



Marin Traditions and Models of Transit-Oriented Development

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Misty Fog - Sausalito

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Some background

- Born and raised in a single-family detached home on Forbes in San Anselmo
- Grade-school bike rider
- Interest in human habitat sparked by a social studies project at White Hill MS
- Started a blog about Marin in 2011 because Marin has done so much better than its peers
- Been writing almost every week ever since











Marin's Transit-Oriented Roots

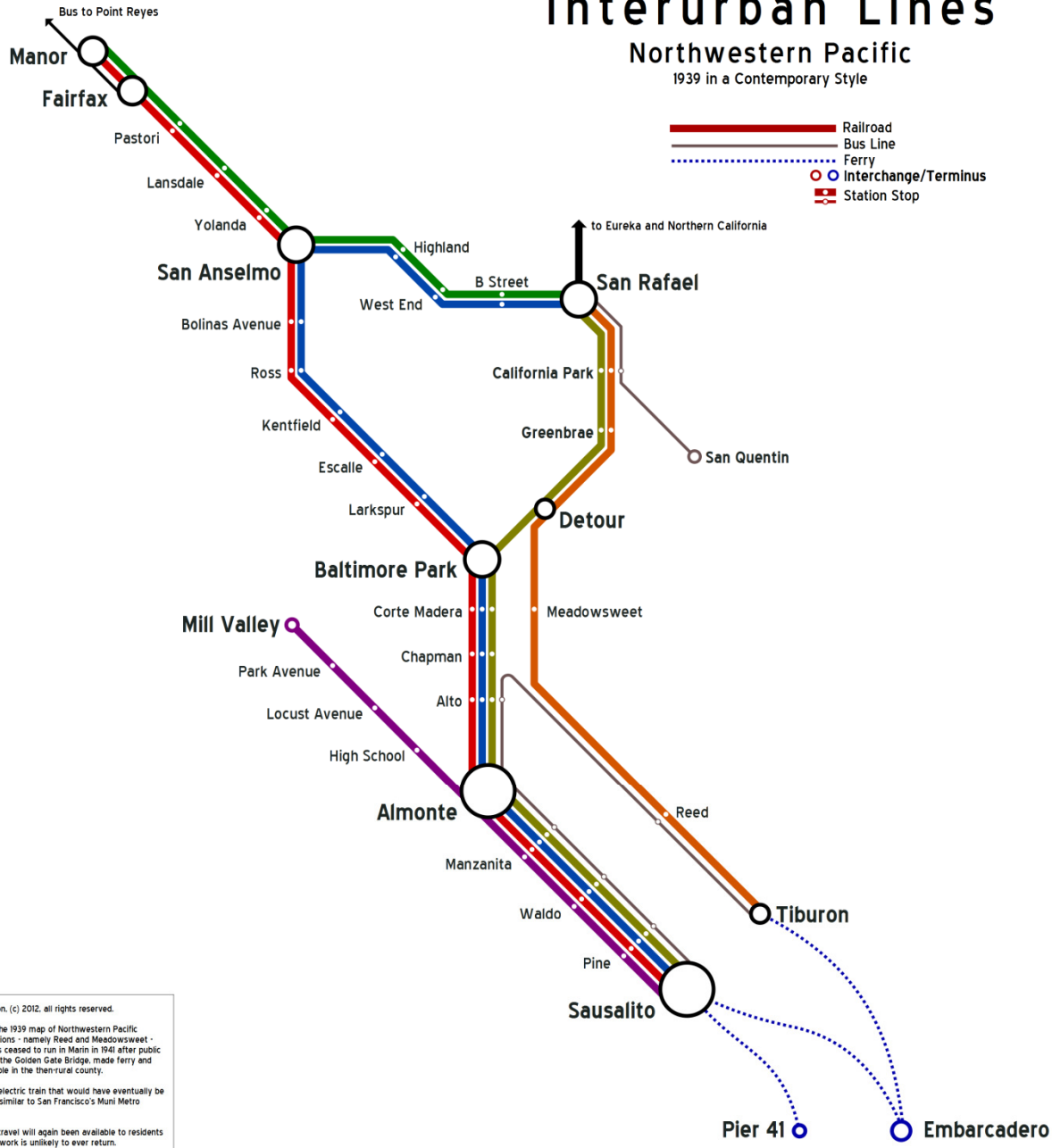
- Built around the Northwestern Pacific Railroad
- The railroad allowed daytrippers to come and settle
- A one-hour trip to San Francisco – same as now



Interurban Lines

Northwestern Pacific

1939 in a Contemporary Style



Map created by David Edmondson, (c) 2012, all rights reserved.

This is a modern adaptation of the 1939 map of Northwestern Pacific Interurban Lines, with some stations - namely Reed and Meadowsweet - added from older sources. Trains ceased to run in Marin in 1941 after public road construction, most notably the Golden Gate Bridge, made ferry and railroad travel financially nonviable in the then-rural county.

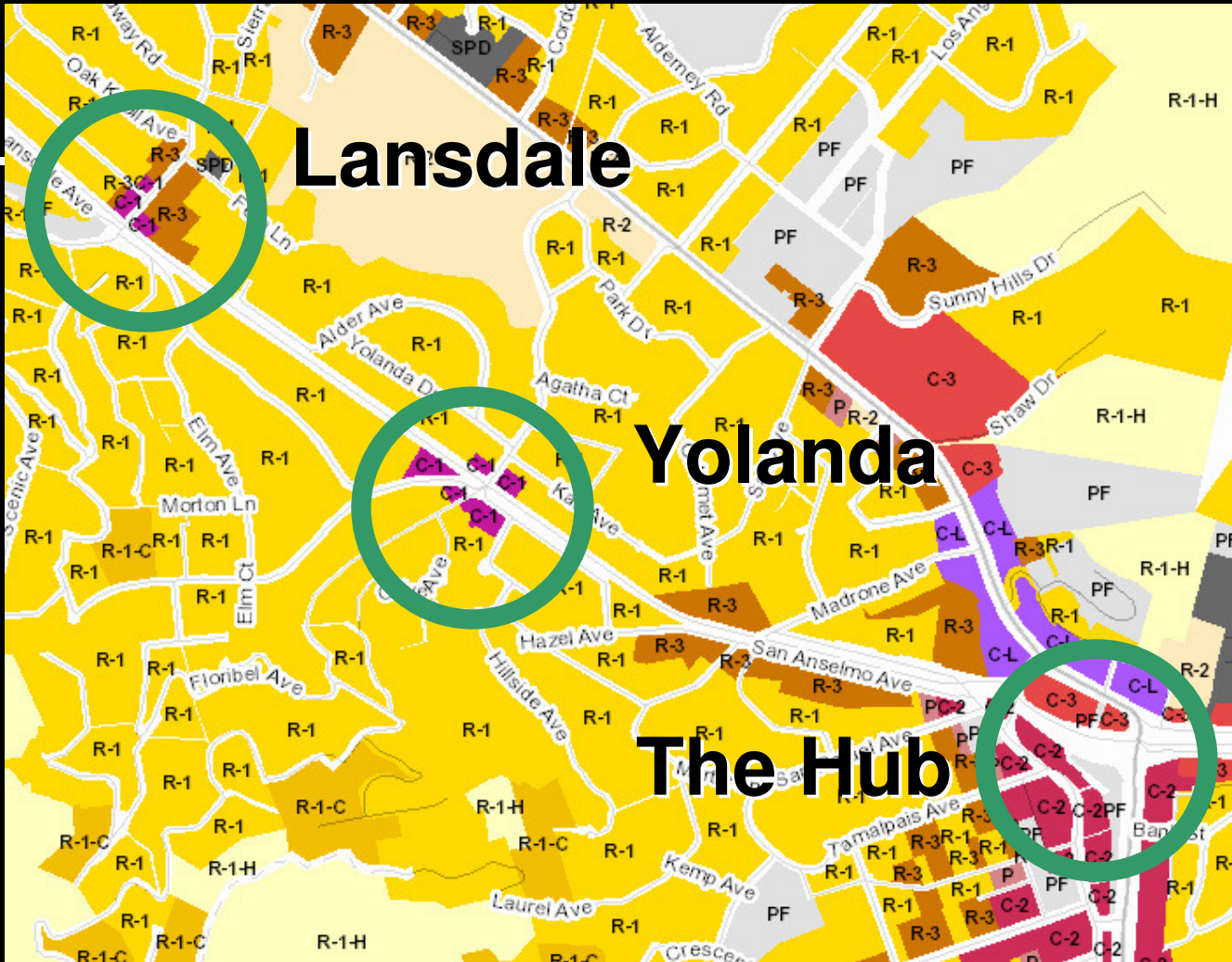
The interurban was a third-rail electric train that would have eventually be upgraded to a streetcar system similar to San Francisco's Muni Metro system, had it survived.

With the coming of SMART, rail travel will again be available to residents of Marin, but the interurban network is unlikely to ever return.

The NWP Interurban

- Peak ridership: 5.4 million trips per year.
- GGT Bus: 6 million trips per year per year
- Ran every 30 minutes on most lines
- Hit every corner of Central and Southern Marin





Lansdale

Yolanda

The Hub

Lansdale Station's old-school TOD

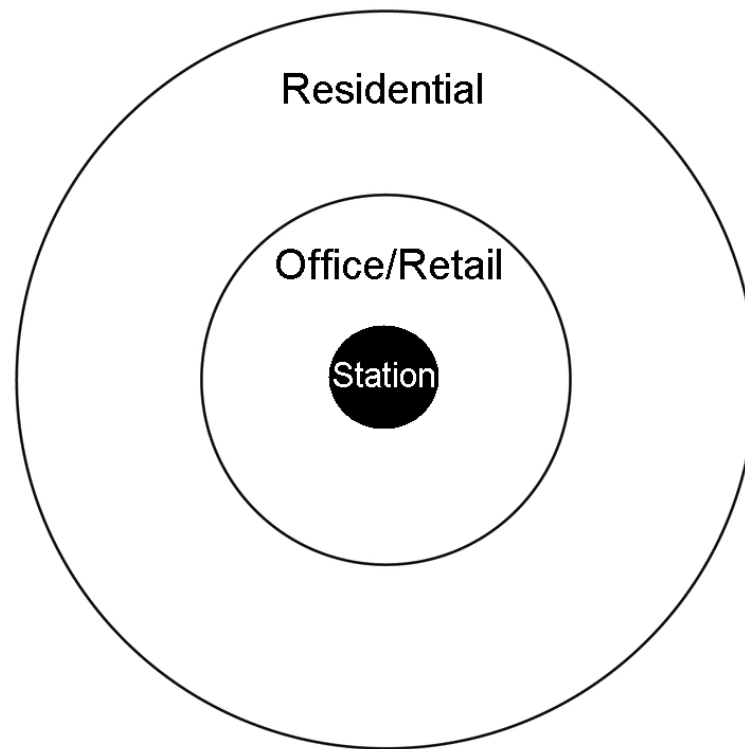


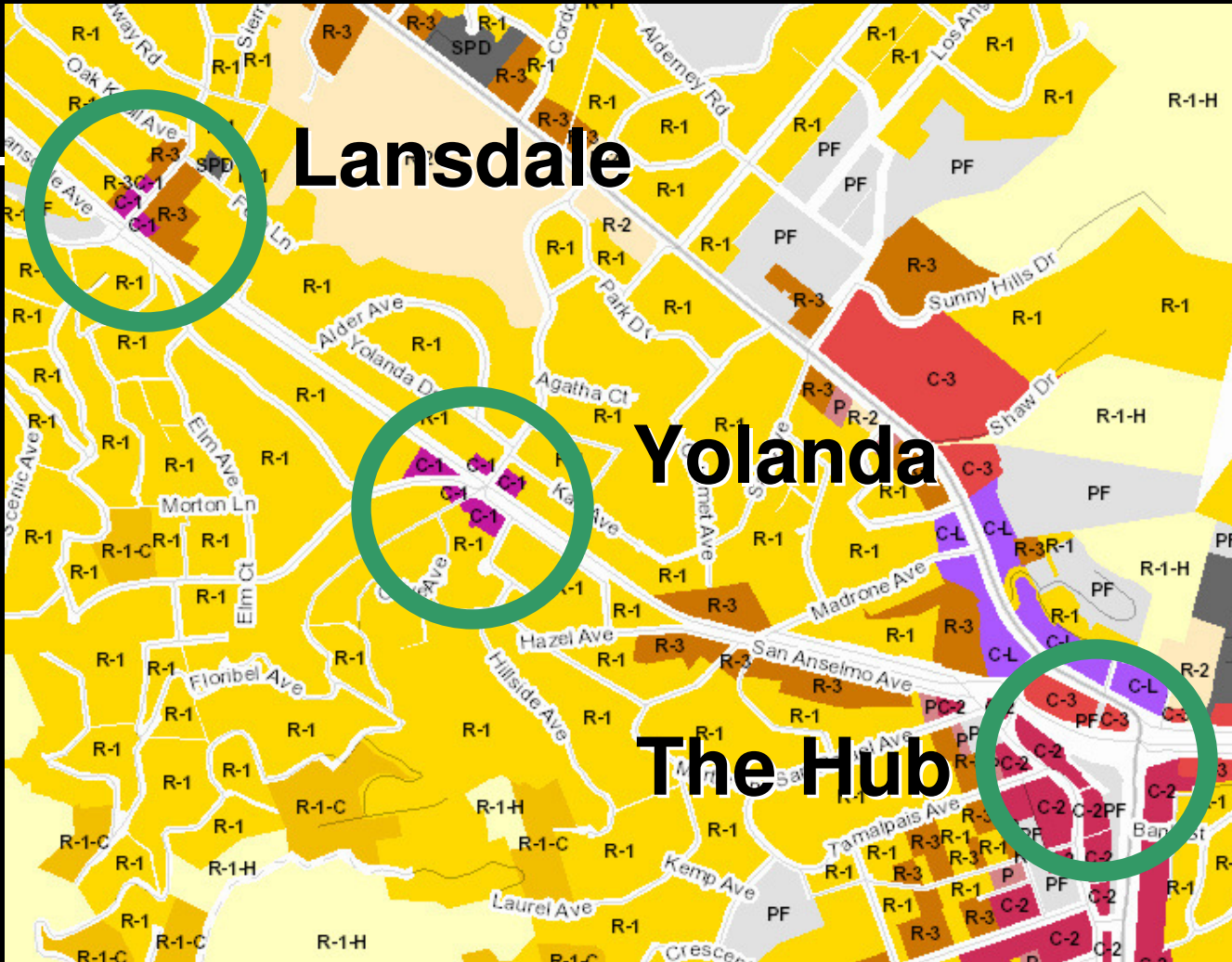
Mill Valley Depot (and Bookstore)



Marin shows the best practices for a transit-oriented town layout

- Concentric rings: station, commerce, residences
- This is built so people could walk from the station to businesses for errands before heading home





Lansdale

Yolanda

The Hub

...and the best practices for building design

- Entrance is close to the sidewalk
- Narrow entrance, deep store
- Buildings accent narrow, slow commercial streets: Bridgeway, Miller, Fourth, Grant, etc.



Multiple buildings from multiple eras form a single wall along the street



Housing & offices above shops

Lots of entrances deeply recessed

Buildings are right up against the sidewalk

A slow street with narrow lanes

Tiburon



Larkspur



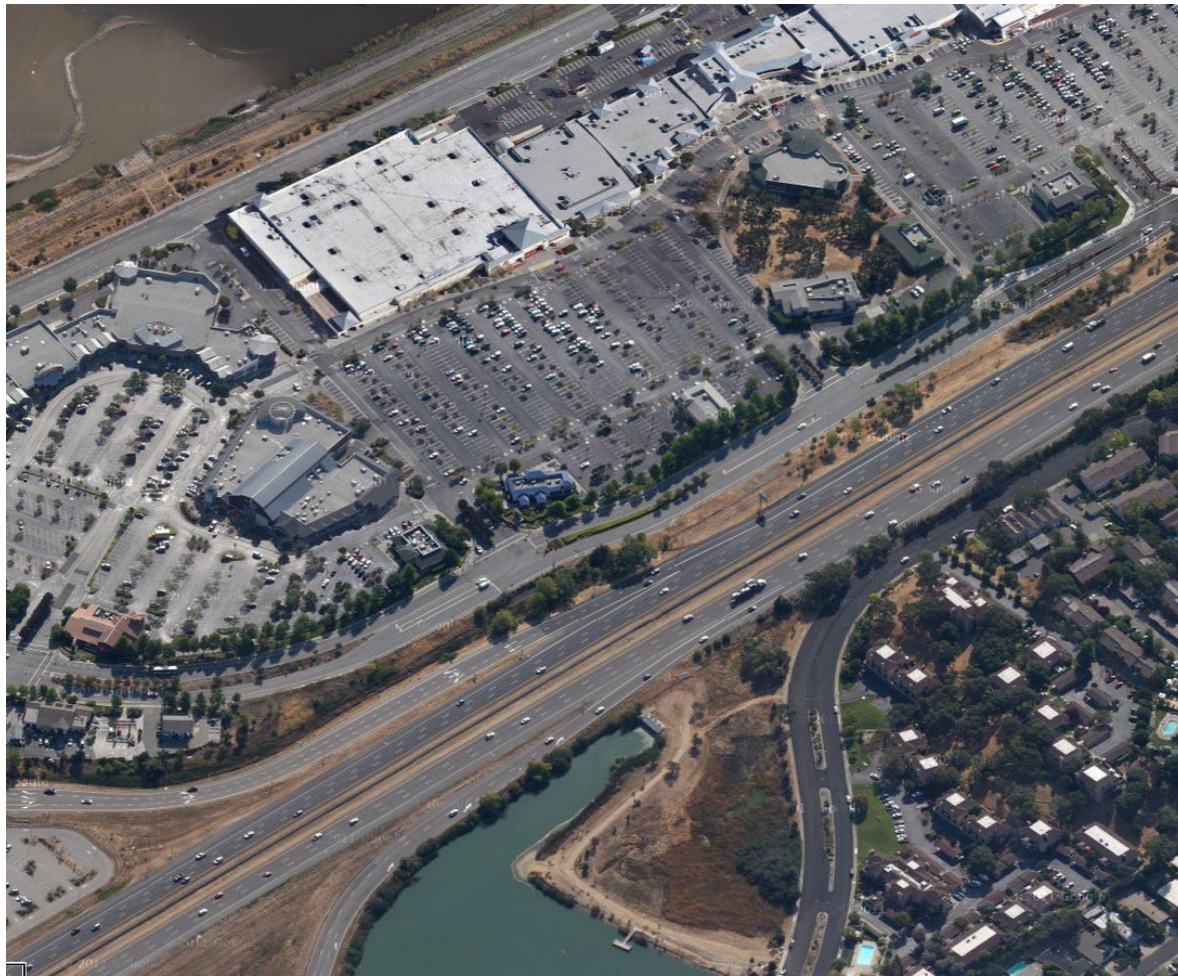
Inverness



New traditional development: Rafael Town Center



New nontraditional development: Vintage Oaks



**Hybrid:
Corte Madera
Town Center**



Larkspur Landing Housing



Larkspur Landing: benefits of transit-orientation

- 25% of Larkspur Ferry ridership comes from walkers, who are likely Larkspur Landing residents
- It's probable that more than half of Larkspur Landing residents use transit (ferry) for their commute
- Just 10% of Marinites at large commute by transit
- These residents walk, so they don't:
 - Emit CO₂
 - Use a parking space

505 Miller Avenue, Mill Valley

- Eight homes
- Located above shops and with offices
- Engages the street, blends in with the community
- Walking distance to transit, bike lanes, nature, and downtown



Strawberry Shopping Center

- Five homes
- Located near a transit hub
- Near shopping, of course
- Though in a shopping center, located on a highly walkable part of it



Rotary Manor, San Rafael

- 100 senior homes on a former school site
- Very short distance to transit: Routes 22, 23, 68, and commuter buses
- Very short distance to services in West End



1 H Street, San Rafael

- 38 homes above retail
- 20% of these are affordable
- Adaptive reuse of a 1920s-era building
- A café that spills onto the sidewalk
- Near transit, West End, Downtown San Rafael





New style: Rafael Commons

- 84 homes for seniors
- Focuses on a central courtyard for privacy
- Has plenty of outward-facing windows
- Very close to transit and services
- Best of nontraditional – still near to sidewalk
- Exterior of the building frames the street

New style: Edgewater, Larkspur

- Bicycle-oriented: near an extensive network of trails
- Near bus Route 22
- Near some retail and services



When did these work best?

- When they adhered to Marin's best practices of building design:
 - Engage the street, when shops spill out onto the sidewalk and homes present a friendly face to passers-by
 - They've been within walking distance of transit, shops and services
 - When traffic hasn't been too speedy

How do we get the best for Marin's future?

- Focus on our history: transit-oriented, people-focused
- Construction must be compatible with our traditions and character



Thank you

The Greater Marin & Vibrant Bay Area

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