

**City of San Rafael
Economic Development Department**

**88 Vivian Way
Potential Residential or Mixed use Redevelopment of Bowling Alley
Fact Sheet – May 2012**

OVERVIEW

The site hosts an underutilized bowling alley with a large amount of surface parking. Redevelopment with mixed use, including residential with neighborhood serving commercial would be envisioned for this site.



APN:	008-092-02
Lot Size	2.4 acres (104,544 sq ft) approx
Zoning	NC Neighborhood Commercial (1 unit/1,800 sq ft land area – net)
GP Designation	NC Neighborhood Commercial (6.5- 15 units/acre -gross)

CONTACTS

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SITE DETAILS

The lot is currently occupied by a bowling alley, ancillary uses and related parking, originally built in 1959.

ALLOWABLE USES

General Plan – The Neighborhood Commercial Land Use Designation allows neighborhood-serving retail and service uses such as pharmacies, supermarkets and dry cleaners. Residential use and ancillary office uses are allowed as part of a mixed use development.

Zoning – Neighborhood Commercial zoning provides convenient shopping areas within residential neighborhoods for retail items and personal services which may be needed on a frequent basis for vicinity residents. Examples of convenience goods or services include supermarkets, pharmacies, dry cleaners and personal service establishments. Within this district, a limited amount of office and residential use may be allowed in mixed-use developments. Office uses shall provide a service convenience to local residents. Neighborhood commercial areas are intended to reduce trips to more distant major commercial areas.

Neighborhood commercial retail uses are limited in order to ensure compatibility with residential neighborhoods and to concentrate region-serving goods and services in locations outside of neighborhoods and in proximity with one another.

Neighborhood commercial development is intended to be compatible with the surrounding residential neighborhood in terms of building height, typically one to two stories, with up to three stories for a retail/residential mixed-use building, setbacks and landscaping.

DEVELOPMENT STANDARDS

Maximum Non Residential Intensity - Set by Floor Area Ratio (FAR) – Zoning Ordinance Section 14.16.150 G. Maps, based on the use:

Bulk/specialty retail	0.32 FAR
General Retail/Service	0.21 FAR
Office	0.26FAR

Maximum Residential Intensity – Maximum density allowed by Zoning Ordinance Section 14.05.030 is 1 unit /1,800 sq ft lot area = 58 units.

Additional density may be allowed for projects that provide certain levels of affordability through the Density Bonus provisions in Zoning Ordinance Section 14.16.030 H1. A density bonus of up to 35% can be achieved (21 units for this lot).

Affordable Housing Requirement

Affordable housing must be provided for any project with 2 or more residential units as specified in Zoning Ordinance Section 14.16.030. The number of affordable units by the size of the development is:

2 – 10 Units = 10%
11 – 20 Units = 15%
21+ Units = 20%

These units must be affordable at below market rates for the longest feasible time, or at least 55 years. The City's primary intent is the construction of units on-site. The units should be of a similar mix and type to that of the development as a whole, and dispersed throughout the development. If this is not practical, the City will consider other alternatives of equal value, such as in-lieu fees, construction off-site, donation of a portion of the property for future nonprofit housing development, etc. Flexibility in providing affordable units is allowed as long as the intent of the policy is met.

Affordable housing or payment of an in-lieu fee is required for non residential projects larger than 5,000 sq. ft. as provided in Zoning Ordinance Section 14.16.030I.

Maximum Development Potential - The maximum potential development is the combination of the maximum FAR and residential density, providing that traffic, parking

and height regulations are met and any environmental or site constraints are addressed. Maximum intensities are not guaranteed.

Maximum Height Limit - 30 feet for single use buildings and 36 feet for mixed use buildings by General Plan Land Use Element (Exhibit 7) and Zoning Ordinance Section 14.05.30.

Landscaping – 10% of the site must be landscaped

Parking – On site parking is required for both residential and non residential uses as specified in Zoning Ordinance Section 14.18.040.

Lower parking rates are provided for residential projects that qualify for concessions under the Density Bonus provisions in Zoning Ordinance Section 14.16.030.H.3.a.1.

Use Permit

Use permits are required for uses which need special consideration to ensure compatibility with surrounding uses. In the NC District, these include restaurants over 1,000 sq. ft. gas stations, indoor recreational facilities. See Zoning Ordinance Section 14.05.020 for a complete list.

Residential development must be part of a mixed use project, be granted a Use Permit by the Planning Commission, and be consistent with the performance standards set in Section 14.17.100 of the Zoning Ordinance.

DENSITY BONUS

Density bonus provisions allow projects to exceed the allowable density if specified affordability is provided. In addition, these projects may be eligible for concessions from specified development standards listed in Zoning Ordinance Section 14.16.030.h. Density bonuses and concessions are on a sliding scale based on the amount/type of affordability up to a maximum bonus of 35% and 3 concessions.

Generally, residential for sale projects greater than 20 units will automatically qualify for a density bonus of 20% and 1 concession, and rental projects will automatically qualify for 33% and 2 concessions. An additional bonus and concessions can be achieved through provision of more affordable units or more units affordable to certain household types over that required by the city's base requirements.

SPECIAL ISSUES

Traffic – The City has level of service standards for signalized intersections during the AM (7 - 9 a.m. weekdays) and PM (4 – 6 p.m. weekdays) peak hours. The site retains the number of AM and PM peak hours generated by the historical use of the property as a bowling alley with ancillary uses.

Typically, bowling alleys and other indoor recreational uses generate low or no AM and PM peak hour trips and therefore generate fewer peak trips than retail, office or residential uses. Proposed projects must determine whether they would generate more trips than the existing bowling alley. In addition, the site is in a traffic congested area where many of the intersections operate in excess of the City's acceptable Level of Service (LOS) Standards. Depending on the number of trips generated, the trip distribution and the proposed site access points, it is highly likely that there will be traffic

impacts that would require the payment of a traffic mitigation fee, and/or an EIR and the making of a finding of over-riding considerations. It is important that a registered Traffic Engineer should be retained to identify the historical number of trips from the bowling alley use and work with the City's Traffic Engineer to understand the potential impacts from any new use of the site.

Access – Driveway locations are extremely important in terms of traffic circulation and impacts, and any changes or alteration to those currently approved will need to be reviewed. A registered Traffic Engineer should be consulted for any access issues.

Hazardous Materials – The site is located next to a gas station and investigation of the soils conditions and potential hazardous materials within the soil will be needed.

Soil Conditions – Portions of the Canal neighborhood are located on bay mud and may have a high water table. For any new development, a soils report and geotechnical review will be required, and if underground parking is proposed, the potential for a high water table need to be investigated.

Noise - Given the proximity to 101, any residential project component will need a noise study to verify that the units meet the City's noise standards in Zoning Ordinance Sections 14.16.260.

Design – Design is an important issue in San Rafael and high quality design is imperative, especially in large buildings. Project design must consider design principles including transitions from other development, high quality materials, integration into the built and natural environment and reduction of building mass; these will be evaluated through the Design Review process. The General Plan design policies and adopted residential and non-residential design guidelines must be considered.

GENERAL PLAN POLICIES

The City's General Plan recognizes the need for uses which support our economic base and limits traffic impacts. Specific policies that will be used are:

LU-14. Land Use Compatibility. Design new development in mixed residential and commercial areas to minimize potential nuisance effects and to enhance their surroundings.

LU-14a. Land Use Compatibility. Evaluate the compatibility of proposed residential use in commercial areas through the development review process.

LU-15. Convenience Shopping. Encourage the retention and improvement of existing retail stores and services in residential neighborhoods that provide needed neighborhood services and reduce traffic.

LU-15a. Neighborhood Commercial Evaluate the compatibility of proposed neighborhood commercial center use or upgrades through the development review process, and involve neighbors early in the development review.

EV-2 Seek, Retain and Promote Businesses that Enhance San Rafael addresses the need to retain businesses that contribute to our local economy, provided needed services and local jobs.

EV-4 Local Economic and Community Impacts stresses the need for the City to evaluate and include economic considerations and benefits in terms of fiscal impact and jobs in project evaluation.

EV-8 Diversity of Our Economic Base states that San Rafael should stay a full service city by retaining and supporting a full range of businesses.

Circulation Element

C-5 Traffic Level of Service states that new development should maintain adequate levels of traffic and sets standards for intersection operations. Currently, the major intersections (Bellam/Kerner, Bellam/Francisco and Bellam/Anderson) are at or past acceptable levels of service and any development that adds new trips to these intersections, may not be consistent with this policy and would require an Exception to this policy per C-5a.

Housing

H-3. Design That Fits into the Neighborhood Context. Design new housing to be compatible in form to the surrounding neighborhood. Incorporate transitions in height and setbacks from adjacent properties to respect adjacent development character and privacy. Respect existing landforms and minimize effects on adjacent properties.

H-23. Mixed Use. Encourage development of residential uses in commercial areas where the vitality of the area will not be adversely affected and the area will be enhanced by linking workers to jobs, and by providing shared use of the site.

Neighborhood Element

NH-48. New Residential Areas. Develop well-designed new residential areas at medium to high densities in the neighborhood. Provide residential development opportunities close to jobs, and support and enhance the existing residential neighborhood. Residential areas shall be designed to minimize nuisance impacts.

NH-51 Existing Business Area addresses the necessity of and encouraging the upgrading of existing sites consistent with traffic impacts.

NH-54 New Business Development states that priority should be given to new businesses that benefit the neighborhood through provision of needed services, low traffic impacts or employment of neighborhood residents.

NH-54. Medway/Vivian Redevelopment encourages the following in the area:

- Neighborhood serving-uses, such as a health center, neighborhood retail and services, and childcare;
- Community gathering places;
- Pedestrian connections through the Medway/Vivian block.

NH-61. Public Plaza encourages the creation of a public plaza for the Canal community.

NH-63. Community Meeting Rooms. Projects should meet the need for affordable meeting/activity space for resident serving programs and activities with priority given to neighborhood residents.

NH-71. Gathering Places. Support efforts to provide places where neighbors can meet each other, such as at Pickleweed Park, the Community Center, or a public plaza.

POTENTIAL DEVELOPMENT FEES FOR NEW CONSTRUCTION AND OTHER REQUIREMENTS

Traffic Mitigation - Traffic mitigation fees of \$4,246 for every new AM and PM peak hour trip above historical levels is charged for increases in building area. The fee is adjusted yearly.

Affordable Housing – All residential and nonresidential development projects are subject to an Affordable Housing Requirement. Provisions for residential projects are shown in the Affordable Housing Requirement section above. Non-residential projects must provide between 0.00875 to 0.03 residential units per 1,000 sq. ft. new construction, depending on the use or pay an in-lieu fee of \$249,602 /per unit as per Zoning Ordinance Section 14.16.030.

Development Impact Fee – A Development Impact Fee of \$0.12 per sq. ft. of commercial space and \$0.06 sq. ft. of industrial space is charged for new non residential development.

OTHER REQUIREMENTS

Green Building – New development must comply with the City's Green Building Ordinance which requires the following for residential and non residential development.

New Multi-Family Dwellings

Rating System: GreenPoint Rated Multi-Family
Minimum Points: Less than 1,000 sq. ft. average unit size: 60 points
1,000+ sq. ft. average unit size: 75 points
Energy Budget: 15% below CA Title 24
Verification: Applicant must hire a certified GreenPoint Rater to submit the completed checklist, verify incorporation of required green building elements into the project construction, and submit for building certification to Build It Green

New Construction, including Additions

Rating System: LEED® New Construction or Core & Shell
Minimum Points: 2,000-4,999 sq. ft. conditioned space: Prerequisites only, and checklist submittal (no minimum points req'd)
5,000-49,999 sq. ft. conditioned space: LEED® Silver
50,000+ sq. ft. conditioned space: LEED® Gold
Energy Budget: 5,000+ sq. ft. conditioned space: 15% below CA Title 24 Part 6
Verification: Applicant must hire a certified LEED® Accredited Professional (AP) who also has certifications as a GreenPoint Rater or by the Building Performance Institute to submit the completed checklist and verify incorporation of required green building elements into the project construction. For new buildings under 50,000 sq. ft. feet, the LEED® AP can be the project architect. New buildings over 50,000 square feet must be certified by the U.S. Green Building Certification Institute.