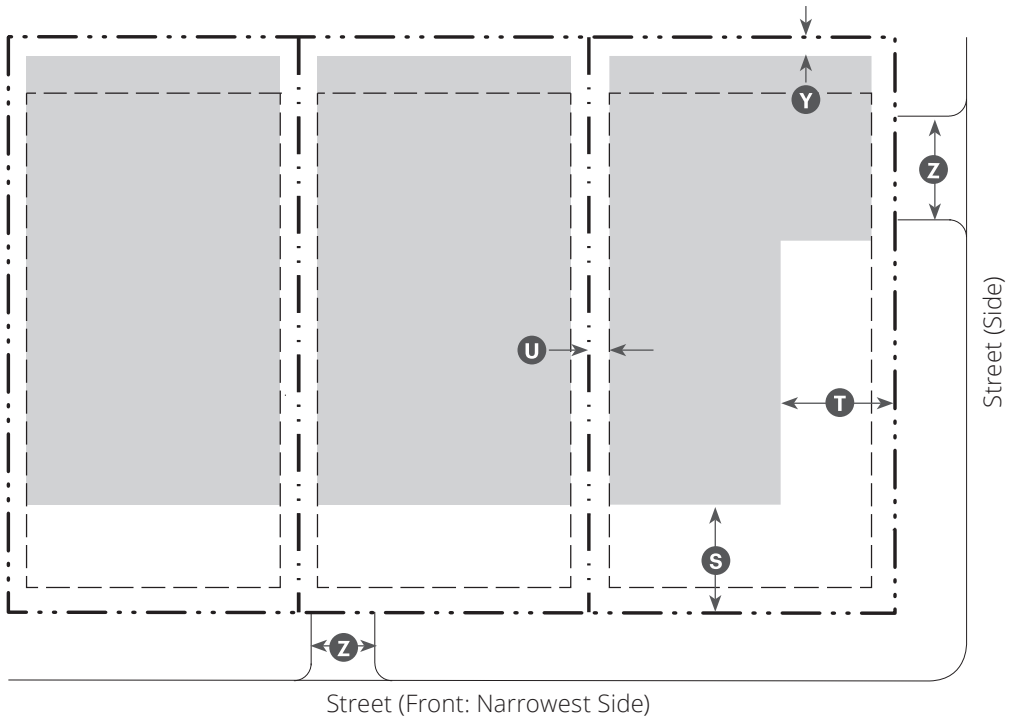
[3] Guest parking not required except in West End Village where 1 parking space per 5 spaces is required.

Setback (Distance from ROW/ Lot Line)[1]

Front	25' min.	S
Side Street	25' min. when enclosed within building, 5' min unenclosed[2]	T
Side	5' min.	U
Rear	5' min.	Y

[1] 0' minimum setback for subterranean parking in compliance with frontage requirements.

[2] In compliance with facade zone requirements in Sub-Section C (Building Placement) of this Section.



H. Parking (Continued)

Driveway

Driveway Width, within parking setbacks		Z
Front	12' max.	
Side Street/ Alley	20' max.	
Curb Cut	14' max.	
Planter (on each side)	2'	
Distance between Driveways	40' min.	

Curb Cut Width along alley may exceed 12'.

Driveways may be shared between adjacent lots and may exceed max. allowed width by 3'.

Driveways are not allowed in front on a corner lot.

Refer SRMC Section 14.18.040 (Parking Requirements) for dimensions of parking spaces.

Key

- ROW/ Lot Line
- Building Setback Line
- Parking Area (at or above grade)

2.3.040 T4 Main Street (T4MS 40/50, T4MS 40/60, T4MS 50/70, and T4MS 60/80)

A. Intent

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

B. Sub-Zone(s)

T4MS 40/50 Open, T4MS 40/60 Open and T4MS 50/70 Open. The open sub-zone allows more uses, additional signage and sometimes additional frontages, within the same form and character of the base zone.

The following are generally appropriate form elements in the zone.

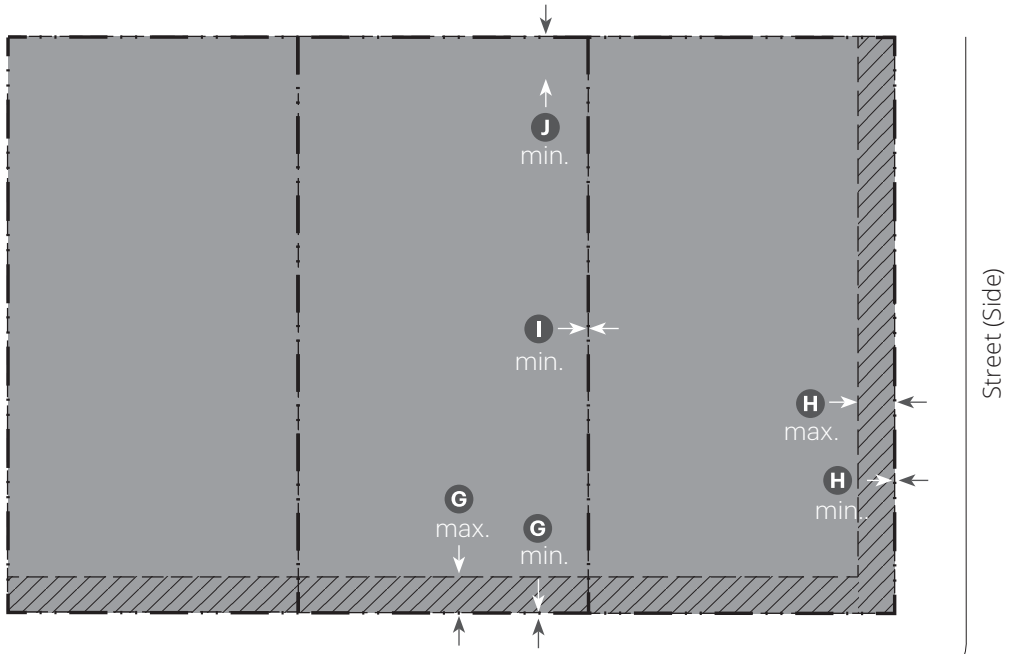
Primarily Block-Form Buildings	A
Building Height 40' to 80', as per Regulating Plan	B
Attached Buildings	C
Small-to-No Front Setbacks	D
No Side Setbacks	E
Porch Projecting, Porch Engaged, Dooryard, Stoop, Forecourt, Maker Shopfront, Shopfront, Terrace, Gallery Frontage Types	F

C. Building Placement		
Setback (Distance from ROW/ Lot Line)		
Front (Facade Zone)	0' min.; 10' max.	G
Side Street (Facade Zone)	0' min.; 10' max.	H
Total length of facade required within or abutting the Facade Zone, exclusive of setbacks[1]		
Front	80% min.	
Side Street	70% min.	
Side	0' min.	I
Rear[2]	0' min.	J
Civic Space		
Site Size (sf) or Lot Width	**Required Area (min.)**	
15,000 to 30,000 or 100' - 150'	200 sf	
> 30,000 or 150' - 250'	1,000 sf	
Lot Width >250'	5% of Site	

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

[2] See Sub-Section G (Adjacency Standards) of this Section for additional refinements.

D. Encroachments[1]				
Encroachment Type	**Front**	**Side St.**	**Side**	**Rear**
Frontage Types[2]	A	A	X	A
Steps to Building Entry[3]	3' max.	3' max.	-	3' max.
Canopies/ Overdoors, Signage[4]	4' max.	4' max.	2' max.	3' max.
Balconies, Unenclosed Porches, Bay Windows[4]	4' max.	4' max.	-	5' max.
Corner Elements	3' min. to 4' max.		n/a	n/a
Key	A = Allowed		X = Not Allowed	



Street (Front: Narrowest Side)

D. Encroachments[1] (Continued)
[1] Includes encroachments into building setbacks and facade zone.
[2] See Sub-Section F (Frontages) of this Section for allowed types and standards.
[3] Requires building setback.
[4] May also encroach into required stepbacks.

Key

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

E. Building Form and Maximum Envelope			
Height	**Base**	**Height Bonus[1]**	
Overall Building Height[2,3,4]			
T4MS 40/50 and T4MS 40/50 Open	40' max.	50' max.	K
T4MS 40/60 and T4MS 40/60 Open	40' max.	60' max.	K
T4MS 50/70 and T4MS 50/70 Open	50' max.	70' max.	K
T4MS 60/80	60' max.	80' max.	K
Highest Top Plate/ Highest Eave Measurement			
T4MS 40/50 Open	35' max.	45' max.	L
T4MS 40/60 Open	35' max.	55' max.	L
T4MS 50/70 and T4MS 50/70 Open	45' max	65' max.	L
T4MS 60/80	55' max.	75' max.	L
Stepback[5]			
T4MS 40/50 and T4MS 40/50 Open			
Front	10' min. at 35'		M
Side Street	10' min. at 35'		N
Rear	10' min. at 35'		O
T4MS 40/60 and T4MS 40/60 Open			
Front	10' min. at 35'		M
Side Street	10' min. at 35'		N
Rear	10' min. at 35'		O
T4MS 50/70 and T4MS 50/70 Open			
Front	10' min. at 45'		M
Side Street	10' min. at 45'		N
Rear	10' min. at 45'		O
T4MS 60/80[6]			
Front	10' min. at 55'		M
Side Street	10' min. at 55'		N
Rear	10' min. at 55'		O

E. Building Form and Maximum Envelope (Continued)		
Ground Floor Standards		
Ground Floor Finish Level		P
Residential[7]	12" min.	
Non-Residential[8]	Flush with Sidewalk	
Ground Floor Ceiling	14' min.	Q
Depth, Ground-Floor Space	30' min. front; 12' min. other	R

[1] See SRMC Section 14.16.190 (Height Bonus) for requirements to qualify for height bonus.

[2] See DTFBC Figure 2.2.040.A (Regulating Plan) for further refinements.

[3] Corner elements may exceed the maximum allowed height by up to 10' for a horizontal area up to 20' x 20'.

[4] See SRMC Section 14.16.120 (Exclusions to the Maximum Height Requirement) for exclusions to the overall building height.

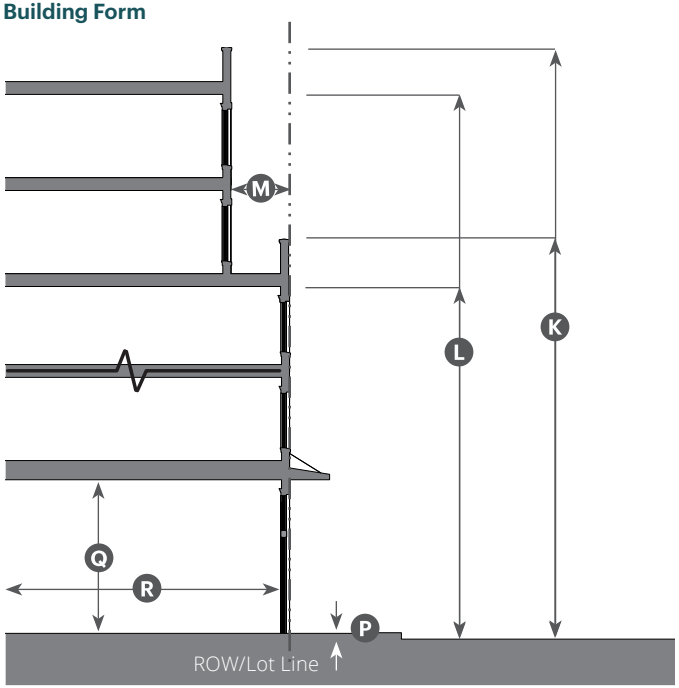
[5] Stepback not required when the uppermost floor and up to two floors including the uppermost floor are within a mansard roof. See DTFBC Section 3.2.060 (Windows and Openings).

[6] Buildings in T4MS 60/80 zone when located on the south side of the street and subject to a height bonus shall require a solar study to determine that the opposing sidewalk and/or public space shall not be more than 50% shaded at 12 noon on the Spring equinox (March 21st). Exemptions to this requirement may apply to affordable housing projects.

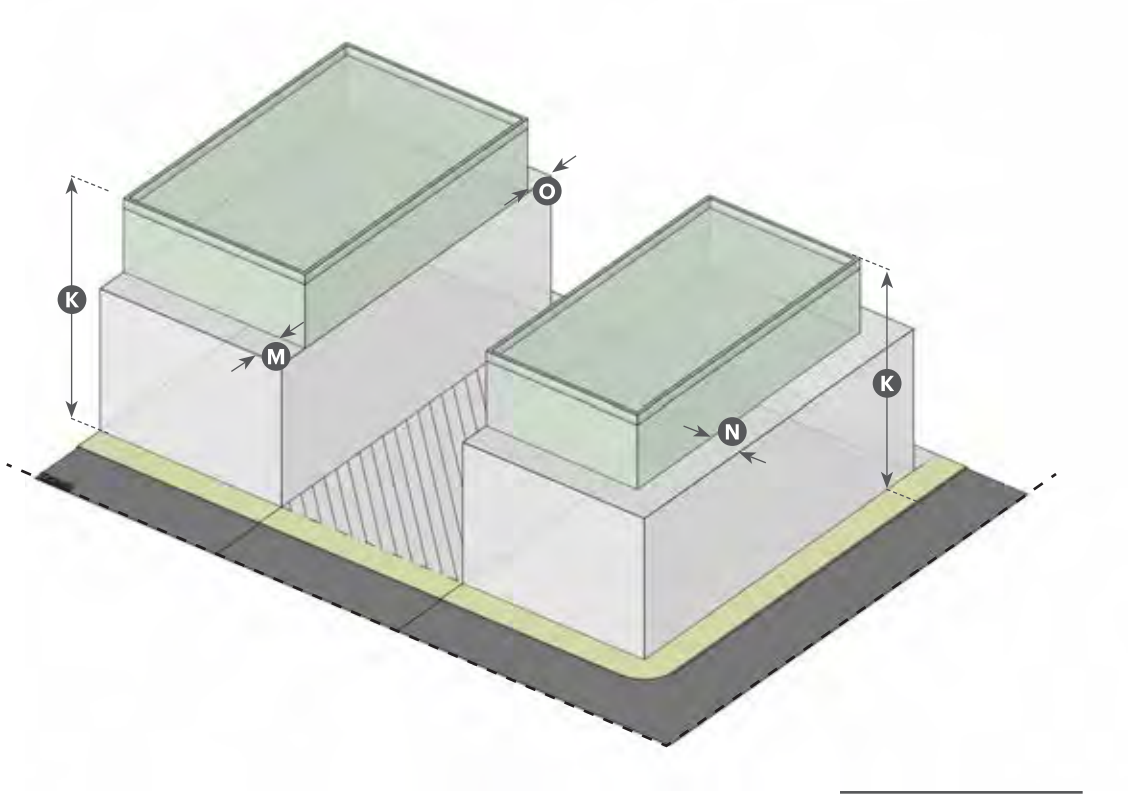
[7] Common entries may be set at grade in compliance with local and federal accessibility standards.

[8] Or as required to comply with FEMA base flood elevation.

Building Form



Maximum Envelope in Mid-Block and Corner Condition



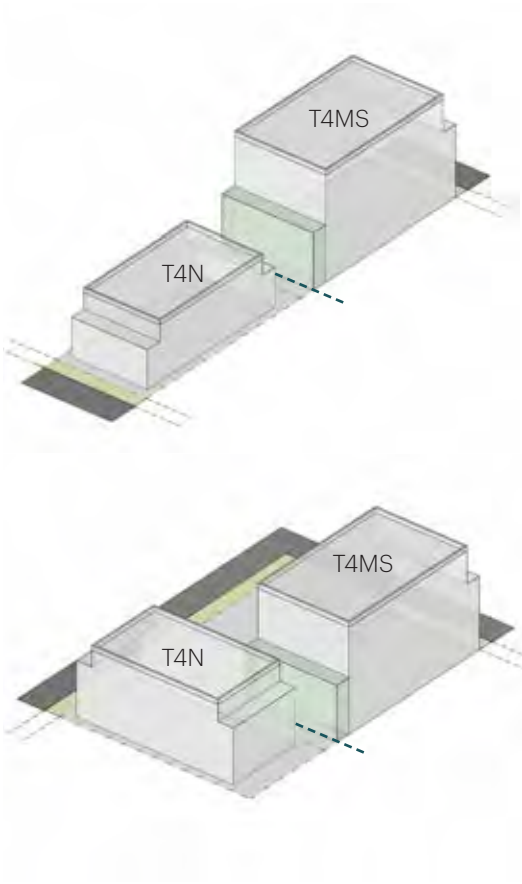
F. Frontages[1]			
Frontage Type	**Front**	**Side St.**	**Standards**
Porch Projecting	A[2]	A[2]	3.3.030
Porch Engaged	A[2]	A[2]	3.3.040
Dooryard	A	A	3.3.050
Stoop	A[2]	A[2]	3.3.060
Forecourt	A	A	3.3.070
Maker Shopfront	A[2]	A[2]	3.3.080
Shopfront	A	A	3.3.090
Terrace	A	A	3.3.100
Gallery	A	A	3.3.110

[1] Minimum of one Frontage Type per street-facing facade.

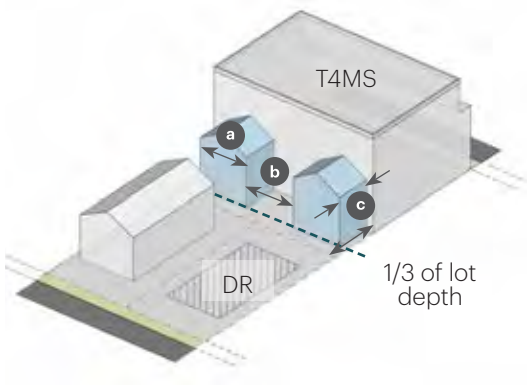
[2] Only in Open Sub-Zone.

Key A = Allowed

Adjacent to T4N 30/40 and T4N 40/50



Adjacent to DR



Key

- Main Body
- Rear Stepback
- House-Form Massing
- Rear setback per Sub-Section C (Building Placement)
- a Wing Width
- b Wing Separation
- c Wing Depth

G. Adjacency Standards

Historic Resource Adjacency

Where adjacent to a designated historic resource refer to DTFBC Section 3.2.070 (Historic Resource Adjacency Standards) in addition to the standards of this zone.

Building Placement and Height

	Setback	Stepback
Where abutting the T4N 30/40, T4N 40/50 or T4N 40/50		
Open		
Rear	10' min.	10' min at 35'

House-Form Massing

Where abutting the DR zone, house-form massing is required within rear 1/3 of the lot.

Building Width	Required Wing(s)	Wing Size (max.)[1] a x c	Height
< 75'	None	-	-
> 75' - 100'	1 min.	25' x 35'	35'
>100' - 150'	2 min.;		35'
	2 at	25' x 35	
	or 1 at	35' x 35'	
	and 1 at	35' x 65'	
>150'	3 min.;		35'
	1 at	25' x 35'	
	and 2 at	35' x 65'	
Wing Separation: 10' min.			b

[1]Min. wing size is 15' by 15'.

H. Parking

Required Spaces (min.) for New Buildings[1]

Use Type	Vehicular Spaces	Bicycle Spaces
Residential Uses[2,3]		
Studio or 1 Bedroom	0.5	1.0
2 Bedrooms	1.0	2.0
3 or more Bedrooms	1.5	3.0
Non-Residential Uses (amount per tenant in building)		
≤ 6,000 sf	None	
> 6,000 sf	2.75 per 1,000 sf	

[1] For buildings located within the Downtown parking District, the off-street parking requirement is waived for up to 1.0 FAR of the total square footage. For buildings square footage above 1.0 FAR and for all residential uses off-street parking for shall be provided. Refer to SRMC Section 14.18.060 (Downtown Parking District).

[2] In West End Village see DTFBC Section 14.18.040 (Parking Requirements).

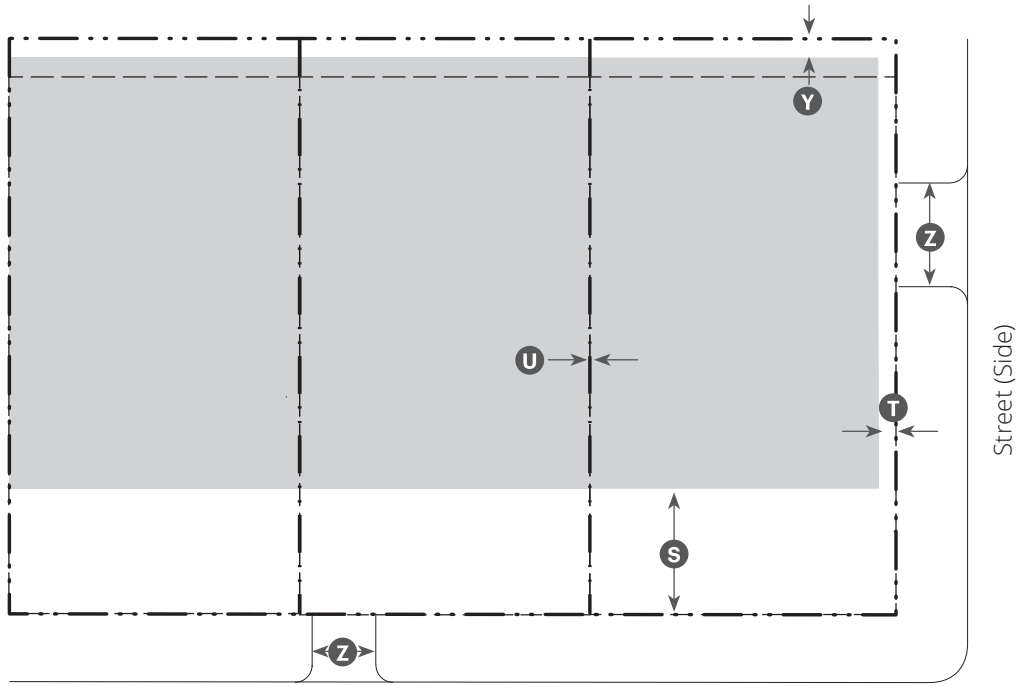
[3] Guest parking not required except in West End Village where 1 parking space per 5 spaces is required.

Setback (Distance from ROW/ Lot Line)[1]

Front	35' min.	S
Side Street	25' min when enclosed within building, 5' min unenclosed[2]	T
Side	0' min.	U
Rear	5' min.	Y

[1] 0' minimum setback for subterranean parking in compliance with frontage requirements.

[2] In compliance with facade zone requirements in Sub-Section C (Building Placement) of this Section.



Street (Front: Narrowest Side)

H. Parking (Continued)

Driveway

Driveway Width, within parking setbacks		Z
Front	12' max.	
Side Street/ Alley	20' max.	
Curb Cut	14' max.	
Planter (on each side)	2'	
Distance between Driveways	40' min.	

Curb Cut Width along alley may exceed 12'.

Driveways may be shared between adjacent lots and may exceed max. allowed width by 3'.

Driveways are not allowed in front on a corner lot.

Refer SRMC Section 14.18.040 (Parking Requirements) for dimensions of parking spaces.

Key

- ROW/ Lot Line
- Building Setback Line
- Parking Area (at or above grade)

2.3.050 T5 Neighborhood (T5N 40/60 and T5N 50/70)

A. Intent

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

B. Sub-Zone(s)

T5N 40/60 Open and T5N 50/70 Open. The open sub-zone allows more uses, additional signage and sometimes additional frontages, within the same form and character of the base zone.

The following are generally appropriate form elements in the zone.

Primarily Block-Form Buildings	A
Building Height 40' to 70', as per Regulating Plan	B
Primarily Attached Buildings	C
Small-to-No Front Setbacks	D
No Side Setbacks	E
Porch Projecting, Porch Engaged, Dooryard, Stoop, Forecourt, Shopfront, Terrace Frontage Types	F

C. Building Placement		
Setback (Distance from ROW/ Lot Line)		
Front (Facade Zone)[3]	0' min.; 15' max.	G
Side Street (Facade Zone) [3]	0' min.; 15' max.	H
Total length of facade required within or abutting the Facade Zone, exclusive of setbacks[1]		
Front	70% min.	
Side Street	60% min.	
Side[2]	0' min.	I
Rear[2]	0' min.	J
Civic Space		
Site Size (sf) or Lot Width	**Required Area (min.)**	
15,000 to 30,000 or 100' - 150'	200 sf	
> 30,000 or 150' - 250'	1,000 sf	
Lot Width >250'	5% of Site	

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

[2] See Sub-Section G (Adjacency Standards) of this Section for additional refinements.

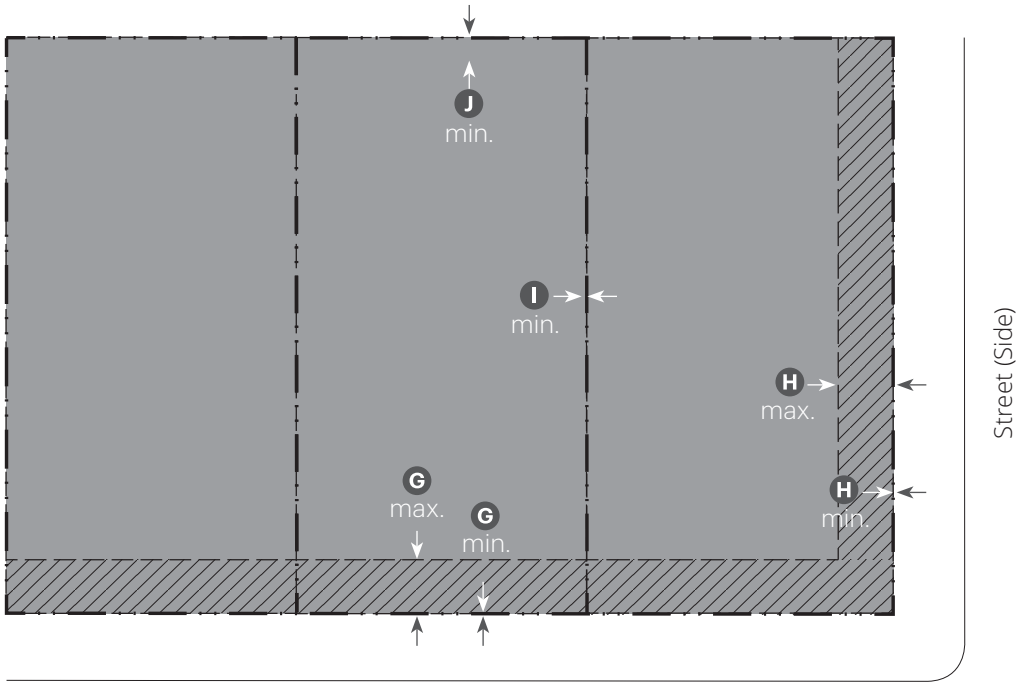
D. Encroachments[1]				
Encroachment Type	**Front**	**Side St.**	**Side**	**Rear**
Frontage Types[2]	A	A	X	A
Steps to Building Entry[3]	3' max.	3' max.	-	5' max.
Canopies/ Overdoors, Signage[4]	4' max.	4' max.	2' max.	3' max.
Balconies, Bay Windows[4]	4' max.	4' max.	-	5' max.
Corner Elements	3' min. to 4' max.		n/a	n/a

[1] Includes encroachments into building setbacks and facade zone.

[2] See Sub-Section F (Frontages) of this Section for allowed types and standards.

[3] Requires building setback.

[4] May also encroach into required stepbacks.



Street (Front: Narrowest Side)

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

Key	A = Allowed	X = Not Allowed

E. Building Form and Maximum Envelope			
Height	**Base**	**Height Bonus[1]**	
Overall Building Height[2,3,4]			
T5N 40/60 and T5N 40/60 Open	40' max.	60' max.	K
T5N 50/70 and T5N 50/70 Open	50' max.	70' max.	K
Highest Top Plate/ Highest Eave Measurement			
T5N 40/60 and T5N 40/60 Open	35' max.	55' max.	L
T5N 50/70 and T5N 50/70 Open	45' max	65' max.	L
Stepback[5]			
T5N 40/60 and T5N 40/60 Open			
Front	10' min. at 35'		M
Side Street	10' min. at 35'		N
Rear	10' min. at 35'		O
T5N 50/70 and T5N 50/70 Open			
Front	10' min. at 45'		M
Side Street	10' min. at 45'		N
Rear	10' min. at 45'		O
Ground Floor Standards			
Ground Floor Finish Level			P
Residential[6]	12" min.		
Non-Residential[7]	Flush with Sidewalk		
Ground Floor Ceiling	10' min.		Q
Depth, Ground-Floor Space	30' min. front; 12' min. other		R

[1] See SRMC Section 14.16.190 (Height Bonus) for requirements to qualify for height bonus.

[2] See DTFBC Figure 2.2.040.A (Regulating Plan) for further refinements.

[3] Corner elements may exceed the maximum allowed height by up to 10' for a horizontal area up to 20' x 20'.

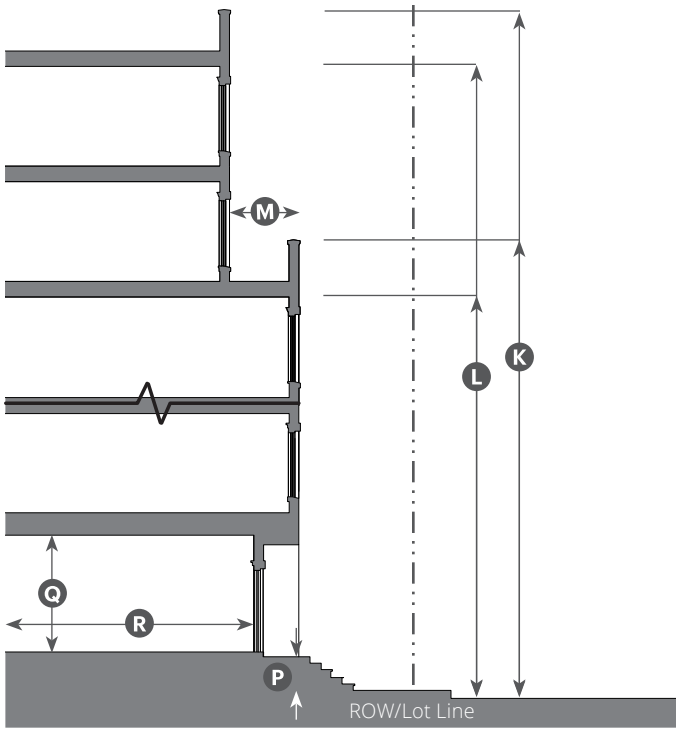
E. Building Form and Maximum Envelope (Continued)

[4] See SRMC Section 14.16.120 (Exclusions to the Maximum Height Requirement) for exclusions to overall building height.

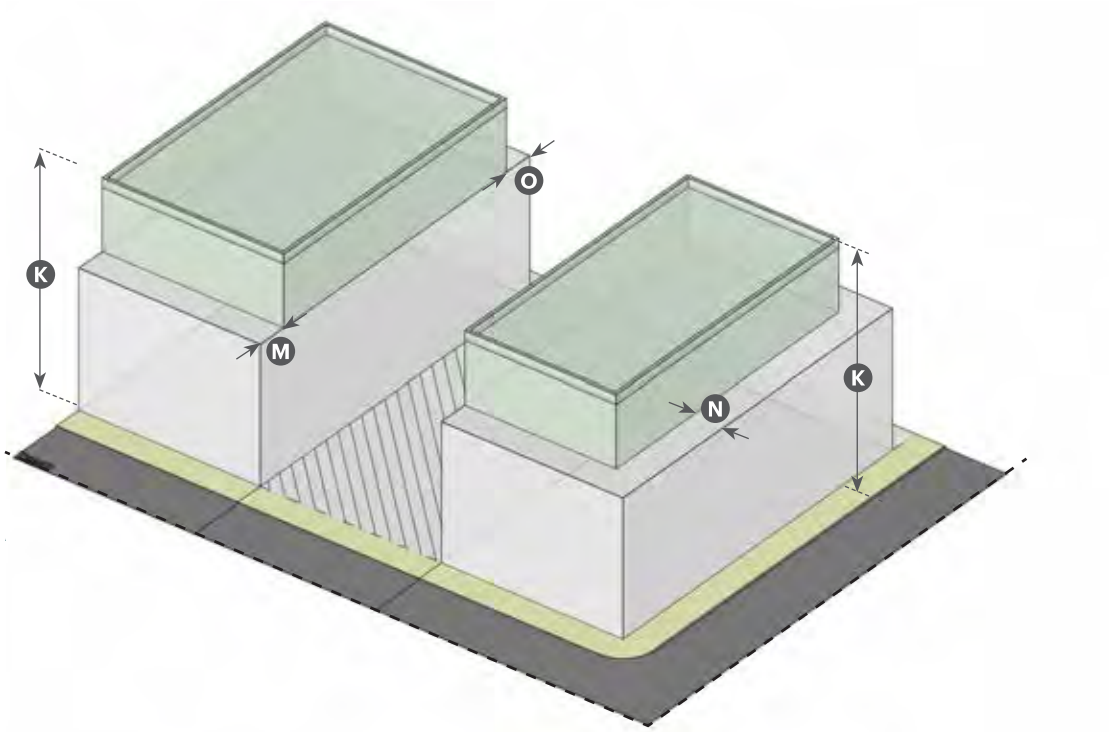
[5] Stepback not required when the uppermost floor and up to two floors including the uppermost floor are within a mansard roof. See DTFBC Section 3.2.060 (Windows and Openings).

[6] Common entries may be set at grade in compliance with local and federal accessibility standards.

[7] Or as required to comply with FEMA base flood elevation.



Maximum Envelope in Mid-Block and Corner Condition



Key

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

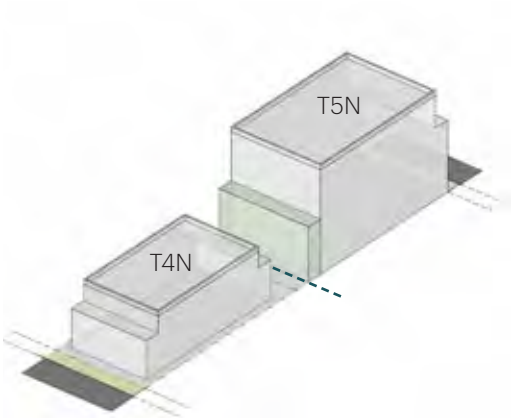
F. Frontages[1]			
Frontage Type	**Front**	**Side St.**	**Standards**
Porch Projecting	A	A	3.3.030
Porch Engaged	A	A	3.3.040
Dooryard	A	A	3.3.050
Stoop	A	A	3.3.060
Forecourt	A	A	3.3.070
Shopfront	A[2]	A[2]	3.3.090
Terrace	A	A	3.3.100

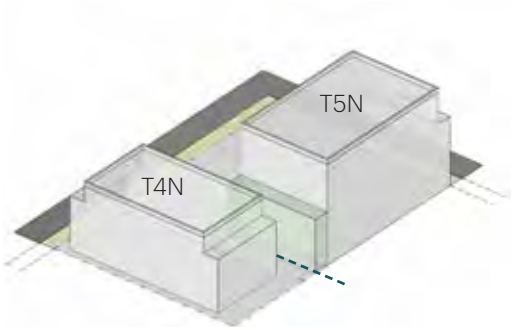
[1] Minimum of one Frontage Type per street-facing facade.

[2] Only in Open Sub-Zone.

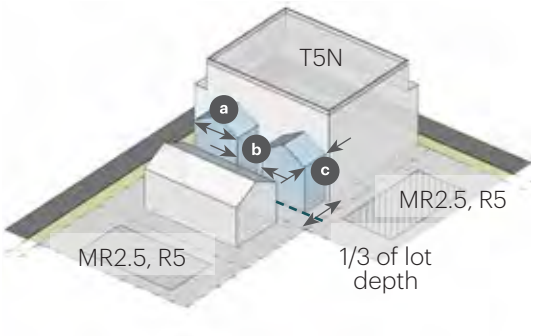
Key A = Allowed

Adjacent to T4N 30/40 and T4N 40/50





Adjacent to DR



Key

- Main Body
- Rear Stepback
- House-Form Massing
- Rear setback per Sub-Section C (Building Placement)
- a Wing Width
- b Wing Separation
- c Wing Depth

G. Adjacency Standards

Historic Resource Adjacency

Where adjacent to a designated historic resource refer to DTFBC Section 3.2.070 (Historic Resource Adjacency Standards) in addition to the standards of this zone.

Building Placement and Height

	Setback	Stepback
Where abutting the T4N 30/40, T4N 40/50, or T4N 40/50		
Open Rear	10' min.	10' min at 35'
Where abutting the MR2.5 or R5		
Side	10' min.	

House-Form Massing

Where abutting the MR2.5 or R5 zones, house-form massing is required within rear 1/3 of the lot.

Building Width	Required Wing(s)	Wing Size (max.)[1] a x c	Height
< 75'	None	-	-
> 75' - 100'	1 min.	25' x 35'	35'
>100' - 150'	2 min.;		35'
	2 at	25' x 35	
	or 1 at	35' x 35'	
	and 1 at	35' x 65'	
>150'	3 min.;		35'
	1 at	25' x 35'	
	and 2 at	35' x 65'	
Wing Separation: 10' min.			b

[1]Min. wing size is 15' by 15'.

H. Parking

Required Spaces (min.) for New Buildings[1]

Use Type	Vehicular Spaces	Bicycle Spaces
Residential Use[2,3]		
Studio or 1 Bedroom	0.75	1.0
2 Bedrooms	1.0	2.0
3 or more Bedrooms	1.5	3.0
Non-Residential Uses (amount per tenant in building)		
≤ 2,500 sf	None	
> 2,500 sf	2.75 per 1,000 sf	

[1] For buildings located within the Downtown parking District, the off-street parking requirement is waived for up to 1.0 FAR of the total square footage. For buildings square footage above 1.0 FAR and for all residential uses off-street parking for shall be provided. Refer to SRMC Section 14.18.060 (Downtown Parking District).

[2] In West End Village see SRMC Section 14.18.040 (Parking Requirements).

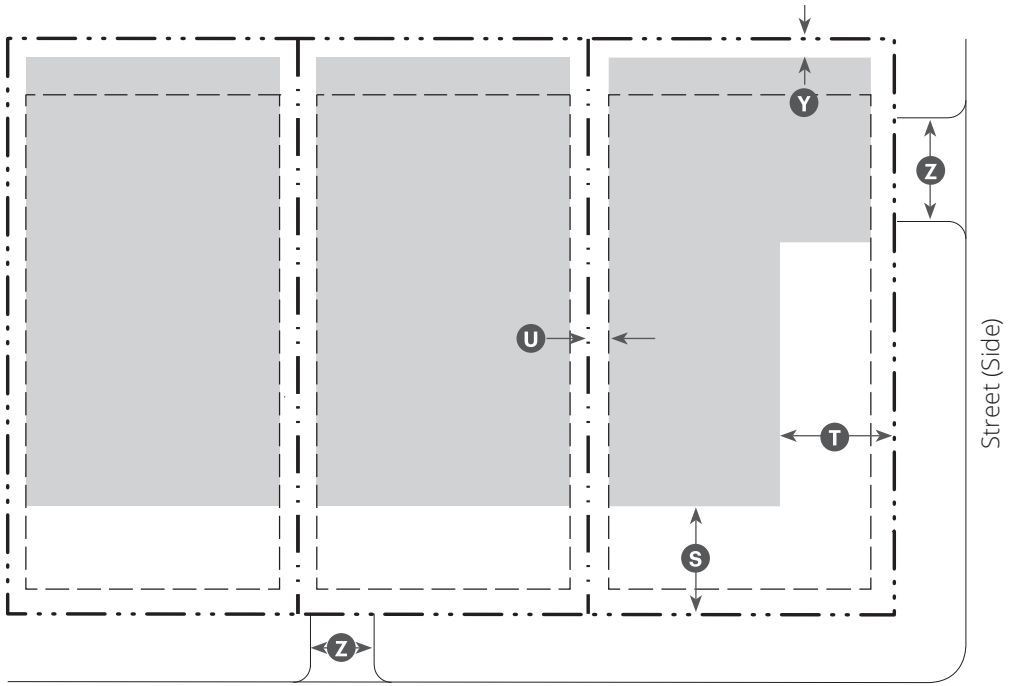
[3] Guest parking not required except in West End Village where 1 parking space per 5 spaces is required.

Setback (Distance from ROW/ Lot Line)[1]

Front	30' min.	S
Side Street	25' min when enclosed within building, 5' min unenclosed[2]	T
Side	5' min.	U
Rear	5' min.	Y

[1] 0' minimum setback for subterranean parking in compliance with frontage requirements.

[2] In compliance with facade zone requirements in Sub-Section C (Building Placement) of this Section.



Street (Front: Narrowest Side)

H. Parking (Continued)

Driveway

Driveway Width, within parking setbacks		Z
Front	12' max.	
Side Street/ Alley	20' max.	
Curb Cut	14' max.	
Planter (on each side)	2'	
Distance between Driveways	40' min.	

Curb Cut Width along alley may exceed 12'.

Driveways may be shared between adjacent lots and may exceed max. allowed width by 3'.

Driveways are not allowed in front on a corner lot.

Refer SRMC Section 14.18.040 (Parking Requirements) for dimensions of parking spaces.

Key

- ROW/Lot Line
- Building Setback Line
- Parking Area (at or above grade)

2.3.060 T5 Main Street (T5MS 70/90)

A. Intent

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

B. Sub-Zone(s)

None

The following are generally appropriate form elements in the zone.

Primarily Block-Form Buildings	A
Building Height 70' to 90'	B
Attached Buildings	C
Small-to-No Front Setbacks	D
No Side Setbacks	E
Forecourt, Shopfront, Terrace, Gallery Frontage Types	F

C. Building Placement		
Setback (Distance from ROW/ Lot Line)		
Front (Facade Zone)	0' min.; 5' max.	G
Side Street (Facade Zone)	0' min.; 5' max.	H
Total length of facade required within or abutting the Facade Zone, exclusive of setbacks[1]		
Front	90% min.	
Side Street	80% min.	
Side	0' min.	I
Rear[2]	0' min.	J
Civic Space		
Site Size (sf) or Lot Width	**Required Area (min.)**	
15,000 to 30,000 or 100' - 150'	200 sf	
> 30,000 or 150' - 250'	1,000 sf	
Lot Width >250'	5% of Site	

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

[2] See Sub-Section G (Adjacency Standards) of this Section for additional refinements.

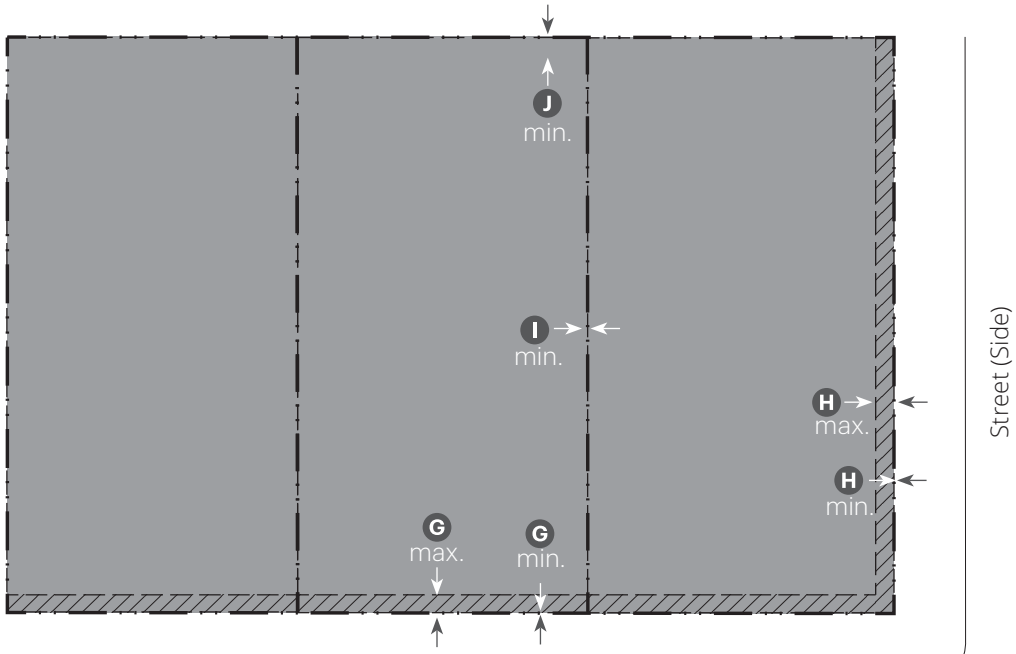
D. Encroachments[1]				
Encroachment Type	**Front**	**Side St.**	**Side**	**Rear**
Frontage Types[2]	A	A	X	A
Steps to Building Entry[3]	3' max.	3' max.	-	5' max.
Canopies/ Overdoors, Signage[4]	4' max.	4' max.	2' max.	3' max.
Balconies, Bay Windows[4]	4' max.	4' max.	-	5' max.
Corner Elements	3' min. to 4' max.		n/a	n/a

[1] Includes encroachments into building setbacks and facade zone.

[2] See Sub-Section F (Frontages) of this Section for allowed types and standards.

[3] Requires building setback.

[4] May also encroach into required stepbacks.



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

Key A = Allowed X = Not Allowed

E. Building Form and Maximum Envelope			
Height	**Base**	**Height Bonus[1]**	
Overall Building Height[2,3,4]			
T5MS 70/90	70' max.	90' max.	K
Highest Top Plate/ Highest Eave Measurement			
T5MS 70/90	65' max.	85' max.	L
Stepback[5,6]			
T5MS 70/90			
Front	10' min. at 65'		M
Side Street	10' min. at 65'		N
Rear	10' min. at 65'		O
Ground Floor Standards			
Ground Floor Finish Level			P
Residential[7]	12" min.		
Non-Residential[8]	Flush with Sidewalk		
Ground Floor Ceiling	14' min.		Q
Depth, Ground-Floor Space	30' min. front; 12' min. other		R

[1] See SRMC Section 14.16.190 (Height Bonus) for requirements to qualify for height bonus.

[2] See DTFBC Figure 2.2.040.A (Regulating Plan) for further refinements.

[3] Corner elements may exceed the maximum allowed height by up to 10' for a horizontal area up to 20' x 20'.

[4] See SRMC Section 14.16.120 (Exclusions to the Maximum Height Requirement) for exclusions to overall building height.

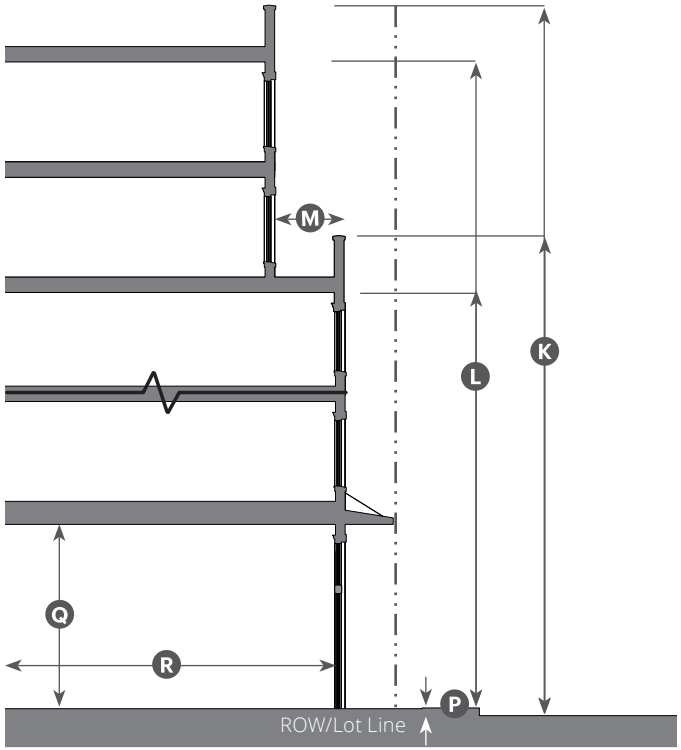
[5] Stepback not required when the uppermost floor and up to two floors including the uppermost floor are within a mansard roof. See DTFBC Section 3.2.060 (Windows and Openings).

E. Building Form and Maximum Envelope (Continued)

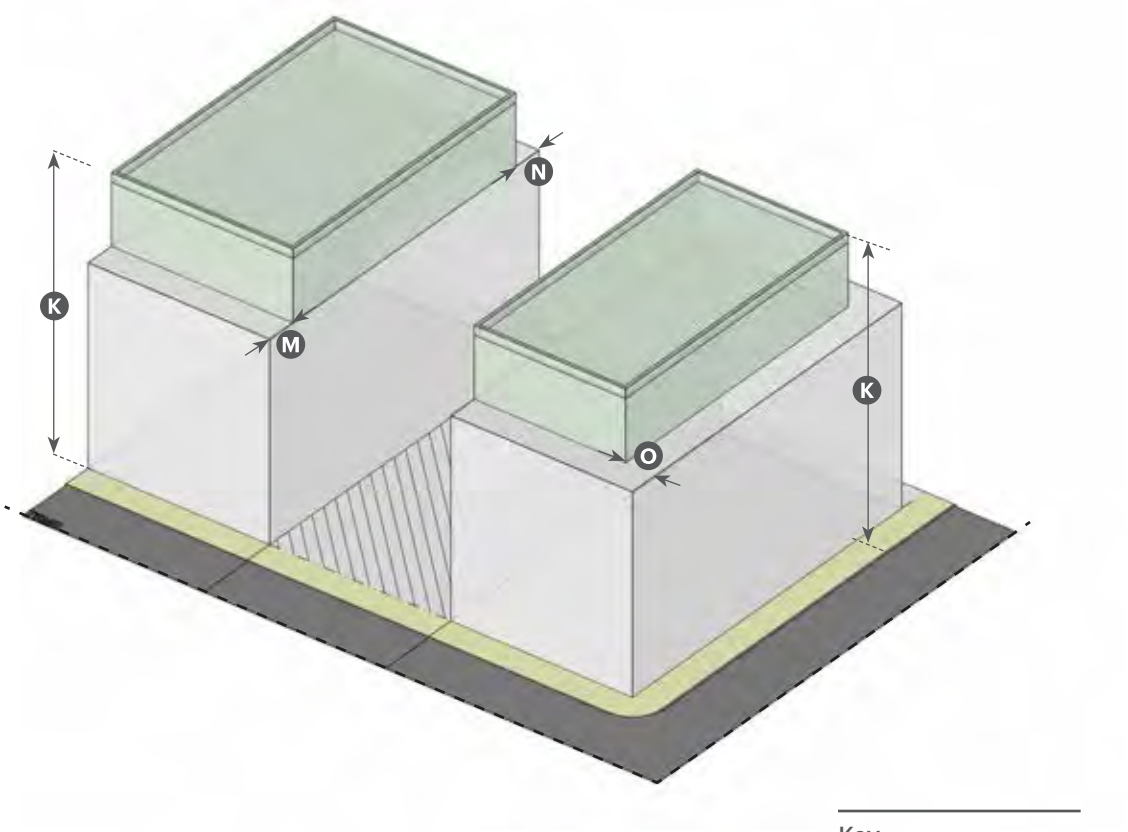
[6] Buildings in T5MS 70/90 zone when subject to a height bonus shall require a solar study to determine that the opposing sidewalk and/or public space shall not be more than 50% shaded at 12 noon on the Spring equinox (March 21st). Exemptions to this requirement may apply to affordable housing projects.

[7] Common entries may be set at grade in compliance with local and federal accessibility standards.

[8] Or as required to comply with FEMA base flood elevation.



Maximum Envelope in Mid-Block and Corner Condition

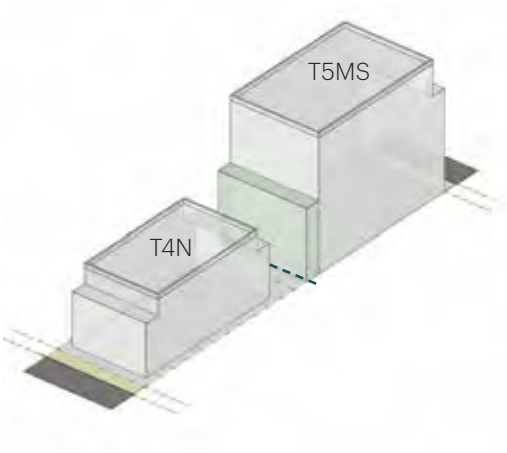


F. Frontages[1]			
Frontage Type	**Front**	**Side St.**	**Standards**
Forecourt	A	A	3.3.070
Shopfront	A	A	3.3.090
Terrace	A	A	3.3.100
Gallery	A	A	3.3.110

[1] Minimum of one Frontage Type per street-facing facade.

Key A = Allowed

Adjacent to T4N 40/50 and T5N 50/70



Key

- Main Body
- Rear Stepback
- Rear setback per Sub-Section C (Building Placement)

G. Adjacency Standards

Historic Resource Adjacency

Where adjacent to a designated historic resource refer to DTFBC Section 3.2.070 (Historic Resource Adjacency Standards) in addition to the standards of this zone.

Building Placement and Height

	Setback	Stepback
Where abutting the T4N 40/50		
Rear	10' min.	10' min at 45'

H. Parking

Required Spaces (min.) for New Buildings[1]

Use Type	Vehicular Spaces	Bicycle Spaces
Residential Uses		
Studio or 1 Bedroom	0.50	1.0
2 Bedrooms	1.0	2.0
3 or more Bedrooms	1.50	3.0
Non-Residential Uses (amount per tenant in building)		
≤ 2,500 sf	None	
> 2,500 sf	2.75 per 1,000 sf	

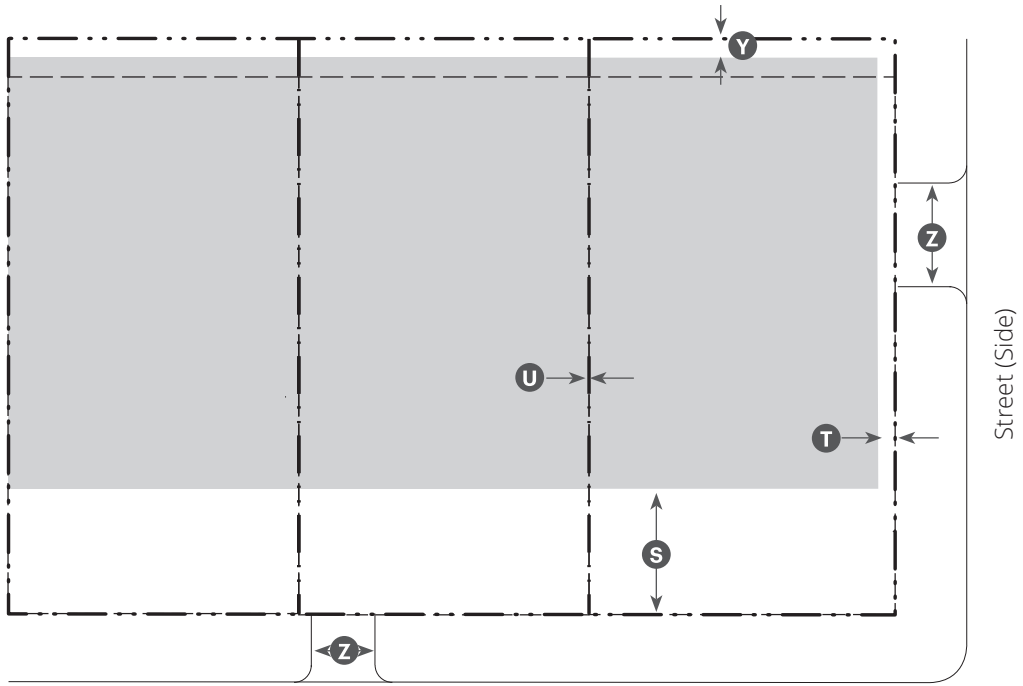
[1] For buildings located within the Downtown parking District, the off-street parking requirement is waived for up to 1.0 FAR of the total square footage. For buildings square footage above 1.0 FAR and for all residential uses off-street parking for shall be provided. Refer to SRMC Section 14.18.060 (Downtown Parking District).

Setback (Distance from ROW/ Lot Line)[1]		
Front	35' min.	S
Side Street	25' min. when enclosed within building, 5' min. unenclosed[2]	T
Side	0' min.	U
Rear	5' min.	Y

[1] 0' minimum setback for subterranean parking in compliance with frontage requirements.

[2] In compliance with facade zone requirements in Sub-Section C (Building Placement) of this Section.

Driveway		
Driveway Width, within parking setbacks		Z
Front	12' max.	
Side Street/ Alley	20' max.	
Curb Cut	14' max.	



Street (Front: Narrowest Side)

H. Parking (Continued)	
Driveway (Continued)	
Planter (on each side)	2'
Distance between Driveways	40' min.
Curb Cut Width along alley may exceed 12'.	
Driveways may be shared between adjacent lots and may exceed max. allowed width by 3'.	
Driveways are not allowed in front on a corner lot.	
Refer SRMC Section 14.18.040 (Parking Requirements) for dimensions of parking spaces.	

Key

- ROW/Lot Line
- Building Setback Line
- Parking Area (at or above grade)

2.3.070 Use Table

The following table identifies the allowed uses in each zone. All uses are required to be in compliance with frontage of this Chapter and signage standards of SRMC Chapter 14.19 (Signs). The identified permit below is for the use only and shall be processed per City procedures for uses. Individual developments require additional review and approval as identified in DTFBC Table 1.1.050.A (Permit Requirements).

Uses Not Listed. Uses not listed are not allowed unless the Director determines that the proposed use is similar to a listed use.

Existing Buildings. Existing buildings may be occupied by new uses, allowed in the zone, up to the size of the prior use without requiring additional parking.

Table 2.3.070.A Use Table	Form-Based Zones						
	T4				T5		
	N	N-O	MS	MS-O	N	N-O	MS
Artisanal							
Coffee Roaster	CZ[2]	A[2]	CZ	A[2]	CZ[2]	A[2]	CZ
Tobacco Retailer[4]	C[2]	CZ[2]	C	CZ	C[2]	CZ[2]	C
Automotive							
Motor Vehicle Sales and Services, including automobiles, motorcycles, trailers, trucks and recreational vehicles							
Auto Detailing	CZ[2]	A[2]	-	-	CZ[2]	A[2]	-
Coin-op Washing	C	CZ	-	-	C	CZ	-
Fueling Station[5]	C	C	-	-	C	C	-
Rentals, Vehicle	CZ[2]	A[2]	-	-	CZ[2]	A[2]	-
Repairs Major	C[1]	C[1]	-	-	C[1]	C[1]	-
Repairs, Minor[6]	CZ[1,2]	A[1,2]	-	-	CZ[1,2]	A[1,2]	-
Sales, new or used vehicles	C	CZ	-	-	C	CZ	-
Sales, parts and supplies	P[2]	P[2]	P	P	P[2]	P[2]	P
Sales, tires and ancillary service	CZ	A	-	-	CZ	A	-

Key	P = Permitted by Right	A = Administrative Use Permit	CZ = Conditional Use Permit/ Zoning Administrator	C = Conditional Permit/ Planning Commission	- = Not Allowed

Table 2.3.070.A Use Table (Continued)	Form-Based Zones						
	T4				T5		
	N	N-O	MS	MS-O	N	N-O	MS
Commercial							
Animal Retail Sales, excluding exterior kennel, pen or run[7]	P[2]	P[2]	P	P	P[2]	P[2]	P
Artisan/ Craft Production	P[2]	P[2]	P	P	P[2]	P[2]	P
Building Materials and Supplies[8]	P[2]	P[2]	P	P	P[2]	P[2]	P
Convenience Market[9]	CZ	A	CZ	A	CZ	A	CZ
Grocery Store and Supermarket[9]	P	P	P	P	P	P	P
Gun Shop	-	-	-	-	-	-	-
Kiosk[10]	A[2]	P[2]	A	P	A[2]	P[2]	A
Liquor Store	P[2]	P[2]	P	P	P[2]	P[2]	P
Retail							
Retail General[9,11]	P[2]	P[2]	P	P	P[2]	P[2]	P
Curbside pick up	P	P	P	P	P	P	P
Drive-thru service[24]	-	-	-	-	-	-	-
Secondhand Store, Pawnshop[12]	CZ[2]	A[2]	CZ	A	CZ[2]	A[2]	CZ
Entertainment							
Bar/ Cocktail Lounge/ Nightclub	CZ[2]	A[2]	CZ	A	CZ[2]	A[2]	CZ
Recreational Facility, indoors or outdoors							
Bowling Alley[13]	-	-	-	-	C	CZ	-
Game Center[14]	-	-	C[1]	CZ[1]	C[1]	CZ[1]	-
Poolhalls/ Billiard, Theater[15]	P	P	P	P	P	P	P
Food							
Indoor Eating Area							
Food Service Establishment	P	P	P	P	P	P	P
Food Service Establishments with Alcohol Sales	A	A	P	P	A	A	P

Key	P = Permitted by Right	A = Administrative Use Permit	CZ = Conditional Use Permit/ Zoning Administrator	C = Conditional Permit/ Planning Commission	- = Not Allowed

Table 2.3.070.A Use Table (Continued)	Form-Based Zones						
	T4				T5		
	N	N-O	MS	MS-O	N	N-O	MS
Food (Continued)							
Curbside pick up	P	P	P	P	P	P	P
Drive-thru service[16,24]	-	-	-	-	-	-	-
Outdoor Eating Area[17,1]	A[1]	P[1]	P[1]	P[1]	A[1]	P[1]	P[1]
Lodging							
Bed and breakfast inn	C	CZ	C	CZ	C	CZ	C
Hotel/ Motel	C	CZ	C	CZ	C	CZ	C
Medical Office							
Medical Service	P[2]	P[2]	P[3]	P[3]	P[2]	P[2]	P[3]
Office							
Laboratory	CZ	A	CZ[3]	A[3]	CZ	A	CZ[3]
Research and Development	CZ	A	CZ[3]	A[3]	CZ	A	CZ[3]
Office, General	P[1,2]	P[1,2]	P[1,3]	P[1,3]	P[1,2]	P[1,2]	P[1,3]
Services							
Animal Care							
Animal Hospital	C	CZ	C[3]	CZ[3]	C	CZ	C[3]
Indoor/Outdoor kennels	C	CZ	C[3]	CZ[3]	C	CZ	C[3]
Veterinary Clinic	CZ	A	CZ[3]	A[3]	CZ	A	CZ[3]
Business Sales and Services	P[2]	P[2]	P	P	P[2]	P[2]	P
Catering Establishment	P	P	CZ[3]	A[3]	P	P	CZ[3]
Financial Service and Institution	P[1]	P[1]	P[1,3]	P[1,3]	P[1]	P[1]	P[1,3]
Hospital/Major Medical Facility	C	CZ	-	-	C	CZ	-
Outdoor Storage, including temporary or permanent storage containers	CZ	A	-	-	CZ	A	-

Key	P = Permitted by Right	A = Administrative Use Permit	CZ = Conditional Use Permit/ Zoning Administrator	C = Conditional Permit/ Planning Commission	- = Not Allowed

Table 2.3.070.A Use Table (Continued)	Form-Based Zones						
	T4				T5		
	N	N-O	MS	MS-O	N	N-O	MS
Services, Personal							
Day Care Center (14 or more children or adults)	CZ	A	CZ	A	CZ	A	CZ
Dry Cleaning Establishment, with on-site processing	CZ	A	CZ	A	CZ	A	CZ
Family Day Care							
14 children or less, if within residence	P	P	P	P	P	P	P
Small Day Care Facility, 14 children or less not in a residence	P	P	P	P	P	P	P
Large Day Care Facility, over 14 children	CZ[1]	A[1]	CZ[1]	A[1]	CZ[1]	A[1]	CZ[1]
Fitness/ Recreation Facility							
Less than 2,500 sf	P	P	P	P	P	P	P
2,500 sf or more	A	A	A	A	A	A	A
Fortunetelling[18]	-	-	A[1,3]	A[1,3]	A[1]	A[1]	A[1,3]
Funeral and Interment Services, including mortuary, but excluding crematory	CZ	A	-	-	CZ	A	-
Music Rehearsal/ Recording Studio	CZ	A	CZ[3]	A[3]	CZ	A	CZ[3]
Personal Service[9,19]	P	P	P	P	P	P	P
Personal Service, Drive-thru	-	-	-	-	-	-	-
School							
Parochial, Private	C	CZ[2]	C	CZ[2]	C	CZ[2]	C
Public	P	P	P	P	P	P	P
Specialized Education and Training							
Less than 2,000sf	P	P	P	P	P	P	P
2,000sf or more	CZ	A	CZ	A	CZ	A	CZ

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Table 2.3.070.A Use Table (Continued)	Form-Based Zones						
	T4				T5		
	N	N-O	MS	MS-O	N	N-O	MS
Public Assembly							
Religious Institution (church, temple, mosque, place of worship)	C	CZ[2]	C	CZ[2]	C	CZ[2]	C
Public and Quasi-Public							
Community Garden	P[1]	P[1]	-	-	P[1]	P[1]	-
Club/ Lodge, including youth group	C	CZ	P	P	C	CZ	P
Public Park, Playground, and Recreational Facility	P	P	P	P	P	P	P
Public and Utility Facility	C	CZ	C	CZ	C	CZ	C
Public Facility, Other (Police, Fire Department, Paramedic, Post Office, etc.)	C	CZ	C	CZ	C	CZ	C
Residential							
Accessory Dwelling Unit (ADU)	P	P	P	P	P	P	P
Animal Keeping	A[1]	A[1]	A[1,3]	A[1,3]	A[1]	A[1]	A[1,3]
Boarding House	A	A	A[1,3]	A[1,3]	A	A	A[1,3]
Caretaker's Residence	A	A	A[1,3]	A[1,3]	A	A	A[1,3]
Emergency Shelter for the Homeless							
Temporary	C	CZ	C	CZ	C	CZ	C
Home Occupation[20]	P	P	P[1]	P[1]	P	P	P[1]
Live/ Work[21]	P	P	P	P[1]	P	P	P
Residential[21]	P	P	P[3]	P[3]	P	P	P[3]
Residential Care Facility for the disabled in dwelling unit[21]	P	P	P	P	P	P	P
Residential Care Facility, Other							
Small (0—6 residents)	P	P	P	P	P	P	P
Large (7 or more residents)	C	CZ	C	CZ	C	CZ	C

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Table 2.3.070.A Use Table (Continued)	Form-Based Zones						
	T4				T5		
	N	N-O	MS	MS-O	N	N-O	MS
Temporary Use							
Temporary Use[22]	A[1]	A[1]	A[1]	A[1]	A[1]	A[1]	A[1]
Transportation							
Bus Station	-	-	-	-	C	CZ	C
"Park and Ride" Facility	CZ	A	-	-	CZ	A	CZ
Parking Facility, commercial or municipal	CZ	A	CZ	A	CZ	A	CZ
Rideshare Station[23]	C	CZ	-	-	C	CZ	C
Transit Station, public or transitway	C	CZ	-	-	C	CZ	C
Other Uses							
Wireless Telecommunication Facilities[25]	A	A	A	A	A	A	A

[1] See SRMC Chapter 14.21 (Administrative Use Permits) Performance Standards for additional requirements.

[2] Max. 2,500 sf per building.

[3] Not allowed on the ground floor within 30' of the sidewalk. Allowed on ground floor along side street if at least 15' from the front of the lot.

[4] Shall not be located within one thousand feet (1,000') from: schools (public and private elementary, junior high, and high schools), public parks, public libraries, arcades, youth/teen centers, community/recreation centers, licensed day care centers for children, shopping malls, and houses of worship with organized youth programs, as measured from the property lines of each parcel.

[5] See SRMC Section 14.16.160 (Gasoline Stations)

[6] See SRMC Section 14.17.090 (Motor Vehicle Repair Uses)

[7] See SRMC Chapter 10.24 (Dog Kernels and Pet Shops)

[8] See SRMC Section 14.17.120 (Outdoor Storage)

[9] Operating after eleven p.m. (11:00 p.m.) requires a use permit (CZ)

[10] See SRMC Section 14.16.115 (Emergency Shelters - Permanent)

[11] See SRMC Chapter 10.16 (Auctions)

[12] See SRMC Chapter 10.20 (Pawnbrokers and Secondhand Dealers)

Key	P = Permitted by Right	A = Administrative Use Permit	CZ = Conditional Use Permit/ Zoning Administrator	C = Conditional Permit/ Planning Commission	- = Not Allowed

[13] See SRMC Chapter 10.32 (Bowling Alleys)

[14] See SRMC Section 14.17.070 (Game Arcades)

[15] CZ applies if there is a liquor sales use with no food service.

[16] This use allowed in West End Village and Montecito Commercial.

[17] For outdoor eating areas on private property, see SRMC Section 14.17.110 (Outdoor Eating Areas Proposed in Conjunction with Food Service Establishments) standards. For outdoor seating areas located on city sidewalks or rights-of-way, see SRMC Section 14.16.277 (Use Of City Sidewalks and Rights-of-way for Outdoor Eating Areas) standards.

[18] See SRMC Section 14.17.060 (Fortunetelling)

[19] See SRMC Chapter 8.34.

[20] See SRMC Section 14.16.220 (Home Occupations)

[21] See SRMC Section 14.17.100 (Residential Uses in Commercial Districts)

[22] See SRMC Section 14.17.130 (Temporary Uses)

[23] See SRMC Chapter 10.60 (Vehicles for Hire)

[24] Existing as of December 31, 2020.

[25] Subject to stealth design requirements.

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3

Supplemental to Downtown Form-Based Zones

Division 3.1 Site Standards

3.1.010 Purpose

These standards are intended to ensure that development of property within form-based zones accomplishes the following:

- Makes a positive contribution to the development pattern of the area;
- New or altered structures are compatible with the scale, design and use of existing structures on neighboring properties;
- Respects the existing conditions and safety of neighboring properties; and
- Does not adversely affect neighboring properties, with "adversely affect" meaning to impact in a substantial, negative manner the habitability or enjoyability of these properties.

3.1.020 Screening

This Section prescribes standards for screening, fences, and walls for the conservation and protection of property, the assurance of safety and security, the enhancement of privacy, the attenuation of noise, and the improvement of the visual environment of the neighborhood.

Design Standards for Screening

Screening shall comply with the following:

- **Maximum Screening Height.** Screening shall not exceed the maximums identified in DTFBC Table 3.1.020.A (Maximum Screening Height).
- **Screening Height Measurement.** Screening height shall be measured as the vertical distance between the finished grade at the base of the screen and the top edge of the screen material.

Additional Screening Requiring Director Approval

In compliance with the standards, the following screening types require Director approval.

Courtyard. Along a street or civic space, fences, walls and other screening installed to create a courtyard without a roof shall not exceed four feet in height and be set back a minimum of 10 feet from the front property line or back of sidewalk, whichever is the least. In reviewing the plan for the proposed courtyard, the Director shall consider, but not be limited to, the following:

- Building characteristics including the dimensions, color and architectural design;
- Compatibility of the architectural and design features of the proposed courtyard with the features of the adjoining, as well as neighboring buildings; and

Table 3.1.020.A Maximum Screening Height

Zone	Item	Max. Screen Height within Required Setbacks			
		Front	Side St.	Side	Rear
T4 Neighborhood (T4N 30/40 and T4N 40/50)	Fences	3' max.	3' max.	9' max.	9' max.
	Free Standing Walls	3' max.	3' max.	9' max.	9' max.
	Shrubs	4' max.	4' max.	A	A
T4 Main Street (T4MS 40/50, T4MS 40/60, T4MS 50/70 and T4MS 60/80)	Fences	X	X	9' max.	9' max.
	Free Standing Walls	X	X	9' max.	9' max.
	Shrubs	3' max.	3' max.	A	A
T5 Neighborhood (T5N 40/60 and T5N 50/70)	Fences	3' max.	3' max.	9' max.	9' max.
	Free Standing Walls	3' max.	3' max.	9' max.	9' max.
	Shrubs	3' max.	3' max.	A	A
T5 Main Street (T5MS 70/90)	Fences	X	X	9' max.	9' max.
	Free Standing Walls	X	X	9' max.	9' max.
	Shrubs	3' max.	3' max.	A	A

Key A = Allowed X = Not Allowed

- Landscaping, including the effort to minimize removal of existing vegetation and to match replacements with vegetation of the site.

Screening on Retaining Walls

The total height of screens and the retaining walls that they are mounted on or attached shall not exceed six feet. However, the Director may approve higher screening if it is determined that there will be little or no impact on the adjoining properties or the surrounding neighborhood and the height is necessary to achieve the objectives of this Sub-Section or is required for health and safety.

Mechanical Equipment Screening

The following equipment is exempt from screening requirements:

- Free-standing or roof-mounted solar equipment; and
- Vents less than four feet in height subject to Director review.

Roof-Mounted Equipment. Building parapets or other architectural elements in the building's architecture style shall screen roof-mounted equipment.

- New buildings shall be designed to provide a parapet or other architectural element that is as tall or taller than the highest point on any new mechanical equipment to be located on the roof of the building; and
- For existing buildings with no parapet or low parapet heights, mechanical equipment shall be surrounded on all sides by an opaque screen wall as tall as the highest point of the equipment. The wall shall be architecturally consistent with the building and match the existing building with paint, finish, and trim cap detail. All new

roof screens are subject to Director review and approval and may be referred to the Planning Commission, as determined by the Director.

Wall- and Ground-Mounted Equipment

- The equipment is not allowed between the face of the building and the street;
- All screen devices shall be as high as the highest point of the equipment being screened. Equipment and screening shall be in compliance with the setbacks of the zone;
- Screening shall be architecturally compatible and include matching paint, finish and trim cap of the building; and
- All new mechanical screens for ground or wall-mounted equipment are subject to Director review and approval.

Temporary Fencing

Temporary fencing may be used to provide security for approved special events, construction sites, or vacant structures and land, which cannot otherwise be secured. All temporary fencing shall:

- Consist of chain link fencing or other materials as approved by the Director;
- Not exceed six feet in height;
- Be removed at the conclusion of the special event or completion of construction activities (i.e. final inspection) for which it was approved; and
- All approved fencing for construction sites shall not be installed until a Building Permit or Grading Permit has been issued and shall be removed prior to final inspection. The use of temporary fencing around occupied structures that can be secured by other means is prohibited. The use of temporary fencing around vacant land or vacant structures is subject to the terms and conditions specified in the Permit authorizing the fencing.

Barbed Wire and Razor Wire

Barbed Wire and Razor Wire screening is not allowed.

Safety

Fences, walls, and other screening and landscaping shall be in compliance with the following:

Maximum height of four feet within 10 feet of the point of intersection of:

- A vehicular access way or driveway and a street; and/or
- A vehicular access way or driveway and a sidewalk.

Two or more vehicular access ways, including driveways, alleys, or streets.

As used in this Sub-Section, "point of intersection" is measured from the face of curb or if none, from the edge of pavement.

3.1.030 Landscaping and Lighting

This Section prescribes landscaping standards for protection and enhancement of the environmental and visual quality of the Downtown, enhancement of privacy, and the control of dust.

Required Landscaping

The landscaping required by this Sub-Section shall be installed as part of the development or improvement requiring the landscaping. Standards for landscaping in parking areas shall be in combination with DTFBC Section 3.1.040 (Parking and Loading).

Standards for Landscape Plans

Landscaping Plans are required for development in all form-based zones.

Design Standards

Acceptable required landscaping materials are defined as follows:

- Shrubs, of one-gallon size or larger;
- Trees, including street trees, of 15-gallon size or larger, and double-staked;
- Ground cover; and
- Decorative nonliving landscaping materials including, but not limited to sand, stone, gravel, wood or water may be used to satisfy a maximum of 25 percent of required landscaping area when approved by the Director.

Species Selection. Native and drought tolerant species are required to meet the minimum standards, in conformance with MMWD Water Conservation Ordinance 414.

Separation. Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb at least six inches higher than the adjacent vehicular area. The curb shall include inlets from the parking surface to collect rainwater.

Existing Vegetation. Every effort shall be made to incorporate mature on-site trees into the required landscaping, subject to approval by the Director.

Maintenance. Required landscaping shall be maintained in a neat, clean and healthy condition. This shall include pruning, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the appropriate watering of all plantings.

Lighting Standards

Refer to SRMC Section 14.1.170 for guidance on lighting standards for Downtown development.

3.1.040 Parking and Loading

This Section prescribes standards for and limits on the development of motor vehicle and bicycle parking, loading and access drives; and standards for reducing motor vehicle trips per capita to and from development. These standards are intended to ensure that development of property within form-based zones accomplishes the following:

- Establishes and/or reinforces the character and scale of walkable, urban neighborhood environments, where development supports and is within a short walking distance of retail and services;
- Ensures the provision of appropriately designed bicycle parking, in order to increase bicycle trips and reduce motor vehicle trips per capita;
- Appropriately limits, screens and landscapes motor vehicle parking, in order to protect and enhance the environmental and visual quality of the Downtown, enhance privacy, attenuate noise, and control dust; and
- Reduces motor vehicles trips per capita to and from development.

General Parking Standards

On-Site Parking. Sharing of parking between different land uses and developments is allowed subject to approval by the City per SRMC Section 14.18.080 (Parking Requirements for Reciprocal Uses with Shared Parking Facilities).

Larger Vehicle Parking

- Trucks, tractors or tractor-trailers having a capacity of more than a one-and-one-half-ton load, front- and rear-end loaders, or any kind of commercial, industrial, agricultural or transportation vehicles/ equipment used primarily for business purposes, shall not be parked or

stored in any zone for purposes other than unloading, loading or delivery services.

- Automobiles, small trucks, vans, vehicle trailers allowed in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the provisions of this Sub-Section.

Storage of Unregistered or Inoperable Motor Vehicles. Automotive vehicles, trailers, or vehicles of any kind or type, requiring licenses, but without current plates or inoperable, shall be only parked within completely enclosed buildings.

Cargo or Freight Container. Portable cargo or freight storage containers in any zone for purposes of loading or unloading, may be parked or stored on-premise for a period not to exceed 10 days in any one calendar year.

Commercial Auto Repairs. New businesses offering commercial repair service and/or restoration of vehicles are not allowed.

Number of Motor Vehicle Parking Spaces Required

The maximum number of parking spaces required is listed in DTFBC Sub-Section H (Parking) of the zone. For any use not listed in that Item, parking shall not exceed a ratio equivalent to the average peak parking occupancy rate for the most comparable use in the Institute of Transportation Engineers Parking Generation Manual. The Director required shall determine the most comparable use.

Required Number of Parking Spaces in Form-Based Zones. When calculating the required number of parking spaces, numbers shall be rounded to the closest whole number. Parking systems that stack individual vehicles are counted as three spaces for every horizontal space identified.

Exception in the Event of Changes of Use or Alterations to Existing Buildings or Structures. If an existing building or structure is altered or existing land uses are changed, the existing number of parking spaces on a property may be retained, even if the resulting building, structure or land use would ordinarily be subject to a lower maximum parking allowance.

Electric Vehicle Charging

Electric vehicle charging facilities shall be provided in compliance with SRMC Section 14.18.045 (Designated Parking for Clean Air Vehicles).

Traffic-Minimizing Parking Standards

Carshare Parking Spaces

- Carshare parking spaces shall be provided in the amounts specified in DTFBC Table 3.1.040.A (Required Carshare Parking Spaces).
- The required carshare space(s) shall be made available, at no cost, to a carshare service for purposes of providing carshare services to its members. At the election of the property owner, the carshare spaces may be provided:
  - On the lot; or
  - On another off-street site within 800 feet of the lot.
- Required carshare space or spaces shall be designed in a manner that will make the spaces accessible to non-resident subscribers from outside the building as well as building residents.
- Prior to City approval a building subject to the carshare standard, a Notice of Special Restriction on the property shall be recorded indicating the nature of standards of this Sub-Section and identifying the minimum number and location of the required carshare parking spaces. The form of the notice and the location or locations of

Table 3.1.040.A Required Carshare Parking Spaces	
Use	**Carshare Parking Spaces Required**
Residential	
0-49 Units	None
50-100 Units	1
101 or more Units	2 + 1 per additional 200 Units
Office/ Research and Development	
≤ 10,000 sf	None
> 10,000 sf	1/10,000 sf

the carshare parking spaces shall be approved by the City.

- If it is demonstrated to the satisfaction of the City that no carshare service can make use of the dedicated carshare parking spaces, the spaces may be occupied by non-carshare vehicles; provided, however, that upon 90 days of advance written notice to the property owner from a carshare service, the property owner shall terminate any non-carsharing leases for such spaces and shall make the spaces available to the carshare service for its use of such spaces.

Carpool Spaces. If parking is provided at a development, parking spaces reserved for use by carpool/ vanpool vehicles shall be designated in preferred locations (include, but are not limited to closest building entries). The locations of these spaces shall be approved by the City. The minimum number of carpool spaces required is listed in DTFBC Table 3.1.040.B (Required Carpool Parking Spaces).

Parking Costs Unbundled from the Cost of Other Goods and Services

- **Residential Uses.** All off-street parking spaces accessory to residential uses in structures of four dwellings or more shall be leased or sold separately from the rental or purchase fees for dwellings for the life of the dwellings. It is the applicants' responsibility to provide renters or buyers of on-site inclusionary affordable units with an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwellings.
- **Exception.** The Director may grant an exception from this standard for developments which include financing

Table 3.1.040.B Required Carpool Parking Spaces	
Use	**Carpool Parking Spaces Required**
Office/ Research and Development	
≤ 10 Parking Spaces	None
> 10 Parking Spaces	10% of the total number of Spaces
All other Uses	None

for affordable housing that requires that costs for parking and housing be bundled together.

- **Non-Residential Uses.** All off-street parking spaces accessory to non-residential uses may be leased or sold separately from the rental or purchase fees for non-residential building space for the life of the building, such that potential renters or buyers have the option of renting or buying building space at a price lower than would be the case if there were a single price for both the building space and the parking space.
- **Exception.** Off-street parking spaces accessory to retail uses are not required to be leased or sold separately from retail space and may be offered to shoppers and other visitors free of charge for stays of up to two hours.

Parking Spaces, Lot Design and Layout

Access. The following standards are applicable to on-site parking lot access design:

- All on-site parking facilities shall be designed with an appropriate means of vehicular access to a street or to an alley to cause the least interference with traffic flow.
- Parking spaces in any parking lot or parking structure shall not be designed or located so as to allow a vehicle to enter or exit a parking space directly from a public street. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway, except parking spaces within lots may be designed or located so as to allow a vehicle to enter or exit a parking space directly from a public alley or rear lane.
- On-site loading space(s) is not required.

Driveway. Access

- Driveway access to and from developments of two or fewer dwellings onto public streets shall be, where practical, by forward motion of the vehicle; and
- Driveway access to and from developments of three or more dwellings onto public streets shall be by forward motion of the vehicle.

Driveways shall extend to and include the area between the lot line and the edge of the street pavement.

The design and construction of all on-site parking access driveways shall meet City Standards.

Identification as to Purpose and Location. On-site parking areas of four or more spaces shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas, while distinguishing such spaces from aisle and other circulation features.

Materials

- All on-site parking areas and driveways shall be surfaced with materials as approved by the City Engineer and maintained in compliance with the City Standards.
- The use of pervious or semi-pervious parking area surfacing materials, include, but are not limited to "grasscrete," or recycled materials including, but not limited to glass, rubber, used asphalt, brick, block and concrete, is subject to approval by the Director and City Engineer. Where possible, such materials should be used in areas in proximity to and in combination with on-site stormwater control devices.

Landscaping, Fencing, and Screening. The landscaping, fencing and screening standards identified in DTFBC Table 3.1.040.C (Required Parking Lot Landscaping) shall be applied with the standards of DTFBC Section 3.1.020 (Screening) and DTFBC Section 3.1.030 (Landscaping).

- Parking and loading areas shall be screened from adjacent residential zones by a six foot wall, fence, or evergreen, subject to approval by the Director.

- Screening is not required when parking area(s) is adjacent to an alley.
- Landscaping areas shall accommodate stormwater management features to the extent feasible as determined by the City.
- For the portion of a parking area over which photo-voltaic solar collectors are installed where they also function as shade structures, the minimum standard for trees shall be waived, and shrubs and ground covers shall be planted for every eight parking spaces.

Refer also to SRMC Section 14.18.160 for guidance on screening standards as applicable to the Downtown Zones.

Location. Location of required on-site parking in all zones is regulated by setbacks set forth in DTFBC Sub-Section H (Parking) of the zone and the following:

- Parking lots with 20 or fewer spaces shall have all on-site parking areas separated at least five feet from buildings in order to provide a sidewalk between the building and the parking area;
- Parking lots with more than 20 spaces shall have all on-site parking areas separated at least 10 feet from buildings in order to make room for a sidewalk, landscaping, and other planting between the building and the parking area; and

Table 3.1.040.C Required Parking Lot Landscaping

Number of Parking Spaces	Percent of Gross Parking Area Required to be Landscaped
6 or fewer	5' min. wide planter between lot line, building(s)
7 to 15	4%; 5' min. wide planter between lot line, building(s)
16 to 30	8%; 5' min. wide planter between every 5 spaces, lot line, building(s)
31 to 70	12%; 5' min. wide planter between every 5 spaces, lot line, building(s)
71 and over	16%; 5' min. wide planter between every 5 spaces, lot line, building(s)
Required Shade Trees	
Amount	1 tree per 2,700 sf of gross lot area, minus building coverage (footprint)
Box Size/ Quantity	24" min. size for 20% min. of total trees
Can Size/ Quantity	15 gallon for 80% max. of total trees
Height Clearance	6-8" min. along pedestrian paths
Characteristics	High branching, broad headed, shading form
Required Border	6" high curb or equivalent
Border and Stormwater	Curb shall include breaks every 4" to provide drainage to retention and filtration areas
Tree Well Size[1]	5' x 5' min.
Car Overhangs	Limited to 12" max. by curb or wheel stops

[1] Any vehicle overhang requires the minimum planter area width to be expanded by an equivalent dimension.

- This separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.

Size of Parking Lot. Parking lots larger than one-quarter of an acre in size shall be broken down into smaller parking areas with planted landscape areas with a minimum width of 15 feet between them to minimize the perceived scale of the total field of stalls.

Tandem Parking. Tandem parking is allowed in all zones for all uses.

Bicycle Parking Standards. Bicycle parking is required in all zones and subject to the standards in SRMC Section 14.18.090 (Bicycle Parking).

3.1.050 Block Size Standards

This Section establishes standards for the maximum size of new or modified blocks in the Plan boundaries to maintain Downtown's fine-grained network of walkable blocks and streets.

Table 3.1.050.A Block Size Standards

	All Zones	
	Without Paseo	**With Paseo[1]**
Block Face Length	500' max.	600' max.
Perimeter	2,000' max.	2,400 max.

[1]Paseo must be at least 20' wide and is subject to design review.

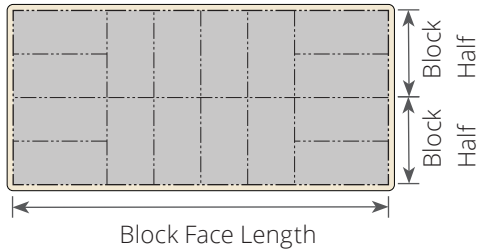

Figure 3.1.050.A Block Size

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Division 3.2 Massing and Facade Articulation Standards

3.2.010 Purpose

The following standards are intended to promote local prevalent patterns that strongly contribute to the Downtown's unique physical character while allowing for creativity and innovation.

3.2.020 Overview of Massing and Facade Articulation Standards

Massing and Facade Articulation Standards. As required by DTFBC Table 3.2.020.A (Massing and Facade Articulation Standards Overview), facades on a street or civic space shall be designed in compliance with the standards identified in this Section.

DTFBC Table 3.2.020.A (Massing and Facade Articulation Standards Overview) provides an overview of the requirements.

Table 3.2.020.A Massing and Facade Articulation Standards Overview

Requirement	Building length along adjacent sidewalk[1]			
	< 75'	75' to 100'	>100'	>150'
3.2.030 (Tripartite Facade Articulation)	No	Yes	Yes	Yes
3.2.040 (Massing and Composition)	Yes	Yes	Yes	Yes
3.2.050 (Corner Elements)	No	No	No	Yes
3.2.060 (Windows and Openings)	Yes	Yes	Yes	Yes
3.2.070 (Historic Resource Adjacency Standards)	Required where adjacent to identified historic resource			

[1] As measured along street or adjacent civic space.

3.2.030 Tripartite Facade Articulation

The top of the building is articulated with an entablature and parapet wall, Image source: www.719larkin.com

Example of a distinct base, middle, and top.

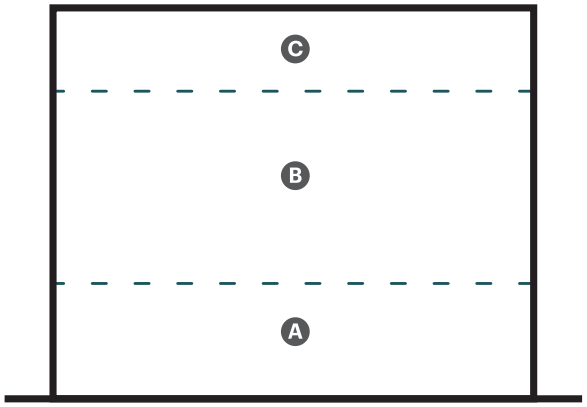


Diagram of tripartite facade articulation.

A. Description

New facades and facade modifications along a street or civic space shall be designed to visually express a base, middle, and top.

B. Applicability

New buildings and facade modifications over 75' in length along the adjacent street or civic space.

C. Standards

Ground Floor/ Distinct Base[1]	A
Middle	B
Top[2]	C

Combinations of colors, materials, and massing may be used to visually express a base, middle, and top.

[1] The base may include multiple stories.

[2] The top may include multiple stories. Note that upper stories that are stepped back do not count as part of the "top". To articulate the top, count only stories that are not stepped back from the "base" and "middle" of the building facade.

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

3.2.040 Massing and Composition

Illustrative example.

Illustrative example, Image source: www.realtors.com

Illustrative example.

A. Description

New facades and facade modifications along a street or civic space shall be designed to appear as multiple buildings no greater than 75' in length.

B. Applicability

New buildings and facade modifications.

C. Standards/ General Character

Building facades shall be arranged in an orderly composition of window bays/openings based on prevalent patterns of 5, 7 or 9 bays. (A)

Facades shall be designed in an orderly symmetrical or asymmetrical composition.

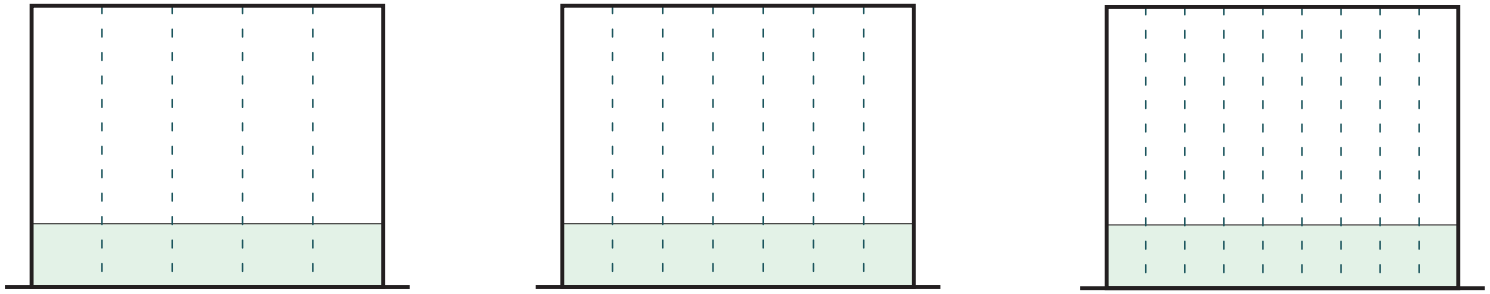
- Compositions (symmetrical) (B)
- Compositions (asymmetrical) (C)

The pattern shall be visually expressed through the spacing of openings, physical recesses, projections or other techniques.

The pattern may include the ground floor and its mezzanine.

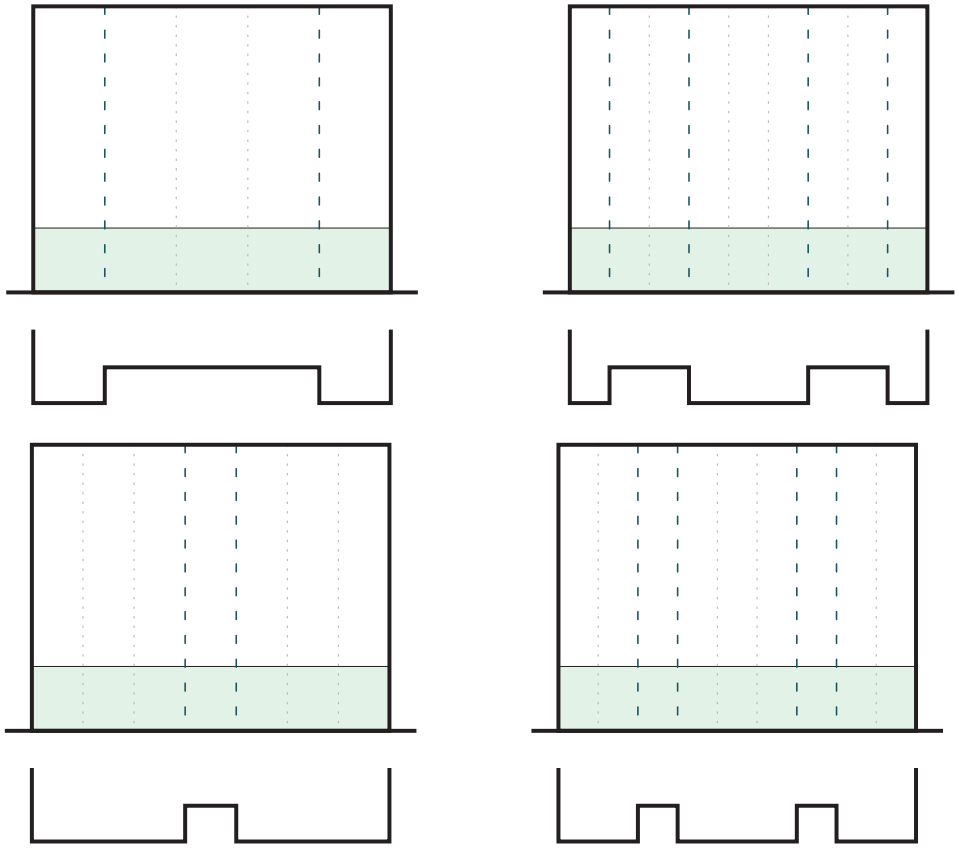
General Note: Photos on this page are illustrative, not regulatory.

A

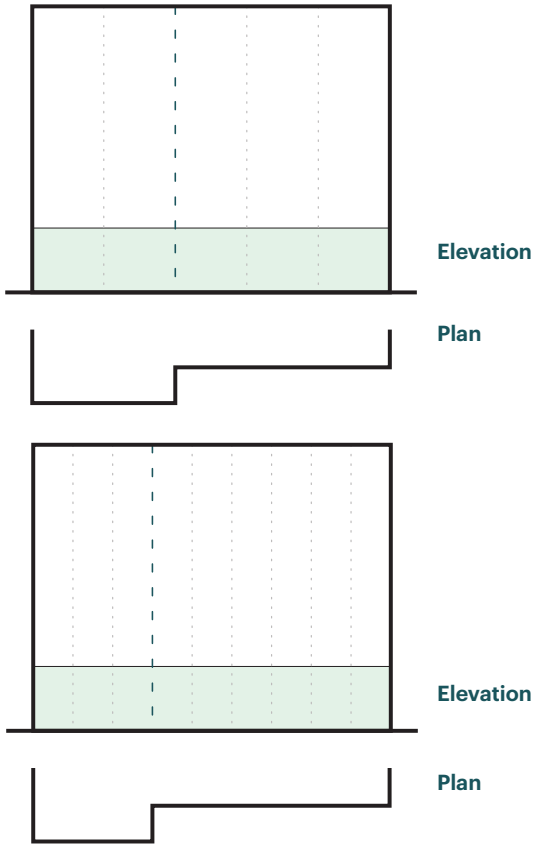


Examples of 5, 7, 9 Bay Openings.

B **Examples of Symmetrical Compositions.**



C **Examples of Asymmetrical Compositions.**



Elevation

Plan

Elevation

Plan

3.2.050 Corner Elements

Example of Corner Element, Image source: www.sitephocus.com

Example of an upper story Corner Element.

Example of an upper story Corner Element.

A. Description

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

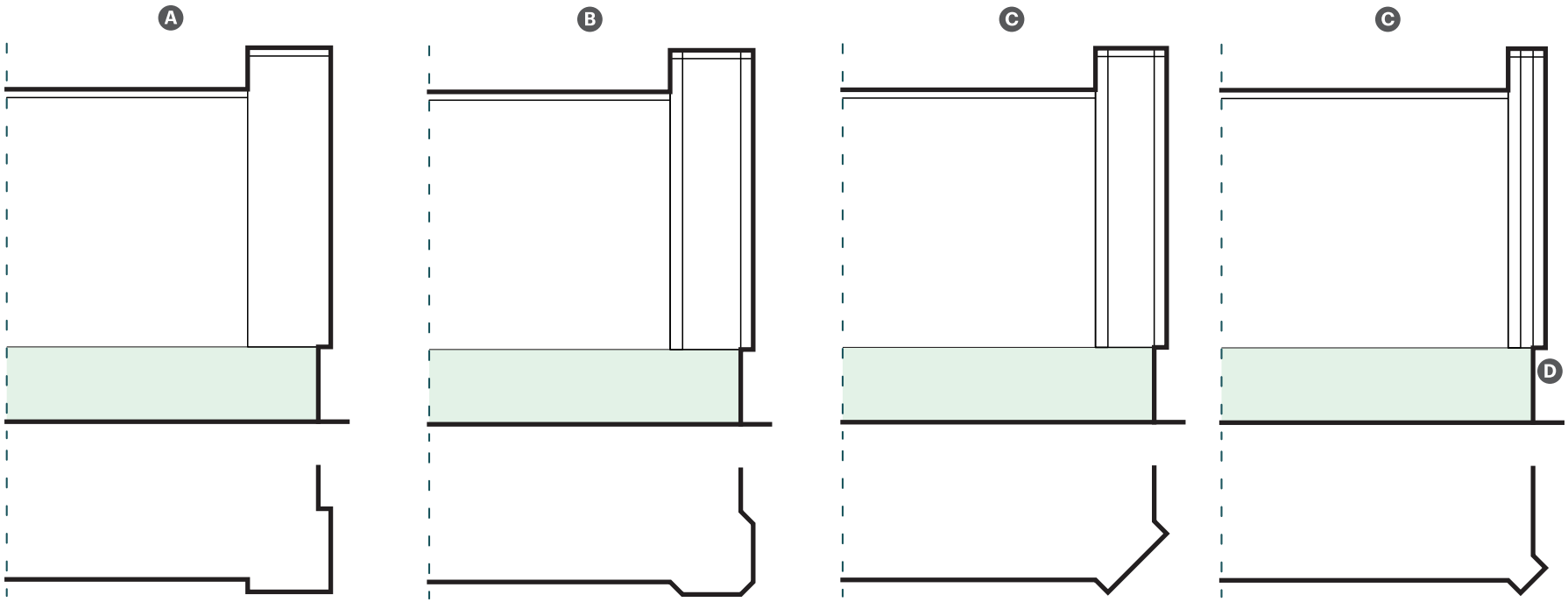
B. Applicability

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

C. Standards/ General Character

Square	A
Octagonal	B
Chamfer	C
Only one corner element is required per eligible facade.	
Corner elements shall incorporate at least 1 entire story within the composition and may extend from the ground floor through the top of the building.	
Corner elements may exceed the maximum height allowed for the building by up to 10' for a horizontal area up to 20' x 20', only in cases where the top story is at the maximum allowed height.	
Corner elements may be recessed or projected from the main facade by up to 4'. Projections over the right of way are allowed when at least 12' above the adjacent sidewalk.	D

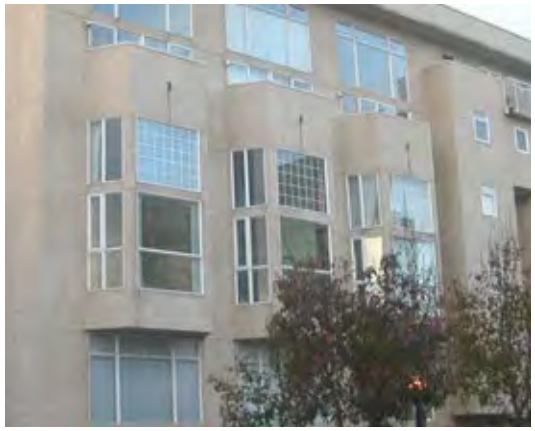
General Note: Photos on this page are illustrative, not regulatory.



Plan and elevation diagrams of Corner Elements.

3.2.060 Windows and Openings

Examples of vertical oriented Bay Windows and Openings.



Example of Square Bay Window.

Example of Chamfer Bay Window.

A. Description

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

B. Applicability

All new buildings and facade modifications.

C. Standards/ General Character

Buildings 100' or more in length along the street are required to include projected or recessed window bays, and shall be designed per Item A below. The recess may be achieved by a partial or complete window surround. Upto 3 bays may be grouped.

Allowed patterns for buildings at least 100' long:

Bay Windows: A

- Square a
- Chamfer b

Required stepbacks may be replaced by mansard roof forms with windows as follows:

30' to 50' overall height	Single Mansard B
50' to 90' overall height	Single Mansard B or Double Mansard C

Mansard roof forms are exempt from stepbacks.

Mansard roofs can include a maximum of 2 stories and must include the uppermost story.

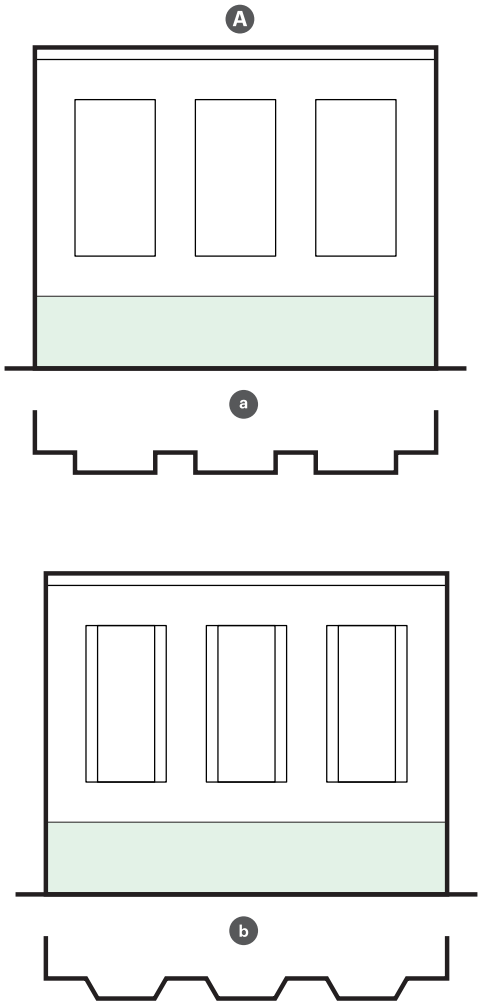
All buildings facades shall be designed to include square or vertically - oriented windows and openings.

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

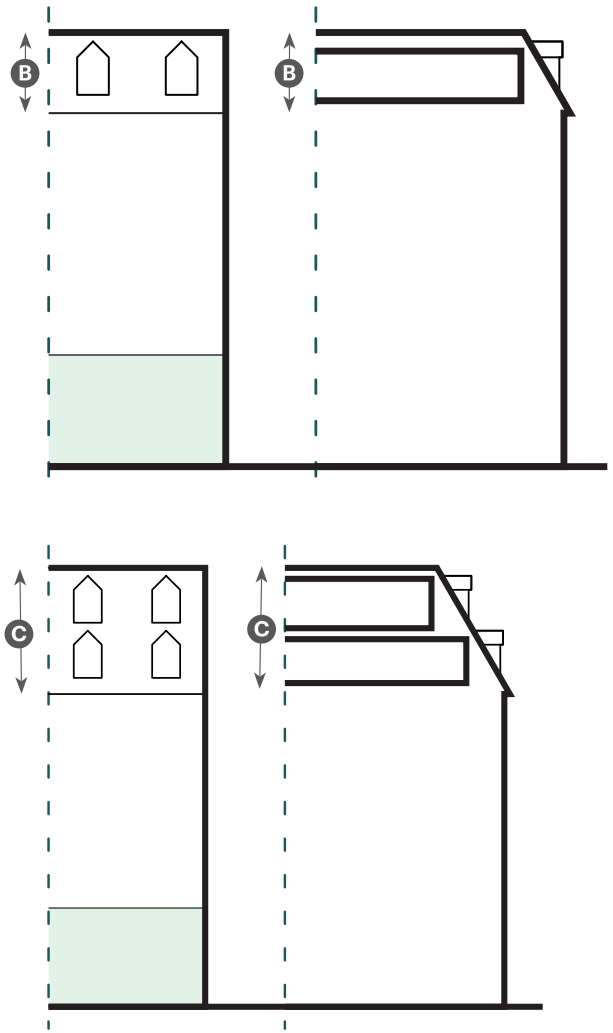
Facades within 1 block of a building with recessed windows and/or openings are required to include recessed windows with at least 4" of recess for at least 25% of the new or modified facade.

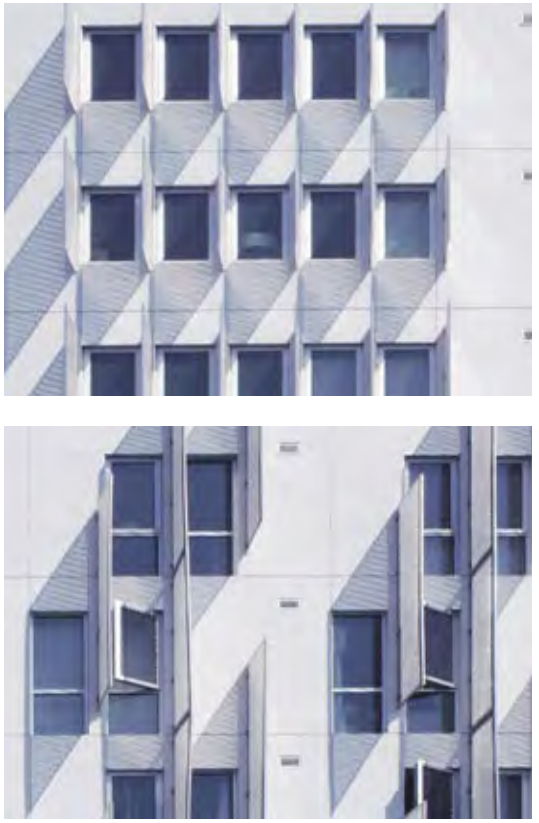
General Note: Photos on this page are illustrative, not regulatory.

Bay Windows



Mansard Roof Forms





Examples of vertical and rectangular Window Compositions, Images source: www.flirck.com, Jay Sterlin

Example of Mansard Windows.

3.2.070 Historic Resource Additions and Adjacency Standards

Any new building or proposed modification on or immediately adjacent to a historic resource identified in DTFBC Figure 2.2.040.A (Regulating Plan) shall be designed in compliance with the additional massing standards identified in this Section. All new construction within the Historic Districts shown in DTFBC Figure 2.2.040.A (Regulating Plan) is considered adjacent to a resource and thus it needs to follow the standards of this Section. Additional height and/or building width/depth is possible if supported by the recommendation of the City's Architectural Historian and Design Review. The provisions of this section shall not apply to parcels outside of eligible historic districts unless they are adjacent to historic district boundaries or are adjacent to buildings outside the districts that are identified as eligible as "individual resources" on Figure 5.6 of the Precise Plan. In addition, the limitations on upper story additions shall only apply to historic resources within eligible districts and to buildings outside the districts that are identified as "individual resources" on Figure 5.6 of the Precise Plan.

Table 3.2.070.A Historic Resource Adjacency Standards

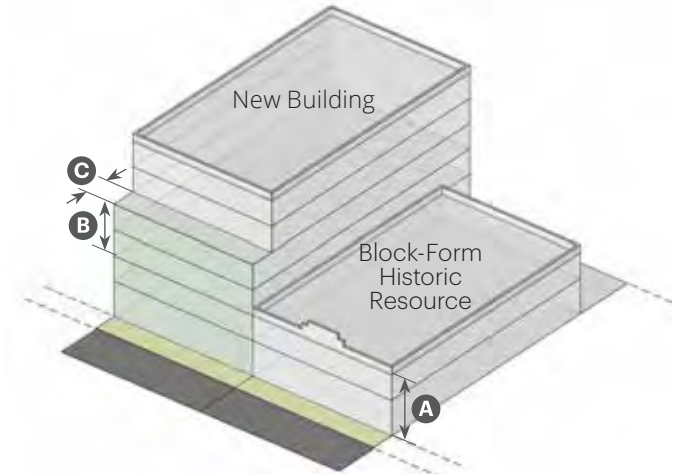
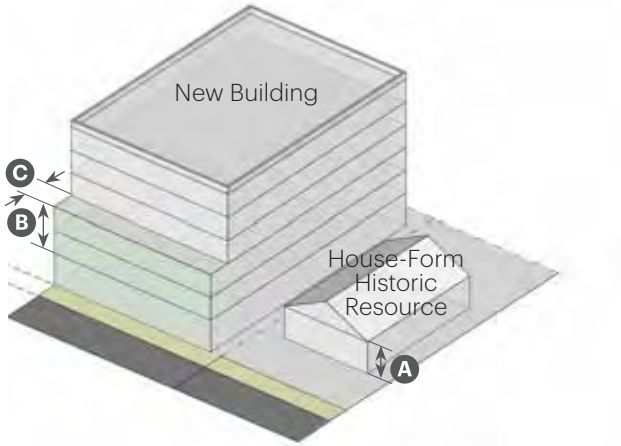
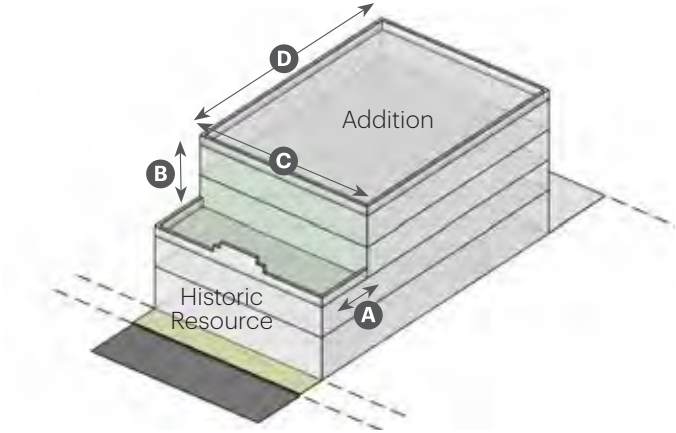
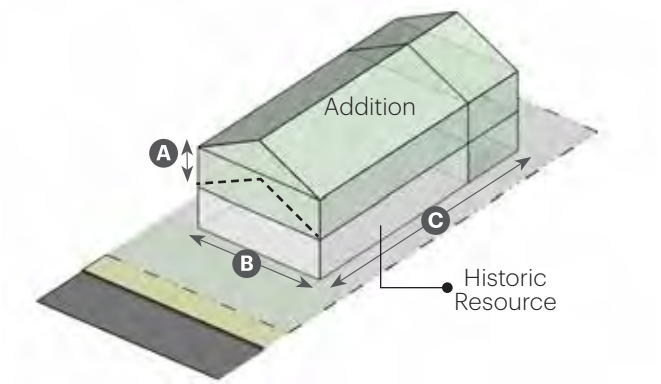
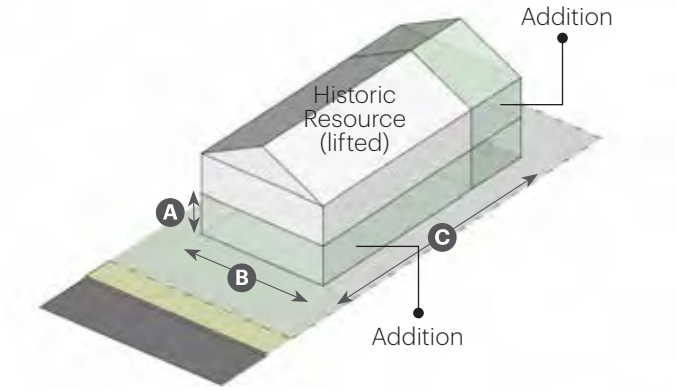
1. All New Buildings Immediately Adjacent to a Block-Form Historic Resource		2. All New Buildings Immediately Adjacent to a House-Form Historic Resource	
			
Required stepback for upper floors at maximum 20' above the height of the adjacent block-form historic resource.		Required stepback for upper floors at maximum 20' above the height of the adjacent house-form historic resource.	
Height of existing historic resource	A	Height of existing historic resource	A
Maximum 20' height above height of historic resource	B	Maximum 20' height above height of historic resource	B
Minimum 10' stepback. Beyond stepback, maximum heights as allowed by zone standards.	C	Minimum 10' stepback. Beyond stepback, maximum heights as allowed by zone standards.	C
New building must comply with all standards of the zone.		New building must compy with all standards of the zone.	

Table 3.2.070.B Additions to Historic Resources

1. Additions to an Existing Block-Form Historic Resource	2. Additions to an Existing House-Form Historic Resource
	
Intensification of an existing block-form historic resource with an addition on top	Intensification with an addition on top
Minimum 10' stepback from historic facade above height of existing historic resource, or a distance determined by a Qualified Architectural Historian and/or Design Review. (A)	
Maximum 20' height addition above existing height of historic resource. For addition greater than 20', review required from a Qualified Architectural Historian and/or Design Review. (B)	Intensification by lifting up resource and constructing below
Width (C) and Depth (D) of addition.[1]	Maximum 10' height addition above existing height of historic resource. For addition greater than 10', review required from a Qualified Architectural Historian and/or Design Review. (A)
	Width (B) and Depth (C) of addition.[1]
[1] New building must be in compliance with all standards of the zone, and Secretary of the Interior's Standards for Rehabilitation (SISR) #9..	[1] New building must be in compliance with all standards of the zone, and Secretary of the Interior's Standards for Rehabilitation (SISR) #9.

Division 3.3 Frontage Standards

3.3.010 Purpose

This Section sets forth standards applicable to all frontages. Frontages are the components of a building that provide the transition and interface between the public realm (street and sidewalk) and the private realm (yard or building):

- The names of the frontage types indicate their particular configuration or function and are not intended to limit uses within the associated building. For example, a porch may be used by non-residential uses including, but not limited to a restaurant or office as allowed by the zone.
- Each building shall include at least one frontage type along each street frontage or along a civic space.
- Each building may have multiple frontage types in compliance with the allowed types in DTFBC Sub-Section F (Frontages) of the zone.
- Frontage types not listed in DTFBC Sub-Section F (Frontages) of the zone are not allowed in that zone.
- Each frontage type shall be located in compliance with the facade zone per DTFBC Sub-Section C (Building Placement) of the zone.

Standards are stated for the front of a lot and are to be adjusted for side street facades in compliance with the setbacks of the zone.

3.3.020 Overview of Frontage Types

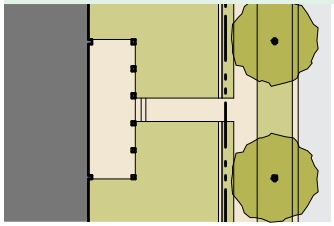
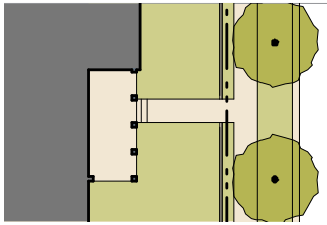
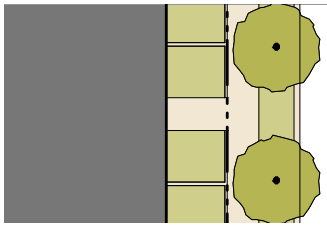
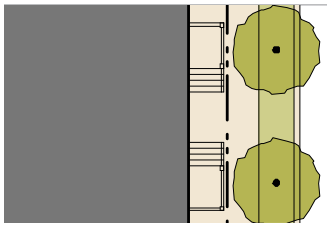
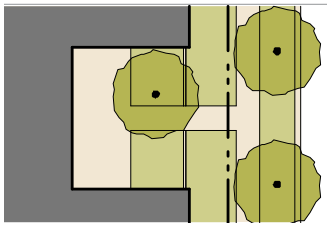
DTFBC Table 3.3.020.B (Frontage Types Overview) provides a summary of the allowed frontage types.

Each Frontage Type is allowed in more than one zone. For the purpose of clarity, the individual zones (e.g. T4N 30/40) are coordinated by their grouping (e.g. T4 Neighborhood). This Division uses these groupings to identify the allowed types in each zone and standards. See DTFBC Table 3.3.020.A (Zone Groupings).

Table 3.3.020.A Zone Groupings

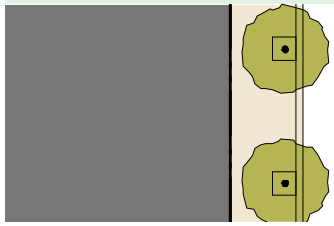
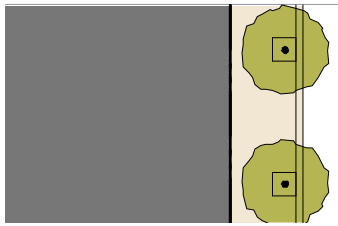
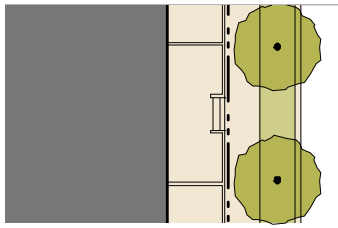
	Zone	Key	Sub-Zone	Key
T4 Neighborhood	T4N 30/40	T4N		T4N-O
	T4N 40/50		T4N 40/50 Open	
T4 Main Street	T4MS 40/50	T4MS	T4MS 40/50 Open	T4MS-O
	T4MS 40/60		T4MS 40/60 Open	
	T4MS 50/70		T4MS 50/70 Open	
	T4MS 60/80			
T5 Neighborhood	T5N 40/60	T5N	T5N 40/60 Open	T5N-O
	T5N 50/70		T5N 50/70 Open	
T5 Main Street	T5MS 70/90	T5MS		

Table 3.3.020.B Frontage Types Overview

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

Key — T# Allowed — T# Allowed in Open Sub-Zone — T# Not Allowed

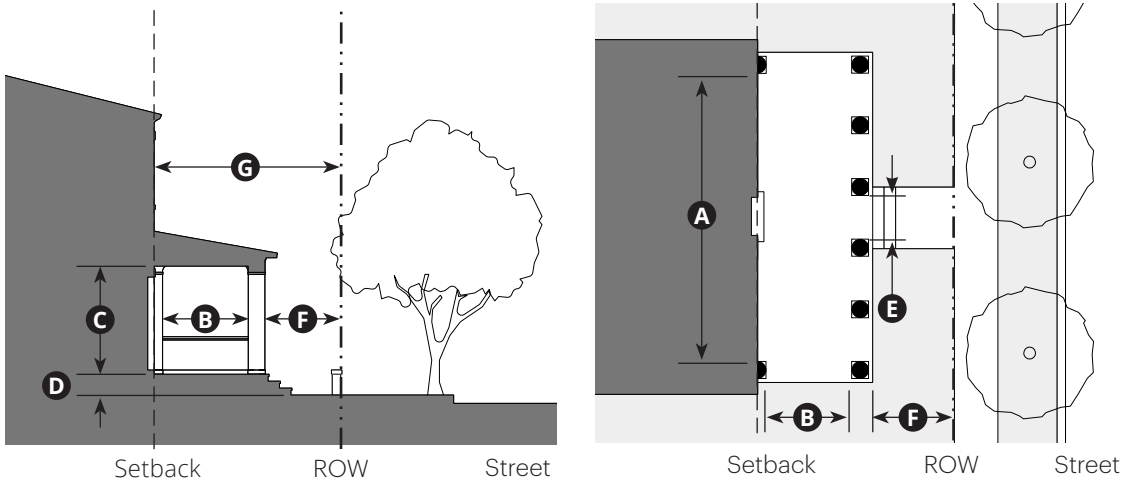
Table 3.3.020.B Frontage Types Overview (Continued)

Frontage Type		Downtown Zones
	**Maker Shopfront 3.3.080.** The main facade of the building is at or near the front lot line with an at-grade or elevated entrance from the sidewalk. This type is only allowed on side streets from the adjacent main street and is intended for industrial artisan businesses to show their activity to people passing by on the sidewalk, as well as for retail sales of products made on-site. The Maker Shopfront may include a decorative roll-down or sliding door, including glazing and an awning that overlaps the sidewalk.	T4N, T4N-O, T4MS, T4MS-O, T5N, T5N-O, T5MS
	**Shopfront 3.3.090.** The main facade of the building is at or near the front lot line with at-grade entrance along the sidewalk. This type is intended for service, retail, or restaurant use and includes substantial glazing between the Shopfront base and the ground floor ceiling and may include an awning that overlaps the sidewalk.	T4N, T4N-O, **T4MS**, T4MS-O, T5N, T5N-O, **T5MS**
	**Terrace 3.3.100.** The main facade is at or near the front lot line with steps leading to an elevated area providing public circulation along the facade. This type is used to provide outdoor areas along the sidewalk for housing or to accommodate an existing or intended grade change for retail, service or office uses.	**T4N**, T4N-O, **T4MS**, T4MS-O, **T5N**, T5N-O, **T5MS**
	**Gallery 3.3.110.** The main facade of the building is setback from the front lot line and an at-grade covered structure, typically articulated with colonnade or arches, covers an area not in the right-of-way. This type may be one or two stories. When used in non-residential settings, the Shopfront Type is included; when used in residential settings, Stoops, Dooryards, and Forecourts are included.	**T4N**, T4N-O, **T4MS**, T4MS-O, **T5N**, T5N-O, **T5MS**

Key **T#** Allowed **T#** Allowed in Open Sub-Zone **T#** Not Allowed

3.3.030 Porch Projecting

Example is a Projecting Porch.



Key

–·–·– ROW/Lot Line

----- Setback Line

A. Description

The main facade of the building is set back from the front lot line with a covered structure encroaching into the front setback. The resulting setback area can be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories, is open on three sides, with all habitable space located behind the building setback line.

B. Size

Width, Clear	10' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Overall Height	1 floor max. above ground floor in T4N Zones; 2 floors max. above ground floor in T5N Zones	
Finish Level above Sidewalk	12" min.	D
Pedestrian Access	3' wide min.	E
Distance between Porch and Sidewalk	6' min.	F
Depth	15' min.	G

C. Miscellaneous

Porch shall be open on three sides and have a roof. Clear glass maybe installed between the porch columns if the minimum size of individual panes is 24".

Porches are an allowable encroaching element into setbacks.

When ramps are included, Design Review is required.

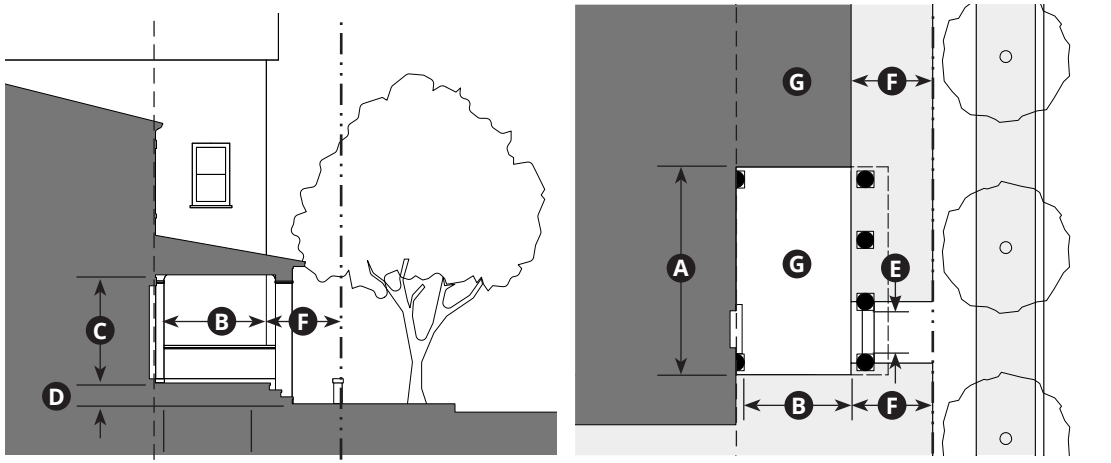
T4N | T4N-O | T4MS | T4MS-O | **T5N** | T5N-O | T5MS

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

Key T# Allowed | T# Allowed in Open Sub-Zone | T# Not Allowed

3.3.040 Porch Engaged

Example of a 2-story Engaged Porch.



Key

–·–· ROW/ Lot Line

----- Setback Line

A. Description

A portion of the main facade of the building is set back from the front lot line to create an area for a covered structure that projects from the facade that is set back. The Porch may project into the front setback. The resulting yard may be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories and has two adjacent sides that are engaged to the building, while the other two sides are open.

B. Size

Width, Clear	8' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Stories	3 Stories max.	
Finish Level above Sidewalk	12" min.	D
Pedestrian Access	3' wide min.	E
Distance between projected Building Facade, Porch and Sidewalk	6' min.	F
Up to 20% of the building facade and associated porch may project beyond the setback line into the required setback.		G

C. Miscellaneous

Porch shall be open on two sides and have a roof. Clear glass maybe installed between the porch columns if the minimum size of individual panes is 24".

When ramps are included, Design Review is required.

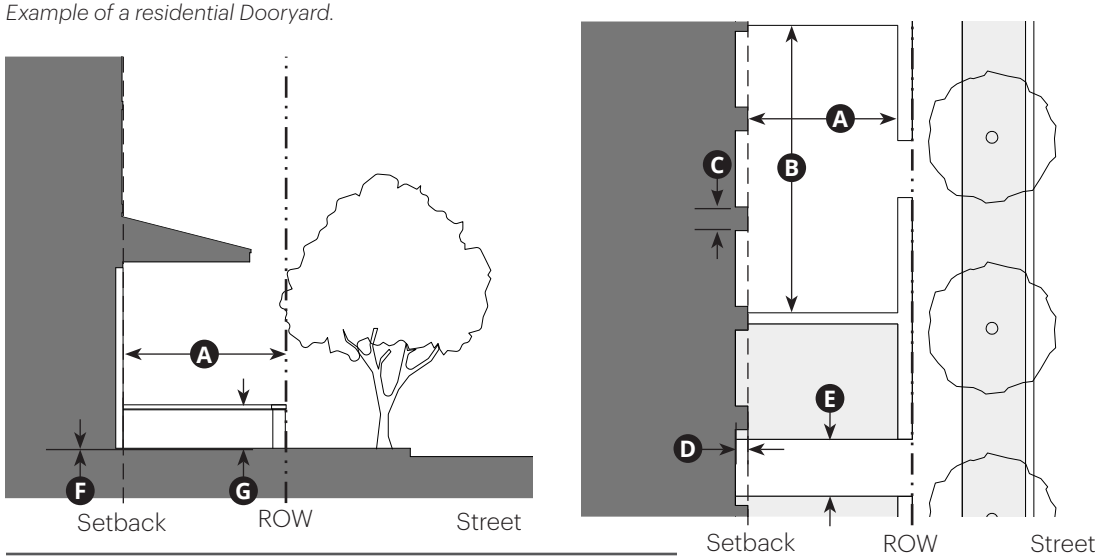
T4N | **T4N-O** | **T4MS** | **T4MS-O** | **T5N** | **T5N-O** | **T5MS**

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

Key **T#** Allowed **T#** Allowed in Open Sub-Zone **T#** Not Allowed

3.3.050 Dooryard

Example of a residential Dooryard.



Key

–·–·– ROW/ Lot Line

----- Setback Line

A. Description

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

B. Size

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

C. Miscellaneous

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

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

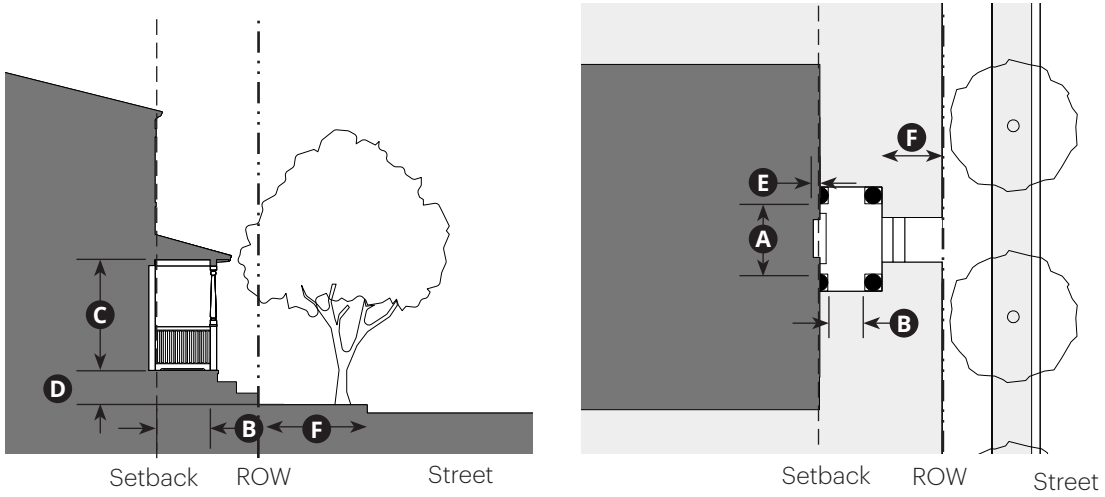
T4N | T4N-O | **T4MS** | T4MS-O | **T5N** | T5N-O | **T5MS**

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

Key **T#** Allowed **T#** Allowed in Open Sub-Zone **T#** Not Allowed

3.3.060 Stoop

Example of Stoop.



Key

ROW/ Lot Line

Setback Line

A. Description

The main facade of the building is near the front lot line with steps to an elevated entry. The Stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the Stoop may lead directly to the sidewalk or may be parallel to the sidewalk.

B. Size

Width, Clear	5' min.	A
Depth, Clear	3' min.	B
Height, Clear	8' min.	C
Finish Level above Sidewalk	12" min.	D
Depth of Recessed Entry	5' max.	E
Distance between Stoop and Sidewalk	3' min.	F

C. Miscellaneous

Stairs may be perpendicular or parallel to the building facade.

Ramps shall be parallel to facade or along the side of the building.

When ramps are included, Design Review is required.

Entry doors are covered or recessed to provide shelter from the elements.

Gates are not allowed.

All doors shall face the street.

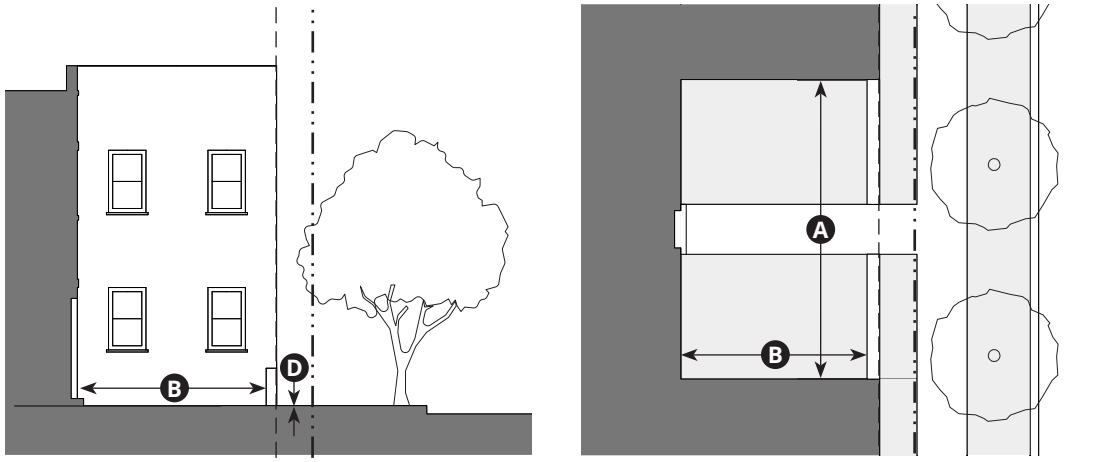
T4N | **T4N-O** | **T4MS** | **T4MS-O** | **T5N** | **T5N-O** | **T5MS**

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

Key T# Allowed | T# Allowed in Open Sub-Zone | T# Not Allowed

3.3.070 Forecourt

Example of a Forecourt.



Key

–·–·– ROW/ Lot Line

----- Setback Line

A. Description

The main facade of the building is at or near the front lot line and a portion is set back, extending the public realm into the lot for an entry court or shared garden space for housing, or as an additional shopping or restaurant seating area within retail and service areas.

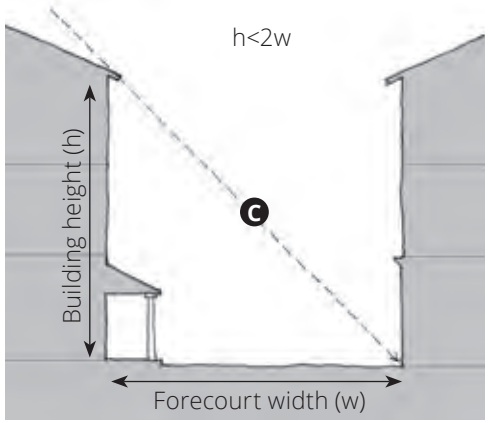
B. Size

Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Height from Sidewalk	12" max. above Sidewalk	D

C. Miscellaneous

May be utilized to group several entries at a common elevation in compliance with accessibility standards.

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

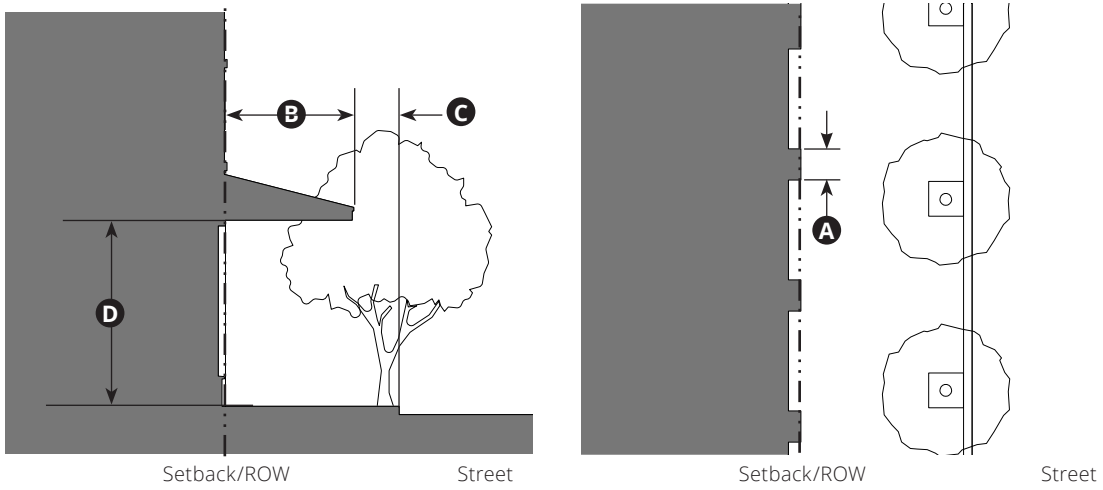


General Note: Photos on this page are illustrative, not regulatory.

Key T# Allowed | T# Allowed in Open Sub-Zone | T# Not Allowed

3.3.080 Maker Shopfront

Example of a Maker Shopfront.



Key

–·–· ROW/ Lot Line

----- Setback Line

A. Description

The main facade of the building is at or near the front lot line with an at-grade or elevated entrance from the sidewalk. This type is only allowed on side streets from the adjacent main street and is intended for industrial artisan businesses to show their activity to people passing by on the sidewalk, as well as for retail sales of products made on-site. The Maker Shopfront may include a decorative roll-down or sliding door, including glazing and an awning that overlaps the sidewalk.

B. Size

Distance between Glazing	10' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	20% min.	

C. Awning

Depth	5' min.	B
Setback from Curb	2' min.	C
Height, Clear	8' min.	D

D. Miscellaneous

Rounded and hooped awning are not allowed.

Decorative accordion-style doors/ windows or other operable windows that allow the space to open to the street require Director approval.

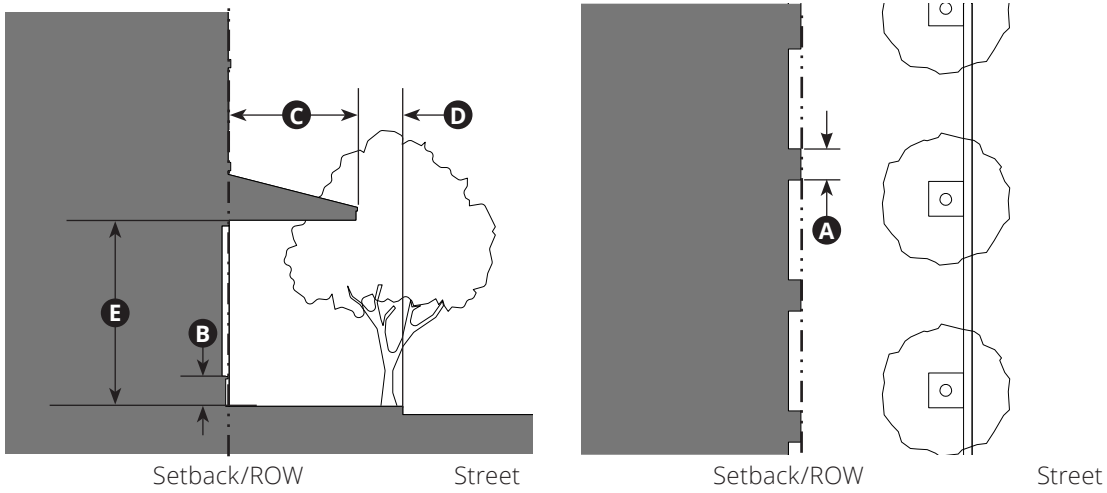
T4N | T4N-O | T4MS | T4MS-O | T5N | T5N-O | T5MS

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

Key T# Allowed | T# Allowed in Open Sub-Zone | T# Not Allowed

3.3.090 Shopfront

Example of Shopfronts.



Key

–·–·– ROW/ Lot Line

----- Setback Line

A. Description

The main facade of the building is at or near the front lot line with at-grade entrance along the sidewalk. This type is intended for service, retail, or restaurant use and includes substantial glazing between the Shopfront base and the ground floor ceiling and may include an awning that overlaps the sidewalk.

B. Size

Distance between Glazing	3' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	75% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	12" min.; 30" max.	B

C. Awning

Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E

D. Miscellaneous

Mirrored or other reflective finishes, opaque, or other finishes that diminish views into views and out of the ground floor are not allowed.

Residential types of windows are not allowed.

Rounded and hooped awning are not allowed.

Decorative accordion-style doors/ windows or other operable windows that allow the space to open to the street require Director approval.

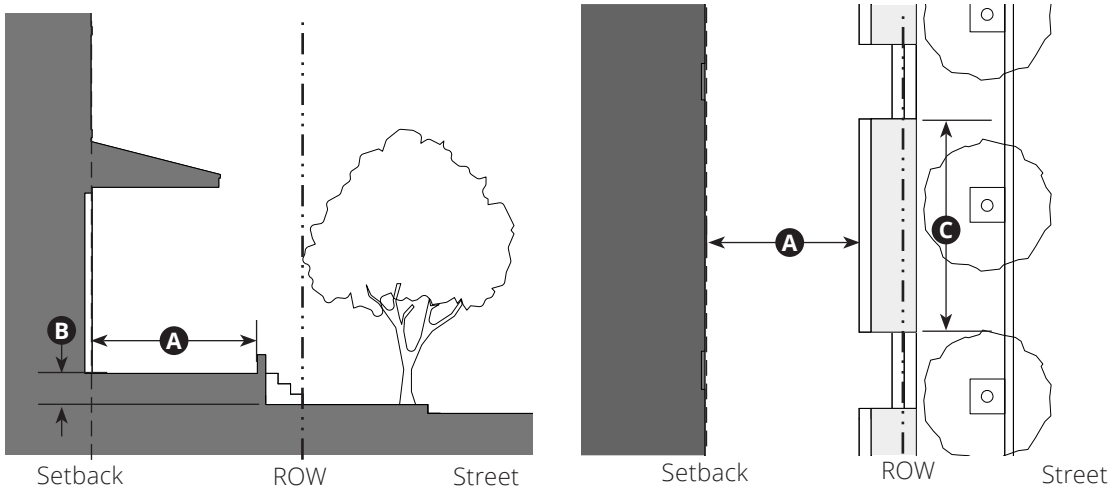
T4N | T4N-O | T4MS | T4MS-O | T5N | T5N-O | T5MS

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

Key T# Allowed | T# Allowed in Open Sub-Zone | T# Not Allowed

3.3.100 Terrace

Example of a Terrace with low-wall seating.



Key

–·–·– ROW/ Lot Line

----- Setback Line

A. Description

The main facade is at or near the front lot line with steps leading to an elevated area providing public circulation along the facade. This type is used to provide outdoor areas along the sidewalk for housing or to accommodate an existing or intended grade change for retail, service or office uses.

B. Size

Depth of Terrace	8' min. Residential 12' min. Non-residential	A
Finish Level above Sidewalk	36" max.	B
Distance between Stairs	25' max.	C

C. Miscellaneous

Where the zone requires the Shopfront Type, these standards are to be used with those for the Shopfront Frontage Type.

Where the frontage type requires the ground floor to be flush with the sidewalk, the terrace shall be considered to be the sidewalk.

Low walls used as seating are allowed.

May be utilized to group several entries at a common elevation in compliance with the zones' ground floor finish level standards.

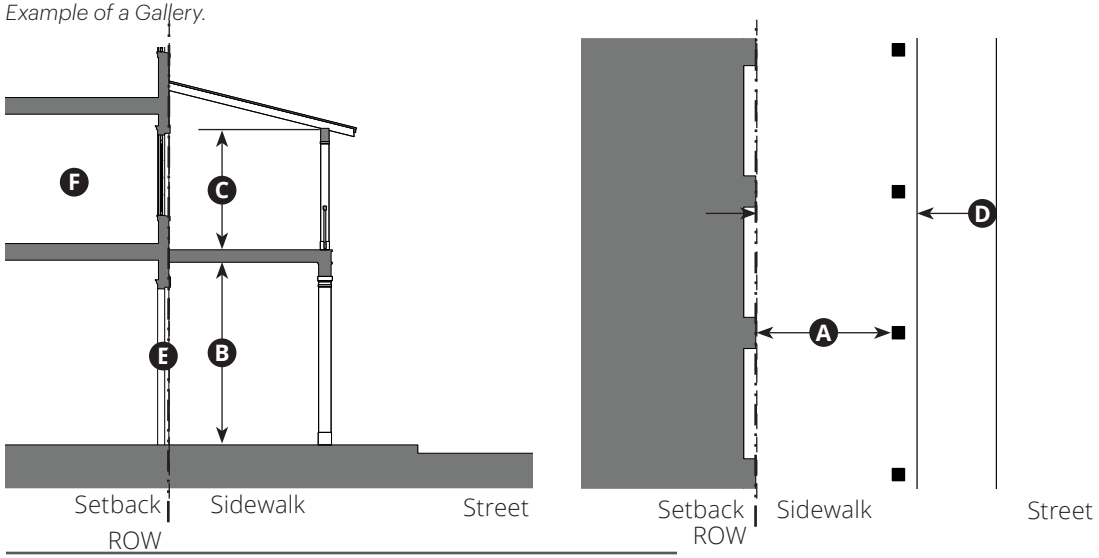
T4N **T4N-O** **T4MS** **T4MS-O** **T5N** **T5N-O** **T5MS**

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

Key **T#** Allowed **T#** Allowed in Open Sub-Zone **T#** Not Allowed

3.3.110 Gallery

Example of a Gallery.



Key

–·–·– ROW/Lot Line

----- Setback Line

A. Description

The main facade of the building is setback at or near the front lot line and an at-grade covered structure, typically articulated with colonnade or arches, covers an area in the right-of-way. This type may be one or multiple stories. When used in non-residential settings, the Shopfront Type is included; when used in residential settings, Stoops, Dooryards, and Forecourts are included.

B. Size

Depth, Clear	8' min.	A
Ground Floor Height, Clear	12' min.	B
Roof Deck Height, Clear	9' min.	C
Setback from Curb	18" min.	D

C. Miscellaneous

Galleries shall also follow the standards for the Shopfront Frontage Type.	E
Habitable space	F
Roof Deck above Gallery may be covered.	
Galleries shall have a consistent depth.	
Galleries are allowed to project over the sidewalk in the public right-of-way.	

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

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

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

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Definitions

ARTICLE
4

Division 4.1 Definitions

4.1.010 Definitions

This Section provides definitions for specialized terms and phrases used in this Article. All other applicable definitions in SRMC Chapter 14.03 (Definitions) of Title 14 (Zoning) apply.

Additional information regarding the methods and measurements for Facade Zone and Highest Top Plate is provided in DTFBC Section 4.1.030 (Mesurement Methods).

A Definitions

Architectural Features. Exterior building elements intended to provide ornamentation to the building, including, but not limited to: eaves, cornices, bay windows, window and door surrounds, light fixtures, canopies, and balconies.

B Definitions

Bay Window. A window that projects from the building facade that begins on the ground floor and can extend to upper floors, or begin on an upper floor.

Block Face. The aggregate of all building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Block-Form, Building. A building that is individually as large as a block or individual buildings collectively arranged along a street to form a continuous facade as long as most or all of a block.

Block Length. The horizontal distance measured from one end of the block to the other end along the same street.

Block Perimeter. The aggregate of all sides of a block measured along the adjacent streets.

Buildable Area. The horizontal area in which a building can be constructed.

Building Entrance. A point of pedestrian ingress and egress to the front of a building along the sidewalk of the street immediately adjacent to the building.

Building Envelope. The three-dimensional shape resulting from applying all required building setbacks, maximum building height, upper floor stepbacks, and facade/ massing articulation requirements.

Building Depth. The horizontal distance from one end of the building to the other end measured perpendicular to the front lot line, including wings.

Building Facade. The exterior wall of a building adjacent to a street, or civic space, the front or side along a private street.

Building Form. The overall shape and dimensions of a building.

Building Frontage. The ground floor facade(s) parallel to and along each adjoining street and/or open space.

Building Width. The horizontal distance from one end of the building to the other end measured parallel to the front lot line, including wings.

C Definitions

Carshare Parking Space. A parking space required to be dedicated for current or future use by a carshare service through a deed restriction, condition of approval, or license agreement. Such deed restriction, condition of approval, or license agreement shall grant priority use to any carshare service that can make use of the space, although such spaces may be occupied by other vehicles so long as no carshare organization can make use of the dedicated carshare space(s).

Carshare Service. A service that provides a network of motor vehicles available to rent by members by reservation on an hourly basis, or in smaller intervals.

Ceiling Height, Ground Floor. The height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms, and storage spaces.

Chamfered Corner. An external wall of a building joining two perpendicular exterior walls, typically at a symmetrical, 45 degree angle creating a beveled edge to the building rather than a 90 degree corner.

Civic. A term defining not-for-profit organizations that are dedicated to arts, culture, education, religious activities, recreation, government, transit, and public parking facilities.

Civic Building. A structure operated by governmental or not-for-profit organizations and limited to civic and related uses.

Common Space (Common Area). A portion of a development held in common and/or single ownership and not reserved for the exclusive use or benefit of an individual tenant or owner and is available for use by all persons who reside or work in the building or on the design site.

Community Garden (Use Type). Land used by multiple users for the cultivation, of fruits, vegetables, plants, flowers, or herbs.

Corner Element. A physical distinction in a building at the corner of two streets or a street and civic space. The physical distinction is from the ground floor through a majority of the facade or through the top of the facade.

Corner Entry. A pedestrian entrance located on the corner of a building or lot.

Co-working Space. A facilitated environment which may include shared facilities but not limited to conference rooms, reception services, phones, and other business amenities. Work spaces are used by a recognized membership who share the site in order to interact and collaborate with each other as part of a community and to reduce duplicated costs by sharing facilities. The uses shall have externally observable attributes similar to uses allowed in the zone in which that they are located. Equipment is limited to those which do not generate noise or pollutants in excess of what is customary within a typical office environment. Such space located in a research & development building may use equipment consistent with research & development uses. Co-working space may be interchangeably referred to as "incubator space."

Courtyard. An unroofed area that is completely or partially enclosed by walls or buildings on at least two sides and often shared by multiple residential units or non-residential suites.

D Definitions

Depth, Ground-Floor Space. The distance from the street-facing facade to the rear interior wall of the ground-floor space available to allowed uses.

Depth-to-Height Ratio. The relationship of the depth of a space measured perpendicular to a building divided by the height of the adjacent wall(s).

Disposition, Formal. Composed in a formal arrangement, in a regular, classical, and typically symmetrical manner.

Disposition, Informal. Composed in an informal character with a mix of formal and natural characteristics.

Distance Between Entries. The horizontal distance measured parallel to the facade between entrances to a building or buildings.

Dooryard. See DTFBC Section 3.3.050 (Dooryard).

Double-Loaded, Building. A building containing dwellings and/or commercial suites with common hallways for access to the dwellings and/or suites.

Dormer. A window set vertically in a structure projecting through a sloping roof.

E Definitions

Elevated Ground Floor. A ground floor located above the grade plane of the adjacent sidewalk.

Encroachment. Any architectural feature, structure, or structural element, that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, or above a height limit.

Entry. An opening, such as a door, passage, or gate, that allows access to a building or lot.

Entry, Primary. The opening that allows access to a building directly from the sidewalk along the front facade.

Entry, Service. An entrance located toward or at the rear of the building intended for the delivery of goods and removal of refuse.

F Definitions

Facade. See Building Facade.

Facade Zone. The area between the minimum and maximum setback lines along the front of a lot and along the side street of a corner lot. This area is where a minimum horizontal length of the building facade is required to be placed. The maximum horizontal length of the building facade is limited by the required side setbacks. The horizontal length of the facade not required to be in the facade zone may be placed anywhere within the allowed setbacks of the zone.

Finish Level, Ground Floor. The height difference between the finished floor on the ground floor and the adjacent sidewalk. In the case of a terrace frontage, the floor finish level is the height of the walk above the adjacent street. Regulations for ground floor finish level for ground floor residential uses do not apply to ground floor lobbies and common areas in buildings.

Flex Space. A room or group of internally connected rooms designed to accommodate future commercial uses, while initially accommodating less intense short-term uses, such as residential or live/work, until the commercial demand has been established.

Floorplate. The square footage area measurement of either the gross or the rentable floor area of a floor in a building.

Floorplate, Non-residential. The square footage area measurement of a floorplate dedicated to non-residential uses.

Floorplate, Residential. The square footage area measurement of a floorplate dedicated to residential uses.

Footprint, Building. The outline of the area of ground covered by the foundations of a building or structure.

Freestanding Wall. A wall that is separate from a building and supported by independent means.

Front. See Lot Line, Front.

Frontage, Private. The area between the building facade and the back of the sidewalk abutting a street or civic space.

Frontage, Public. The area between the on-street parking and the back of the sidewalk.

Frontage Type. Physical element(s) configured to connect the building facade to the back of the sidewalk abutting a street or civic open space.

G Definitions

Gable. A vertical wall in the shape of a triangle formed between the cornice or eave and the ridge of the roof.

Glazing. Openings in a building in which glass is installed.

Gross Floor Area. The total floor area inside the building envelope, including the external walls, but not including the roof.

H Definitions

Height, Number of Stories. The number of stories in a structure allowed above adjacent finished grade. See "Story."

Height, Overall. The vertical distance between adjacent finished grade and the highest part of the structure directly above.

Highest Top Plate. The vertical distance between adjacent finished grade and the highest top plate/eave of the building.

Historic Resource. A building or collection of buildings that was identified in the 2019/2020 San Rafael Downtown historic survey as being previously landmarked or potentially eligible for landmarking as an individual resource, a contributing resource, or a historic district.

House-Form, Building. A building that is the size of a small-to-large house and detached from other buildings, typically ranging from 20 feet to as large as 80 feet overall, including wings.

I Definitions

Improvement. The product of any modification to a site, structure or building.

J Definitions

No specialized terms beginning with the letter J are defined at this time.

K Definitions

No specialized terms beginning with the letter K are defined at this time.

L Definitions

Landing. A level area at the top or bottom of a staircase or between one flight of stairs and another.

Lot Line, Front. The perimeter boundary of a lot along the narrow side of the lot as compared to the lot's depth. The front is typically narrower than the side and provides the physical location for the address of the lot. Exceptions to this approach are historic lots that can have front lot lines that exceed the length of the side lot lines.

M Definitions

Main Body. The primary massing of the main building on a lot.

Main Building. The building that contains the principal use of the lot on which it is situated.

Main Facade. The front facade of a building.

Major. Having a greater size, scope, effect, characteristic or quality relative to the other corresponding sizes, scopes, effects, characteristics or qualities; or being the greater of two or more.

Massing. The overall shape or arrangement of the bulk or volume of a building.

Minor. Having a lesser size, scope, effect, characteristic or quality relative to the average size, scope, effect, characteristic or qualities; or being the lesser of two or more.

N Definitions

No specialized terms beginning with the letter N are defined at this time.

O Definitions

Office Amenity Space. Non-employee, non-traffic-generating uses that are not easily convertible to employee-generating uses such as exterior covered walkways, lobby atrium, large cafeteria and employee lounge areas, employee fitness areas, and laboratories.

Oriel Window (Syn Upper Floor Bay Window). A window that projects from the building facade and may extend for multiple stories.

Overdoors. A canopy or other small covering above an exterior door.

Overhead Doors. Doors constructed in horizontally hinged sections that are equipped with hardware that rolls the sections into an overhead position, clear of the opening.

P Definitions

Parapet. A wall along the edge of a roof or the portion of a wall that extends above the roof line.

Parking Driveway Width. The horizontal measurement of an access driveway to a parking area, measured perpendicular to the direction of travel.

Pedestrian-oriented Business. Business located in a context that encourages people to walk instead of drive by allowing customers to park once and complete multiple transactions and visits on foot.

Planting Strip. A landscaped or grassy area located between the street and the adjacent sidewalk.

Podium. A continuous base or pedestal under a building often occupied by parking.

Podium Top. A flat, elevated and open area above a podium that can be used as common area or simply as the base for upper floors.

Porch Engaged. See DTFBC Section 3.3.040 (Porch Engaged).

Porch Projecting. See DTFBC Section 3.3.030 (Porch Projecting).

Production, Artisanal. Food and/or products made by hand.

Public Use. A use undertaken by a political subdivision, its agents or assigns.

Q Definitions

No specialized terms beginning with the letter Y are defined at this time.

R Definitions

Rear. Opposite of front.

Rear Loaded (Rear Access). Lots that provide vehicular access from the rear of the lot.

Recessed Entry. A building entrance that is recessed from the facade of the building.

Regulating Plan. The map that identifies the zoning and standards for each lot in the Plan boundaries.

S Definitions

Semi-Public Use. A use owned or operated by a non-profit organization, private institution or foundation.

Service Entries. Building access for service activities.

Setback, Building. The required clear distance between a lot line and the building.

Setback, Parking. The required clear distance between a lot line and parking.

Shared Parking. Any parking spaces assigned to more than one user, where different persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shopfront Base. A very low wall, that does not include glass, between the display window(s) of a shopfront and the adjacent sidewalk.

Sidewalk. A paved area along a street intended exclusively for pedestrian use and often installed between the street and a lot.

Single-Loaded, Building. A building containing dwellings and/or commercial suites without common hallways for access to the dwellings and/or suites.

Stealth Design. The effect of integrating an element such as a cellular antenna into a building that results in the element being unobtrusive and not easily perceived from adjacent public sidewalks and civic space.

Stoop. See DTFBC Section 3.3.060 (Stoop).

Story. The portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above, the space between the floor and the ceiling above. If the finished floor level directly above a basement or cellar is more than six feet above grade for more than 50 percent of the total perimeter, such basement or cellar shall be considered a story.

- **Story, Ground.** The lowest story or the ground story of any building, the floor of which is not more than 12 inches below the average contact ground level at the exterior walls of the building.
- **Story, Mezzanine.** A story which covers one-third or less of the area of the story directly underneath it. A mezzanine story shall be deemed a full story when it covers more than one-third of the area of the story directly underneath said mezzanine story.

Street, Front. Street located along the front lot line.

Street, Side. Street located along a lot line that is not the front or the rear lot line.

Street Frontage, Principal. The property line of a lot parallel to and along the public right-of-way which it borders and which is identified by an officially assigned street address.

Street Tree. A tree of any species or size planted in open spaces, parkways, sidewalk areas, easements, and streets.

T Definitions

Tandem Parking. A parking space deep enough to allow two cars to park, one behind the other.

Transit Stop. A location where buses stop to load and unload passengers. A transit stop sometimes includes a shelter or a dedicated platform along the sidewalk.

U Definitions

Understory. The smaller trees and shrubs below the canopy of large trees.

Upper Floor. A floor in a building containing habitable space that is located above the ground floor.

Urban Agriculture (Crop Production). Areas in some form of small-scale cultivation such as row crops, orchards, or greenhouses that support nearby or on-site food businesses, including cafés and restaurants.

V Definitions

No specialized terms beginning with the letter V are defined at this time.

W Definitions

Walkability. The condition when an area pedestrian-oriented in nature, where bicycling and walking are viable daily options because services, retail and food uses are within a short walking distance of most dwellings.

Wall Plane. A vertical surface defined by the facade(s) of a building(s).

Width-to-Height Ratio. The ratio of the horizontal size of a space measured perpendicularly to the vertical height of a building.

Wing. A structure physically attached to, and smaller in footprint and height to, the Main Body of a building.

X Definitions

No specialized terms beginning with the letter X are defined at this time.

Y Definitions

No specialized terms beginning with the letter Y are defined at this time.

Z Definitions

No specialized terms beginning with the letter Z are defined at this time.

4.1.020 Use Types

This Section provides definitions for specialized terms and phrases used in this Article. All other applicable definitions in SRMC Chapter 14.03 (Definitions) of Title 14 (Zoning) apply.

A Use Definitions

Artisan/ Craft Production. A facility accommodating manufacturing processes involving less intense levels of fabrication and/or production such as the assembly, fabrication, and conversion of already processed raw materials into products, where the operational characteristics of the manufacturing processes and the materials used are unlikely to cause significant impacts on surrounding land uses or the community. Examples of light manufacturing/assembly uses include:

- **Artisan/Craft Product Manufacturing.** An establishment that manufactures and/or assembles small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, where any retail sales are incidental to the manufacturing activity.
- **Clothing and Fabric Product Manufacturing.** An establishment that assembles clothing, draperies, and/or other products by cutting and sewing purchased textile fabrics, and related materials including leather, rubberized fabrics, plastics and furs. Does not include custom tailors and dressmakers not operating as a factory and not located on the site of a clothing store - see DTFBC 4.1.020 Use Types “Personal Service”. Does not include the production of textile fabrics and related materials.
- **Handcraft Industries, Small-Scale Manufacturing.** Establishments manufacturing and/or assembling small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, and taxidermists. Also includes manufacturing establishments producing small products not classified in another major manufacturing group, including brooms and brushes; buttons, costume novelties; jewelry; musical instruments; pens, pencils, and other office and artists’ materials; sporting and athletic goods; toys; etc.

B Use Definitions

Bar/ Cocktail Lounge/ Nightclub. Brew pub and live entertainment and/or dancing without food and service. For live entertainment see SRMC Section 14.03.030 Definitions ''Live Entertainment''.

Bed and Breakfast Inn. See SRMC Section 14.03.030 Definitions ''Bed and Breakfast Inn''.

Building Materials and Supplies. Equipment rental business, hardware store, and paint store.

Business Sales and Services. Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, blueprint and photocopy shop, computer service, locksmith shop, office furniture sales and rental shop, printing shop, etc. This use does not include “Financial Service and Institution” which is separately defined.

C Use Definitions

Community Garden. See SRMC Section 14.03.030 Definitions ''Community Garden''.

D Use Definitions

Day Care Center. As defined by California Health and Safety Code Section 1596.76, any child or adult day care facility other than a family day care home, and includes

infant centers, preschools, extended day care facilities, and school age child care centers.

Drive-Thru Service. Facilities where food or other products may be purchased, or services may be obtained by motorists without leaving their vehicles. Examples of drive-through sales facilities include fast-food restaurants, drive-through coffee, pharmacies, bank teller windows and ATMs, dry cleaners, etc., but do not include gas station or other vehicle services.

E Use Definitions

Emergency Shelter for the Homeless, Temporary. A facility that provides temporary housing on a first-come, first-served basis where clients must leave in the morning and have no guaranteed bed for the next night OR provide beds for a specific period of time, regardless of whether or not clients leave the building. Facilities that provide temporary shelter during extremely cold weather (such as churches) are also included.

F Use Definitions

Financial Service and Institution. Financial institutions, including, but not limited to: banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, and vehicle finance (equity) leasing agencies. Does not include check-cashing stores.

Fitness/ Recreation Facility, Less than 2,500 sf. Small-scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities include: Individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

Food Service Establishment. See SRMC Section 14.03.030 Definitions ''Food Service Establishment'' and '' Food Service Establishment, High Volume''.

Food Service Establishments with Alcohol Sales. The retail sale of beer, wine, and/or spirits for on-site or off-site consumption, either as part of another retail use or as a primary business activity.

Fueling Station. A fuel dispensing facility exclusively serving the business occupying the subject property and not involving either wholesale or retail sales of motor vehicles fuels to other individuals or businesses. A fueling station can include mini-market, and minor repair, such as tune-ups, brakes, batteries, tires, and mufflers.

G Use Definitions

No specialized terms beginning with the letter G are defined at this time

H Use Definitions

Hospital/ Major Medical Facility. See SRMC Section 14.03.030 Definitions ''Hospital''. It can include also extended care facility, treatment and convalescent and children's treatment facility.

Hotel. See SRMC Section 14.03.030 Definitions ''Hotel''.

I Use Definitions

No specialized terms beginning with the letter I are defined at this time.

J Use Definitions

No specialized terms beginning with the letter J are defined at this time.

K Use Definitions

No specialized terms beginning with the letter K are defined at this time.

L Use Definitions

Live/Work. An integrated dwelling and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes: Complete kitchen space and sanitary facilities in compliance with the Building Code; and Working space reserved for and regularly used by one or more occupants of the unit.

M Use Definitions

Medical Service. A facility, other than a hospital, where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis. A medical office use would provide consultation, diagnosis, therapeutic, preventative or corrective treatment services by doctors, dentists, medical and dental laboratories, chiropractors, counselors, physical therapists, respiratory therapists, acupuncturists and psychiatrists, and similar practitioners of medical and healing arts for humans licensed for such practice by the state of California. Medical service uses typically require use of specialized medical equipment and medical training to evaluate, diagnose and administer treatments, medication or therapies which require a prescription (including administering oxygen or performing dialysis, and sleep diagnostics facilities); increased support staff needs; multiple patient treatment rooms; and patient waiting areas. Counseling services and other services provided by nonmedical professionals may also be included under DTFBC 4.1.020 Use Types "Professional, Administrative."

N Use Definitions

No specialized terms beginning with the letter N are defined at this time.

O Use Definitions

Office, General. See SRMC Section 14.03.030 Definitions ''Office General''. It can include Professional and Administrative offices.

- **Professional, Administrative.** Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include: Accounting, auditing and bookkeeping services, advertising agencies, attorneys, business associations, chambers of commerce, commercial art and design services, construction contractors (office facilities only), counseling services, court reporting services, design services including architecture, engineering, landscape architecture, urban planning, detective agencies and similar services, doctors, educational, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media post-production services, news services, photographers and photography studios, political campaign headquarters, psychologists, secretarial, stenographic, word processing, and temporary clerical employee services, security and commodity brokers, writers' and artists' offices.

Q Use Definitions

No specialized terms beginning with the letter Q are defined at this time.

P Use Definitions

Public Park, Playground, and Recreational Facility. For Recreational Facility see SRMC Section 14.03.030 Definitions ''Recreation Facility''.

Parking Facility, Commercial or Municipal. See SRMC Section 14.03.030 Definitions ''Parking Facility'' or ''Parking Area''.

Personal Service. Establishments that provide non-medical services to individuals as a primary use. Examples of these uses include: barber and beauty shops, clothing rental, dry cleaning pick-up stores with no on-site processing, home electronics and small appliance repair, laundromats (self-service laundries), locksmiths, massage (licensed, therapeutic, non-sexual), bodywork office or establishment, nail salons, pet grooming with no boarding, shoe repair shops, tailors, tanning salons. These uses may also include accessory retail sales of products related to the services provided.

Public and Utility Facility. Public and utility facility such as library, museum, and other cultural facility, corporation maintenance or storage yard, pump station, utility substation storm drainage pond, water tank, utility distribution facility, etc.

R Use Definitions

Repairs, Major. General repair, rebuilding or reconditioning of engines, motor vehicles or trailers; collision service including body or frame, straightening or repair, overall painting or paint shop.

Repairs, Minor. Incidental minor repairs to include replacement of parts and service to passenger cars, such as tune-ups, brakes, batteries, tires, mufflers and upholstery, but not including any operation defined as ''automobile repair, major, or any other opeartion similar thereto.

Residential Care Facility, Other. A facility providing care and treatment in a protective living environment for persons residing voluntarily, by court placement, or under protective control of federal, State, county, or City governance including, without limitation, correctional and post-correctional facilities, juvenile detention facilities, temporary detention facilities, chronically ill tenants, domestic violence victims, outpatient clients, and developmentally disabled. It can include:

- **Nursing Home.** A health care institution other than a hospital or sheltered care home which provides inpatient or resident beds and is licensed by the State Department of Health Services as a skilled nursing facility for two or more unrelated persons. A nursing home provides services to those who need continuous care but do not require hospital care or direct daily care from a physician.
- **Sheltered Care Home.** An institutional living facility for nine –16 unrelated persons providing living facilities, sleeping rooms, and meals. The number listed does not include the operator, members of the operator's family, or persons employed by the operator as staff, except that the total number of persons living in a Sheltered Care Home shall not exceed 18. Also includes temporary or permanent residential housing and service facilities for chronically ill tenants, domestic violence victims, and outpatient clients. It includes State licensed facilities.
- **Group Home.** A residential facility for unrelated persons providing living facilities, sleeping rooms, and meals. This category does not include a home for the developmentally disabled or other institutional uses such as protective living or sheltered care facilities.

Residential Care Facility, Other Small (less than 7). A facility less than seven providing custodial care and treatment in a protective living environment for persons residing voluntarily or by court placement including,

without limitation, correctional and post-correctional facilities, juvenile detention facilities, and temporary detention facilities.

Residential Care Facility, Other Large (more than 7). Residential living facilities for seven or more occupants where residents are under protective control of federal, State, county, or City governance. It includes halfway houses, work release programs, and other similar programs. Also includes residential housing and service facilities for chronically ill tenants, domestic violence victims, outpatient clients, and developmentally disabled.

Retail General. Stores and shops intended to serve the City as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include:

- Antique store, apparel store, appliance store (and ancillary repair), music and photographic supply store, auction, bicycle shop, department store, discount store, drug store and pharmacy, electronics sales (televisions, radios, computers, etc.), florist shop, furniture store and upholstery shop (and ancillary repair), plant nursery and garden supply, shoe store, sporting goods store, stamp and coin shop, swimming pool supply.
- Art galleries, retail, art supplies, including framing services; books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, collectibles (cards, coins, comics, stamps, etc.), drug stores and pharmacies, dry goods, fabrics and sewing supplies, hobby materials; home and office electronics, jewelry, luggage and leather goods, musical instruments, parts, accessories, small wares, specialty grocery store, specialty shops; sporting goods and equipment, stationery, toys and games; variety stores, videos, DVDs, records, and CDs, including rental stores.

S Use Definitions

School, Parochial, Private or Public. Includes the following facilities:

- **Elementary, Middle, Secondary.** A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May also include any of these schools that also provide room and board. Does not include pre-schools and child day care facilities (see DTFBC 4.1.020 Use Types "Day Care Center"). See also the definition of "Studio: Art, Dance, Martial Arts, Music, etc." for smaller-scale facilities offering specialized instruction.

Specialized Education and Training. A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include: Art school, ballet and other dance school, business, secretarial, and vocational school, computers and electronics school, drama school, driver education school, establishments providing courses by mail, language school, martial arts, music school, professional school (law, medicine, etc.), Seminaries/religious ministry training facility

T Use Definitions

No specialized terms beginning with the letter T are defined at this time.

U Use Definitions

No specialized terms beginning with the letter U are defined at this time.

V Use Definitions

No specialized terms beginning with the letter V are defined at this time.

W Use Definitions

Wireless Telecommunications Facilities. Public, commercial and private electromagnetic and photoelectric transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, data network, and wireless communications, including commercial earth stations for satellite-based communications. Includes antennas, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph and cable television transmission facilities utilizing hard-wired or direct cable connections

X Use Definitions

No specialized terms beginning with the letter X are defined at this time.

Y Use Definitions

No specialized terms beginning with the letter Y are defined at this time.

Z Use Definitions

No specialized terms beginning with the letter Z are defined at this time.

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4.1.030 Measurement Methods

Building within Facade Zone

Applicability. The facade zone standards apply to new buildings and additions along the front and side street of a design site.

Methodology. The required amount is expressed in the zone standards as a percentage. The percentage is calculated as follows through an example for the front facade zone. The same approach is to be applied to the side street, using the minimum front and rear building setbacks.

1. Identify width of design site (e.g., 50') and apply required front and side building setbacks (e.g., 5' and 5').
2. Subtract the horizontal length between each side setback and the adjacent side design site line from the total width of the design site. The result is net buildable width of the design site (e.g., 40').
3. Multiply the required minimum percentage in the zone standards (e.g., 50%) by the net buildable width of the design site (e.g., 50').
4. The result is the minimum length, in feet, of building facade that shall be placed in or abutting the facade zone (e.g., 20').
5. See DTFBC Figure 4.1.030.B (Applying the Required amount to the Facade Zone) for examples that are consistent with the intent of this standard.

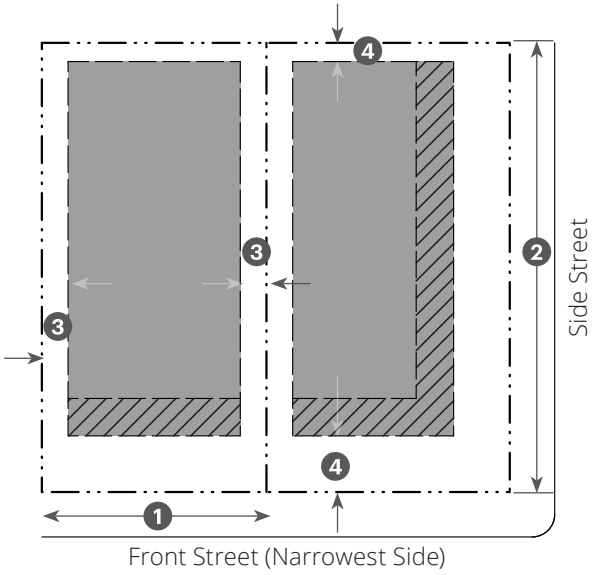


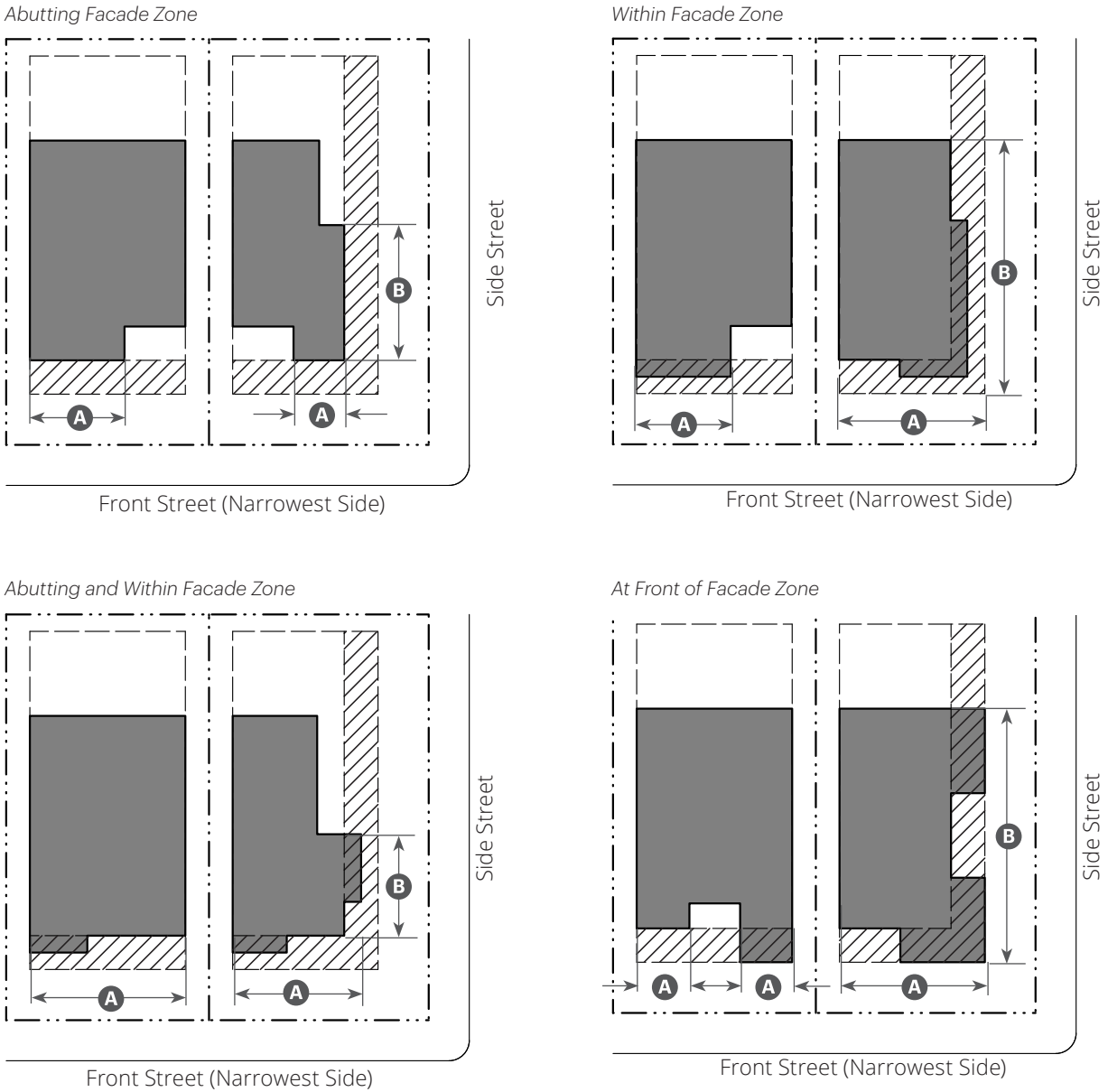
Figure 4.1.030.A *Determining the Required Amount Subject to the Facade Zone*

Table 4.1.020.A Example Calculation	
50'	Design Site Width
- 5'	Side Setback
- 5'	Side Setback
= 40'	Net Buildable Width
40'	Net Buildable Width
x Zone Standard	(e.g., 50%)
= 20'	Required In or Abutting the Facade Zone

Key

1. Width of Design Site
2. Depth of Design Site
3. Setback to be subtracted from Design Site Width
4. Setback to be subtracted from Design Site Depth

Figure 4.1.030.B *Applying the Required amount to the Facade Zone*



Highest Top Plate

A Height, Overall. The vertical distance between adjacent finished grade and the highest part of the structure directly above.

B Top of Parapet

C Roof Structure

D Highest Top Plate. The vertical distance between adjacent finished grade and the highest top plate/eave of the building.

- For buildings with a pitched roof the measurement is to the highest eave.
- For buildings with a parapet and flat roof, the measurement is to the highest top plate.
- For buildings with a parapet and flat roof, the top plate of the parapet is not considered the highest top plate of the building.

E Highest Eave Measurement. The measurement is to bottom of the eave assembly.

F Eave. The edge of the roof that overhangs the face of the wall. The bottom of the eave can range from the exposed rafters to a finished horizontal surface.

G Dormer

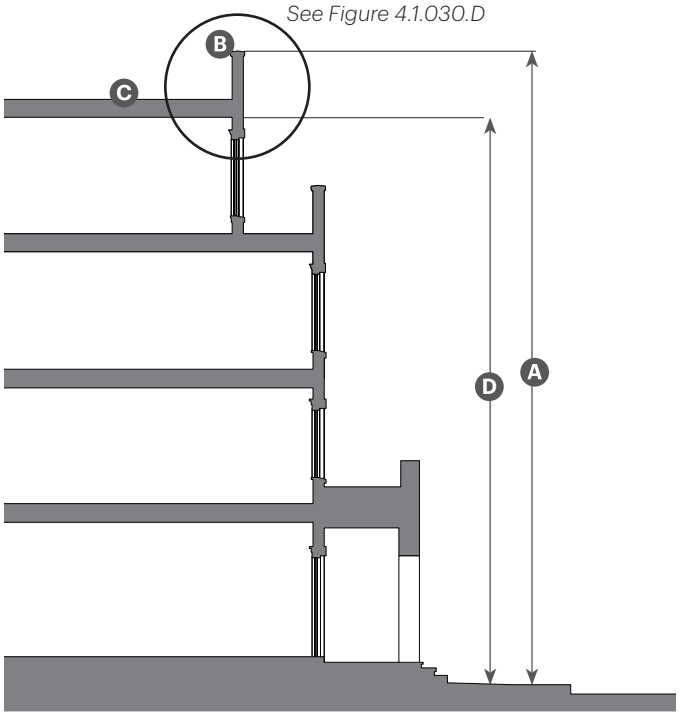


Figure 4.1.030.C *Highest Top Plate for parapet and flat roof.*

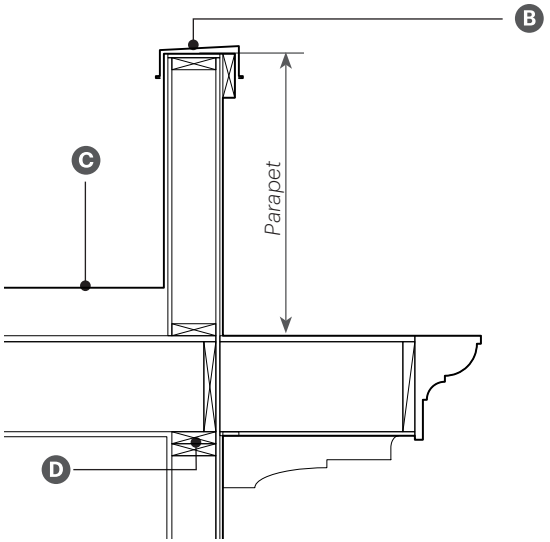


Figure 4.1.030.D *Section detail of Highest Top Plate for parapet and flat roof.*

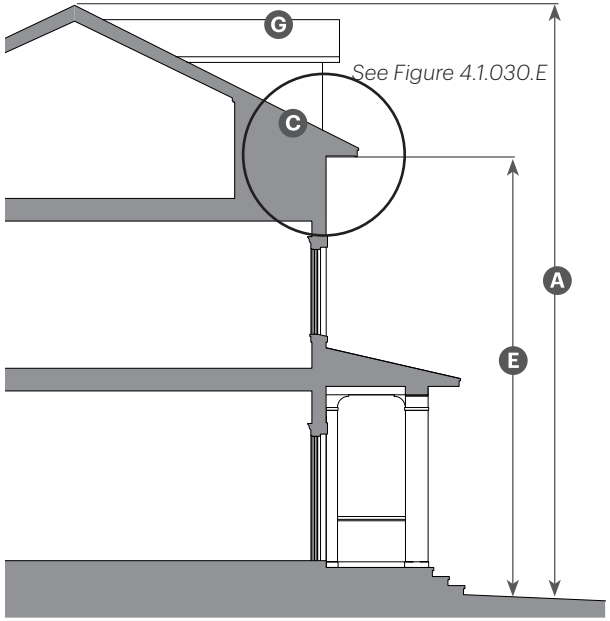


Figure 4.1.030.E *Highest Top Plate for pitched roof.*

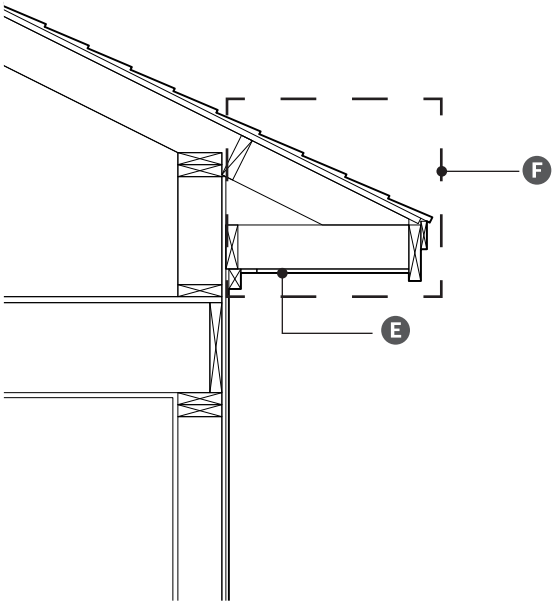


Figure 4.1.030.E *Section detail of Highest Top Plate for pitched roof.*

Height Measurement on Sloped Sites

Applicability. All sites where average slope is greater than 6 percent or as determined by the Director.

Building height and height bonus is measured vertically from the existing grade to the highest top plate at any given point.

On sites with topography, additional height may be considered under SRMC Section 14.24.020.E

Ⓐ **Stepback Height** as specified in the Zone Standards

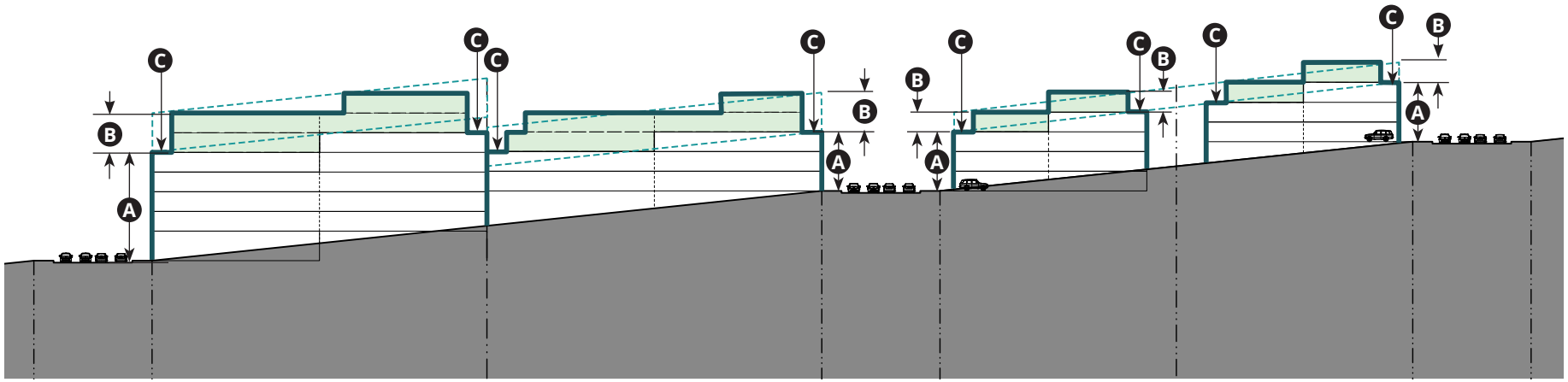
Ⓑ **Allowed Height Bonus** as specified in the Zone Standards

Ⓒ **Upper Story Setback** as specified in the Zone Standards

Height measurement parallel to slope

Building profile

Bonus floors. Additional height obtained through the height bonus



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CHAPTER

10

Glossary + Appendices

In this chapter

Glossary

A

Alley. A secondary lane behind buildings, offering space for services and utilities (garbage collection, electricity, off-street parking, etc.).

B

Block-Form. Attached buildings that form a continuous street wall for all or most of the length of a block. See also *house-form*.

Building Type. Classifications based on the form and use of a building.

C

Complete Street. A street design concept that takes a multimodal approach to the planning and design of roadways to ensure that the needs of all users are balanced, and that people walking, x, driving, and using transit can travel safely, comfortable, and conveniently, regardless of age and ability.

Connectivity/Street Network. The system of connecting paths that people use to move through a town. More connections offer more options for getting from Point A to Point B, and thus improved connectivity.

Context. Factors encompassing a particular site that affect how development on the site will interact with its surroundings. Includes neighboring buildings, natural features, vegetation, climate, topography, and cultural factors.

D

No specialized terms beginning with the letter D are defined at this time.

E

No specialized terms beginning with the letter E are defined at this time.

F

Facade. The "face" of a building, oriented toward civic space; what people most often see from the outside.

Floor-Area Ratio (FAR). The relationship between the total amount of usable square footage in a building and the total area of the lot. Higher ratios tend to be more urban.

Form. The shape of a building that defines the space around it.

Form-Based Code. A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town,

or county law. (Definition from the Form Based Codes Institute [FBCI])

Frontage. How the front facade of a building and the privately-owned land between the building and the sidewalk relate to the streetscape. (Definition from FBCI)

G

Gateway. A structure marking a transition into a particular realm, such as a city or neighborhood.

H

House-Form. Detached buildings that are compatible in scale to single-unit houses. See also *block-form*.

Height. Building heights within the Precise Plan Area are measured in accordance with the methodology presented in Section 4.1.030 Measurement Methods of the Downtown Form-Based Code.

I

No specialized terms beginning with the letter I are defined at this time.

J

No specialized terms beginning with the letter J are defined at this time.

K

No specialized terms beginning with the letter K are defined at this time.

L

Livability. The ability of a community to meet "broad human needs ranging from food and basic security to beauty, cultural expression, and a sense of belonging to a community or place." (Definition from the World Commission on Environment and Development).

M

Mass/Massing. A building's three-dimensional form.

Mixed-Use (Development, Building). Mixed-use development typically refers to pedestrian-oriented places that layer compatible land uses, public amenities, and utilities together at various scales and intensities. This variety of uses allows for people to live, work, play and shop in one place, which makes such places attractive destinations. A mixed-use building accommodates multiple functions within the same building. Common forms include "vertical" mixed-use buildings (different uses on different floors of the same building), "horizontal" mixed-use blocks (individual buildings may have the same use; but a block has several buildings, each with different uses); or mixed-use "walkable neighborhoods" (a combination of vertical and horizontal mixed-use within a five to ten-minute walking distance of a center).

Multimodal. Supporting several different means of mobility (e.g., walking, bicycles, cars, buses, trains). A multimodal station offers people the ability to switch from one transportation mode to another, while a multimodal corridor accommodates multiple modes along its length.

N

No specialized terms beginning with the letter N are defined at this time.

O

No specialized terms beginning with the letter O are defined at this time.

P

Public Realm. A term broadly used to describe spaces in a community that are publicly owned and freely accessible, including streets, sidewalks, parks, plazas, etc. The concept encompasses the social interaction and processes that occur in public spaces, as part of community living.

Q

Quality of Life. "The relationship between economic and social well-being and the complex nature of individual and social material and immaterial well-being." Includes factors such as traffic, crime rate, employment opportunities, amount of open space, quality of housing, etc.

R

No specialized terms beginning with the letter R are defined at this time.

S

Streetscape. The overall experience of a street, defined by elements such as building frontages, sidewalk and roadway design, landscape elements, street furniture, lighting, etc.

Street Trees. Trees planted alongside a street, usually near the outer edge of the sidewalk. Pruned to provide a canopy for shade and open space underneath for people and vehicles to circulate.

T

Transit-Oriented Development (TOD). A type of urban development around a transit station that clusters an optimal mix of complementary uses, such as retail, office, residential and recreational, within a five to ten-minute walking distance (1/4 to 1/2 mile) from the transit station. Such development typically results in a higher intensity, mixed-use, walkable built environment.

U

No specialized terms beginning with the letter U are defined at this time.

V

No specialized terms beginning with the letter V are defined at this time.

W

Walkable/Walkability. The extent to which it is easy, safe, and convenient to walk to a destination. Factors influencing walkability include the design of the street network, streetscape, building frontages, and pedestrian facilities.

X

No specialized terms beginning with the letter X are defined at this time.

Y

No specialized terms beginning with the letter Y are defined at this time.

Z

Zoning. The process of zoning is a land use planning tool typically used by local governments to divide land in a municipality into zones, with each zone having defined characteristics that govern the development of property within that zone. Zoning ordinances are local laws that can be bypassed only with a variance.

Appendix I. References to Planning Regulations

The following is a list of topics in the Zoning Ordinance (Title 14 of the San Rafael Municipal Code) that the Downtown Code references and/or has addressed.

- 14.04.020 | Land Use Regulations - Residential Districts
- 14.05.020 | Land Use Regulations - Commercial and Office Districts)
- 14.09 | Public/ Quasi Public District
- 14.10 | Parks / Open Space District
- 14.11 | Water District
- 14.13 | Wetland Overlay District (WO)
- 14.15 | Canalfront Review Overlay District (C)
- 14.16.020 | Accessory Structures
- 14.16.030 | Affordable Housing
- 14.16.040 | Buildings over three stories
- 14.16.060 | Conservation of Dwelling Units
- 14.16.080 | Creeks and Other Water Courses
- 14.16.120 | Exclusions to the maximum height requirements
- 14.16.130 | Exclusions to required minimum yards
- 14.16.140 | Fences and Walls
- 14.16.150 | FAR/ Density
- 14.16.190 | Height Bonus
- 14.16.245 | Ministerial Process
- 14.16.270 | Nonconformities
- 14.16.279 | Relocation assistance for displaces residential rental unit tenants
- 14.16.295 | Sight distance
- 14.16.300 | Small lots
- 14.16.330 | Transfer of Density Among Properties
- 14.16.335 | Transfer of FAR Among or Between Properties
- 14.17 | Performance Standards
- 14.18 | Parking Standards
- 14.19 | Signs
- 14.20 | Zoning Administrator Authority
- 14.30 | Enforcement
- Allowable heights as noted in the General Plan
- PD districts

Relevant Regulatory and Policy Documents

For the Precise Plan to be consistent with past planning efforts, the following documents were referred to in the preparation of the Precise Plan.

"Our Vision of Downtown San Rafael" Community Plan and Implementation Strategy [1993]

This plan provided a long-term (up to 2010) vision for Downtown and divided Downtown into six distinct districts. It strengthened Downtown's role as Marin County's economic center and envisioned a new corporate district on Lindaro Street, promoted high-quality architecture and historic preservation, and encouraged the activation of Fourth Street. The Vision and Implementation Strategy was developed to serve as an initial consensus document, as a basis for detailed land use policies and urban design plans, and as a road map for public and private investment. The plan envisioned a future Downtown as a "great place to walk around", "a busy place" with "increased traffic", and a "Transportation Center and County Transitway" serving as "popular and busy alternatives to driving Downtown".

San Rafael Downtown Station Area Plan [2012]

The Downtown Station Area Plan was a response to the construction of the SMART commuter rail line, and the designation of Downtown as a Priority Development Area (PDA). It looked at opportunities for transit-oriented development in the SMART station area and recommended six goals to improve connectivity, encourage new transit-oriented uses, and zoning changes to intensify development along the east side of US-101. It laid emphasis on housing, retail and office uses and provided a strategy for the area within a half-mile radius of the planned SMART station.

Guiding principles identified in the plan include fostering a strong sense of place as a gateway to Downtown, improving the street network and bicycle-pedestrian connections to promote transit use, enabling new transit-oriented development with a mix of uses at higher intensities, and modifying parking and land use regulations to support development. Each of its goals are accompanied by short, medium and long-term implementation strategies.

The Precise Plan integrates the design direction from the Station Area Plan into its policies, actions and development standards for the Plan Area. In particular, public realm and connectivity improvements, as well as new form-based zoning standards recommended in the Precise Plan bring forward the Station Area Plan goals and concepts for the SMART station area.

"Good Design" Guidelines for Downtown [2017]

This was an effort by the City to define elements of "good design" to guide development projects in the pipeline, and to act as a reference for decision makers. The guidelines aimed to address community concerns regarding growth in Downtown by identifying what 'good design' meant for Downtown San Rafael. The goals were to improve the quality of architecture and civic spaces within Downtown, enhance existing historic resources and promote environmental sustainability.

The Precise Plan incorporates much of the design direction from this document in framing the form-based development standards for the Plan Area.

City of San Rafael Climate Change Action Plan [2009, updated 2019]

In 2006 San Rafael was one of the early signatories to the U.S. Conference of Mayors Climate Protection Agreement,

committing the City to working towards meeting the goals of the Kyoto Protocol. The Climate Change Action Plan (2009) identified recommended programs to achieve a 25 percent greenhouse gas (GHG) reduction goal that included implementation of the SMART train and completion of US-101 HOV lanes. By the end of 2016, the City had reduced community-wide GHG's by 18 percent, meeting the State target of 15 percent reduction and on track to meet the local 25 percent stretch goal.

In 2016 California issued new interim targets for 2030 of 40 percent reduction of GHG's below 1990 levels. The updated Plan, adopted in April 2019, indicates that the City could reduce GHG emissions to 42 percent below 1990 levels by 2030. Low carbon transportation strategies including increasing the rate of Zero Electric Vehicle (ZEV) ownership, increasing transit use through incentives, and enabling better walking and cycling opportunities. These measures comprise 38 percent of the anticipated reductions.

The document informs the Precise Plan and continues to apply city-wide, including the Plan Area.

Downtown Parking and Wayfinding Study [2018]

The study identified existing and future parking needs within Downtown and identified parking management strategies that maximize the supply and utilization of Downtown parking spaces. The study also developed viable options for a wayfinding program for vehicles, pedestrians, and bicycles within Downtown.

The Downtown Precise Plan incorporates many of the study's recommendations, in particular the expansion of the Downtown parking district, and reduction of parking requirements for Downtown development, in particular reduction of parking requirements for ground floor commercial uses.

San Rafael Bicycle and Pedestrian Master Plan [2011, updated 2018]

The Plan sets policies and recommendations to meet five goals to improve pedestrian and bicycle usage in San Rafael. It analyzed existing conditions of pedestrian and bicycle facilities to identify areas of multimodal conflict, and provides a list of priority projects. Recommended projects relevant to the Plan Area include the North-South Greenway, a regional pedestrian-bicycle route along the SMART right-of-way, and the Cross Marin route and Commercial Connector route running east-west through Downtown, and enhancements for the street crossings underneath US-101.

The BPMP Plan informed transportation-related design decisions in the Precise Plan and its recommendations have been considered in the Precise Plan policies, actions and development standards for the Plan Area.

San Rafael Wildfire Prevention and Protection Action Plan [2009, updated 2019]

This Plan takes a comprehensive approach to reducing wildfire risk in San Rafael and lists a series of prescriptions, programs, and ordinance changes. The 2019 update makes those applicable to the entire City (not just the Wildland Urban Interface) to make San Rafael more disaster-resistant.

This Plan provides important background information and its recommendations will continue to apply to the City, including the Plan Area.

Canalfront Conceptual Design Plan and Design Guidelines [2008, 2009]

The Canalfront Conceptual Design Plan explores design concepts to improve access to the San Rafael Canal and better connect the Canal neighborhood to Downtown

and the Montecito neighborhood through waterfront development and canal improvements. The design guidelines identify options for achieving the Plan goals and provide an architectural and landscape design framework for future development in the Canal area.

Where appropriate, proposed improvements for the Montecito area have been incorporated into the Downtown Precise Plan.

Other Ongoing Plans and Studies

San Rafael Transit Center Relocation Project

The SMART extension to Larkspur through Downtown San Rafael necessitated the relocation of the San Rafael Transit Center. The Golden Gate Bridge Highway and Transportation District (GGBHTD) is the lead agency working to identify a new location. As of 2020, several options are under consideration and an Environmental Impact Report is underway.

The Precise Plan studied the three site options under review, and incorporated the flexibility within the design recommendations to be coordinated with this effort. See *Figure 4.20* for more detail.

Third Street Rehabilitation Project

The City of San Rafael is developing an improvement plan that will include pedestrian safety enhancements, infrastructure repair, congestion relief, and beautification of Third Street from Grand Avenue to the West End.

The Precise Plan incorporates the continued implementation of this project.

Sea-Level Rise Adaptation

As of 2020, when the Precise Plan was prepared, the City was also addressing the impacts of projected sea-level rise, and evaluating potential mitigation and adaptation strategies. A sea-level rise "adaptation report" was being prepared as an appendix to the General Plan, and policies throughout the General Plan address resilience, levee improvements, hardening of infrastructure, and other strategies to anticipate rising seas.

The Precise Plan and General Plan both build on prior work done on this topic, including Marin BayWAVE, Resilient by Design, and "Adapting to Rising Tides - Bay Area" by the Bay Conservation and Development Commission (BCDC).

The Precise Plan recommends that upon completion of the report, and referencing other resources, the City set adaptation strategies and development guidelines specific to Downtown.

Other City Policies

Affordable Housing and Height Bonus Program

Section 14.16.030 of the Zoning Ordinance of the San Rafael Municipal Code regulates affordable housing. The requirements apply to all new rental and ownership residential developments, with a few exceptions. The ratio of affordable units to be provided is proportional to the total number of new units being proposed, and varies from 10 to 20 percent. The affordable units can be provided on-site, or, in the case of fractional units beyond the required number, can be met by paying an in-lieu fee. Affordable units for rental developments and resale restrictions for ownership units run with the land, and must remain for a minimum of 55 years. The City is currently evaluating the Affordable Housing Ordinance to look at a possible alternative for developers to address inclusionary housing as part of a development proposal.

The City of San Rafael allows a height bonus pursuant to State Law, as well as concessions or waivers on development standards, for provision of affordable

units. The height bonus ranges from 20 percent (for five percent affordable units) to 35 percent (for 20 percent affordable units). In addition to the bonus units, projects meeting the height bonus thresholds are entitled to additional incentives to assure the height bonus units can be developed. Among these additional incentives is a program providing a height bonus ranging from six to 24 feet, linked to the provision of specific amenities including open space, easements, public parking, community facilities as well as affordable housing.

The Downtown Form-Based Code establishes provisions for bonus heights in Chapter Nine applicable to projects meeting the affordable housing requirements. Allowed heights in the Code have been refined to reflect current construction technology.

Transfer of Development Rights (TDR) Program

San Rafael's TDR program is described in Sections 14.16.330 (transfer of density among properties) and 14.16.335 (transfer of FAR between or among properties).

The code allows for transfer of development rights among properties under special circumstances, such as the preservation of historic structures or wetlands, etc. and requires review by the Planning Commission through the use permit process. The density transfer, once approved, is permanent and runs with the donating and receiving tracts.

Transfer of FAR among properties is permitted only under special circumstances and requires approval by the City Council, with recommendation by the Planning Commission through the use permit process. For approval, the following must be true:

- The development of the beneficiary parcel must be consistent with the General Plan, except that FARs or maximum densities may be exceeded; and/ or
- The proposed development will comply with all applicable zoning and design parameters and criteria as well as traffic requirements; and a special condition is found to exist that would cause significant environmental impacts if the transfer is not allowed, and/or the development provides a significant public benefit, such as securing a park, school, library, fire station, police station, etc.

The Precise Plan recommends using the TDR program where applicable to help meet the Plan goals. The TDR program will continue to apply to the City, including the Plan Area.

Appendix II. Downtown Area Profile Report

Access online: https://www.cityofsanrafael.org/documents/36545/

Appendix III. Community Engagement

Contents

Online feedback: https://neighborland.com/sanrafael2040

Appendix IV. Downtown Options Report

Access online:

https://www.cityofsanrafael.org/documents/downtown-options-report-part-i/

https://www.cityofsanrafael.org/documents/draft-downtown-options-report/

Appendix V. Historic Resources - Additional Information

Contents

Appendix V.A | Glossary of Terms and Relevant Agencies

Following is a list of technical terms and other references relevant to historic resources. Many of these terms have been used in Chapter Five: Historic Resources.

Alteration. Any act or process that changes any portion of the exterior architectural appearance of a structure or object, including, but not limited to, the erection, construction, reconstruction, removal of exterior architectural features or details, or the addition of new structures, but does not include painting, ordinary maintenance and landscaping.

California Historical Building Code (CHBC). The California Historical Building Code is Part 8 of Title 24 (State Building Standards Code) and applies to all qualified historic structures, districts and sites, designated under federal, state and local authority. It provides alternative building regulations for the rehabilitation, preservation, restoration or relocation of structures designated as qualified historic buildings.

California Historical Resources Information System (CHRIS). California Historical Resources Information System (CHRIS) is a statewide system for managing information on the full range of historic resources identified in California. Specifically, those resources evaluated in historic resource surveys conducted in accordance with criteria established by the California Office of Historic Preservation (OHP), formally determined eligible for, or listed in the National Register of Historic Places or designated as California Registered Historical Landmarks or California Points of Historical Interest. CHRIS is a cooperative partnership between the citizens of California, historic preservation professionals, twelve Information Centers, the CHRIS Hub and various agencies.

California Office of Historic Preservation (OHP). The governmental agency primarily responsible for the statewide administration of the historic preservation program in California.

California Register of Historical Resources. The California Register of Historical Resources is a comprehensive listing of California's historic resources, including those of local, state and national significance. The "significance" criteria for the California Register are similar to those used by National Register of Historic Places, which includes resources formally determined eligible for, or listed in, the National Register of Historic Places.

Certified Local Government (CLG). The CLG program is a model and cost-effective local, state and federal partnership that promotes historic preservation at the grassroots level. Through an agreement between the City and the California OHP, the City carries out some of the functions of the National Historic Preservation Act. The OHP also provides the City with technical assistance and the ability to apply for grants to aid in the preservation of local historic resources.

Character Defining Features. The defining elements, such as prominent architectural features, materials, craftsmanship or other elements, that, individually or in combination, identify a historic property, building or landscape.

Commission Staff. The staff liaison assigned to the Historical Commission.

Contributing Resource. A public or private property that is not a Historic Resource individually, but contributes to the historic character of a Historic District.

DPR 523. The California Department of Parks and Recreation Historic Resource Inventory Forms used for historic evaluations. The DPR 523A form provides descriptive information about a resource. The DPR 523B form provides an evaluation of the resources and includes a determination as to whether the resource is eligible for the National or State Register of Historic Places or listing on the Los Altos Historic Resources Inventory. The 523D form is used to identify districts or clusters of buildings that consist of a concentration or continuity of associated historic resources. The District Record is used for documenting the linkages among individual resources within the framework of an historic context.

Exterior Architectural Feature. The architectural elements embodying style, design, general arrangement and components of all the outer surfaces of an improvement, including but not limited to, the kind, size, shape and texture of building materials, and the type and style of windows, doors, lights, signs and other fixtures appurtenant to such improvement.

Historic District. A distinct section of the City, specifically defined in terms of geographical boundaries that has cultural, historic, architectural and/or archaeological significance and is designated as a historic district by the City Council.

Historic Landmark. A building, improvement, structure, natural feature, site or area of land, under single or common ownership that has significant historical, architectural, cultural, and/or aesthetic interest or value, and is designated as a historic landmark by the City Council.

Historic Resource. A property or structure that has been determined to be over 50 years old, retains its physical integrity, has historical, architectural, cultural, and/or aesthetic value, and is listed on the Historic Resources Inventory.

Historic Resources Inventory (HRI). The City's official inventory of the historic resources, as adopted and amended from time to time by resolution of the Historical Commission and/or the City Council. A property or structure must be designated as a Historic Landmark, a Historic Resource or located within a Historic District in order to be listed in the HRI.

Historical Commission. A seven-member advisory commission appointed by the City Council that is tasked with maintaining the Historic Resources Inventory, making recommendations on historic landmarks and historic districts, working with property owners on preservation, maintenance and other development activities related to historic resources, and other activities as identified in the Municipal Code.

Improvement. Any building, structure, parking facility, wall, work of art or other appurtenance or addition thereto constituting a physical betterment of real property or any part of such betterment.

Integrity. Integrity is the authenticity of the characteristics, also referred to as Character Defining Features, from which resources derive their significance. Integrity is the composite of seven qualities: location, design, setting, materials, workmanship, feeling and association. When properties retain integrity, they are able to convey their association with events, people, and designs from the past.

National Register of Historic Places. The official inventory of districts, sites, buildings, structures and objects significant in American history, architectural, archeology and culture, maintained by the Secretary of Interior under the authority of the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Mills Act. The Mills Act is the single most important economic incentive program in California for the restoration and preservation of qualified historic structures. Enacted in 1972, the Mills Act grants participating local governments the authority to enter into contracts with owners of qualified historic properties to reduce the property tax assessment in exchange for the restoration and maintenance of the historic resource.

Preservation. The act of identification, study, protection, reconstruction, restoration, rehabilitation or enhancement of historic and/or cultural resources.

Reconstruction. The act or process of reproducing by new construction, the exact form and detail of a vanished building, structure or any part thereof, as it appeared at a specific period of time.

Rehabilitation. The act or process of returning a property to a state of utility through repair or alteration that makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural value.

Restoration. The act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Secretary of Interiors Standards. The Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards), with accompanying interpretive guidelines, are utilized by federal agencies in the preservation of historic properties that are listed or determined eligible for listing in the National Register of Historic Places; by State Historic Preservation Offices in evaluation projects proposed for historic properties in accordance with federal regulations; and by local governments, organizations and individuals in making decisions about the identification, evaluation, registration and treatment of historic properties. The list of ten Rehabilitation Standards, published as the Secretary of the Interior's Standards, is aimed at retaining and preserving those features and materials that are important in defining the historic character of a resource. Technical advice about archaeological and historic preservation activities and methods is included in the Standards along with guidelines for archaeology and historic preservation.

Appendix V.B | Downtown Historic Resources Report (2020)

As part of the Precise Plan process, a report on Downtown Historic Resources was prepared that summarizes the findings of an inventory of historic resources completed as part of the San Rafael Downtown Precise Plan. The inventory builds on an historic inventory completed in 1977 (and administratively updated in 1986), as well as research by individuals and organizations completed since the 1986 update. The principal findings are based on field surveys and archival research completed in 2019 and 2020, including the completion of Department of Parks and Recreation (DPR) 523 Forms for approximately 40 eligible historic properties. Survey work was completed by a team that included City staff, consultants, and volunteers from San Rafael Heritage.

Access online:

https://www.cityofsanrafael.org/downtown-historic-preservation/y

Appendix VI. Transportation and Parking - Additional Information

Contents

Appendix VI.A | Curbside Management

As competition for limited curb space increases, a Downtown Curbside Management Strategy should be considered to help optimize available resources.

Approach

Competition for curb space is increasing as shared mobility options, ride-hailing, micromobility modes, e-commerce package deliveries, and food delivery services have intensified demand for curb access. Making efficient use of curb space to meet these new demands will require a proactive approach to design, measure, price, and manage curb space.

Curb space in Downtown San Rafael is predominantly used for car parking, with limited loading and freight delivery zones. Failure to manage curb space can result in negative effects on traffic congestion and transit reliability as trucks park or stop in travel lanes for commercial loading, for-hire ride-hailing and food delivery vehicles stop in travel lanes, private autos double park, and loading occurs in designated bus stops.

Technically speaking, changes to use of curb space can be accomplished quickly and relatively inexpensively, and can be done in a temporal and iterative manner. However, in reality, re-assigning curb space for new purposes is usually contested and often controversial. Thus, it is beneficial to develop and implement a formal curbside management process, and carefully select a menu of short-term and long-term curb management and allocation strategies that are appropriate for Downtown's context and conditions.

The Curbside Management Practitioners Guide developed by the Institute of Transportation Engineers (ITE) describes a process that could be considered for the Plan Area.

It consists of the following steps:

1. **Inventory existing conditions**
2. **Identify land use and activity considerations to develop modal prioritization**
3. **Identify appropriate treatment alternatives**
4. **Assess and present alternatives for public feedback**
5. **Refine and implement treatment**

A key element of the curbside management approach is to establish “flex” parking spaces where, rather than designating fixed uses for a parking space all day, the same space would accommodate different functions at different times of the day, thus maximizing its use and coordinating it with Downtown activities.

For example, the same parking space could be used for commercial loading during early morning hours, as a short-term metered paid parking space during the day, and as a loading space for food delivery or for-hire ride-hailing vehicles during evening hours. This would be accomplished using a sign indicating acceptable uses during different times of day, and is an approach being applied in numerous commercial districts today.

The implementation of initial treatments at specific locations can be done through temporary, low-cost installations to demonstrate the value and effectiveness of recommended treatments.

Strategies and Implementation Tools

The following strategies are available for planning and implementing curb management measures.

- **Flex zones**. Flex zones accommodate different right-of-way functions through spatial and temporal strategies. Implementation of flex zones allows efficient use of curb space based on varying demands at different times and locations.
- **Living previews**. Temporary installations of some or all of a proposed project involving new curb measures. This allows residents to observe, interact, and comment on a curb measure.
- **Access to loading zones**
  - **Passenger Access**. The growth of for-hire vehicle activity and forthcoming automated vehicles makes the provision of adequate passenger loading zones critical. The first step in the process involves identifying demand levels for passenger loading. A strategy for managing curbside for-hire vehicles involves a process called geofencing, the creation of a virtual restricted area where pick-up and drop-off activity can't occur.
  - **Freight loading access**. Reliable access to freight loading and unloading facilitates commerce and avoids blockages to travel lanes when trucks stop in the travel lanes. Designation of paid freight loading and unloading zones, along with off-peak delivery requirements or congestion pricing, are strategies that allow the City to manage freight demands and related curb requirements.
  - **Passenger and freight access alternatives**. Rather than serving all curbside uses directly in front of each adjacent land use, loading zones can be placed in reasonable proximity to individual destinations. For loading demands on Fourth Street, this would involve placing loading zones on cross-streets around the corner from businesses.
- **Curbside parking management**
  - **Parking pricing**. Implementing variable parking pricing, as described earlier in this section, would aid in reducing the effects of double-parking, stopped vehicles in loading or bus stop zones, or circling for parking. Adjusting paid parking rates for peak times, special events, or real-time demand can reduce the occurrence of these activities by creating a reliable availability of on-street parking spaces.
  - **Peak hour parking restrictions**. Prohibiting on-street parking during peak commute hours can provide an additional lane of capacity that can assist in reducing traffic congestion. Parking is currently prohibited during weekday evening commuter periods on the segment of Lincoln Avenue between Second Street and Mission Avenue. This strategy could also be used to provide peak-hour transit-only lanes or transit queue-jump lanes during peak commute periods.

Appendix VI.B | Ride-Hailing, Self-Driving Vehicles, and Micromobility

A key Plan objective is to prepare Downtown for the future of mobility. Emerging technologies are discussed in this section, to provide relevant information to inform the design and management of streets and parking.

Ride-Hailing Services

Ride-hailing services (also known as Transportation Network Companies) such as Lyft and Uber are increasing demand for curbside loading space and decreasing parking demand. For example, according to Walker Consultants, one of the nation's largest parking consulting firms, "hotels are seeing up to a 70 percent decline in parking by business travelers, although there is much less impact on leisure traveler parking, as well as banquet and local event parking. Restaurants and bars, particularly those with valet parking, are seeing up to an 80 percent reduction in parking".

Ace Parking, one of North America's largest parking operators, reports that in San Diego, parking demand is down five to 10 percent at hotels it serves; down by 25 percent at restaurant valet stands, and down 50 percent at its nightclub valet operations. Ace, which has 750 parking operations around the country, reports similar declines nationwide. In San Francisco, where ride-hailing accounted for 15 percent of intra-San Francisco vehicle trips in 2016, parking demand and revenues have been declining at more than one percent per year since 2014, despite strong economic growth.

Self-Driving (Autonomous) Vehicles

Self-driving shuttles and taxis (also known as autonomous or automated vehicles) are accelerating these trends. Self-driving shuttles are now picking up passengers on public streets in cities around the world. Similarly, self-driving taxis are being introduced as ride-hailing fleets. At present, these fleets are operating in limited geographical areas, but are rapidly expanding coverage.

Waymo (a division of Google's parent company, Alphabet) began providing a free self-driving taxi service with a safety driver to 400 families in the Phoenix suburb of Chandler, Arizona in April 2017. Waymo began charging fares in December 2018, and in December 2019 began testing the paid service with no safety driver in the driver's seat. In July 2019, Waymo received permission from California authorities to begin operating self-driving taxis with a safety driver in Mountain View, Sunnyvale, Los Altos, Los Altos Hills, and Palo Alto.. At present, Waymo's California robotaxi service is limited to company employees only, but the firm intends to expand into commercial service in California. Similarly, General Motors' Cruise, which currently operates a self-driving ridehailing service in San Francisco for its own employees, also intends to expand into commercial service.

Roughly 80 percent of the cost of transit and taxi service is the driver. Self-driving vehicles are therefore expected to substantially reduce the cost of transit and taxis, while no comparable change in parking costs is foreseen. Academic and industry researchers predict that as a result, self-driving vehicles could reduce parking demand rates by 40 to 90 percent.

The Plan's parking policies are intended to both cope with these trends and take advantage of them. It does this by planning for expanded curbside loading areas and reforming parking regulations to ensure that parking – which can cost in excess of $50,000 per space gained

for structured parking – remains readily available, but not overbuilt.

Micromobility

According to NACTO, "Shared Micromobility encompasses all shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters. In 2018, people took more than 84 million trips on Shared Micromobility in the United States, more than double the number of trips taken in 2017." Personal micromobility devices also include vehicles such as seated scooters, self-balancing boards, and powered skates. Trip purposes for these devices include commute, access to transit, social, shopping, and recreational uses.

While San Rafael currently doesn't have shared micromobility options such as e-bikes or e-scooters, the planned increase in downtown housing and employment may yield the population densities that would incentivize introduction of these vehicles in the future.

Several cities around the country are developing micromobility policies to govern how operators may deliver services. Currently, there are three main resources that provide guidance on what these policies should include: NACTO's Guidelines for the Regulation and Management of Shared Active Transportation, Remix's Micromobility Policy Survey, and Transportation for America's Shared Mobility Playbook. These resources agree on some aspects of micromobility policy and differ on others. The table on the next page includes a list of key policy issues to be considered to accommodate emerging technologies as part of the Downtown transportation system.

Self-driving shuttles in Las Vegas (left), and Sion, Switzerland (right)
Self-driving shuttles such as these are expected to dramatically reduce the cost of providing transit service.

Policy Considerations for Managing Ride-Hailing, Self-Driving Cars and Micromobility Services

- **Fleet Caps**
  Fleet size based on a performance-based cap could help achieve a balance of supply and demand, and incentivize operators to provide adaptive vehicles, ensuring equitable access, etc.
- **Service Area and Distribution**
  There is currently no standard approach or best practice for agencies on how to define a service area for micromobility devices and how to place devices within a designated service area. Vendor priorities are to place devices in areas with the highest demand. Cities are considering other objectives including requiring equitable service areas so that disadvantaged communities are provided with access to these mobility options.
- **Fees and Pricing**
  Cities may implement permitting fees and/or other charges and ensure they reflect the full cost of City resources regulating and managing micromobility companies. Additional income could also be used to implement parking and shared bicycle infrastructure. A recommended first step is conducting a cost analysis study to help determine the true financial costs of administering the program.
- **Equity**
  Equity objectives can be incorporated into requirements for fleet distribution, pricing, payment, technology platform, and requirements for inter-operation of transportation modes to integrate with existing network.
- **Parking**
  Cities can establish regulations that work for local circumstances, but education (physical and digital) and enforcement are key because many cities are struggling with vehicles blocking the public right-of-way.
- **Maintenance and Safety**
  Many cities require frequent (weekly or monthly) data regarding incident reports, vehicle malfunctions, and vehicle turnover.
- **Data Sharing**
  Data sharing helps cities monitor fleet operation, enforcement, and infrastructure planning efforts such as bicycle lane and street furniture building. Data compliance is also tied to the permitting and revocation process.
- **Communication and Education**
  Cities often require companies to provide community engagement and education that minimize the burden of micromobility adoption on the City. Programming should be reflective of the community fabric (especially for multi-lingual communities) and focus on equitable distribution of events and materials.

Appendix VI.C | Vehicle Travel Reduction Measures

Public and private sectors can work together to implement vehicle trip reduction measures to reduce Vehicle Miles Traveled (VMT), traffic congestion levels, and greenhouse gas emissions.

Approach

Trip reduction measures are important elements of accomplishing the City's objectives identified in the Climate Change Action Plan 2030, mitigating CEQA transportation impacts associated with VMT, and managing the overall transportation system.

Chapter 5.81 of the San Rafael Municipal Code, adopted by ordinance in 1993, describes Trip Reduction and Travel Demand Requirements. The requirements apply to employers with 100 or more employees at an individual work site and mandates that those employers designate an Employee Transportation Coordinator, distribute trip reduction information regarding transportation alternatives, and conduct employee surveys.

With the advent of new Climate Action Plans and CEQA VMT requirements, cities are adopting new Transportation Demand Management (TDM) Ordinances that create TDM Programs for new development. The programs typically require land use development projects to prepare a TDM Plan that identifies TDM measures that encourage reduced vehicle travel and support residents, workers, and visitors in making trips by transit, bicycling, or walking. The goal of these programs is to reduce driving trips (or VMT) associated with new development. They often do not apply to small projects, affordable housing projects, senior housing projects, or other projects that would have little or no impact on VMT. TDM Programs adopted recently have fees to cover staff time associated with the original TDM Plan submittal and ongoing monitoring/reporting activities.

Trip Reduction Measures for Downtown

To meet the transportation goals set by the San Rafael Climate Change Action Plan 2030, and to meet the goals of the Precise Plan, a set of trip reduction strategies should be developed for Downtown, along with suitable incentives to encourage participation, and metrics to measure performance. San Francisco's recently adopted TDM Program includes a "TDM Menu of Options" (shown on the next page) that can be considered as a starting point for creating a TDM Program for Downtown San Rafael. In San Francisco's TDM Program, measures are grouped into the following categories:

- Active transportation (walk or bicycle)
- Car-share parking
- Delivery amenities and services
- Family amenities (child care, etc.)
- High occupancy vehicles (transit)
- Information and communications
- Land use (affordable housing, etc.)
- Parking Management

Each category has a list of TDM reduction strategies and measures, and a point-based system allows combining strategies from across categories, and measures the cumulative impact.

Monitoring and Reporting

A successful TDM program typically includes a monitoring and reporting element to confirm that the TDM Plan is being implemented as proposed.

For instance, San Francisco's TDM Program (see below) includes several steps in the process. The first is a pre-occupancy process to confirm that all approved physical measures in the TDM Plan have been installed and review documentation that approved programmatic measures will be implemented. The second occurs 18 months after building occupancy and involves a review of the first annual Ongoing Monitoring and Reporting Statement.

City staff subsequently reviews Statements submitted on an annual basis, and conduct site monitoring visits every three years to confirm that physical measures continue to be implemented. Property owners may voluntarily initiate review of a previously approved TDM Plan and submit an Updated Plan at any time after the initial project entitlement.

DRAFT TDM MENU OF OPTIONS

CATEGORY		MEASURE	DESCRIPTION
ACTIVE TRANSPORTATION	ACTIVE-1	**Improve Walking Conditions:** Options A - B	Provide streetscape improvements to encourage walking
	ACTIVE-2	**Bicycle Parking:** Options A - D	Provide secure bicycle parking, more spaces given more points
	ACTIVE-3	**Showers and Lockers**	Provide on-site showers and lockers so commuters can travel by active modes
	ACTIVE-4	**Bike Share Membership:** Locations A - B	Provide Bike Share memberships for residents and employees (1 point) additional point if the project site is within the Bike Share network
	ACTIVE-5A	**Bicycle Repair Station**	Provide on-site tools and space for bicycle repair
	ACTIVE-5B	**Bicycle Repair Services**	Provide repair services through an on-call mechanic or vouchers to a local shop
	ACTIVE-6	**Fleet of Bicycles**	Provide an onsite fleet of bicycles for residents, employees, and/or guests to use
	ACTIVE-7	**Bicycle Valet Parking**	For large events. Provide monitored bicycle parking for 20% of guests.
CAR-SHARE	CSHARE-1	**Car-share Parking:** Options A - E	Several options for providing car-share parking and memberships, more points given for higher levels of participation
DELIVERY	DELIVERY-1	**Delivery Supportive Amenities**	Facilitate deliveries with a staffed reception desk, lockers, or other accommodations
	DELIVERY-2	**Provide Delivery Services**	Provide delivery of products (groceries) or services (dry cleaning)
FAMILY	FAMILY-1	**Family TDM Amenities:** Options A - B	Provide storage for car seats near car-share parking, cargo bikes and shopping carts
	FAMILY-2	**On-site Childcare**	Provide on-site childcare services
	FAMILY-3	**Family TDM Package**	Provide a combination of car-share parking and memberships and family amenities
HIGH OCCUPANCY VEHICLES	HOV-1	**Contributions or Incentives for Sustainable Transportation:** Options A - D	25, 50, 75, or 100% subsidies for sustainable transportation use (e.g. Muni fast pass), more points given for higher rate of subsidy
	HOV-2	**Shuttle Bus Service:** Options A - B[1]	Provide shuttle bus services, more points given for more frequent service
	HOV-3	**Vanpool Program:** Options A[1] - G[1]	Provide vanpool services to employees, more points for serving larger projects
INFORMATION & COMMUNICATIONS	INFO-1	**Multimodal Wayfinding Signage**	Provide directional signage for locating transportation services (shuttle stop) and amenities (bicycle parking)
	INFO-2	**Real Time Transportation Information Displays**	Large screen or monitor that displays, at a minimum, transit arrival and departure information
	INFO-3	**Tailored Transportation Marketing Services:** Options A - D	Provide residents and employees with information about travel options, more points given for providing more marketing services
LAND USE	LU-1	**Healthy Food Retail in Underserved Area**	Proving healthy food options (restaurants, grocery stores) in an area identified as being underserved
	LU-2	**On-site Affordable Housing:** Options A - D	Providing on-site affordable housing as part of a residential project, more points given for a higher percentage of affordable units
PARKING MANAGEMENT	PKG-1	**Unbundle Parking:** Locations A - E	Separating the cost of parking from the cost of rent, lease or ownership, more points given for projects located in areas where parking is more constrained
	PKG-2	**Parking Pricing**	No parking rates discounted beyond a daily pass, no weekly, monthly, or annual passes allowed.
	PKG-3	**Parking Cash Out: Non-residential Tenants**	Employees who are provided free parking must also have the option to take the cash value of the space in lieu of the space, itself
	PKG-4	**Parking Supply:** Options A - K	Provide less accessory parking than the neighborhood parking rate, more points given for greater reductions

Appendix VI.D | Wayfinding: Additional Information

Wayfinding will continue to be integral to the effectiveness of the Downtown transportation and parking system. Well-designed and placed signs anticipate circulation needs, provide clear direction, and minimize confusion. Signage also plays a part in shaping identify, creating neighborhood or district character, and expressing community values.

Wayfinding Strategy for Downtown

The Precise Plan recommends developing a Downtown Wayfinding Strategy that implements the objectives of the Downtown Parking and Wayfinding Study (2017).

- Use coordinated signage and wayfinding strategies to create a sense of arrival at Downtown gateways including the SMART station and Transit Center.
- Increase the functionality of wayfinding by helping visitors find their destinations easily within Downtown including access to parking, relying on real-time information about availability of spaces.
- Use the wayfinding strategy as a promotional tool to raise awareness about Downtown activities and events, and to market its venues and attractions.
- Reinforce the Downtown brand through wayfinding, and coordinate with tools and technology to promote tourism.
- Develop wayfinding solutions that assist in highlighting the unique characteristics of each of the four Downtown sub-areas, while reinforcing Downtown as a destination.
- Support unified messaging for Downtown San Rafael that can be reflected in wayfinding signage and carried throughout other aspects of the City's marketing efforts.
- Enhance the success and market potential for arts, entertainment, outdoor recreation, and other tourist sectors that build on core San Rafael assets.
- Create and implement a user-friendly and visible navigational system that is supported on multiple platforms including "smart" signage, print materials, online maps, and smart phones.
- Anticipate the continued evolution of Downtown and other districts, including traffic pattern changes, the addition of new attractions, and increased pedestrian traffic.

Appendix VI.E | Key Recommendations of the Downtown Parking and Wayfinding Study [2017] supported by City staff and the CWG.

1. Adopt clear and strategic Guiding Principles as formal policies for the operation and management of Downtown public parking, as stated in the City's Municipal Code Section 14.18.010 (Parking Standards).

2. Amend City Municipal Code Section 14.18.060A (Downtown Parking Assessment District) to clarify that the first 1.0 of FAR on a property is "waived" from providing off-street parking as the required parking is provided by the current Parking District.

3. Amend City Municipal Code Section 14.18.080 (Parking requirements for reciprocal uses with shared parking facilities) to encourage developers/property owners to pursue more shared parking.

4. Revise City Municipal Code Section 14.18.220B (On-site and remote parking) to allow off-site/ remote parking to be a greater distance for uses within the Downtown districts. 1,300- 1,500 feet is recommended.

5. Revise City Municipal Code Section 14.18.120 (Tandem parking prohibited) to allow for tandem parking and to permit automated parking or other mechanical parking devices (e.g., automated parking lifts) in the Downtown District.

6. Amend City Municipal Code Section 14.18.040 (Parking Requirements) adding language that approved parking (for Downtown development) may be made available to the public, not solely for the uses and tenants on the subject property. The intent of this recommendation is to encourage public use of underutilized private parking facilities. It is recommended that incentives be provided to the property owners that make their parking supply available for public use.

7. Consider expanding the Downtown Parking District boundaries based on increased parking demand.

8. Simplify parking requirements for the Downtown area, as now provided in City Municipal Code Section 14.18.040. For Downtown, the study recommends collapsing the 50 land use types (with varying parking requirements) currently in the City ordinance into five, general land use categories.

9. Initiate a pilot program to reduce parking requirements in the Downtown area by 20% from current levels.

10. Establish "exterior and ground floor" design standards for parking garages.

11. Consider revisions to parking dimensional requirements within Downtown parking garages.

12. The City should undertake an effort to develop a shared parking arrangement with owners of private parking facilities to enter into a shared parking program that is offered to the public in a common and seamless basis. This action would require amending City Municipal Code Section 14.18.040 (Parking Requirements) to add language stating that approved parking for developments may be made available to the public and/or used to satisfy parking requirements for other developments.

13. Provide reductions in the Downtown vehicle parking requirements for developers who provide bicycle parking.

14. Encourage bicycle parking for new, Downtown multi-unit residential development.

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Appendix VII. Affordable Housing and Anti-Displacement Strategy

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Appendix VIII. Financial Feasibility Analysis of Infill Sites