

LARKSPUR SMART STATION AREA PLAN



Community Workshop

July 23, 2012

PURPOSE OF TODAY'S MEETING

- **Review Station Area Plan Background**
 - Study Area Definition
 - Process/Schedule
 - Existing Conditions Summary
- **Discuss the Community Vision for the Station Area**
 - Assets / Opportunities
 - Issues / Barriers
 - Comparable Neighborhoods / Projects
 - Types of Uses
 - Community Amenities and Resources
 - Pedestrian, Bicycle, and Vehicle Connections

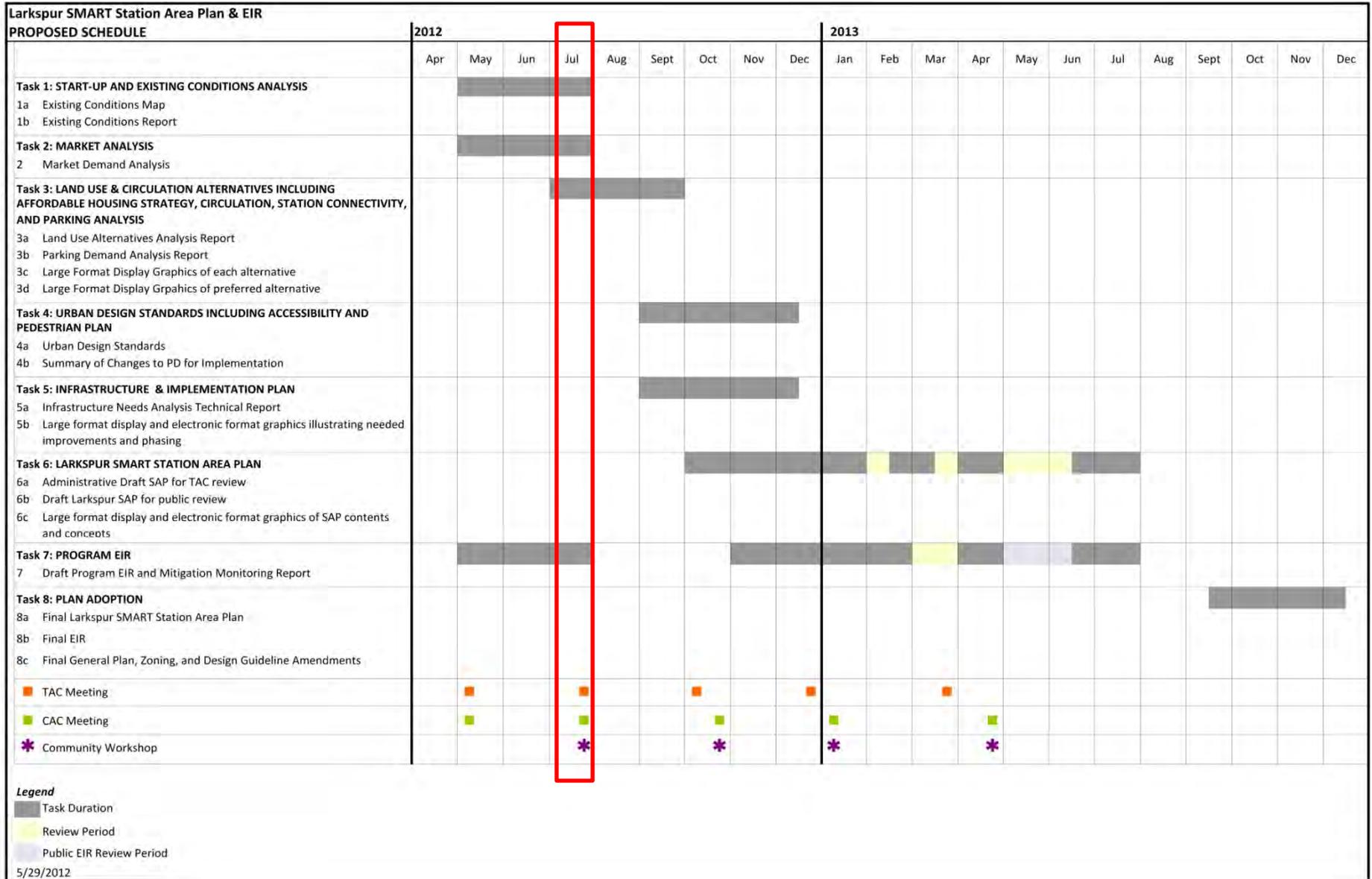
GRANT PROGRAM GOALS

- **Seek to boost transit ridership; reduce vehicle miles traveled**
- **Increase walking, bicycling, carpooling, carsharing, local transit and other transportation options**
- **Assess opportunities to increase housing supply, especially affordable housing, near transit**
- **Assess opportunities to increase jobs and improve access to jobs near stations**
- **Identify key services and retail opportunities near station areas.**

LARKSPUR PROJECT GOALS

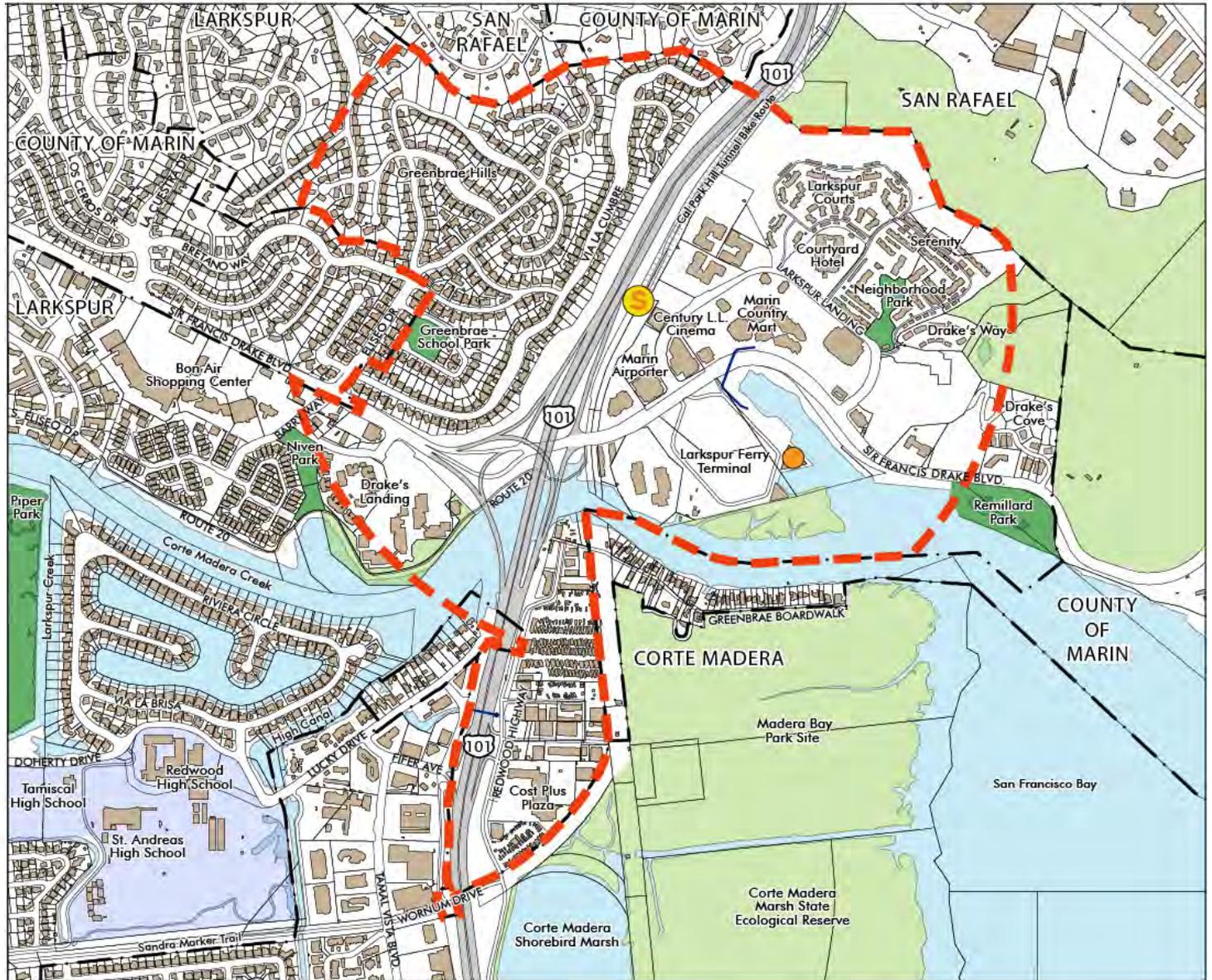
- **Establish land use plan and policy framework to guide future development within the area toward land uses that will support transit ridership**
- **Develop design guidelines to promote a walkable, livable, and accessible environment including for pedestrians, bicyclists, and the disabled with the areas and to major transit nodes (SMART station, Airporter, Ferry Terminal, and commuter bus).**
- **Take into account infrastructure challenges including flooding and sea level rise.**

SCHEDULE



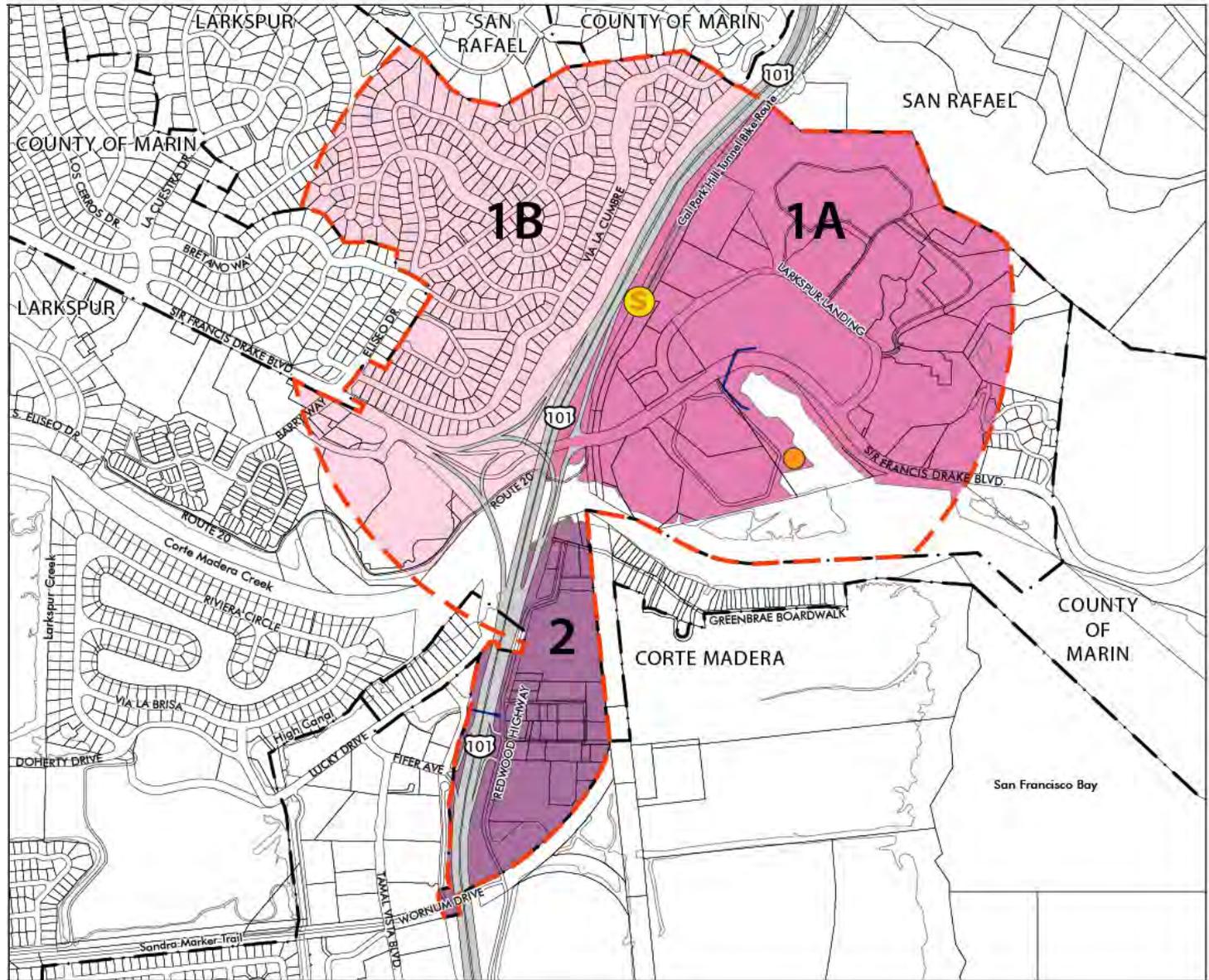
Legend
 ■ Task Duration
 ■ Review Period
 ■ Public EIR Review Period
 5/29/2012

STUDY AREA



- LEGEND**
- - - STUDY AREA BOUNDARY
 - - - CITY BOUNDARY
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 - WATER
 - PARKS
 - OPEN SPACE
 - SCHOOLS

SUB-AREAS



- LEGEND**
- STUDY AREA BOUNDARY
 - CITY BOUNDARY
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 - LARKSPUR LANDING SUB-AREA 1A
 - GREENBRAE AREA SUB-AREA 1B
 - REDWOOD HIGHWAY AREA SUB-AREA 2

WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Accessible Urban Framework

All modes: pedestrian, bicycle, transit, autos

Walkable pattern

Supportive Land Uses

- Residential
- Office
- Support Services

Supportive Densities

- Higher densities as appropriate to surrounding neighborhoods

Attractive Public Environment

- Streets, sidewalks, walkways
- Lighting, shade, amenities
- Crosswalks, wayfinding

ACCESSIBLE URBAN FRAMEWORK

Walkable pattern & accessible for all modes: pedestrian, bicycle, transit, autos



SUPPORTIVE LAND USES AND DENSITIES



ATTRACTIVE PUBLIC ENVIRONMENT



LAND USE

EXISTING LAND USE



- LEGEND**
- STUDY AREA BOUNDARY
 - CITY BOUNDARY
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 - RESIDENTIAL-SINGLE-FAM/DUPL
 - RESIDENTIAL-MULTI-FAMILY
 - RESIDENTIAL-MOBILE HOME PARK
 - ADMIN. & PROFESSIONAL
 - GENERAL COMMERCIAL
 - AUTO-SERVING COMMERCIAL
 - INDUSTRIAL & SERVICE
 - VACANT
 - PUBLIC FACILITIES / UTILITIES
 - PUBLIC PARK / OPEN SPACE
 - PRIVATE OPEN SPACE
 - SHORELINE & MARSH CONSERV.

NOTE: EXISTING LAND USE CATEGORIES DO NOT REFLECT LARKSPUR GENERAL PLAN DESIGNATIONS

LARKSPUR LANDING AREA



GREENBRAE AREA



REDWOOD HIGHWAY AREA



DEVELOPMENT PATTERN



- LEGEND**
- STUDY AREA BOUNDARY
 - CITY BOUNDARY
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 - WATER
 - 1/4- AND 1/2-MILE RADIUS

STUDY AREA CHARACTER



BUILDING DESIGN AND SCALE



PLANNED PROJECTS

DRAKE'S COVE

- 23 single-family and duplex homes planned
- 11 homes built to date
- 3.7 dus/ac (net)



2000 LARKSPUR LANDING CIRCLE

- Precise Plan Approved
- 126 multi-family homes, a hotel and a clubhouse
- 16.4 dus/ac (net)
- Revised proposal has been submitted with higher residential densities



LAND USE SUMMARY : ISSUES

- DENSITY – Existing uses are somewhat low density for TOD
- PARKING LOTS – SMART Station area dominated by parking lots
- LACK OF CONNECTIVITY – US-101, Sir Francis Drake Boulevard and Corte Madera Creek are major barriers
- FEW VACANT SITES
- EXISTING DEVELOPMENT IS VIABLE



TRANSPORTATION & CIRCULATION

ROADWAY NETWORK



TRANSIT NETWORK



BICYCLE CIRCULATION



PEDESTRIAN CIRCULATION



PARKING

- On-Street Parking
 - Portions of SFD, Redwood Hwy, Drakes Landing Road, and Greenbrae Hills residential streets
- Off-Street Parking
 - Ferry Terminal, Marin Country Mart
 - Smaller lots surrounding Marin Country Mart, at Drakes Landing, and Marin Airporter station



PLANNED PROJECTS

- SMART Larkspur Station
- Central Marin Ferry Connection Multi-Use Pathway Project
- Highway 101 Greenbrae/Twin Cities Corridor Improvement Project
- Larkspur Landing Circle Pedestrian and Bicycle Improvements

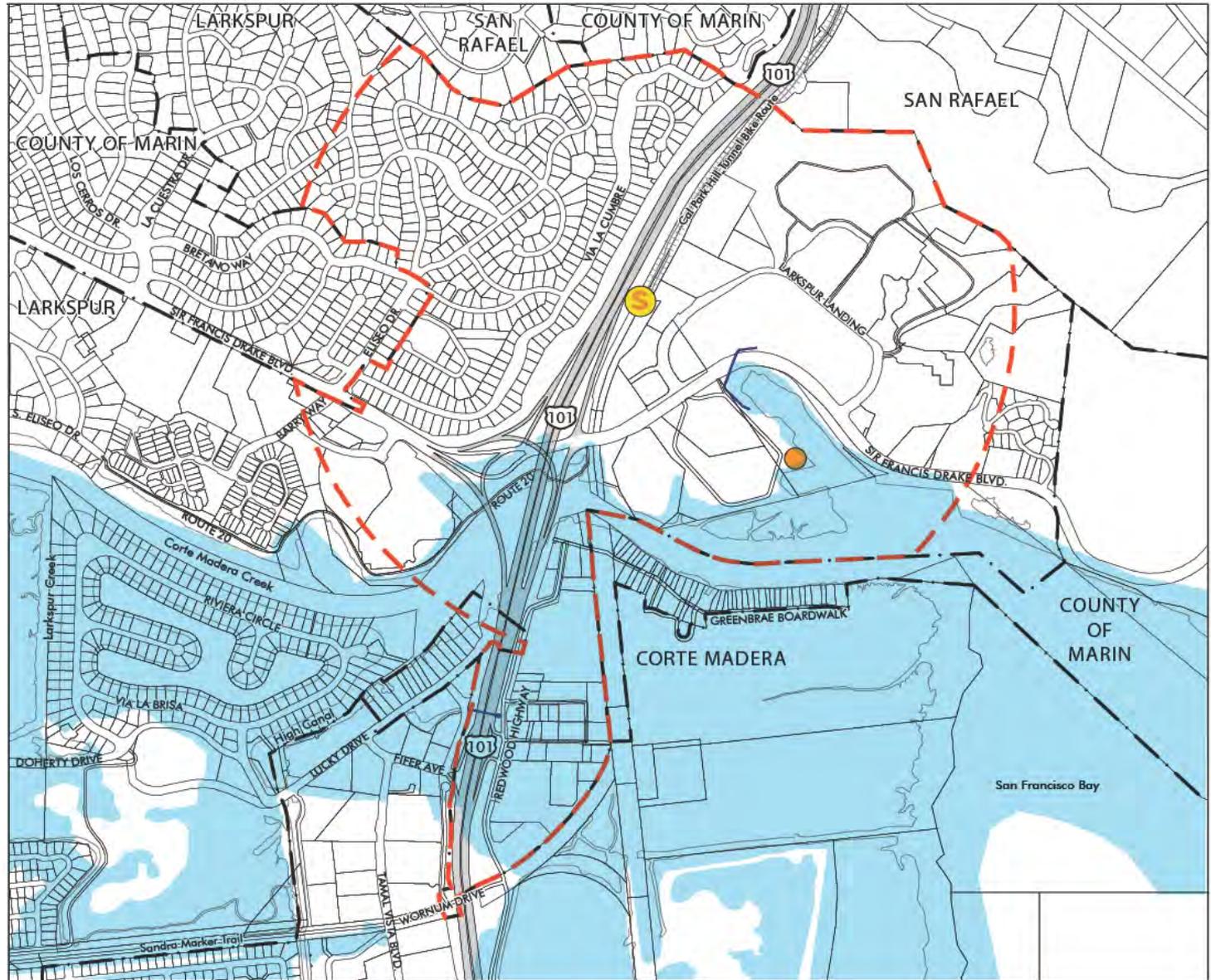


TRANSPORTATION & CIRCULATION: ISSUES

- **Pedestrian and Bicycle Circulation**
 - Lack of connectivity
 - Limited sidewalks
 - Topography
- **Transit**
 - Accessibility to bus stops
 - Lack of express service
 - Limited multi-modal connections
- **Vehicles**
 - Congestion along US-101 and Sir Francis Drake

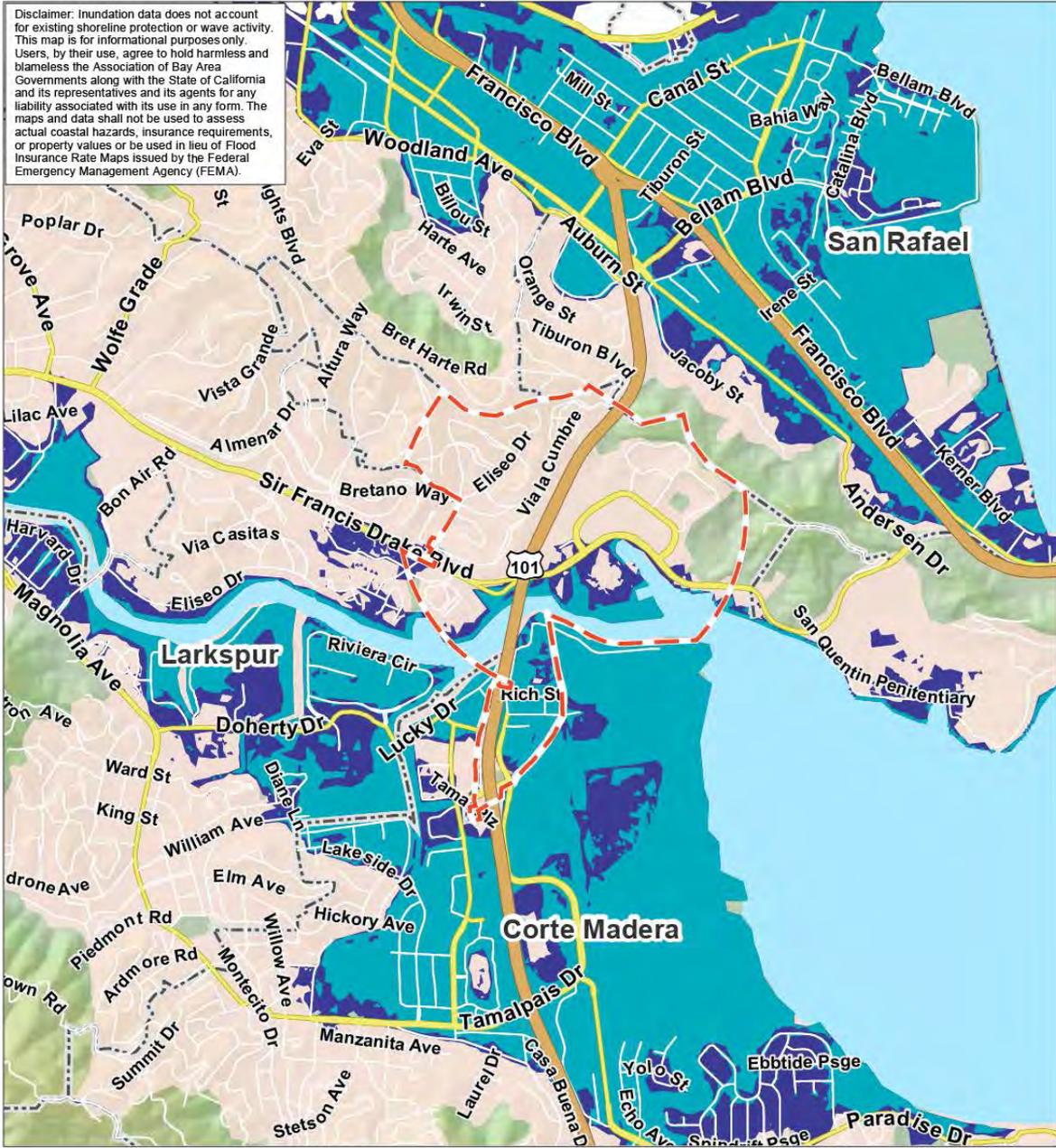
UTILITIES & INFRASTRUCTURE

FEMA 100-YEAR FLOOD ZONE



- LEGEND**
- - - STUDY AREA BOUNDARY
 - CITY BOUNDARY
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 - 100-YEAR FLOOD ZONE *
(approximate location)
* FEMA 2009

SEA LEVEL RISE (BCDC PREDICTIONS)



- Area Vulnerable to an approximate 16-inch sea level rise
- Area Vulnerable to an approximate 55-inch sea level rise
- Urbanized Area
- Plan Area Boundary (approximate location)

[Shaded to show topographical relief]

SMALL GROUP
BRAINSTORMING:
ISSUES / IDEAS

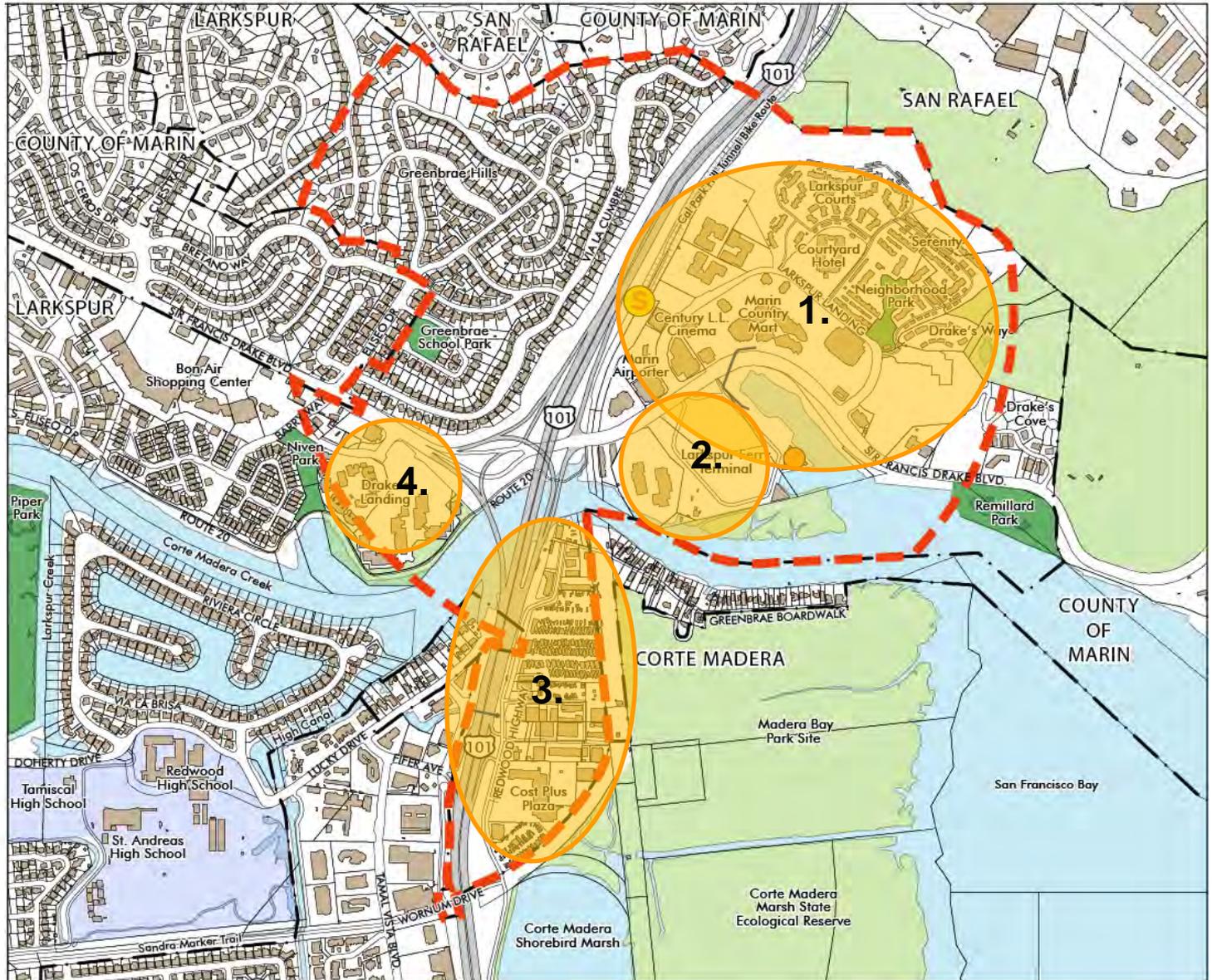
ISSUES AND OPPORTUNITIES

Land Uses

- Office
- Residential
- Hotel
- Retail

Circulation Changes

- Pedestrian
- Bicycle
- Transit
- Vehicular



LEGEND

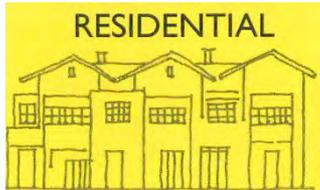
- STUDY AREA BOUNDARY
- CITY BOUNDARY
- SMART STATION LOCATION
- LARKSPUR FERRY TERMINAL
- WATER
- PARKS
- OPEN SPACE
- SCHOOLS

SMALL GROUP VISIONING SESSION

Symbols



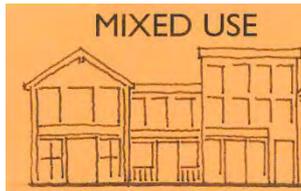
OFFICE



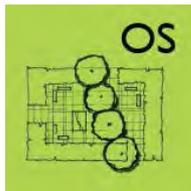
RESIDENTIAL



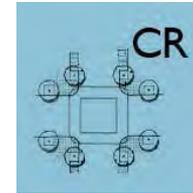
RETAIL



MIXED USE



PUBLIC OPEN SPACE



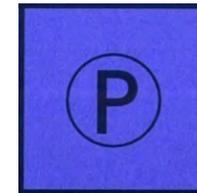
**IMPROVED
PEDESTRIAN
CROSSING**



BIKE LANES



**SIDEWALK
IMPROVEMENTS**



**PARKING
IMPROVEMENTS**

VISIONING BOARD EXAMPLES

The Alameda, San Jose – a plan for the corridor



VISIONING BOARD EXAMPLES

Japantown, SF – Better Neighborhood Plan

Japantown Design Exercise

- RETAIL (R)
- CORNER STORE (CS)
- HOUSING (H)
(e.g. market-rate, affordable, senior, family, etc.)
- MIXED-USE (MU)
(a mix of allowable uses, e.g. retail with office or housing above)
- COMMUNITY GATHERING PLACE (CG)
(e.g. performing arts space, youth gathering places, etc.)
- PARKS (PK)
(e.g. public plaza, gardens, open space, etc.)
- CHILDREN'S PLAY AREA (CP)
(e.g. tot lots, play areas, etc.)
- STREETScape IMPROVEMENTS (SI)
(e.g. tree planting and trimming, better lighting, furnishings, etc.)
- IMPROVED INTERSECTION / CROSSWALK (IN)
(e.g. countdown signals, raised crosswalks, safety measures, etc.)
- IMPROVED BUS STOP (BS)
(e.g. new shelter, better lighting, etc.)
- PARKING (P)
- VERY TALL BUILDINGS (VTB) - Above 16 stories
(Like Sequoia (27))
- TALL BUILDINGS (TB) - 9-13 stories
(Like Hotel Kabuki (15) or Hondo Tower (13))
- MEDIUM BUILDINGS (MB) - 4-8 stories
- LOW BUILDINGS (LB) - Up to 4 stories
- RETAIN EXISTING BUSINESSES
- REINFORCE CULTURAL IDENTITY

JAPANTOWN BETTER NEIGHBORHOOD PLAN

BMS PAGE & TURNBULL

San Francisco Planning Department

Scale: 1" = 100' 100'

NEXT STEPS

NEXT STEPS

Community Workshop #1 Monday, July 23rd

CAC Meeting Monday, July 30th

Ongoing Planning Analysis

- Land use and circulation alternatives
- Parking
- Market analysis
- Utilities assessment

Next Community Meeting Early October