

Station/Downtown Area Plan

Cloverdale, CA



Cloverdale is planning for the start of SMART commuter rail service connecting south to Larkspur and the Sonoma and Marin County cities between. The Station/Downtown Area Plan process (funded by an MTC grant) uses a Smart Growth approach to craft policy changes and public realm improvements to set the stage for transit-oriented development and downtown revitalization.

BEFORE

- SMART train corridor engineering has begun with service scheduled to start in 2014.
- The Station Area and Downtown were identified in 2007 by ABAG/MTC as a Priority Development Area (PDA).
- Though sidewalks and bike lanes connect Downtown for a ½ mile to the 1996 station, freeway access ramps, highway and train track overpasses, and a barren streetscape discourage walking and biking.
- Downtown suffers from retail vacancies and little housing is located near the station.



The 1996 train depot is on the east side of US 101 with no surrounding housing or workplaces, while Downtown and residential neighborhoods lie on the west side. Connecting streets are relatively barren and poorly support station walkability.

ASSIGNMENT

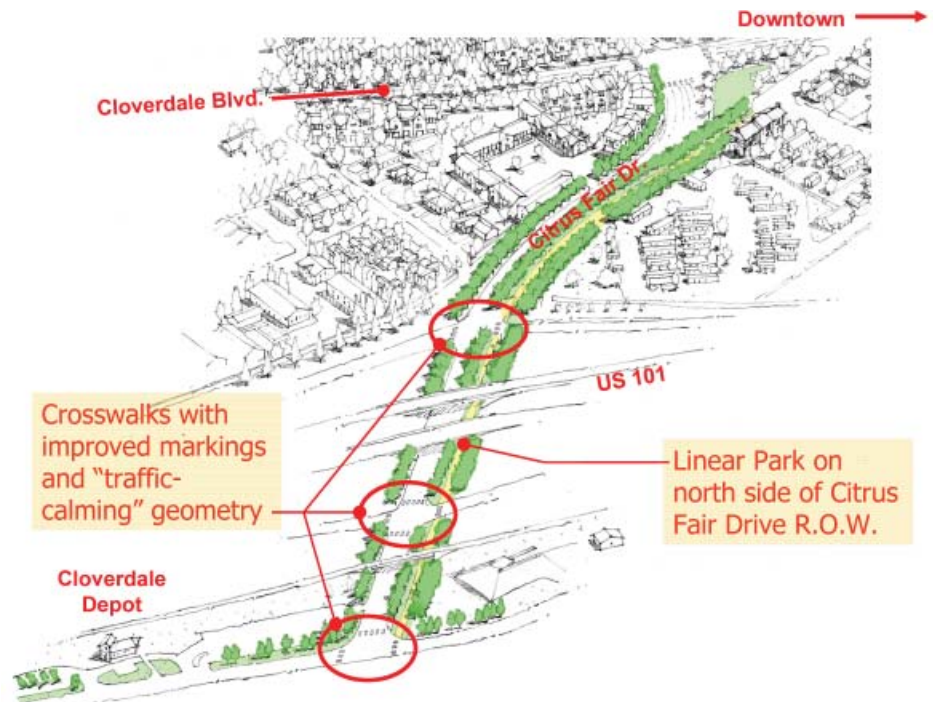
- Through a community workshop process, use the Plan to position Cloverdale for transit-oriented development to maximize ridership and strengthen Downtown while preserving its small town character.
- Develop streetscape improvements to reduce the barriers to walking and biking between Downtown and the train station.

OUTCOMES

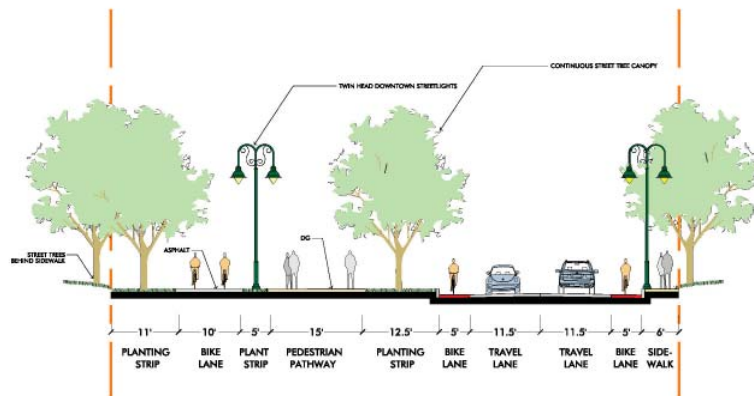
- The project began in May 2009.
- 3 workshops resulted in a consensus on planning and design approaches.
- Street improvement concepts were reviewed with Caltrans.
- The Plan was adopted in July 2010.
- The City is continuing to coordinate with Caltrans on planning street improvements.

CLIENT: City of Cloverdale

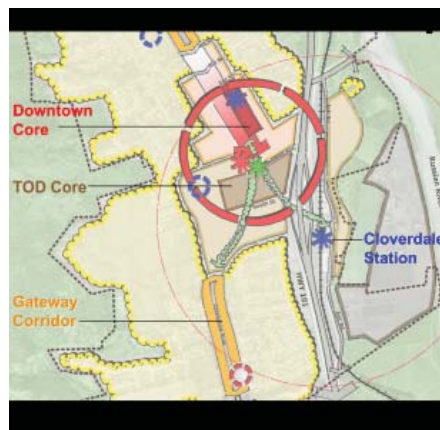
IN COLLABORATION WITH: Mundie & Associates (economics), Nelson\Nygaard Consulting Associates (transportation).



At the existing ¼ mile long Citrus Fair Drive connector street segment between Downtown and the Cloverdale Depot station, half the width of the 4-lane street section is proposed to be converted to a linear park with a continuous tree canopy, bikeways and pedestrian paths, and new stop signs and crosswalks at intersections.



The proposed "Cloverdale Greenway" linear park along Citrus Fair Drive would retain part of the existing roadway as a two-lane street, while creating a tree-lined bike path and pedestrian promenade within the remaining right-of-way.



- A **Downtown Core** focused on activity generating uses and upper floor living and working.
- A **Transit Oriented District** in between the Downtown Core and Cloverdale Station
- **Transition Districts** surrounding the Downtown Core and TOD Core with appropriately scaled residential neighborhoods
- Primarily residential **Gateway Corridors** flanking Downtown

The Plan's District Strategy uses the presence of larger opportunity land parcel sites to establish a "T.O.D. Core" to maximize ridership near the train station while adding to market support for Downtown services and businesses.