

**LARKSPUR SMART STATION AREA PLAN**  
**EXISTING CONDITIONS REPORT**  
July 31, 2012



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# 1 INTRODUCTION

This study is an initial step in the preparation of the Larkspur SMART Station Area Plan, a multi-phase undertaking that will evaluate opportunities to maximize the land use and transportation context of the planned SMART commuter rail station and the nearby Larkspur ferry.

This work is being driven by a growing awareness of the interconnectedness of land use and transportation. The effectiveness of public investments in public infrastructure, including transportation systems, which can result in tremendous economic, environment, and quality of life benefits, is dependent upon complementary land use policies and private investment.

The Sonoma-Marín Area Rail Transit (SMART) is a passenger train and multi-use pathway project extending 70 miles from Cloverdale in Sonoma County to the ferry terminal in Larkspur, Marin County. SMART will utilize an existing but long-dormant rail corridor formerly used by the Northwestern Pacific Railroad (NWP). The SMART corridor generally parallels U.S. 101 through Sonoma and Marin Counties, and will serve 14 stations when completed. The first phase of the SMART project, expected to be operational by 2015 or 2016, will connect Railroad Square in Santa Rosa with Downtown San Rafael. Service from Santa Rosa north to Cloverdale, and from San Rafael south to Larkspur will be extended as SMART receives additional funding.

## 1 | INTRODUCTION

The Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) have offered funding for station area planning along the SMART corridor to support efforts that encourage ridership along the rail corridor. The City of Larkspur received a PDA Planning Grant in May 2011, enabling the preparation of this Station Area Plan. The goals of the grant program are to:

- Boost transit ridership and reduce vehicle miles traveled.
- Increase walking, bicycling, carpooling, carsharing, local transit and other transportation options for people in the area.
- Increase the housing supply, particularly affordable housing near station areas.
- Locate key services and retail opportunities near station areas.

The City is currently in the process of updating its 1990 General Plan, and the Larkspur SMART Station Area Plan will be incorporated into the General Plan Update, providing guidance for the future of the Station Area Plan study area.

The City of Larkspur has identified a number of primary objectives for the Larkspur SMART Station Area Plan. These include:

- A land use plan that will guide future development and redevelopment in the area, with a focus on supporting transit ridership and meeting the City's share of the regional housing needs, especially affordable housing.
- A market demand analysis to guide the land use alternatives
- Urban design guidelines that promote a walkable, livable and accessible environment with the objective of providing safe and comfortable connections for pedestrians and bicyclists within the area and between the major transit nodes.

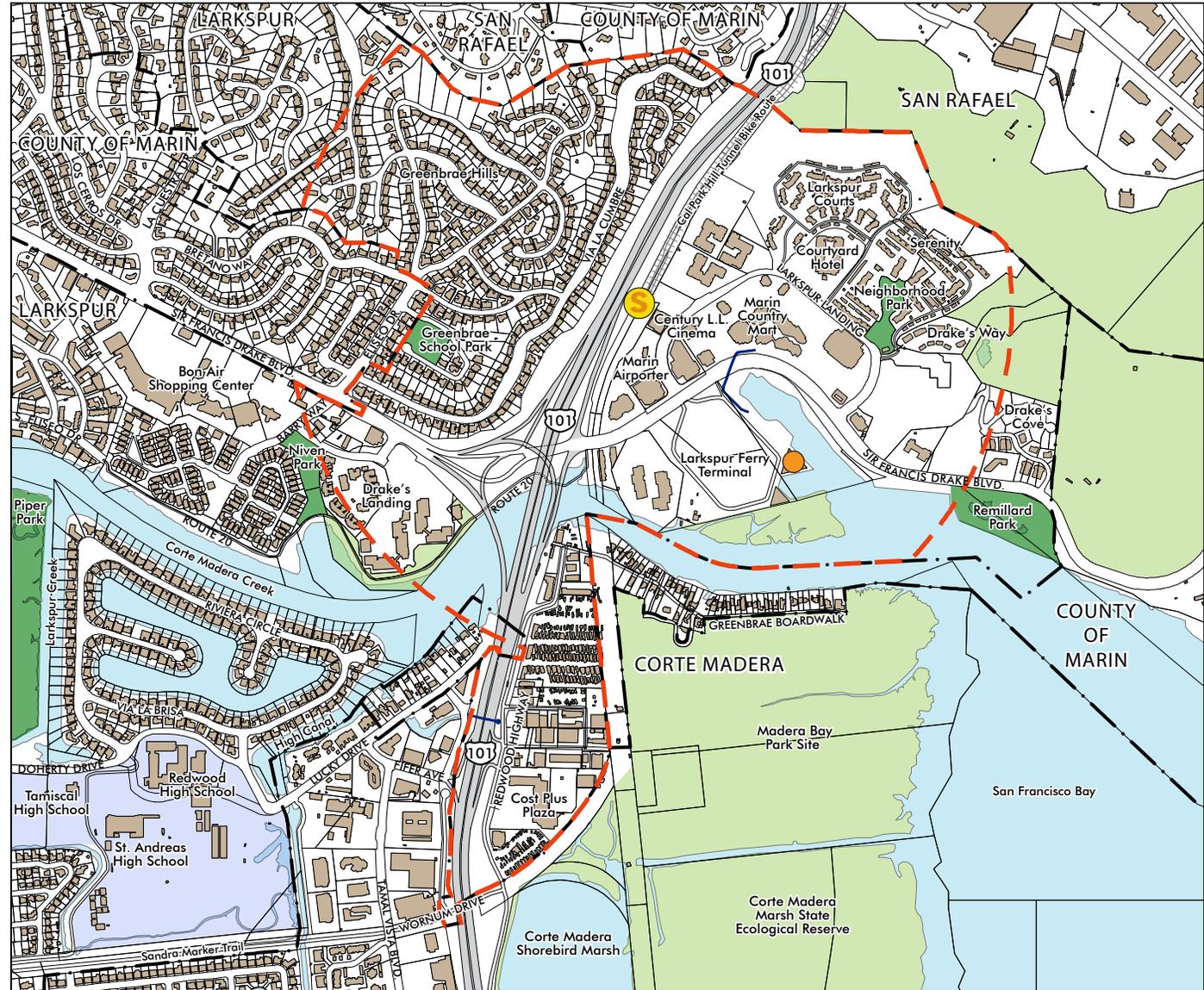
- An analysis of infrastructure needs to support existing and future development in the area.
- Identification of mitigation measures as relates to flooding and sea level rise, in particular in the Redwood Highway Area.
- An Implementation Plan to identify costs, funding sources, and strategies to carry out the development and design scenarios.
- A Program Environmental Impact Report (EIR) to facilitate policy and regulatory changes, capital improvement programs, and private development proposals.
- Extensive community participation and input.

### ABOUT THIS REPORT

This Existing Conditions Report is the culmination of the first phase of the Larkspur SMART Station Area Plan. The purpose of the report is to provide a foundation on which to base the subsequent phases of the Plan. This report provides an assessment of the area's land use, transportation, infrastructure, environmental setting, and regulatory context, and identifies the implications of these factors for future development in the area. A separate report will include the market demand analysis for the study area.

Figure 1.1: Study Area

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



## 1 | INTRODUCTION

### PROCESS

Preparation of the Larkspur SMART Station Area Plan began in May 2012, marked by kick-off meetings of the Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC). Completion of the Plan, including adoption by the City Council, is expected to occur by January 2014.

Following completion of this Existing Conditions report, subsequent tasks will include:

- Development of up to three land use and circulation alternatives for the study area and a parking demand analysis.
- Development of urban design standards to guide the physical form of future development.
- Preparation of an infrastructure and implementation plan.
- Preparation of a public draft of the Larkspur SMART Station Area Plan, including proposed policy amendments.
- Preparation of a Program Environmental Impact Report (EIR).
- Presentation of the Larkspur SMART Station Area Plan for review, comment, and ultimately, adoption by the Planning Commission and the City Council. This includes final preparation of the Station Area Plan, EIR, and amendments to the City's Urban Design Guidelines, General Plan, and Zoning policies.

The planning process will include five meetings of the CAC; five meetings of the TAC; four community workshops; and public hearings before the Planning Commission and the City Council. Throughout the development of the Station Area Plan, the City will disseminate information to the public and solicit public comments at meetings, and by mailers and postings to the City's Station Area Plan web page (<http://cityoflarkspur.org/index.aspx?NID=157>).

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## STUDY AREA CONTEXT

The City of Larkspur is located in Marin County, bordered to the north by San Rafael, to the southeast by Corte Madera, to the south by Mill Valley, and to the west and north by the County of Marin. As shown in Figure 1.2, it is approximately 13 miles north across the Golden Gate Bridge from downtown San Francisco, and approximately 9 miles west across the Richmond-San Rafael Bridge from downtown Richmond and Contra Costa County. U.S. 101 runs north-south through the eastern portion of Larkspur, connecting south to San Francisco, and north through Marin to Sonoma County.

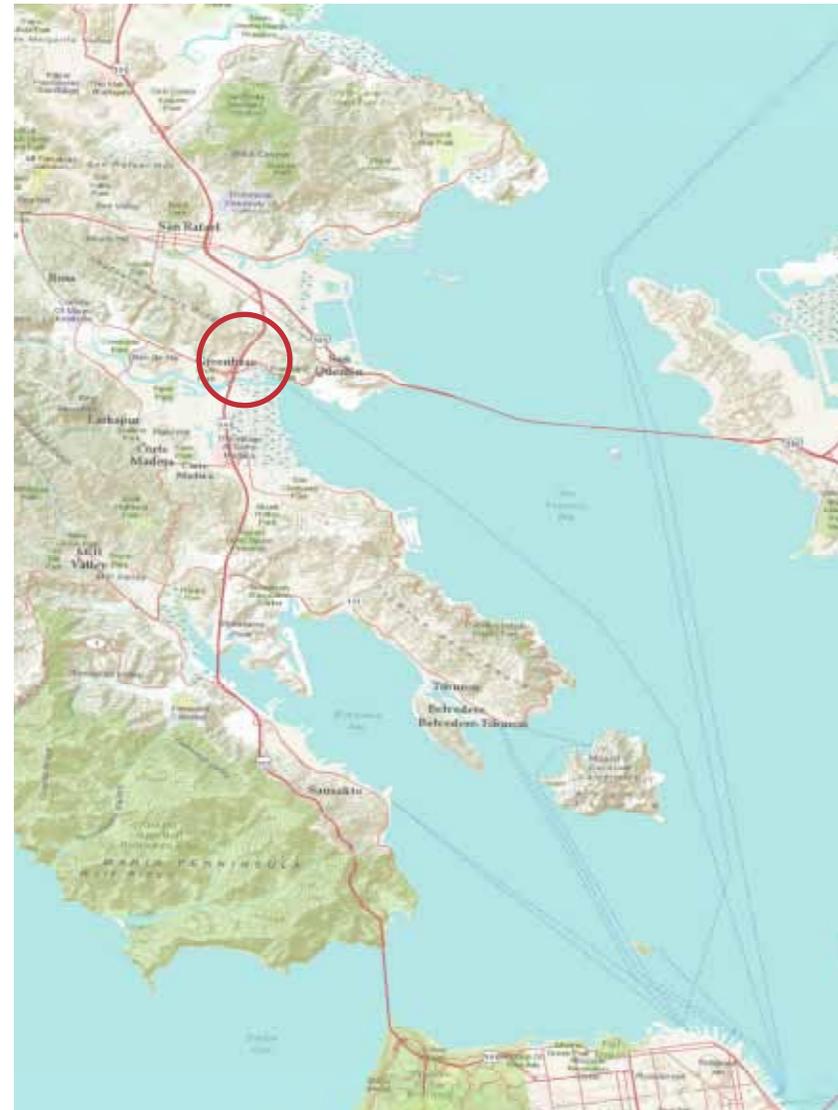
The Larkspur SMART Station Area Plan study area consists of 405 acres located in eastern Larkspur, approximately 1.5 miles northeast of the city's downtown core, at the edge of San Francisco Bay. It is defined by a combination of the Larkspur city boundary and a ½-mile radius around the planned SMART station location. The SMART station, representing the end of the SMART rail line as it comes south from San Rafael, is located in the SMART right-of-way that parallels Highway 101, near the terminus of the Cal Park Hill Tunnel bike path, and behind and above the Century Larkspur Landing Cinema.

The study area is located where several jurisdictions converge, including Larkspur, San Rafael, Corte Madera and the County of Marin. It is intersected by Highway 101 running north-south, and Sir Francisco Drake Boulevard running roughly east-west, The Corte Madera Creek flows east-west as well through the study area.

### SUB-AREAS

As shown in Figure 1.3, the study area has been divided into two geographic sub-areas (1 & 2), with sub-area 1 further divided into areas 1A & 1B. Subarea 1A is known as the Larkspur Landing Area. It is bounded by Highway 101 and the SMART right-of-way to the west, a wooded ridgeline and the San Rafael city border to the north, the ½-mile radius from the proposed future SMART station to the east, and Corte Madera Creek/Larkspur city boundary to the south. It comprises the proposed future SMART station site, the Larkspur Ferry Terminal, and a diverse mix of uses including retail, a hotel,

**Figure 1.2:** Regional Context





## 1 | INTRODUCTION

offices, single- and multi-family residences, parks and open space, and a large, mostly vacant parcel owned by Sanitary District #1 of Marin County.

Sub-area 1B, known as the Greenbrae Area, is bounded on the east and north by the ½-mile radius and the Larkspur city limits, to the east by Highway 101, and to the south by Corte Madera Creek and is bisected by Sir Francis Drake Boulevard. North of the boulevard is a portion of the larger Greenbrae Hills single-family neighborhood, while south of Sir Francis Drake are a mix of office, retail, gas stations and a residential townhome community.

Sub-area 2 is the Redwood Highway Area, located at the south end of the study area. It is bounded by Corte Madera Creek to the north, Wornum Drive to the south, and the city boundary on both the east and west. The Redwood Highway Area consists of a mix of uses including retail, light industrial and higher-density residential development in the form of two mobile home parks and one RV park.

### DEVELOPMENT HISTORY

This part of Larkspur was originally inhabited by the Miwok Indians. The area was discovered in the early 1800s by the Spanish, became part of the Mexican Republic in 1824, and was then relinquished to the United States in the 1840s. The first significant settlement occurred just outside the study area in the 1850s, with California's first prison, San Quentin State Prison, and the adjacent San Quentin Village.

In the early 1890s, the Green Brae Brick Yard, owned by the Remillard Brick Company, began making bricks. Between 1891 and 1915, the company produced around 500,000 bricks per year in their Green Brae kiln, supplying bricks to the entire Pacific Coast. The brick yard supported a small community of laborers who lived nearby. The community included 16 cabins for workmen, a cookhouse, stable, blacksmith shop, vegetable gardens, and an orchard. Two buildings from the Remillard Brick Company's Green Brae operation have been preserved and both are located within the study area:

the Remillard Brick Kiln and the Remillard Superintendent's House. Located at 125 Sir Francis Drake Boulevard, the kiln, together with its chimney stack, is one of the few remaining examples of the Hoffmann Type kiln in the United States. The Brick Kiln was renovated in 1991 with the inclusion of an additional office building. Today, the Melting Pot restaurant occupies the historic kiln building. The Brick Kiln building is listed with the National Register of Historic Places, and is also a State Historic Landmark. The Remillard Superintendent's House is a one-story hip roof Victorian style house built in the 1890s. Originally located near the Remillard Brick Kiln, in 1984 the house was donated by the City of Larkspur to the San Rafael Cooperative Nursery School (now called the Children's Cottage Cooperative Pre-school), and was relocated to 2900 Larkspur Landing Circle. Any future development proposed in the Station Area Plan should respect these two historic buildings.

Just outside the study area and under the jurisdiction of Marin County is Greenbrae Boardwalk, a small community of waterfront houses along the Corte Madera Creek, has a vibrant history. The first ark (floating house) landed at Greenbrae Boardwalk in 1903. The Greenbrae Boardwalk community developed in the 1920s and 30s. Over the years, the arks have transitioned from houses on barges to houses on foundations above the mean high tide line. Today there are 49 homes.

The Hutchinson Quarry began serious operations in 1924 in the area below the ridge in Larkspur Landing, using barges to supply quarried crushed rock to various locations around the Bay Area. The legacy can still be seen in the rugged 120-foot high gray stone cliffs behind the multi-family residential developments.

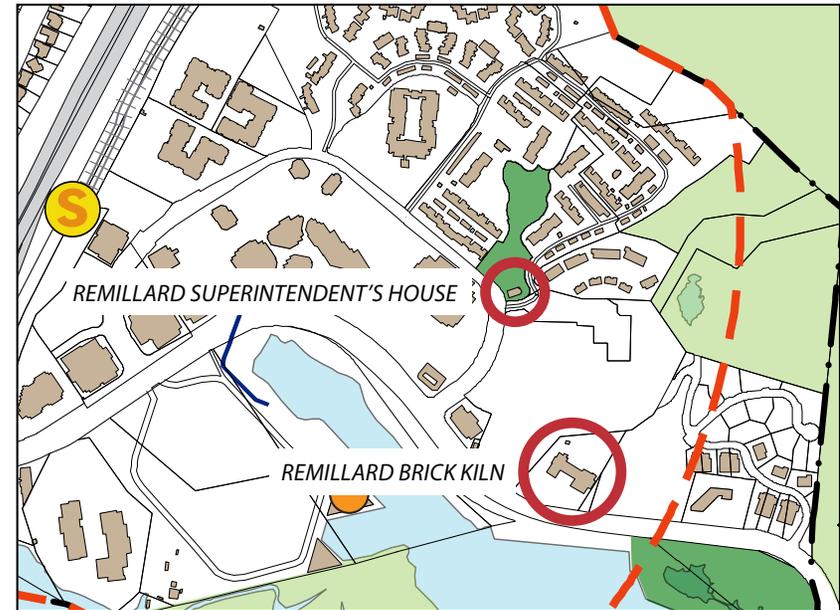
In the 1940s, residential development in the Greenbrae Hills neighborhood began. At that time, the Northwestern Railroad was extended south from San Rafael to provide a direct commute line to Point Tiburon. The GreenBrae Station stood near the future SMART station location. Rail freight traffic continued along this line until the 1980s.

The Larkspur Ferry Terminal began its operations in 1976. Development of the Larkspur Landing Area, with offices and the shopping center, was be-

gun in 1978 and was designed to resemble a New England seaport town. Under new ownership and renamed, the Marin Country Mart has recently been renovated. The Courtyard by Marriott Hotel opened in 1987, and the 250 apartments (originally built as condominiums) at Larkspur Courts were added in 1991. Since then, the completion of Serenity and Drake's Way have created a large community of multi-family housing upon the hillside.

For generations people have speculated that Sir Francis Drake landed somewhere between the San Quentin Peninsula and the Point Reyes Lighthouse in 1579. This explains the numerous references to Sir Francis Drake in the area. In 1989, a 30-foot tall statue of Sir Francis Drake by sculptor Dennis Patton and installed just off Sir Francis Drake Boulevard across from the Remillard Brick Kiln.

**Figure 1.4: Historic Landmarks**



(left) Remillard Brick Kiln  
(above) Remillard Superintendent's House



## 2 EXISTING PHYSICAL CONDITIONS

This section describes the physical form of the study area, including land uses and development patterns; property ownership; and transportation, circulation and parking.

### LAND USE

Based on land use data received from the City of Larkspur and on-site investigations, existing land uses in the study area have been reviewed. The discussion is presented in three sections, corresponding to the sub-areas of the overall study area:

- Larkspur Landing Area (Sub-area 1A)
- Greenbrae Area (Sub-area 1B)
- Redwood Highway Area (Sub-area 2).

## 2 | EXISTING PHYSICAL CONDITIONS

### EXISTING LAND USE

A wide range of land uses exist within the overall study area. The areas east of the freeway are dominated by the ferry terminal and parking lot, shopping center and its parking, and nearby office, entertainment, hotel and higher density residential uses. West of the freeway, the study area is dominated by single family residential, with a small amount of office and residential.

The primary roadways – the freeway and Sir Francis Drake Boulevard – as well as Corte Madera Creek act as major barriers between land uses and destinations. Important goals of this study will be to investigate ways to knit these land uses more closely together making them more accessible to one another (e.g., connecting transit to work or home) and identifying potential infill or development opportunities to support or enhance transit ridership.

Table 2.1 illustrates the overall breakdown of land uses within the study area, as well as the total numbers of dwelling units and approximate square footage of existing non-residential development. Figure 2.1 illustrates the existing land use pattern.

### Larkspur Landing Area (Sub-area 1A)

The Larkspur Landing Area (sub-area 1A) consists of a wide mix of uses. The SMART railroad tracks parallel U.S. 101, and the proposed future SMART station is located behind the Century Larkspur Landing Cinema. North of Sir Francis Drake Boulevard East, 3-story offices line the western edge along the SMART railroad tracks, in addition to Marin Airporter’s terminal and parking lot, and the cinema. In the center of the Larkspur Landing Area, the Marin Country Mart is a 1- and 2-story shopping center consisting of over 35 shops, restaurants, services and professional offices in 12 buildings. It attracts residents from the greater region with its shops and events, such as the popular farmers’ market on Saturday, the Off the Grid Food Truck Extravaganza on Sunday, and other special events. In the summer months from June through August, the Marin Country Mart also hosts a Wednesday evening summer movie series.

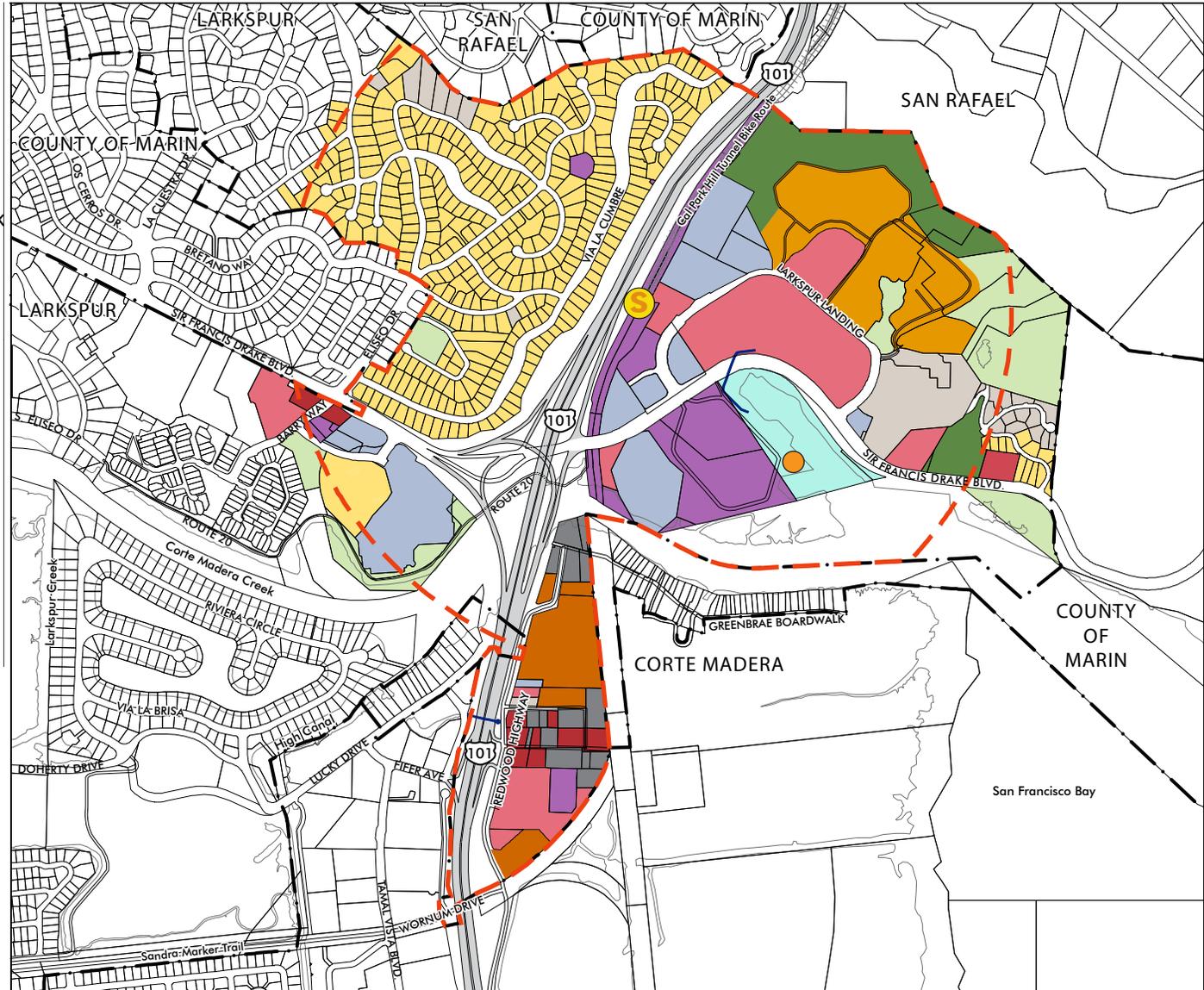
**Table 2.1:** Existing Land Use Acres & Dwelling Units in the Study Area

EXISTING LAND USE	ACRES	DWELLING UNITS
Residential - Low Density	93	553
Residential - High Density	11	614
Residential - Mobile Home Park	11	289
Administrative & Professional	31	
General Commercial	33	
Auto-serving Commercial	6	
Industrial & Service	7	
Vacant	17	
Public Facilities/Utilities	26	
Public Park/Open Space	8	
Private Open Space	19	
Shoreline & Marsh Conservation	12	

Figure 2.1: 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



## 2 | EXISTING PHYSICAL CONDITIONS

Northeast of Marin Country Mart is the 3-story Courtyard Hotel, a public park called Neighborhood Park, and three multi-family housing developments ranging from two to four stories in height: Larkspur Courts Apartments (248 units), Serenity at Larkspur (342 units) and Drake's Way (24 units). All three developments are comprised of rental properties. Drake's Way is an affordable housing development managed by EAH and providing housing to extremely-low and very-low income households.

Further east along Sir Francis Drake Boulevard are several office and commercial uses, ranging from two to four stories, the partially built-out single-family residential development of Drake's Cove, which ranges in height from one to three stories, and the parcel owned by Sanitary District No. 1. Above these parcels is a large expanse of hillside open space.

South of Sir Francis Drake, the largest use is the Larkspur Ferry Terminal and its associated parking lot. The ferry terminal is clearly identifiable by its tall, white, triangular gridded steel frame structure on the water's edge. Just west of the ferry terminal site are four stories of office uses atop the tree-covered knoll, and two 1- and 2-story retail establishments adjacent to U.S. 101. East of the ferry terminal is an area of shoreline conservation. At the eastern edge of the study area along the waterfront is Remillard Park.

The Larkspur Landing Area is already primed to become a mixed-use TOD. It has a mix of uses, including retail, office, residential and open space - that makes TOD successful.



*The Marin Country Mart features numerous shops, restaurants, services and professional offices, and enjoys a regional draw.*



*The Larkspur Courts Apartments, with 1- to 3-bedroom apartments are among several multi-family residential complexes in the Larkspur Landing Area.*



*Several regular and special events take place at Marin Country Mart including the Off the Grid Food Truck Extravaganza on Sundays.*



*The three buildings that make up the Larkspur Landing Office Park accommodate many professional offices.*



*The Marin Airporter provides shuttles to and from Marin and the San Francisco International Airport. It is headquartered on Larkspur Landing Circle, and includes an office, waiting station and parking lot.*



*The Larkspur Ferry Terminal's tall, white, triangular truss structure is uniquely identifiable from a distance.*

## 2 | EXISTING PHYSICAL CONDITIONS

### **Greenbrae Area (Sub-area 1B)**

The Greenbrae Area (sub-area 1B) consists predominantly of the residential Greenbrae Hills neighborhood north of Sir Francis Drake Boulevard, and a mix of commercial, office, residential and open space uses south of the boulevard at Drake's Landing. The Greenbrae Hills neighborhood is a community of 1- and 2-story single-family homes built in the 1940s and 50s on small lots winding up the hillside. Within the study area are approximately 500 single-family homes. The Greenbrae School Park serves the neighborhood. There are a few vacant lots near the northern edge of the study area.

South of Sir Francis Drake Boulevard at the western edge of the study area, are multi-family residential uses and the Bon Air Shopping Center, comprising a grocery store and over 50 shops and restaurants. East of Bon Air are two gas stations, Larkspur Fire Station No. 16, two 1- and 2-story office uses, the Drake's Landing Office Park and the Drake's View Townhomes (42 units). The Drake's Landing Office Park and Drake's View Townhomes are both two stories in height, and are set back from the waterfront to allow for the public waterfront multi-use path and open space. Niven Park, at the western edge of the study area, connects to the shoreline and a popular multi-use path that links this neighborhood east under the highway to Sir Francis Drake Boulevard and the Ferry Terminal.

While no changes are contemplated for the residential Greenbrae Hills neighborhood, and only limited opportunities exist for any further development south of Sir Francis Drake Boulevard, connections between this area and the existing and planned transit facilities to the east are important. The area around Drake's Landing has some smaller-scale infill and redevelopment potential on the small office parcels and gas stations along Sir Francis Drake Boulevard, and could in the future accommodate higher density development at the Drake's Landing Office Park.



*The homes of Greenbrae Hills are nestled in the hillside. (View from the top of Drake's Cove)*



*Greenbrae Hills is made up of single-family homes that wind their way up the steep and curving roads.*



*The Drake's Landing Office Park includes professional offices and Jason's Restaurant.*



*One of two fire stations in the city, Larkspur Fire Station No. 16, is located just off Sir Francis Drake Boulevard on Barry Way.*



*Many of the Drake's View Townhomes have waterfront or park views.*



*The multi-use path that wraps around Drake's Landing and continues under the freeway to Sir Francis Drake Boulevard is well used by both pedestrians and bicyclists.*

## 2 | EXISTING PHYSICAL CONDITIONS

### Redwood Highway Area (Sub-area 2)

The Redwood Highway Area (sub-area 2) consists of a mix of industrial, commercial and residential uses. The industrial uses, located at the northernmost point and in the center of the area, consist of storage facilities, light industrial manufacturing facilities, including a concrete manufacturing operation, and several auto-serving shops. The Cost Plus Plaza includes several large retailers, including a Cost Plus, BevMo and Trader Joe's, making it a regional draw. The residential communities in this area consist of three mobile home and RV parks. The buildings in this area are generally low in scale and height, predominantly one and two stories.

The Greenbrae Boardwalk neighborhood is just east of the study area, along the Corte Madera Creek. Due to its close proximity to the study area, its residents have an interest in any planned development around the SMART station.

The auto-serving and industrial uses provide necessary services not found elsewhere in the city, and the mobile home parks provide a valuable supply of affordable housing. The area's low elevation results in flooding and future threats of inundation, presenting a limiting factor to increased development intensity. Additional information on flooding in the area can be found in Chapter 4: Utilities and Infrastructure.



*The three mobile home parks in the Redwood Highway Area accommodate both mobile homes and RVs, providing affordable housing for city residents.*



*There are several storage facilities in the Redwood Highway Area.*



Many of the businesses in the Redwood Highway Area are auto-oriented, such as auto service and repair shops, a car wash, and a gas station.



The Cost Plus Plaza is a regional shopping center, with tenants such as Cost Plus, BevMo, and Trader Joe's.



Some industrial businesses, such as this concrete manufacturing operation, are located in the Redwood Highway Area.



The residences of Greenbrae Boardwalk are just outside the study area, and maintain a strong connection with the waterfront.

## 2 | EXISTING PHYSICAL CONDITIONS

### PARKS & OPEN SPACE

The study area is well-served by parks and open space. There are four public parks for a total of 12.0 acres in the vicinity of the study area. They include:

- Greenbrae School Park: 1.5 acres
- Neighborhood Park: 2.0 acres
- Niven Park: 1.5 acres
- Remillard Park: 7.0 acres.

In addition, the Corte Madera Creek Trail - the multi-use path around Drake's Landing and continuing east of US 101 along Sir Francis Drake Boulevard East - provides pedestrian and bicycle access, and the marsh open spaces in Corte Madera and some of the hillside open space in Larkspur Landing are accessible by pedestrian trails. Future development should provide efficient and convenient connections to the existing parks and open spaces.

### SCHOOLS

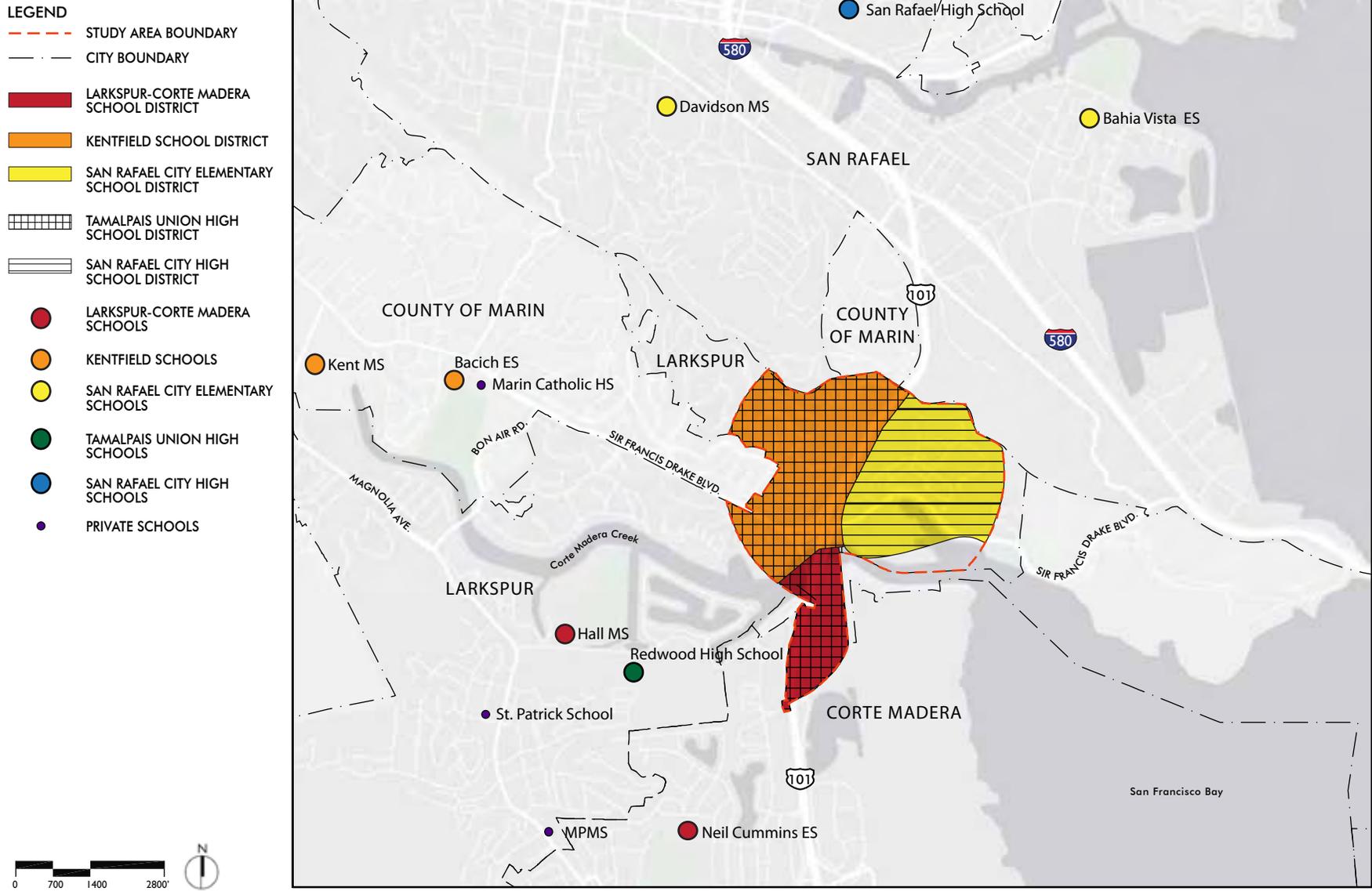
Four public school districts serve students in the study area: Larkspur-Corte Madera School District, Kentfield School District, San Rafael City School District, and Tamalpais Union High School District. Students in the study area attend one of three elementary and middle schools, and one of two high schools, based upon location of their residence. As shown in Figure 2.3, no schools are located within the study area, and some students, especially those living in the Larkspur Landing Area, have to travel long distances or cross significant barriers - major roads, highways or Corte Madera Creek - to get to school.

Enrollment has increased significantly in all school districts serving study area residents in the last 20 years, in particular within the Larkspur-Corte Madera School District, prompting that school district to evaluate the potential for expanding school sites. At a May 12, 2011 meeting, the Facilities Expansion Committee recommended to the District Board that an elementary school be opened at the San Clemente School site in Corte Madera, which is owned by the District and has been leased by Lycée Français La Pérouse (private) for several decades.



*Neighborhood Park in the Larkspur Landing Area offers paths, exercise stations, and picnic areas. The Serenity apartments are seen in the background.*

Figure 2.2: School Districts & School Locations



## 2 | EXISTING PHYSICAL CONDITIONS

### DEVELOPMENT PATTERN

Figure 2.4 illustrates the development pattern of the area, showing the relationship of building and non-building areas. The buildings are shown in black, while the non-building areas are shown in white, and may include roads, parking lots, unbuilt areas of parcels, and open space.

The development pattern in the Larkspur Landing Area reveals a large-scale pattern of office and commercial buildings in the southern portion of the area, and a smaller-scale pattern of residential buildings to the north. The non-building areas surrounding the office and commercial uses are predominantly occupied by surface parking lots or roads, while those to the west and north of the residential developments are a combination of Neighborhood Park, the steep hillside open space and ridgeline, and the parcel owned by Sanitary District No. 1.

The Greenbrae Area north of Sir Francis Drake Boulevard has a small-scale pattern typical of residential neighborhoods. The pattern of the streets and houses follow the contours of the hillside creating a winding circuitous arrangement. South of Sir Francis Drake Boulevard, the development pattern is more spread out, with the office and commercial buildings set around parking lots. There is a significant amount of park and open space in this area as well with Niven Park, the shoreline open space, and the residential community of Drake's View which is clustered around a central open space.

The Redwood Highway Area has a diverse development pattern. In the north are some mid-sized buildings with associated parking lots. In the south are large-scale buildings again with associated parking lots. In contrast, the residential components in the area (the three mobile home communities) have a very tight and small-scale pattern.

The development pattern varies depending largely on use. The residential uses are typically small-scale with open space comprising much of the non-building use, while the commercial, office and transit uses tend to be larger scale, with the non-building use consisting predominantly of parking lots.



*The Larkspur Landing Office Park is typical of the development pattern in the study area, with buildings surrounded by surface parking lots.*



*The Greenbrae Hills single-family homes represent a small-scale development pattern.*

Figure 2.3: Development Pattern

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



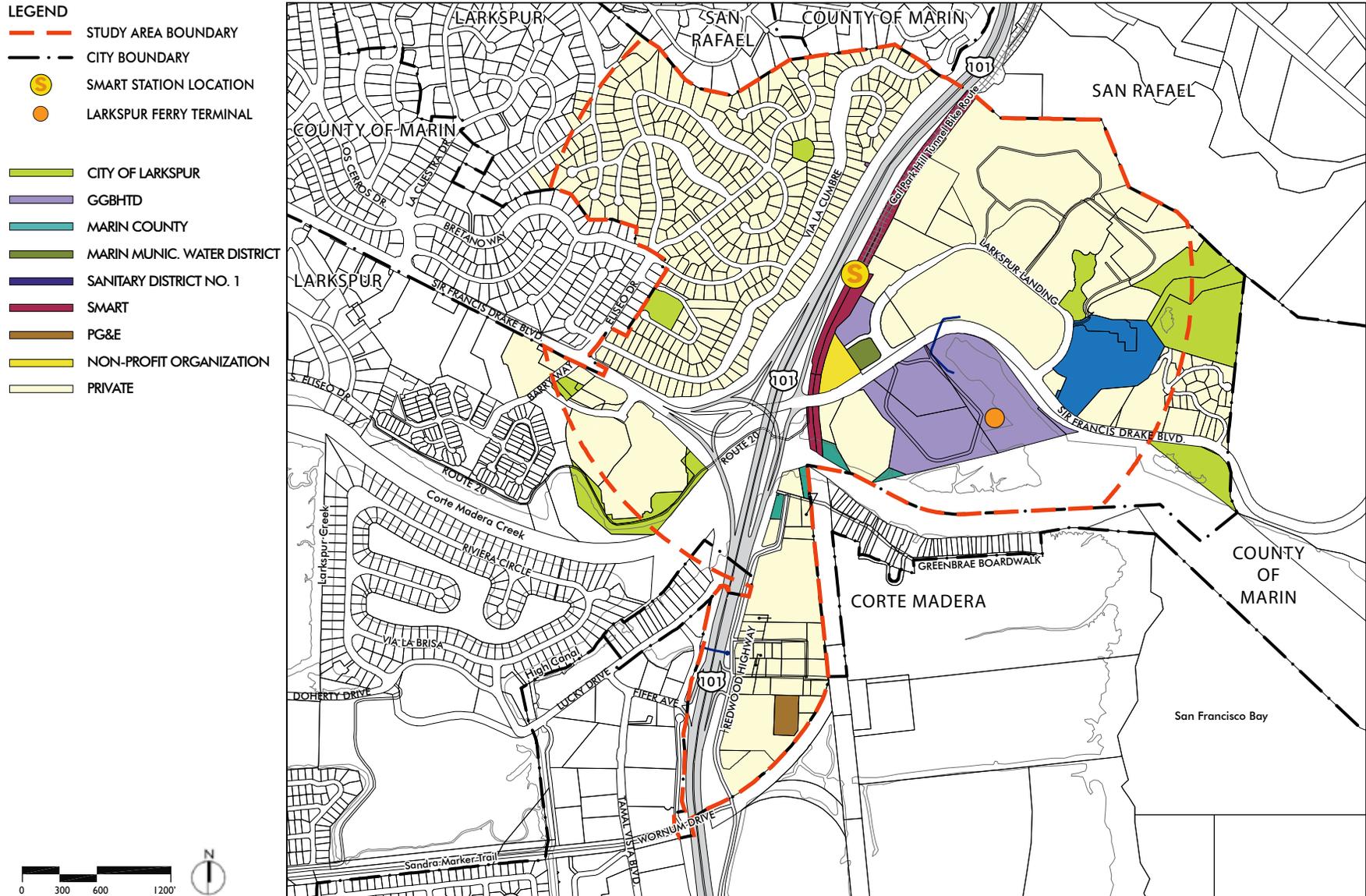
## 2 | EXISTING PHYSICAL CONDITIONS

### PROPERTY OWNERSHIP PATTERNS

Property ownership patterns are significant to station area planning if they indicate large areas of land under single ownership where owners may see an opportunity for redevelopment due to the realization of the future SMART station. A total of 73 acres of land in the study area is publicly-owned. As shown in Figure 2.5, there are several property owners, including a number of public entities, who own large or multiple properties within the study area (area counts include the areas colored in Figure 2.5). Of particular significance to this Station Area Plan are:

- Golden Gate Bridge Highway and Transportation District (GG-BHTD). GGBHTD owns both the large Ferry Terminal site and the Marin Airporter site, a total of 27 acres. A portion of the Marin Airporter parking lot is currently within the SMART right-of-way; these parking spaces will be lost when the Larkspur Station is built.
- Sanitary District No. 1 of Marin County. The large, mostly vacant site in the Larkspur Landing Area is 10-acres in size and is owned by Sanitary District No. 1. This property is at the southernmost end of Sanitary District No. 1's jurisdiction, which stretches from Larkspur north to Fairfax.
- Equity Office. Equity Office owns the Larkspur Landing Office Park, four parcels containing offices in the Larkspur Landing area near the railroad tracks (10 acres); they also own the Drake's Landing Office Park (9 acres). These properties are currently on the market for sale.
- Marin Country Mart LLC owns the 16-acre Marin Country Mart site.

Figure 2.4: Property Ownership



## 2 | EXISTING PHYSICAL CONDITIONS

### NEIGHBORHOOD CHARACTER

#### Natural Features

South of Sir Francis Drake Boulevard the study area is predominantly flat. North of Sir Francis Drake Boulevard, however, it rises up to meet the ridge-line. In the Greenbrae Hills neighborhood, the hillside generally slopes up to meet the ridgeline. In the Larkspur Landing Area, the Marin Country Mart shopping center sits upon a flat terrace approximately 10 feet above Sir Francis Drake Boulevard. North and east of the terrace, the hillside ascends at a steep slope creating a bowl shape. The ridgeline is preserved as open space and runs along the northern boundary of the study area.

Corte Madera Creek flows down to the San Francisco Bay from San Anselmo. It is at its most naturalized and widest breadth through Larkspur where it meanders through mostly residential areas until it reaches the study area, where the waterfront properties transition to a mix of residential, office, retail and finally the ferry terminal. The Corte Madera Creek reaches the bay just east of the ferry terminal.

The marshes just outside the study area at Madera Bay Park Site, Corte Madera Shorebird Marsh, and Corte Madera Marsh State Ecological Reserve provide open space and sanctuaries that serve as important habitat for plants and wildlife. Trails and observation areas run along the border of the reserve.

The creek, marshes and bay give this area a distinct water-oriented character. Residents living in the area have a strong connection with the waterfront, with the winds from, scents and views of, as well as direct access to the waterfront. Many residents living along Corte Madera Creek, for example, have built boat docks to take advantage of the waterfront resource it provides. This is especially true from the higher elevations in the Larkspur Landing and Greenbrae Areas.

The water and marshlands do, however, also create barriers to movement in the area. Roads and pedestrian pathways must bridge over Corte Madera Creek, for example, making connectivity for pedestrians, bicyclists and motorists challenging.

#### Views

The elevated areas in the study area – the higher elevations in the Larkspur Landing and Greenbrae Areas – command tremendous views of the San Francisco Bay, the Corte Madera Marsh and Mt. Tamalpais. From the Greenbrae Hills neighborhood, clear views over the study area are limited to those houses located along the US-101 corridor. Others may have filtered views of Mt. Tamalpais. With any future development in the study area, these views should be preserved, and any new buildings should be designed in such a way as to not block or detract from views to the bay from areas to the west. The hillside in the Larkspur Landing Area has an advantageous bowl-shaped topography that generally prevents it from being visible from the east as well as from most of the Greenbrae Area to the west. The knoll west of the ferry terminal screens the area from view from the west.

#### Architectural Character

##### Larkspur Landing Area

The buildings in the Larkspur Landing Area have a uniform colonial revival architectural style, with gabled roofs, white trim, and board and batten siding. The buildings are appealing, in good condition, and visually interesting with articulated facades and balconies. The most prominent exceptions to the consistent architectural style of the Larkspur Landing Area are the two office buildings on Sir Francis Drake Boulevard west of Larkspur Landing Circle, and the two small retail buildings across the street from those, on the south side of Sir Francis Drake Boulevard.

##### Greenbrae Area

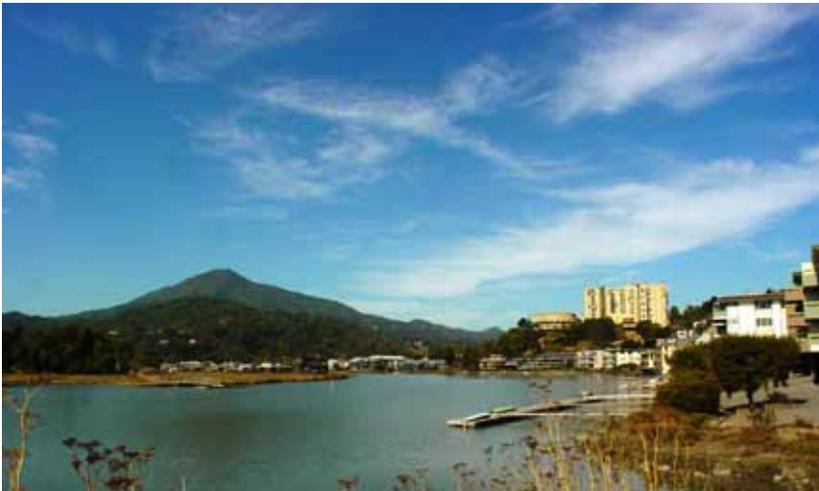
In the Drake's Landing Area, the Drake's View townhome community adheres to a style reminiscent of Larkspur Landing, with the horizontal board and batten siding, white trim, and articulated facades with terraces and balconies. The buildings of the Drake's Landing Office Park break from the consistent style with a more maritime look. These buildings have blue corrugated roofs, and a low, horizontal form, with uninterrupted windows/fenestration that span the length of the building on each of the two floors. The single-family Greenbrae Hills neighborhood north of Sir Francis Drake Boulevard consists mostly of mid-century ranch-style homes.



*View southeast over the Bay from the top of Via La Cumbre in Greenbrae Hills. The white ferry terminal structure is just visible behind the trees on the right.*



*The buildings of Marin Country Mart have a uniform architectural character, painted in either white or gray.*



*View of Mt. Tamalpais from the Corte Madera Creek Trail multi-use pathway that runs along the shoreline around Drake's Landing.*



*The Larkspur Courts Apartments have some similar architectural features as the buildings at Marin Country Mart, such as wood siding and white trim.*

## 2 | EXISTING PHYSICAL CONDITIONS

### **Redwood Highway Area**

The Redwood Highway Area has a mix of architectural character. There are several one- and two-story industrial buildings and storage warehouses, some small stand-alone freeway retail businesses, and the larger Cost Plus Shopping Center. The three mobile home parks consist of a combination of RVs and more permanent trailer homes.

### **Landscape Character**

The landscape character of the study area is dominated by natural resources: water and the grassland and wooded hillsides. The Corte Madera Creek and the San Francisco Bay are a major focus of the area. Many residents have an intimate connection to the waterfront, by living directly on the creek's edge, walking or bicycling along the waterfront multi-use paths, walking on the trails in the Corte Madera Marsh, kayaking on the creek, or taking the ferry. Others connect with the water by means of the spectacular views from higher elevations.

The hillsides to the north of the study area slope up to the ridgeline that marks the border between Larkspur and San Rafael. Above the residential communities in the Larkspur Landing Area, the lower portions of the hillside reveal its history as a former rock quarry. Beyond that and further west, the hillside is typical of northern California, with grasslands and oaks. These form an attractive backdrop to the residential developments. Future buildings should complement the existing architectural and landscape character, retaining a small town feel.



*The Drake's View Townhomes in the Greenbrae Area include design elements such as horizontal board and batten siding, white trim, and articulated facades, that are similar to that of the buildings in the Larkspur Landing Area.*



*The Drake's Landing Office Park was built in a streamlined and more modern style.*



*The three mobile home parks consist of a combination of RVs and more permanent trailer homes.*



*The landscape character of the study area is based on the water, marsh and hillsides. Native grasses have been planted along the creek edge near Drake's Landing.*



*The Redwood Highway Area has a mix of primarily one-story industrial and residential uses.*



*The marsh at the Madera Bay Park Site and Corte Madera Marsh State Ecological Reserve is an amenity visible from many locations throughout the study area.*

## 2 | EXISTING PHYSICAL CONDITIONS

### PLANNED PROJECTS

Two projects in the study area have been approved or permitted by the City.

#### Drake's Cove

Drake's Cove is located at 175 Sir Francisco Drake Boulevard, at the eastern edge of the study area. The precise development plan for this project was originally approved in 2003, was amended in 2005, and construction began in 2009. The plan calls for 23 residential units in single-family and duplex homes, at a density of 2.2 dwelling units/acre (gross), or 3.7 dwelling units/acre (net). To date the site has been graded and prepared for home building, and three single-family and eight attached single-family homes have been built.

#### 2000 Larkspur Landing Circle

The precise development plan for the 2000 Larkspur Landing Circle development was approved in 2007. This is the large vacant site owned by Sanitary District No. 1. The precise development plan was approved for 126 multi-family dwelling units in nine structures, as well as a hotel and community clubhouse. The development is on a 10.47 acre site, with a building area of 7.67 acres, giving the project a density of 16.4 du/net acre. The development received multiple development exceptions. The building height limit exceptions included an allowable height of 55 feet for the residential portion, 17 feet for the clubhouse, and 51 feet for the hotel. An FAR exception of 0.85 FAR was granted for the residential portion of the development. For the off-street parking requirement exceptions, 11 spaces may be provided on-street in the residential portion of the development, and the hotel use may provide 3 less spaces than required.

At this time, a revised development proposal has been submitted to the City. The revised plan proposes higher residential densities while retaining the hotel and district offices.



*The Drake's Cove development is partially complete, with 11 homes built. Plans call for 23 homes total.*



*View of the Sanitary District No. 1 site, future location of the 2000 Larkspur Landing Circle development. The Drake's Way homes can be seen in the distance.*

## LAND USE SUMMARY: ISSUES & OPPORTUNITIES

The goal of the Station Area Plan is to evaluate the potential for transit-oriented development within the study area, with particular focus on the future proposed SMART station. A summary of the land use issues and opportunities follows:

### Issues

- Density. Much of the study area is currently developed at intensities that are not particularly supportive of transit.
- Parking lots. The areas closest to the future SMART station are dominated by surface parking lots, most notably the ferry terminal lot and the lots at Marin Country Mart and the office buildings just northwest of Marin Country Mart.
- Lack of connectivity. Highway 101, Sir Francis Drake Boulevard, and the Corte Madera Creek all create barriers to connectivity within and between the sub-areas and to the SMART station and ferry terminal.
- Few vacant sites. There are only a few vacant sites available for future development; however, several other sites could be considered underutilized and should be studied for future redevelopment.
- Existing development is viable. Most of the development in the area is viable as it exists today, with no need for redevelopment. This leaves fewer areas available for potential future transit-oriented development in the near term.

### Opportunities

- Diverse mix of uses. The study area already comprises a diverse mix of land uses, including retail, services, hotel, office, residential and open space, thus laying the groundwork for successful transit-oriented development in the area.
- Excellent transit options. With the future SMART rail service, the ferry line, several bus routes, and the Marin Airporter, the study area has a remarkable number of transit options.
- Regional destination. The Larkspur Landing Area, with the Marin Country Mart as its heart, already acts as an activity center for the city of Larkspur and the larger region. The shopping

center itself, and the weekly Farmer's Market, Food Truck gathering, and other special events draw residents from the larger region.

- Views. The views from the hillsides over the marsh, wetlands, creek and bay are attractive and give this area a strong sense of connection with the waterfront. In addition, the topography of the Larkspur Landing Area in particular, is such that higher-density development can likely be accommodated without blocking or degrading views.
- Gateway. This area stands at the gateway to Larkspur from the east. Those who come by car across the Richmond-San Rafael Bridge on Interstate 580, exit onto Sir Francis Drake Boulevard, and enter into Larkspur as they drive past San Quentin. This traffic can help to support future development in the study area. Any new development could be designed to promote a sense of arrival into the city.
- Large parcel ownership. There are several large parcels under single ownership in key areas of the study area. These include the Sanitary District No. 1 property, the ferry terminal site owned by the Golden Gate Bridge Highway and Transportation District (GGBHTD), the Marin Country Mart, and a number of office parcels in the Larkspur Landing Area currently owned by Equity Office. This single ownership may simplify the process of redevelopment.
- Parking lots. The existing parking lots, especially those at the ferry terminal and at Marin Country Mart are potential sites for long-term redevelopment.

The CAC also contributed their input on issues and opportunities within the study area. The majority of their concerns and ideas are addressed above. These can be found in full in Chapter 5: Community Involvement.

## 2 | EXISTING PHYSICAL CONDITIONS

### TRANSPORTATION & CIRCULATION

This section outlines existing circulation and transportation conditions in the Larkspur SMART Station Area Plan study area, describing roadway, transit, bicycle, and pedestrian facilities.

#### TRAVEL CHARACTERISTICS

The transportation system in this area of Larkspur includes roadways, bicycle and pedestrian facilities, regional ferry service, public bus transit systems, and the future SMART rail system.

Table 2.2 compares the commute characteristics of Larkspur residents to those of Marin County, the State of California, and the U.S. based on the 2006-2010 American Community Survey (ACS) 5-Year Estimates data. Approximately 77 percent of Larkspur residents commute by automobile (including single occupancy and carpool). This is similar to County patterns and lower than statewide averages.

Larkspur’s 8.9 percent transit usage is slightly higher than transit usage across Marin County and significantly higher than the state and U.S. average. 2.1 percent of Larkspur residents walk to work, which is lower than the county, state and national average. The percent of Larkspur residents who commute by other means, including by bicycle, is on par with the county as a whole as well as the state. The ACS results also indicate that Larkspur is comparable to Marin County in the work-from-home category.

It should be noted that the ACS data only illustrates one aspect of travel patterns (i.e. commuters); however, it is important to understand because commute trips make up a significant proportion of traffic volumes during peak periods. The data also describes only trips that originate in Larkspur. Much of the travel that takes place in the study area originates outside of Larkspur, due to significant arterial roadways that pass through the study area.

**Table 2.2:** Commute Mode Characteristics

COMMUTE MODE CHOICE	LARKSPUR	MARIN COUNTY	CALIFORNIA	UNITED STATES
Single-Occupant Automobile	71.1%	66.7%	73%	76.6%
Carpool	5.9%	9.5%	11.9%	9.7%
Public Transit	8.9%	8.3%	5.1%	4.9%
Walk	2.1%	3.3%	2.8%	2.8%
Other Means (includes Bicycle)	2.5%	2.5%	2.3%	1.7%
Work at Home	9.4%	9.7%	5.0%	4.3%

Source: 2006-2010 American Community Survey 5-Year Estimates

## ROADWAY NETWORKS

### Road Types/Function Class & Characteristics

The following describes the key roadways in the study area.

#### **US Highway 101**

US-101 is the only continuous north-south roadway in Marin County, connecting the communities of Marin and Sonoma counties to job centers and major destinations in San Francisco to the south and Contra Costa County to the east. Within the study area, US-101 bisects the communities of Larkspur, and Corte Madera and serves both as the primary connection to regional destinations as well as the largest north-south barrier within the communities themselves. Local access interchanges are provided at Sir Francis Drake Boulevard, Lucky Drive/Fifer Avenue, and Industrial Way. Within the study area, the majority of the freeway segments consist of eight lanes (four lanes in each direction).

US-101 in Marin County currently experiences heavy traffic congestion in the southbound direction during the AM peak hour and in the northbound direction during the PM peak hour due to commute traffic between Sonoma, Marin, San Francisco, and Contra Costa counties. The increasing congestion and delays experienced by motorists on US-101 are a reflection of the increasing population and employment growth in Sonoma and Marin counties. As new housing and employment centers develop in both counties, commute trips within and between Sonoma and Marin counties are also increasing.

#### **Sir Francis Drake Boulevard**

Sir Francis Drake Boulevard is an east-west principal arterial street that runs through Marin County, connecting the rural communities in the west to US-101 and I-580. Within the study area, Sir Francis Drake Boulevard carries approximately 50,000 vehicles per day and has four through travel lanes at US-101. Access to US-101 is provided at an interchange in the City of Larkspur. The Larkspur Ferry Terminal is located on Sir Francis Drake Boulevard east of US-101 and is a major generator of commuter traffic during the AM and PM peak periods.



*US-101 is used for long-distance interregional travel as well as shorter distance trips within Marin County and even within the city of Larkspur.*



*Sir Francis Drake Boulevard, shown here at the Marin Country Mart, is a heavily used corridor within the study area.*

## 2 | EXISTING PHYSICAL CONDITIONS

### **Redwood Highway**

Redwood Highway is the only north-south local street on the east side of US-101 in the study area. This two- to four-lane roadway provides access to a variety of commercial, service and industrial uses as well as mobile home parks to the north of Wornum Drive. Redwood Highway provides access to northbound US-101 at the Industrial Way on- and off-ramps. Redwood Highway carries approximately 7,000 vehicles per day south of Wornum Drive.

### **Larkspur Landing Circle**

Larkspur Landing Circle is a two- to four-lane local street that circles the Marin Country Mart and has two signalized intersections with East Sir Francis Drake Boulevard. It provides access to the Cal Park Hill Tunnel, as well as the Marin Airporter, Century Larkspur Landing Theater, and various commercial and residential uses. Sidewalks are provided on most of the north side of the street, but are limited on the south side, between Sir Francis Drake Boulevard and the Theater.

### **Traffic Volumes**

Traffic count locations are illustrated in Figure 2.6. Figure 2.7 shows traffic volumes for key areas within the study area. Locations 2, 3, 4, 6, and 8 show the AM, midday, and PM peak hour vehicle turning movement counts. These counts were conducted during typical weekdays (Tuesday through Thursday) in October 2011 when schools were in session. Peak hour intersection volumes for locations 11 & 12 were collected in August and September 2006. The peak hour reflects the hour of the day that observes the highest traffic volumes for that intersection, typically occurring between 7:30-9:30am, 11:30am-1:30pm, and 4:00-6:00 pm.

Locations 1 and 5 show the weekday average daily traffic (ADT) along Sir Francis Drake Boulevard, west and east of US-101.

### **Traffic Conditions (LOS)**

LOS is a qualitative description of traffic flow based on speed, travel time, delay, and freedom to maneuver. There are six levels, ranging from LOS A as the best operating conditions, to LOS F as the worst. LOS E represents



*Redwood Highway provides access to a variety of commercial, industrial and residential uses.*



*Larkspur Landing Circle is a loop road from Sir Francis Drake Boulevard East that serves several office, retail and residential developments.*

**Table 2.3: Existing Intersection Levels of Service**

Intersection	Jurisdiction	Traffic Control	Peak Hour	Delay	LOS
2. Sir Francis Drake Boulevard / Eliseo Drive	County of Marin	Signal	AM	60	<b>E</b>
			PM	39	D
3. US-101 Southbound Ramps / Sir Francis Drake Boulevard	Caltrans	Signal	AM	11	B
			PM	< 10	A
4. US-101 Northbound Ramps / Sir Francis Drake Boulevard	Caltrans	Signal	AM	27	C
			PM	31	C
6. Sir Francis Drake Boulevard / Larkspur Landing Circle West / Ferry Terminal Entrance	Larkspur	Signal	AM	21	C
			PM	35	C
8. Larkspur Landing Circle East / Sir Francis Drake Boulevard	Larkspur	Signal	AM	< 10	A
			PM	13	B
11. US-101 Northbound Ramps / Redwood Highway / Industrial Way	Caltrans	Signal	AM	< 10	A
			PM	13	B
12. Wornum Drive / Redwood Highway	Corte Madera	Signal	AM	< 10	A
			PM	15	B

Note: **Bold** = unacceptable LOS.  
Source: Fehr & Peers, August 2011

**Table 2.4: Marin CMP PM Peak Hour Roadway Segment Operations**

Roadway Segment	From	To	LOS
Northbound US-101	State Route 131	Tamalpais Drive	<b>F</b>
	Sir Francis Drake Blvd	I-580	D
Southbound US-101	I-580	Sir Francis Drake Blvd	A
	Tamalpais Drive	State Route 131	A
Eastbound Sir Francis Drake Boulev	College Avenue	US-101	B <sup>1</sup>
	US-101	Larkspur Landing Circle	C
Westbound Sir Francis Drake Boulev	Larkspur Landing Circle	US-101	D
	US-101	College Avenue	A <sup>1</sup>

Note: **Bold** = unacceptable LOS.

<sup>1</sup>The actual roadway segment studied in the CMP is located between College Avenue and Wolfe Grade, to the east of the Larkspur SMART study area.

Source: TAM, 2011 CMP Update

“at-capacity” operation. When volumes exceed capacity and stop-and-go conditions result, operation is designated as LOS F.

Table 2.3 shows that during the AM and PM peak hours, many of the study intersections in the project vicinity operate at LOS C or better. However, traffic along Sir Francis Drake Boulevard west of US-101 typically operates at congested conditions, with LOS E occurring during the AM peak hour and LOS D during the PM peak hour. Although LOS C or better conditions are typical during peak periods on East Sir Francis Drake Boulevard, occasionally traffic operates at near-capacity conditions between US-101 and the Richmond-San Rafael Bridge.

**Marin County Congestion Management Program**

TAM is the Congestion Management Agency for Marin County, which includes maintaining a Congestion Management Plan (CMP). The CMP monitors levels of service on the county’s roadways and works to improve all methods of transportation locally and regionally. The CMP documents the existing levels of service (LOS) at key county roadways through the study area including US-101 and Sir Francis Drake Boulevard.

The LOS for the CMP 2011 is determined by measuring the time travel and vehicle speeds for each segment. All of the CMP roadway segments in the study area have been identified as “grandfathered” roadway segments, which means that they have operated at a lower LOS than the standard which was established in 1991. The County of Marin allows grandfathered roadway segments to continue to operate at a lower LOS standard level until such time as they are improved or the traffic load is diverted.

The 2011 CMP Update includes PM peak hour LOS for the roadway segments shown in Table 2.4. The roadway segments studied in the CMP include northbound US-101 from south of Tamalpais Drive to I-580, southbound US-101 from I-580 to Sir Francis Drake Boulevard, as well as Sir Francis Drake Boulevard east of US-101. The CMP defines US-101 as a freeway and Sir Francis Drake Boulevard as an arterial. It is important to note that the roadway operations shown for Sir Francis Drake Boulevard do not necessarily reflect the congestion at individual intersections along the corridor.

## 2 | EXISTING PHYSICAL CONDITIONS

Figure 2.5: Traffic/Bicycle/Pedestrian Count Study Locations

- LEGEND**
- - - STUDY AREA BOUNDARY
  - CITY BOUNDARY
  - SMART STATION LOCATION
  - WATER
  - PEDESTRIAN BRIDGE
  - X TRAFFIC/PEDESTRIAN/BICYCLE COUNTS LOCATION

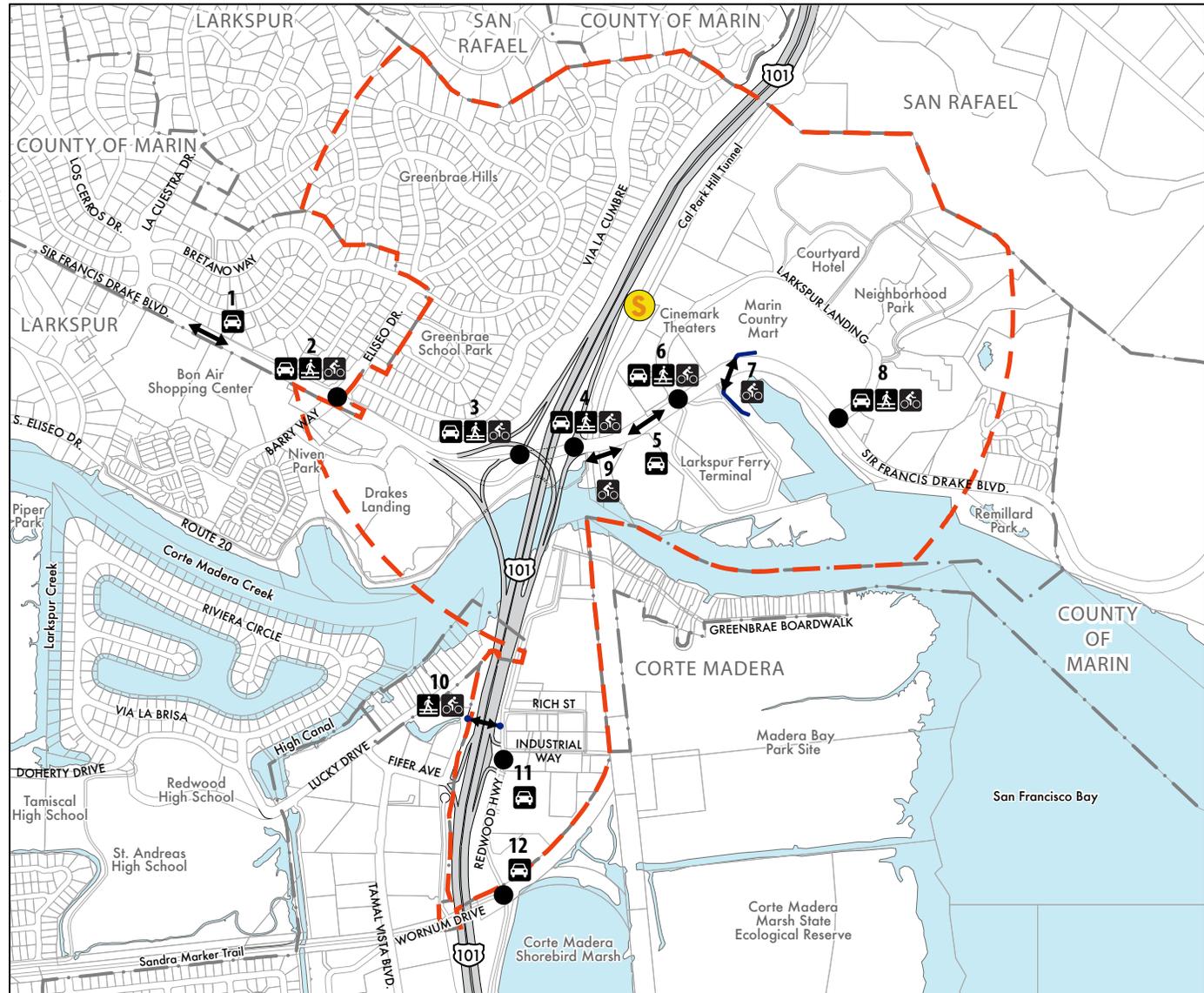
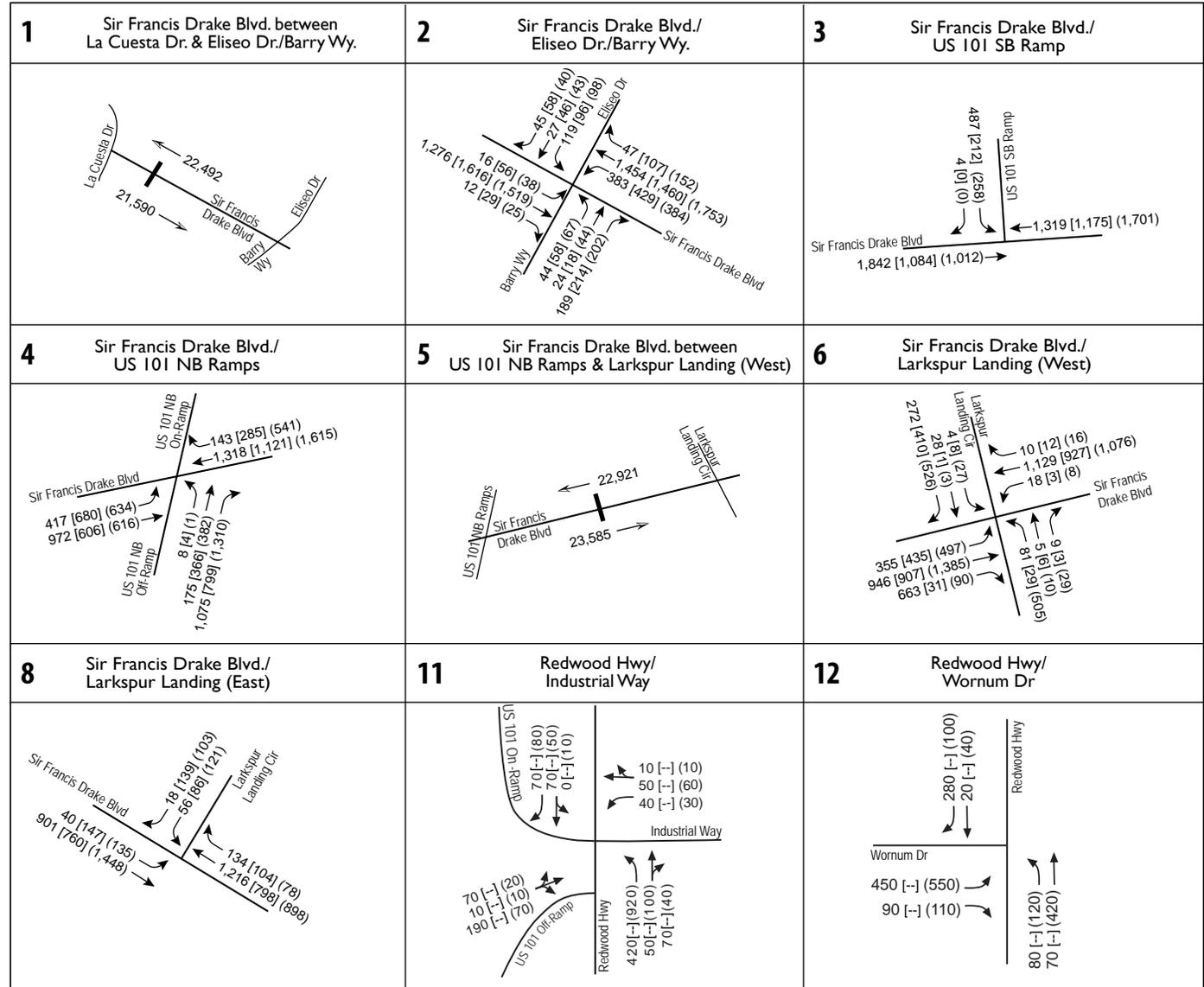


Figure 2.6: Existing Traffic Volumes

LEGEND

- XX AM PEAK HOUR VOLUMES
- [XX] MIDDAY PEAK HOUR VOLUMES
- (XX) PM PEAK HOUR VOLUMES
- ← DIRECTIONAL WEEKDAY ADT VOLUMES



## 2 | EXISTING PHYSICAL CONDITIONS

### TRANSIT NETWORK

Transit services in the study area include local buses, express buses, shuttles, and ferry service. A majority of the transit trips through the area are commuters who use the bus stops at Lucky Drive, students heading to and from school, and people using the corridor along Sir Francis Drake Boulevard.

In addition to the local and regional bus service, ferry service is provided via the Larkspur Ferry Terminal, which provides commuter service to San Francisco. The Larkspur Ferry Terminal is heavily used by commuters, with approximately 5,300 people passing through the terminal each day.

### Bus Service

Bus service in Marin County is provided by Golden Gate Transit (GGT) and Marin Transit. The two transit operators provide service as follows:

- GGT is provided through the Golden Gate Bridge, Highway and Transportation District and operates bus service in Marin, San Francisco, and Sonoma counties. GGT provides basic and commuter service between Marin County and San Francisco, as well as local service within Marin County. Whistlestop Wheels is the paratransit service for GGT. The Larkspur Ferry Terminal and the San Rafael Transit Center serve as major hubs and transfer points to the system.
- The Marin County Transit District (MCTD) is responsible for providing local transit service within Marin County. MCTD directly operates transit, but also contracts with other providers, including Golden Gate Transit and Whistlestop Wheels, for local bus and paratransit services.

### Types of Bus Service

Currently GGT operates a majority of the basic and commuter routes that provide service within the various communities of Marin as well as San Francisco, Sonoma, and Contra Costa counties, while MCTD is responsible for the local community routes. The routes that serve the study area are shown in Figure 2.8 and are described as follows:

- Local Routes: These routes are provided by GGT within Marin County on weekdays with limited weekend service under con-

tract with Marin Transit. Local routes through the corridor include Routes 17, 29, 36, and 71.

- Basic Routes: Basic routes provide daily service throughout the day and evening between San Francisco, Marin, Sonoma and Contra Costa counties. Basic routes through the corridor include Routes 70 and 80, which both provide express service from Santa Rosa to San Francisco. Neither of these routes stop in the study area.”
- Commute Routes: These bus routes provide commute period service, mornings and evenings, Monday through Friday except holidays, between San Francisco, Marin, and Sonoma counties. Commute service making stops within the study area includes Route 24 and 97.
- Community Shuttles: Shuttles provide limited service for local schools and other destinations. Within the study area, the Route 222 shuttle provides service to nearby Marin General Hospital, Bon Air Shopping Center, and Cost Plus Plaza (Cost Plus, Trader Joe’s, BevMo and other stores).

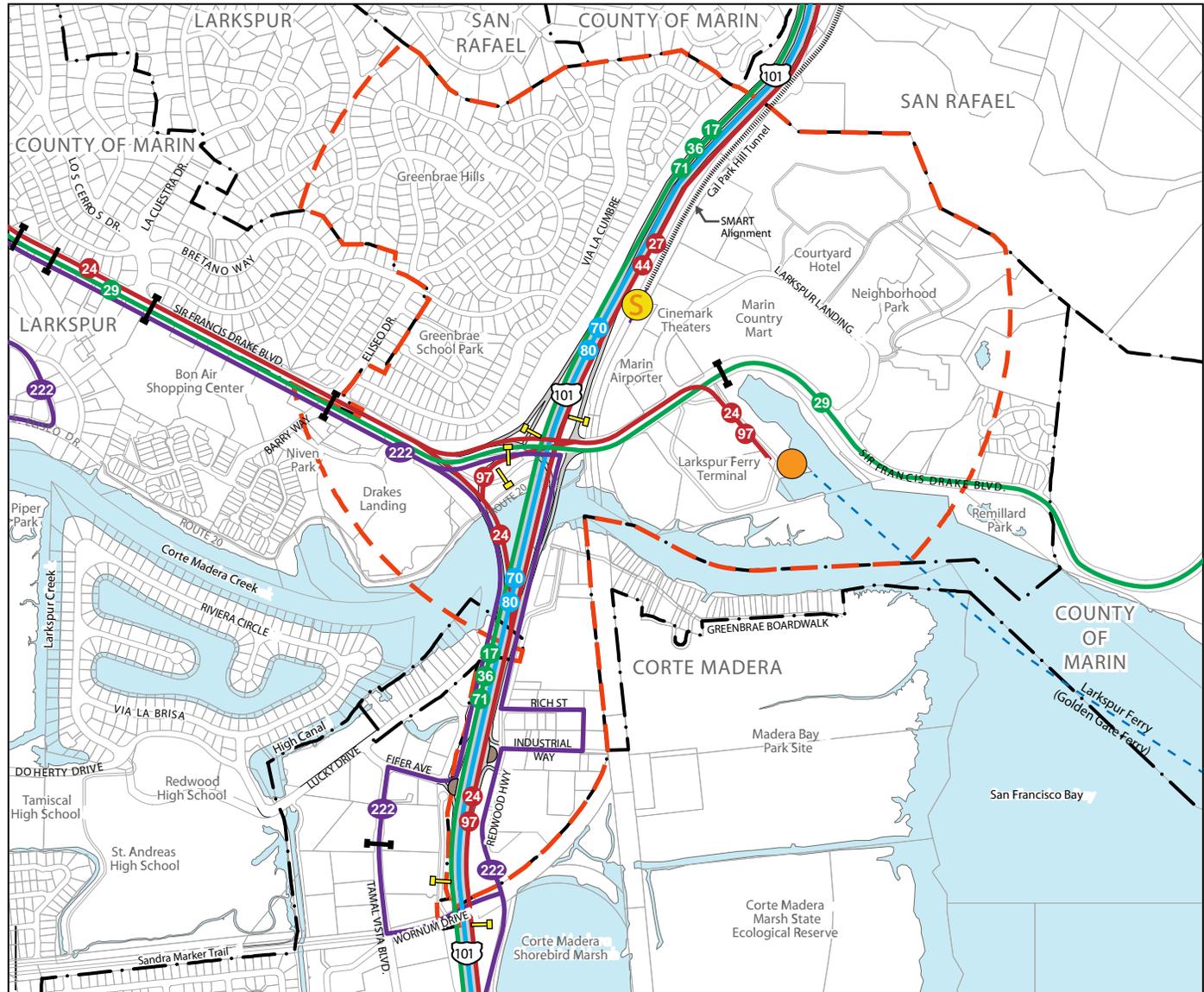
### Bus Connections to Larkspur Ferry

There are three bus routes that connect with the Larkspur Ferry Terminal:

- Route 24, a GGT service, operates along Sir Francis Drake Boulevard between Olema Boulevard in Fairfax and Highway 101, on Highway 101 between Sir Francis Drake Boulevard and the Golden Gate Bridge, and in San Francisco between the Golden Gate Bridge and the South of Market neighborhood. Route 24 headways are between 9 and 70 minutes during commute periods on weekday mornings and evenings. The bus stops at Larkspur Ferry Terminal only one time during the day, at 4:51 AM in the inbound direction. This bus arrives at 8th Street and Folsom Street in San Francisco at 5:32 AM. All other times, the bus avoids this detour, which occurs between adjacent stops at the Greenbrae Hills neighborhood and the Lucky Drive Bus Pad on Highway 101, located at Fifer Avenue.
- Route 97, a GGT service, operates on Highway 101 between the Ferry Terminal and the Golden Gate Bridge, and in San Francisco between the Golden Gate Bridge and the South of Market neighborhood. Route 97 operates once a day, departing the

Figure 2.7: Existing and Proposed Transit Facilities

- LEGEND**
- STUDY AREA BOUNDARY
  - CITY BOUNDARY
  - SMART STATION LOCATION
  - LARKSPUR FERRY TERMINAL
  - WATER
  - LOCAL ROUTE
  - BASIC BUS ROUTE
  - COMMUTE ROUTE
  - COMMUNITY SHUTTLE
  - ▬ EXISTING BUS PAD/STOP
  - ▬ EXISTING BUS STOP
  - ▬ PROPOSED BUS STOP



## 2 | EXISTING PHYSICAL CONDITIONS



Several bus routes stop at the bus stop on Redwood Highway at Industrial Drive.



The Route 29 bus stop on East Sir Francis Drake Boulevard is located in front of Marin Country Mart.



The Larkspur-San Francisco ferry line has the highest ferry ridership in the Bay Area, providing daily service to and from San Francisco.



The Marin AirPorter provides bus service between Marin County and the San Francisco International Airport.

Larkspur Ferry Terminal at 5:22 AM and arriving at 8th Street and Folsom Street in San Francisco at 6:07 AM. It does not operate in the reverse direction.

- Route 29 is a local bus service under contract with Marin Transit. It operates on weekdays and also on weekends with limited service. It operates along Sir Francis Drake Boulevard between Olema Boulevard in Fairfax and Larkspur Ferry Terminal, and east of the Ferry Terminal to San Rafael Transit Center at 3rd Street and Hetherton Street in southeast San Rafael. On weekdays, headways are 30 minutes during peak periods (AM and school), and 60 minutes otherwise during its service hours of 6:30 AM and 9:00 PM.

### **Ferry Service**

The Larkspur Ferry Terminal is a heavily used passenger ferry terminal that provides commuter service to the San Francisco Ferry Terminal. Ferries run approximately between 6:00 AM and 10:00 PM on weekdays and depart approximately every 30-40 minutes in the peak direction during the peak periods (7:00 to 8:30 AM and 4:30 to 6:30 PM) and approximately hourly for the remainder of the ferry service. Ferry service on weekends includes four trips in each direction between 9:30 AM and 8:00 PM.

Commuter traffic to the ferry terminal is a major contributor to peak hour congestion along Sir Francis Drake Boulevard. Most commuters using the ferry service are solo drivers who park in the terminal parking lot. Studies conducted to determine how to expand the ferry ridership have focused on improving the multi-modal connections or car-pooling as the current parking lot is at capacity.

Since 2006, nearly 2,000 vehicles are parked at and around the Larkspur Ferry Terminal on most weekdays. The parking lot regularly fills up on weekdays by 10 am and overflows onto the periphery of the lot, onto Sir Francis Drake Boulevard East, Marin Country Mart, and on the overflow lot located on the railroad right-of-way above the Marin Airporter facility. With ferry ridership continuing to grow, GGBHTD has been exploring the options for addressing the parking shortage, including building a parking garage on the ferry terminal site.

Currently, multi-modal connections to the Larkspur Ferry Terminal are limited. Connecting bus service is mainly provided by Route 29, which stops on Sir Francis Drake Boulevard outside the terminal. Bus route 24 offers limited service to the terminal, with only one inbound trip available in the morning. Bus route 97 operates one trip to San Francisco from the Larkspur Ferry Terminal before ferry service begins in the morning.

### **Marin Airporter**

Marin Airporter is a privately operated bus that offers service between Marin County and the San Francisco International Airport seven days a week, 365 days a year. There is scheduled bus service from six locations in Marin County, including the Larkspur Ferry. The Larkspur Terminal is located at 300 Larkspur Landing Circle, next to the Larkspur Landing Century Theater. Buses leave from Larkspur every 30 minutes, on the hour and half-hour, from 4:00 AM until 11:00 PM. The trip to SFO takes a minimum of one hour, depending on traffic conditions. Parking is available for \$4.00 per day.

## 2 | EXISTING PHYSICAL CONDITIONS

### BICYCLE CIRCULATION

Like many communities around the United States, Marin County continues to experience a strong growth of bicycling as a means of transportation. Marin County has a network of signed bicycle routes consisting of several different types of facilities. These facilities are based on Caltrans standards, which provide for three distinct types of bikeway facilities, as generally described below, and shown in Figure 2.9:

- **Class I Bikeway (Multi-Use Path):** Class I bikeways have independent rights-of-way physically separated from vehicle travel lanes. Motorized vehicle activity is prohibited. Paths are typically 10 to 12 feet wide.

Multi-use paths located adjacent and within the study area are also designated Class I Bike Paths within the Marin County Bicycle Network. These paths include Route 20 along the Corte Madera Creek, and Route 5, which uses the recently opened Cal Park Hill Tunnel. Immediately south of the study area is the Sandra Marker Trail (Route 16), and Route 17 along Redwood Highway.

- **Class II Bikeway (Bike Lane):** Class II bike lanes are on-street lanes dedicated and demarcated for bicycle travel. A bicycle lane is a portion of a road or highway that is designated by striping, signing, and pavement markings to provide preferential or exclusive use of the lane by bicyclists. Bike lanes are typically 4 to 6 feet wide. Due to their multi-modal function, improved roadway maintenance is particularly important to improve rider safety. In some cases, a curbside parking lane can be striped to allow a shared parking lane and bicycle travel. This is typically done in areas where a full bicycle lane is not feasible; however, it is discouraged where alternative means of providing a bicycle lane are possible.

A new Class II bicycle lane was recently added to the west side of Redwood Highway between the Corte Madera Creek overcrossing and Industrial Way, serving southbound bicyclists.

- **Class III Bikeway (Bike Route):** Class III bikeways provide for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. These are often located along roadways where dedicated bicycle lanes cannot

fit or are not needed (for example, on a low volume street), but where providing continuity in a bicycle system is nevertheless important.

A shared-use arrow, or “sharrow,” can be marked in the outside lane on a Class III route to show the suggested path of travel for bicyclists. This is often done when the route has on-street parking, in order to encourage cyclists to ride a safe distance away from the parked vehicles’ “door zone.”

A new designated Class III route, with sharrows, was recently provided on the east side of Redwood Highway between Industrial Way and the Corte Madera Creek overcrossing, serving northbound bicyclists.

The most popular bicycle paths through the study area include the multi-use path along the Corte Madera Creek, the path along the southbound US-101 on-ramp from Sir Francis Drake, and the Cal Park Hill Tunnel Multi-Use Pathway. These paths are all heavily used by commuters and recreational users alike to access such destinations as the Larkspur Ferry Terminal and the shopping centers located south of the study area. Bicycle count locations are illustrated in Figure 2.6. AM, PM, and midday (where available) peak hour bicycle counts on key local roadways are shown in Figure 2.11.

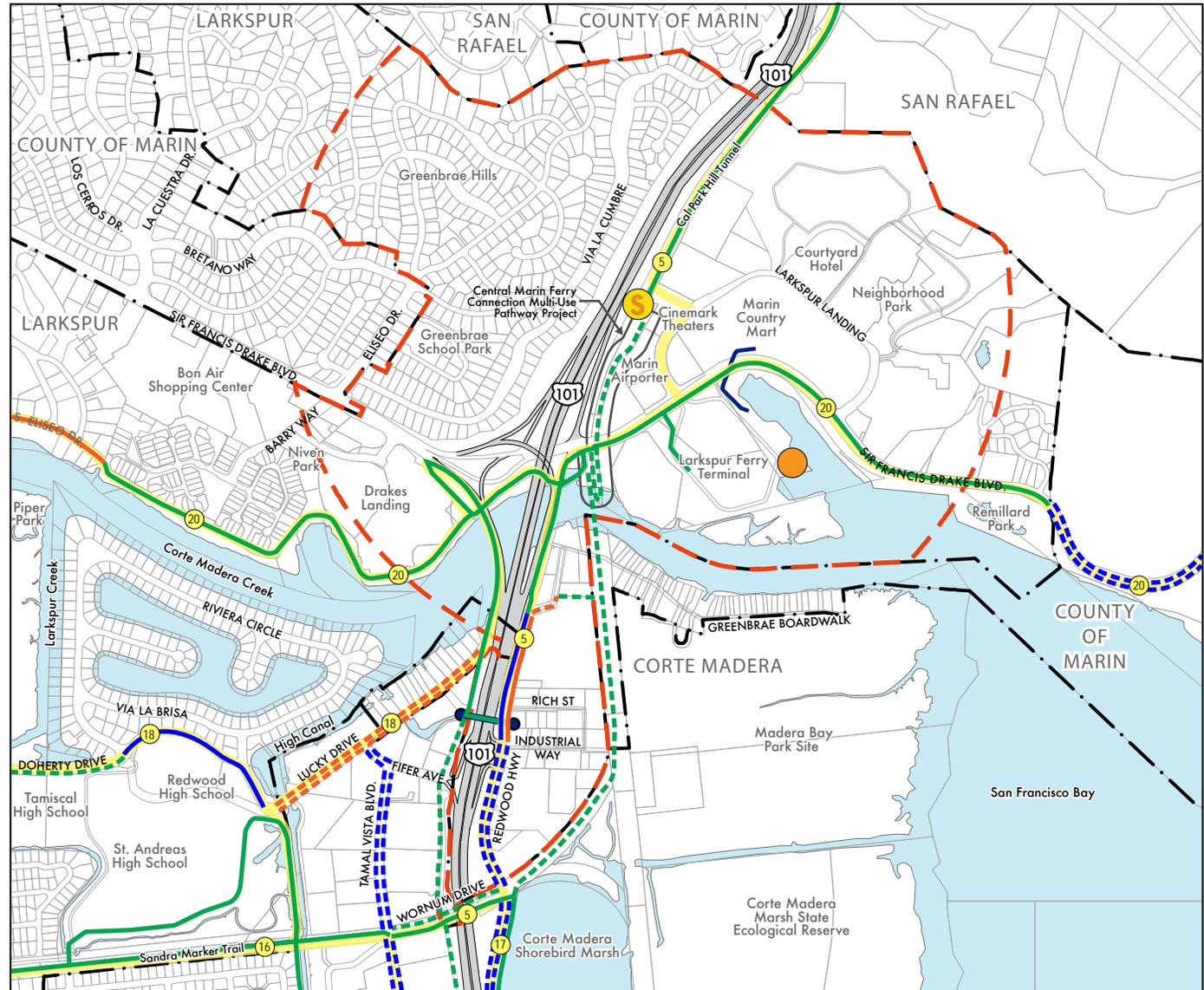
Though the study area has a number of bicycle paths and lanes, several obstacles limit the connectivity for bicyclists, including US-101, the Corte Madera Creek, and Sir Francis Drake Boulevard.

Highway 101 is a major barrier that hinders east-west connectivity. The only locations to cross US-101 within the study area are at Wornum Drive, the pedestrian bridge at Lucky Drive, and the Corte Madera Creek multi-use path.

- Wornum Drive has an existing Class I path on the south side of the road under US-101. However, Wornum Drive is not ideal for bicyclists traveling south on Redwood Highway to west on Wornum Drive as they have to cross Wornum Drive to access the multi-use path on the south side of the roadway. Many cars turn right onto Wornum Drive from Redwood Highway coming from the ramps at Industrial Way, making this crossing uncomfortable for less-experienced bicyclists.
- While the Lucky Drive pedestrian bridge is an important east-west pedestrian and bicycle link over US-101, the bridge is not

Figure 2.8: Existing and Proposed Bicycle Facilities

- LEGEND**
-  STUDY AREA BOUNDARY
  -  CITY BOUNDARY
  -  SMART STATION LOCATION
  -  LARKSPUR FERRY TERMINAL
  -  WATER
  -  PEDESTRIAN BRIDGE
  -  COUNTYWIDE SIGNED BICYCLE ROUTE
  -  EXISTING CLASS I BIKEWAY
  -  PROPOSED (MULTI-USE PATH)
  -  EXISTING CLASS II BIKEWAY
  -  PROPOSED (BIKE LANE)
  -  EXISTING CLASS III BIKEWAY
  -  PROPOSED (BIKE ROUTE)



## 2 | EXISTING PHYSICAL CONDITIONS

currently American with Disabilities Act (ADA) accessible and has substandard touchdown areas.

In addition, Corte Madera Creek and Sir Francis Drake Boulevard create north-south barriers to both pedestrians and bicyclists.

- The Corte Madera Creek crossings are considered acceptable for short-term, but will be inadequate to accommodate future demand. These crossings are a key link to any north-south bicycle route through Marin County.
- The path along the northbound off-ramp is very narrow and bicyclists are required to dismount before they cross the creek. The path on the southbound on-ramp is similar to the northbound ramp, but bicyclists are allowed to ride across as it is wider and has a concrete barrier separating it from traffic instead of a metal railing.
- The only place to safely cross Sir Francis Drake Boulevard in the study area is at the bridge at the Larkspur Ferry terminal. With the completion of the Cal Park Tunnel, this crossing is inadequate as there is no direct north-south path connecting the terminus of the Cal Park Hill Tunnel across Sir Francis Drake Boulevard and the Corte Madera Creek.
- For residents in the Greenbrae Hills neighborhood, traveling east requires crossing several lanes of Sir Francis Drake at Eliseo Drive in order to reach the Corte Madera Creek trail. In addition, the topography of Greenbrae Hills presents a challenge for both pedestrians and bicyclists.

South of the creek, north-south connectivity is limited on either side of US-101 due to the lack of dedicated bike facilities on either side of US-101.

- An existing multi-use path connects the Corte Madera Creek crossing on the west side of US-101 with the base of the Lucky Drive pedestrian bridge. The path across the creek is narrow and requires cyclists traveling in opposite directions to dismount in order to pass. From the base of the bridge, bicyclists travel south on Nellen Avenue, which is a low-volume roadway and ideal for most bicyclists but does not include a separated facility for bicyclists who are not comfortable to ride in the street, such as children.



*The bicycle and pedestrian path on the northbound US-101 on-ramp connects the Redwood Highway Area to Sir Francis Drake Boulevard.*



*Class II and Class III bicycle lanes have recently been installed on Redwood Highway.*

**Figure 2.9: Existing Pedestrian and Bicycle Counts**

2	3	4																																										
<p>Sir Francis Drake Blvd./ Eliseo Dr./Barry Wy.</p> <table border="1" data-bbox="617 386 940 565"> <thead> <tr> <th rowspan="2">Peak Period (2-hour counts)</th> <th colspan="2">Total</th> </tr> <tr> <th>Ped.</th> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>11</td> <td>8</td> </tr> <tr> <td>MIDDAY</td> <td>16</td> <td>4</td> </tr> <tr> <td>P.M.</td> <td>39</td> <td>6</td> </tr> </tbody> </table>	Peak Period (2-hour counts)	Total		Ped.	Bike	A.M.	11	8	MIDDAY	16	4	P.M.	39	6	<p>Sir Francis Drake Blvd./ US 101 SB Ramps</p> <table border="1" data-bbox="1073 386 1396 565"> <thead> <tr> <th rowspan="2">Peak Period (2-hour counts)</th> <th colspan="2">Total</th> </tr> <tr> <th>Ped.</th> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>0</td> <td>1</td> </tr> <tr> <td>MIDDAY</td> <td>0</td> <td>1</td> </tr> <tr> <td>P.M.</td> <td>0</td> <td>2</td> </tr> </tbody> </table>	Peak Period (2-hour counts)	Total		Ped.	Bike	A.M.	0	1	MIDDAY	0	1	P.M.	0	2	<p>Sir Francis Drake Blvd./ US 101 NB Ramps</p> <table border="1" data-bbox="1535 386 1858 565"> <thead> <tr> <th rowspan="2">Peak Period (2-hour counts)</th> <th colspan="2">Total</th> </tr> <tr> <th>Ped.</th> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>0</td> <td>0</td> </tr> <tr> <td>MIDDAY</td> <td>0</td> <td>1</td> </tr> <tr> <td>P.M.</td> <td>1</td> <td>2</td> </tr> </tbody> </table>	Peak Period (2-hour counts)	Total		Ped.	Bike	A.M.	0	0	MIDDAY	0	1	P.M.	1	2
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<p>6</p> <p>Sir Francis Drake Blvd./ Larkspur Landing (West)</p> <table border="1" data-bbox="617 764 940 943"> <thead> <tr> <th rowspan="2">Peak Period (2-hour counts)</th> <th colspan="2">Total</th> </tr> <tr> <th>Ped.</th> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>26</td> <td>4</td> </tr> <tr> <td>MIDDAY</td> <td>58</td> <td>7</td> </tr> <tr> <td>P.M.</td> <td>64</td> <td>8</td> </tr> </tbody> </table>	Peak Period (2-hour counts)	Total		Ped.	Bike	A.M.	26	4	MIDDAY	58	7	P.M.	64	8	<p>7</p> <p>Larkspur Ferry Terminal Bridge</p> <table border="1" data-bbox="1073 764 1352 911"> <thead> <tr> <th rowspan="2">Peak Period</th> <th>Total</th> </tr> <tr> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>6</td> </tr> <tr> <td>P.M.</td> <td>4</td> </tr> </tbody> </table>	Peak Period	Total	Bike	A.M.	6	P.M.	4	<p>8</p> <p>Sir Francis Drake Blvd./ Larkspur Landing (East)</p> <table border="1" data-bbox="1535 764 1858 943"> <thead> <tr> <th rowspan="2">Peak Period (2-hour counts)</th> <th colspan="2">Total</th> </tr> <tr> <th>Ped.</th> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>6</td> <td>0</td> </tr> <tr> <td>MIDDAY</td> <td>10</td> <td>0</td> </tr> <tr> <td>P.M.</td> <td>10</td> <td>1</td> </tr> </tbody> </table>	Peak Period (2-hour counts)	Total		Ped.	Bike	A.M.	6	0	MIDDAY	10	0	P.M.	10	1							
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<p>9</p> <p>Sir Francis Drake Boulevard (Corte Madera Creek Trail, East of US 101)</p> <table border="1" data-bbox="617 1154 890 1300"> <thead> <tr> <th rowspan="2">Peak Period</th> <th>Total</th> </tr> <tr> <th>Bike</th> </tr> </thead> <tbody> <tr> <td>A.M.</td> <td>30</td> </tr> <tr> <td>P.M.</td> <td>34</td> </tr> </tbody> </table>	Peak Period	Total	Bike	A.M.	30	P.M.	34	<p>10</p> <p>US 101 Pedestrian Crossing at Lucky Drive</p> <table border="1" data-bbox="1016 1133 1430 1300"> <thead> <tr> <th rowspan="2">Day</th> <th colspan="2">Total Ped &amp; Bike</th> </tr> <tr> <th>Daily Crossings</th> <th>Peak Hour Crossings</th> </tr> </thead> <tbody> <tr> <td>Weekday Average</td> <td>282</td> <td>32</td> </tr> <tr> <td>Weekend Average</td> <td>202</td> <td>23</td> </tr> </tbody> </table>	Day	Total Ped & Bike		Daily Crossings	Peak Hour Crossings	Weekday Average	282	32	Weekend Average	202	23																									
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## 2 | EXISTING PHYSICAL CONDITIONS

- While recently added bike lanes on the east side of US-101 have made bicycling safer, the lanes end at Industrial Way, creating a gap along Redwood Highway.

### PEDESTRIAN CIRCULATION

The primary pedestrian connection within the study area is the Corte Madera Creek Trail, a dedicated pathway that runs along Sir Francis Drake Boulevard East, starting near Drake's Cove and continuing west past the Larkspur Ferry Terminal, under the freeway overpass to Drake's Landing and the communities to the west. This path also connects to two Corte Madera Creek crossings, one on the US-101 northbound off-ramp and the other on the southbound on-ramp. The Cal Park Hill Multi-Use Pathway is the other major pedestrian connection in the study area, linking Larkspur to San Rafael. Lastly, two multi-use pathways - the Sandra Marker Trail and the trail along Redwood Highway (south of Wornum Drive) - connect the study area to nearby schools and residential communities to the south. A map of these multi-use paths is shown in Figure 2.10.

The heaviest pedestrian use is located around the major constraint points, such as the pedestrian bridge at Lucky Drive, and transit facilities including the Larkspur Ferry Terminal. These areas are used heavily for commuters parking their cars nearby and riding the bus or ferry. Traffic count locations are illustrated in Figure 2.6. Figure 2.10 shows AM and PM (and midday where available) peak hour pedestrian counts at key locations, including the Lucky Drive pedestrian overcrossing.

Although the study area has a number of sidewalks and pedestrian paths, several obstacles limit the connectivity for pedestrians. These include poor east-west connections across US-101 and limited north-south connections across Corte Madera Creek and Sir Francis Drake Boulevard.

- There are limited sidewalks on Redwood Highway between Wornum Drive and Industrial Way. This is a heavily used connection between the Lucky Drive pedestrian bridge and Corte Madera Creek crossing to the multi-use trails at Redwood Highway and Wornum Drive.



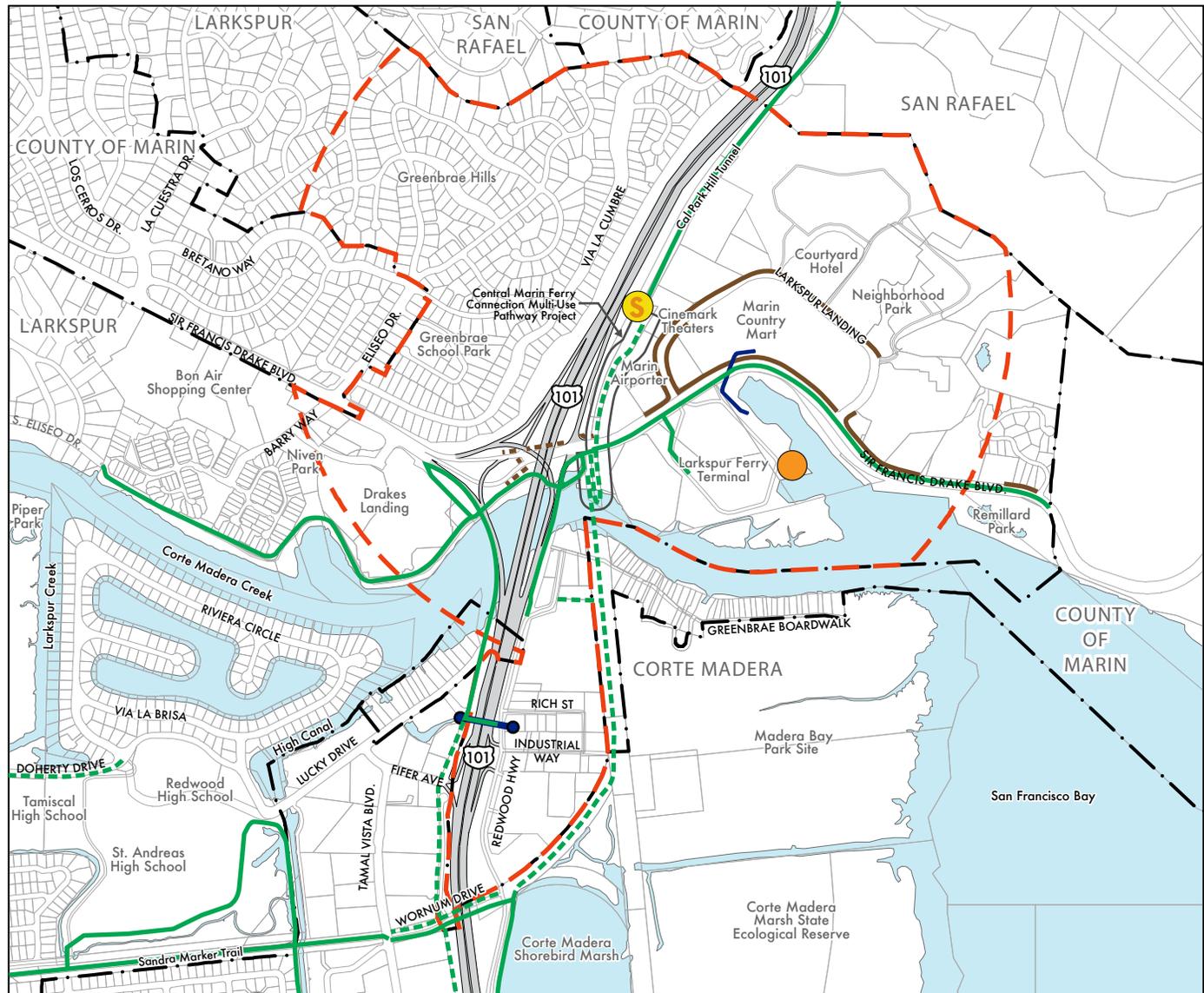
*Redwood Highway near Wornum Drive is missing sidewalks, creating a challenging pedestrian environment.*



*Larkspur Landing Circle lacks sidewalks between Drake's Way and Sir Francis Drake Boulevard.*

Figure 2.10: Existing and Proposed Pedestrian Facilities

- LEGEND**
- STUDY AREA BOUNDARY
  - CITY BOUNDARY
  - SMART STATION LOCATION
  - LARKSPUR FERRY TERMINAL
  - WATER
  - PEDESTRIAN BRIDGE
  - COUNTYWIDE SIGNED BICYCLE ROUTE
  - EXISTING\* SIDEWALK
  - - - PROPOSED SIDEWALK
  - EXISTING CLASS I MULTI-USE PATH
  - - - PROPOSED PATH
- \* Shown for Study Area 1A only



## 2 | EXISTING PHYSICAL CONDITIONS

- Crosswalks across Sir Francis Drake are long and across multiple travel lanes serving high traffic demands. This is an issue for Greenbrae Hills residents accessing the Corte Madera Creek trail, as well as pedestrians and bicyclists getting off at the Cal Park Hill Tunnel and crossing at Larkspur Landing Circle West.
- The sidewalk on the north side of Larkspur Landing Circle terminates at Drake's Way, i.e., there is no sidewalk between Drakes Way and Sir Francis Drake Boulevard.
- Additional community concerns regarding pedestrians include improving access to regional bus stops and local schools.

### **US-101/Lucky Drive Pedestrian Overcrossing**

A 2012 origin-destination study for the pedestrian overcrossing over US-101 at Lucky Drive found that there were 302 daily crossings at its peak usage. About 80 percent of overcrossing users were pedestrians and about 20 percent were bicyclists. Approximately 75 percent of the users were adults, with the remaining users split between children, teens, and seniors. On average approximately 70 children use the overcrossing during a weekday, with the peaks during the morning, at noon, and mid-afternoon corresponding with the beginning and end of school.

The construction of the Greenbrae/Twin Cities Corridor Improvement Project (described further later in this chapter) would include relocating the park and ride lot and regional bus stops to Wornum Drive, which would cause approximately two-thirds of people currently using the overcrossing to shift to Wornum Drive due to these relocated facilities. Of the pedestrian or bicyclists currently using the bridge, six percent of those surveyed would have to walk or ride an additional quarter mile to Wornum Drive to cross US-101 for a non-recreational trip.



*A pedestrian bridge crosses Sir Francis Drake Boulevard East, linking properties on Larkspur Landing Circle with the ferry terminal.*



*A pedestrian bridge across US-101 at Lucky Drive connects the Redwood Highway Area with the communities to the west.*



*The Larkspur Ferry Terminal parking lot often fills up with ferry riders; overflow parking is located across Sir Francis Drake Boulevard behind the Marin Airporter site in the future SMART right-of-way. (Photo source: Google maps)*



*There are a number of surface parking lots in the Larkspur Landing Area, including those at Marin Country Mart.*

**PARKING**

The parking supply in the study area includes on-street parking and off-street surface parking lots. North of Corte Madera Creek, on-street parking is provided along both sides of Sir Francis Drake Boulevard between the Ferry Terminal Driveway and Larkspur Landing Circle East and on the westbound direction directly east of Larkspur Landing Circle East. On-street parking is allowed along many of the Greenbrae Hills residential streets, as well as Drakes Landing Road, south of Sir Francis Drake.

Major surface parking lots in the area include the Larkspur Ferry Terminal and Marin Country Mart parking lots. Other surface parking lots are located at the various office and residential buildings surrounding the Marin Country Mart, Drakes Landing, and at the Marin Airporter station. The future site of the SMART station is currently used for overflow parking for the ferry terminal. All of the surface parking lots are privately owned with the exception of the Larkspur Ferry Terminal Parking lot, which is owned and operated by GGBHTD.

South of the Corte Madera Creek, on-street parking is provided along the east side of Redwood Highway north of Industrial Way, and along Industrial Way and Rich Street. The parking along Redwood Highway is primarily used as an informal park and ride facility by commuters who ride the GGT buses into San Francisco. These parking spaces are adjacent to the Lucky Drive/Industrial Way GGT bus stops and the Lucky Drive Pedestrian Overcrossing, allowing for convenient access to buses traveling in both directions. Additional private off-street parking lots are located at the industrial and retail uses along Redwood Highway. The Twin Cities/Greenbrae Corridor Improvement Project (GCIP) proposes to remove the parking along Redwood Highway north of Industrial Way. This parking would be replaced by 17 parallel spaces along the east and west sides of Redwood Highway and a new designated park and ride lot located on the corner of Wornum Drive and Redwood Highway.

A parking study will be conducted in the fall while school is in session to determine existing parking supply and peak parking demand throughout the study area. This study will include a survey of parking utilization to determine where there is excess parking supply as well as a detailed analysis of the land uses associated with parking demand.

## 2 | EXISTING PHYSICAL CONDITIONS

### PLANNED PROJECTS

#### **Sonoma-Marín Area Rail Transit (SMART)**

Sonoma-Marín Area Rail Transit (SMART) is a passenger train and multi-use pathway project that runs along 70 miles of the historic Northwestern Pacific Railroad alignment. The rail line will serve 14 stations from Cloverdale in Sonoma County to the San Francisco-bound ferry terminal in Larkspur.

The SMART rail parallels Highway 101, providing an alternative to this already-congested corridor. The rail project is projected to take more than 1.4 million car trips off Highway 101 annually and reduce greenhouse gases by at least 124,000 pounds per day. SMART's environmental studies project 5,000 to 6,000 passenger trips per day will be made on the train and 7,000 to 10,000 daily trips will be made on the bicycle/pedestrian pathway.

Commuter-oriented passenger train service will be provided by an estimated 14 round-trip trains per day, operating at 30-minute intervals in the morning and evening peak commuting hours during the week. Bicycles will be allowed on board the trains; weekend service also is planned.

#### **Larkspur Station**

The future SMART Larkspur Station will be located within the SMART corridor right-of-way behind the Century Larkspur Landing Cinema. It will be a double-track, two-platform station. Current plans show provision of 80 parking spaces. It is approximately 1,500 feet north of the existing Larkspur Ferry Terminal. In order to access the ferry terminal, passenger rail riders will use the Cal Park Hill Tunnel Multi-use Pathway to reach Larkspur Landing Circle, cross Larkspur Landing Circle in an improved crosswalk and utilize the existing sidewalk and crosswalks at Sir Francis Drake Boulevard to reach the ferry terminal. Alternatively, SMART riders will be able to utilize the new bridge and improved connections implemented as part of the Central Marín Ferry Connection Multi-use Pathway project.

#### **Shuttle System**

A local shuttle system, using small 12-25 passenger vehicles, is proposed to distribute SMART passengers at the work-end of their trip. The shuttles would be free, and would operate during the same hours as trains, in the

morning and afternoon peak commute periods. There are nine proposed shuttle routes, each designed to complete a one-way loop in less than 30 minutes or the headway of the train. The shuttle route for Larkspur Ferry Station will serve three major activity centers—San Quentin Prison/Marín Country Mart and nearby offices, Marín General Hospital, and College of Marín.

#### **Central Marín Ferry Connection Multi-Use Pathway Project (CMFC)**

In 2004, a study examined the feasibility of constructing a bicycle and pedestrian bridge over the Corte Madera Creek to improve connections to destinations south of the creek with the Larkspur Ferry Terminal and the Cal Park Hill Tunnel and multi-use trail. This site is located at the crossroads of many bicycle trips between central and southern Marín County and will improve pedestrian and bicycle connectivity and safety throughout the study area.

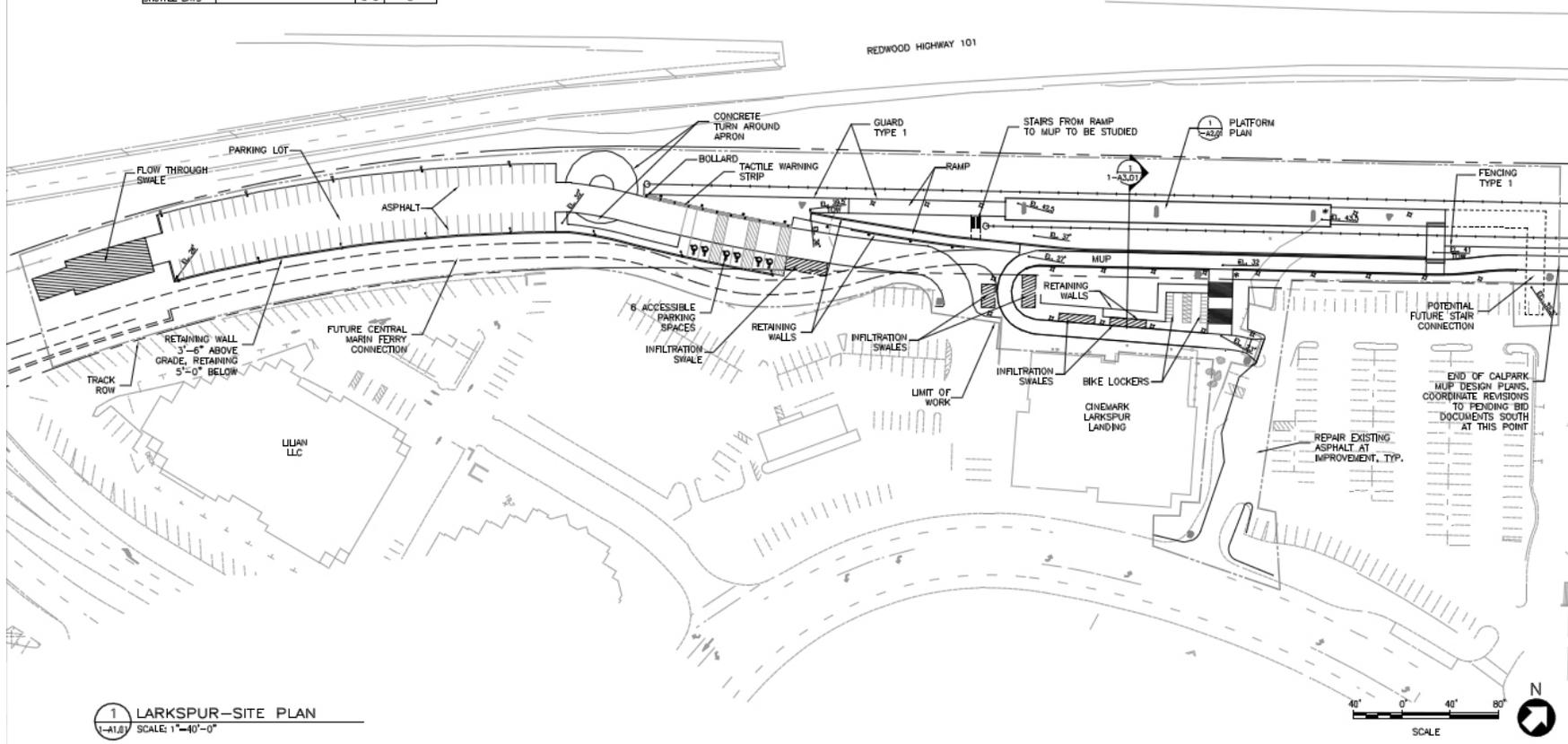
Subsequent to the feasibility study, the Transportation Authority of Marín (TAM) initiated an effort to develop and refine recommendations for the CMFC. This process has involved an additional feasibility study and a series of workshops to solicit public input. The Project has been divided into two phases as follows:

#### **Phase 1**

As shown in Figure 2.13, Phase 1 includes construction of a pedestrian and bicycle bridge across Sir Francis Drake Boulevard to connect the southern terminus of the Cal Park Hill Tunnel to the south side of Sir Francis Drake where the existing Route 20 multi-use path of the Marín County bicycle network is located. This overpass will provide connections from the Cal Park Hill Tunnel and the proposed SMART terminus to the Larkspur Ferry Terminal and locations to the south of Corte Madera Creek. It will also increase bicyclist and pedestrian safety as it will allow them to avoid crossing Sir Francis Drake Boulevard, which with 50,000 vehicles per day is one of the most heavily used roadways in Marín County. Phase 1 also includes modifications to Redwood Highway to improve bicycle connectivity south to Wornum

Figure 2.11: SMART Larkspur Station Plan

SITE STATISTICS			
LARKSPUR		EXISTING	PROPOSED
PARKING	KISS N RIDE	4	
	LONG TERM	180	80
BIKES	RACKS	6	19
	LOCKERS	8	
BUS BAYS	ON SITE	2	2
	ON STREET		
SHUTTLE BAYS		2-3	2



1 LARKSPUR-SITE PLAN  
SCALE: 1"=40'-0"

Source: SMART Advanced Conceptual Drawings - 20% Stations (June 30, 2010)

## 2 | EXISTING PHYSICAL CONDITIONS

Drive from the existing Corte Madera Creek crossing. Construction for this phase is expected to be completed in 2014.

In November 2011, TAM held an open house to solicit public input on the type of structure crossing over Sir Francis Drake. The preferred design was the Warren Truss, which was accepted by TAM and the Larkspur City Council.

### Phase 2

Phase 2 will continue the structure in Phase 1 across the Corte Madera Creek and extend the multi-use pathway along the railroad right-of-way or US-101 off-ramp to Wornum Drive to connect with the existing multi-use trails at Wornum Drive and Redwood Highway. Currently, to cross Corte Madera Creek, bicyclists must dismount and walk their bikes along the heavily used four-foot-wide path along the Sir Francis Drake Boulevard off-ramp. This path is not appealing as vehicles exiting the freeway are just a few feet away, separated by a concrete barrier and metal railing. One option is to build a new structure to replace the existing railroad trestle across the Corte Madera Creek. The second option would be to widen and enhance the existing narrow path along the US-101 off-ramp to Sir Francis Drake Boulevard. With the completion of Phase 2, bicyclists and pedestrians will have a direct connection along dedicated facilities all the way from San Rafael in central Marin County to Corte Madera and Larkspur as well as destinations to the south.

### Highway 101 Greenbrae/Twin Cities Corridor Improvement Project (GCIP)

The purpose of the Greenbrae/Twin Cities Corridor Improvement Project is to improve regional and local travel conditions along U.S. Highway 101 (US-101), between Corte Madera and San Rafael. Due to projected traffic growth and increasing traffic congestion in this freeway corridor over the next 25 years, the Transportation Authority of Marin (TAM) undertook a detailed study of potential improvements in the corridor.

The proposed project includes improvements to southbound US-101 from the Sir Francis Drake Boulevard off-ramp to the Tamalpais Drive off-ramp. Key southbound improvements include:

Figure 2.12: Central Marin Ferry Connection Phase I



(Source: TAM)



A Warren Truss was selected as the recommended bridge type for the Central Marin Ferry Connection Multi-use Pathway project. (Source: TAM)

- Widening of the Sir Francis Drake Boulevard on- and off-ramps.
- Construction of a new Wornum Drive off-ramp.
- Construction of an auxiliary lane from the Sir Francis Drake Boulevard on-ramps to Tamalpais Drive.
- Relocation of access to the Fifer Avenue ramps from the mainline to the rebuilt Sir Francis Drake Boulevard on-ramp (to eliminate the mainline weaving segment).

In the northbound direction, improvements are proposed on US-101 from the Tamalpais Drive on-ramp to the Sir Francis Drake Boulevard off-ramp. Key improvements include:

- Reconfiguration of the Sir Francis Drake Boulevard off-ramp to provide operational safety enhancements.
- Construction of new on- and off-ramps at Wornum Drive.
- Addition of an auxiliary lane from Tamalpais Drive to the Sir Francis Drake Boulevard off-ramp.
- Closure of the Industrial Way off-ramp, which would be replaced by the new Wornum Drive off-ramp.
- Realigning the existing northbound Industrial Way on-ramp to merge onto the new Sir Francis Drake Boulevard off-ramp, with no connection to the mainline.

In the northbound direction, this design will improve access to US-101 by adding the Wornum Drive on and off-ramps and reduce congestion at the Sir Francis Drake Boulevard off-ramp. Ramp meters are proposed in the long-range for all on-ramps along US-101 in the study area. However, an analysis will be undertaken in a future study to capture the corridor effects of ramp metering throughout Marin and to ascertain their feasibility.

The proposed project would construct improvements to study area streets to improve local roadway operations and access. Key improvements include:

- Addition of capacity on the Sir Francis Drake Boulevard southbound off-ramp and the removal of vehicles from Industrial

Way that cross Sir Francis Drake Boulevard to enter northbound US-101, thus reducing congestion along Sir Francis Drake Boulevard.

- Optimization of signals along Tamal Vista Boulevard.
- New signals along Wornum Drive to allow access to new north and southbound on-and off-ramps.
- Realign Redwood Highway and construct sidewalks on both sides.

The proposed project would also construct new pedestrian, bicycle, and transit facilities in the corridor. Key improvements include:

- Reconfigured and relocated bus stops to promote better transit efficiency and non- motorized access.
- New pedestrian friendly intersection improvements and access routes to existing and new bus stop locations.
- New bicycle lanes and routes on several local streets, including Tamal Vista Boulevard and Redwood Highway.
- New multi-use path along north side of Wornum Drive.
- New sidewalk facilities on Redwood Highway.

**Larkspur Landing Circle Pedestrian and Bicycle Improvements**

In 2012, Parisi Associates was engaged by the City of Larkspur, in partnership with the Transportation Authority of Marin, to identify a pedestrian and bicycle route from the current terminus of the Cal Park Hill Pathway near the Century Larkspur Landing Theaters to the Larkspur Ferry Terminal. (See Figure 2.14) The plan, currently under design, makes the following recommendations:

- Enhanced sharrows within the SMART easement in front of the Theater, connecting the Cal Park Hill Pathway to Larkspur Landing Circle.
- Wayfinding signage along the identified route.
- Physical improvements such as curb extensions, crossing beacons, barriers, and pedestrian countdown signals.

## 2 | EXISTING PHYSICAL CONDITIONS

Figure 2.13: Larkspur Landing Circle Pedestrian and Bicycle Improvements



Source: Parisi Associates

### TRANSPORTATION & CIRCULATION SUMMARY: ISSUES & OPPORTUNITIES

#### Pedestrian and Bicycle Circulation

- Lack of connectivity and safety. Several obstacles limit the connectivity for bicyclists and pedestrians, including the limited sidewalks on Redwood Highway, poor east-west connections across US-101, and limited north-south connections across Corte Madera Creek and Sir Francis Drake Boulevard. The lack of dedicated north-south facilities through the study area creates a gap in the proposed regional bicycle network that stretches from the Golden Gate Bridge in the south to the border of Sonoma County to the north.

The Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2008) cites that Sir Francis Drake Boulevard has the highest occurrence of bicycle and pedestrian collisions in Marin County. Several of the bike and pedestrian master plans in the corridor note that a majority of bicycle collisions through the corridor are not due to collisions involving vehicles, but instead due to collisions with stationary objects, other cyclists, or pedestrians. The Twin Cities Police Authority has been able to reduce the number of these collisions through enforcement of hazardous bicycle violations, but further work needs to be done.

- Ideal area for walking and bicycling. The size, relatively flat topography, and mild climate of the study area make it an ideal area for walking and bicycling. Bicycles, in particular, are a convenient means of transportation for short trips within cities, especially those less than three miles in length. The use of bicycles for short trips within the study area and central Marin County could reduce the amount of similar trips by automobiles, which would subsequently improve air quality. Recent national and local surveys find that more people are willing to cycle more frequently if better bicycle facilities are provided.

Fortunately, many improvements to pedestrian and bicycle facilities in the study area are planned. The Greenbrae/Twin Cities Corridor Improvement Project and Central Marin Ferry Connection Multi-Use Pathway Project will seek to close the gaps, improve safety, and ensure adequate bicycle and pedestrian access throughout the study area.

### Transit

- Access to bus routes. Access to north-south bus routes serving the US-101 corridor can be challenging due to the distance to bus stops and lack of sidewalks. Most of the bus stops themselves are basic and lack modern protective shelters, real-time travel information, crosswalks, or other amenities. As a part of the Greenbrae/Twin Cities Corridor Improvement Project, several bus stops will be relocated to more convenient access locations. Improved amenities in and around bus stop locations would help encourage use of public transportation and improve connections between local and regional buses.
- Lack of express bus service at the Sir Francis Drake Boulevard interchange. The Sir Francis Drake Boulevard corridor is one of the most heavily used transit and bicycle corridors in Marin County. Route 29 runs along it connecting the communities of San Anselmo, Fairfax, and Greenbrae/Twin Cities to the Larkspur Ferry Terminal. This location would be ideal to provide a connection to commuters from these communities to the regional bus service.
- Parking at the ferry terminal. The Larkspur Ferry Terminal parking demand continues to increase. Most ferry users access the terminal via private automobiles and parking demands typically exceed on-site supply. Furthermore, the construction of the SMART station will result in the loss of 200 ferry overflow parking spaces in the railroad ROW. The construction of a parking structure on the terminal site, as well as increased transit use (via SMART and other transit improvements), can help to alleviate this in the future.
- Limited multi-modal connections to the Larkspur Ferry Terminal. Connecting bus service is primarily limited to Route 29, which stops on Sir Francis Drake Boulevard outside the terminal. Bicycle and pedestrian access is limited by the Corte Madera Creek and US-101 although many bicyclists currently use the existing paths to access the ferry terminal from Corte Madera, Larkspur, and San Rafael via the Cal Park Hill Tunnel.
- Limited secure bicycle parking at the Larkspur Ferry Terminal. Bicycle parking consists of racks inside and outside the terminal, which may not be sufficiently secure for commuters who need to leave their bike at the terminal for a whole day.

- Trip reduction. SMART will provide an alternative to Highway 101 traffic. SMART is estimated to remove more than 1.4 million car trips of Highway 101 annually. Integrating the new Larkspur station with bicycle and pedestrian connections, local buses, and the Larkspur Ferry Terminal will greatly enhance transit mobility between Larkspur and the rest of Marin and Sonoma Counties.

### Vehicle Circulation

- Traffic congestion. Traffic congestion along US-101 and Sir Francis Drake Boulevard is recurrent, particularly during weekday peak periods. Improvements are planned for the US-101 corridor within the project area to relieve chokepoints and improve safety. Traffic continues to grow along Sir Francis Drake Boulevard East since it acts as a bypass between the Richmond Bridge and US-101; traffic levels are occasionally at near-capacity conditions, resulting in delays and back-ups, particularly at the Larkspur Landing Circle/Ferry Terminal intersection during peak times. There are no capacity improvements currently planned for Sir Francis Drake Boulevard within the study area.

Implementation of planned projects, such as the Greenbrae/Twin Cities Corridor Improvement Project and SMART rail, offer opportunities to improve regional and local travel conditions along US-101 between Corte Madera and San Rafael.



## 3 REGULATORY CONTEXT

A review of the regulatory context is necessary to ensure that the Station Area Plan fits in with the larger visions determined by the City of Larkspur, County of Marin, the larger Bay Area region, and the State of California. The following section is a summary of key policies and plans relevant to the Larkspur Station Area Plan.

### STATE POLICIES AND PROGRAMS

While not directly related to the study area, two ground-breaking statewide legislative efforts are shaping policy that will affect land use and transportation policy and actions at the regional level. As a result various regional policies are already affecting policies in Larkspur, such as the update of the Housing Element of the General Plan and various transportation programs and grants.

#### **ASSEMBLY BILL 32: GLOBAL WARMING SOLUTIONS ACT (2006)**

The 2006 Global Warming Solutions Act (AB32) requires specific actions for California to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020, a reduction of approximately 25% statewide. A key focus of the measures is the reduction of total vehicle miles travelled (VMT) and a potential corresponding shift to alternative travel modes, including transit and bicycling.

## 3 | REGULATORY CONTEXT

### **SENATE BILL 375: SUSTAINABLE COMMUNITIES ACT (2008)**

SB375 further implements the goals of AB32 by directly linking land use planning with greenhouse gas emission reduction targets. The California Air Resources Board is required to set specific emissions reduction goals for metropolitan planning organizations, which in the Bay Area, is the Metropolitan Transportation Commission (MTC). The GHG reduction targets for the Bay Area are a 7% reduction in per capita emissions by 2020 and a 15% reduction by 2035. SB375 also requires regional planning agencies to create a Sustainable Communities Strategy (SCS) that includes a land use and transportation plan to meet the GHG targets.

AB32 and SB375 will have direct influence on the future of public and multi-modal transportation and land use planning in Larkspur through state and regional mandates and funding programs.

### **REGIONAL AND COUNTY PLANS, PROGRAMS AND POLICIES**

#### **REGIONAL HOUSING NEEDS ALLOCATION (RHNA)**

Regional Housing Needs Allocation (RHNA) is a state mandated process for determining how many housing units, including affordable units, each community must plan to accommodate. The California Department of Housing and Community Development (HCD) determines the total housing need for a region, and it is ABAG's responsibility to distribute this need to local governments. Working with local governments, ABAG developed an allocation methodology for assigning units, by income category, to each city and county in the nine-county Bay Area. This allocation of need shows local governments the total number of housing units, by affordability, for which they must plan in their Housing Elements for the eight-year 2007-2014 cycle. Allocations for each jurisdiction are published in an annual housing report. The Sustainable Communities Strategy (SCS) is required to incorporate the RHNA housing allocation statistics. In 2012, ABAG began developing a methodology for the next RHNA cycle for the period 2014-2021.

### **SUSTAINABLE COMMUNITIES STRATEGY (SCS)/ PLAN BAY AREA**

Pursuant to SB 375, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), in partnership with the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC), are currently preparing the Bay Area's Sustainable Community Strategy (SCS). Named "Plan Bay Area," this will be the regional blueprint for transportation, housing and land use focused on reducing driving and associated GHG emissions.

Plan Bay Area has three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years (incorporates RHNA numbers)
2. Develop a Regional Transportation Plan that meets the needs of the region
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

A key focus of this effort is the reduction of greenhouse gas emissions through transportation and land use policies and funding incentives that would be implemented at the local level.

#### **2007 MARIN COUNTYWIDE PLAN**

The Marin Countywide Plan guides the conservation and development of unincorporated Marin County. The Plan has a strong focus around sustainable development and climate change, and sets a longer-term goal of reducing its ecological footprint by at least half. The Plan is organized in three sections focusing on nature, the built environment, and people.

The Plan identifies some key trends and issues.

- Investment in transportation has focused on automobile, leading to fewer public transit alternatives, congested roadways, and poorly designed pedestrian/bicycle infrastructure.
- Investment in housing has led to low density and expensive single-family houses, often inadequately connected to older

neighborhoods and downtowns. This has consumed large amounts of land to house a small number of residents, is affordable only to those with high incomes, and generates a significant proportion of vehicle trips countywide.

- Investment in retail and office space has resulted in low density, single-use buildings, each surrounded by parking. Such buildings are inflexible in responding to a changing economy, do not create places compatible with Marin's heritage and character, and generate automobile trips.
- Investment in schools, libraries and other civic and cultural facilities has not always been focused in traditional town or neighborhood centers, but rather on the edges of town.

#### **Countywide Goals:**

- A preserved and restored natural environment
- A sustainable agricultural community
- A high-quality built environment
- More-affordable housing
- Less traffic congestion
- A vibrant economy
- A reduced ecological footprint
- Collaboration and partnership
- A healthy and safe lifestyle
- A creative, diverse, and just community
- A community safe from climate change.

#### **MARIN COUNTY UNINCORPORATED BICYCLE & PEDESTRIAN MASTER PLAN**

This master plan was developed to analyze the bicycle and pedestrian facilities in unincorporated Marin County. Although the master plan focuses on unincorporated Marin County, it contains countywide recommendations for best practices and proposed facilities. Key recommended facilities include the north-south bikeway, which is covered more thoroughly in fol-

lowing studies, an east-west bikeway along Sir Francis Drake Boulevard, and the potential use of abandoned railroad tunnels and rights-of-way for multi-use paths. Several best practice recommendations include locating vital infrastructure improvements near key destinations to promote and encourage increased bicycle and pedestrian activity and using state-of-the-practice infrastructure, such as colored bike lanes to increase pedestrian and bicycle safety.

As proposed in the 2001 plan, the County has developed, and is in the process of, implementing a number countywide bicycle route sign system. This system of bicycle route signs guides cyclists along the safest and most accessible routes between cities and towns throughout the county.

#### **MOVING FORWARD: A 25-YEAR VISION FOR MARIN COUNTY**

Moving Forward: A 25-Year Vision for Marin County was produced by the Marin County Congestion Management Agency, Marin County Board of Supervisors, and Marin County Transit District. In response to growing congestion in Marin County, Moving Forward creates a framework for future decisions regarding transportation investments and improvements in the county. This first transportation vision for Marin includes the following key goals:

- Increasing travel choices is the only way to manage congestion and improve mobility.
- All modes will be linked together in a seamless, comprehensive transportation network.
- Local trips will be served by a variety of new and expanded options, improving mobility for all Marin County residents.
- Regional and interregional trips will be served by completion of the HOV system on Highway 101, the implementation of a new commuter rail line, increased express bus service and increased ferry service.

### 3 | REGULATORY CONTEXT

Many of these goals build on current and planned projects and programs, such as the SMART system and Safe Routes to Schools. However, existing transportation funds only cover a fraction of the \$1.6 billion in projects described in Moving Forward. In order to fill this funding gap, the report recommends developing an implementation plan that will prioritize projects, specify funding amounts, provide a phased implementation strategy, and establish performance measures.

#### **SAN QUENTIN AREA BICYCLE AND PEDESTRIAN ACCESS STUDY**

Completed in February 2011, the San Quentin Area Bicycle and Pedestrian Access Study looks at potential ways to improve bike and pedestrian access in the area surrounding San Quentin State Prison. As a key gap identified in the San Francisco Bay Trail Gap Analysis Study, the area is also one of the top priority projects in the county as described in the 2008 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan. The 1.5-mile long study corridor runs along East Sir Francis Drake Boulevard and I-580, connecting the Richmond-San Rafael Bridge to the east and the existing bicycle path at Remillard Park to the west.

The western edge of the corridor abuts the eastern edge of the SMART Station Area Plan study area. The San Quentin Study presents three alternatives for bicycle and pedestrian facilities along East Sir Francis Drake, ranging from a Class I or II bike route along the south side and Class II or III bike route on the north side of East Sir Francis Drake.

## **CITY POLICIES AND PROGRAMS**

### **CITY OF LARKSPUR 2010-2030 GENERAL PLAN UPDATE**

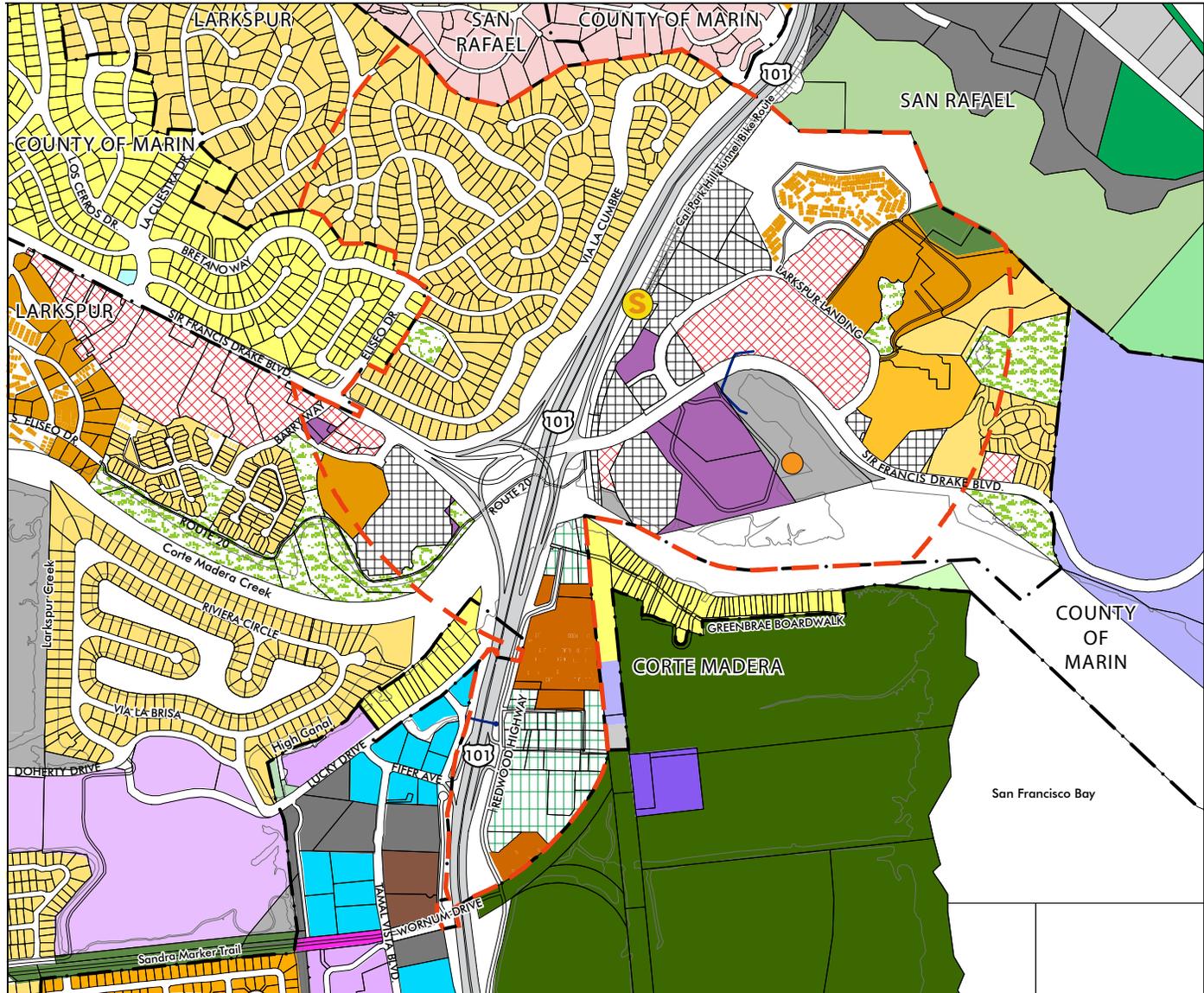
California law requires that all cities prepare and maintain a General Plan. The General Plan is the City's official policy document describing the City's vision and goals for the future. The General Plan is the city's official policy document regarding the general location of future housing, office, commercial, industry, transportation facilities, parks and other land uses throughout the city. The Elements of the Larkspur General Plan include land use, circulation, community character, community facilities and services, natural environment and resources, and health and safety. The Housing Element is also part of the General Plan, but is a separate document. Within each of these elements the City has come up with goals, policies and action programs. All local government programs and decisions are required to be consistent with the General Plan by California state law.

The City of Larkspur is currently in the process of updating its 1990 General Plan. A review of the General Plan Elements was completed on November 14, 2011 and an Administrative Draft on December 27, 2011. The Larkspur SMART Station Area Plan, in the form of a Local Area Plan, will be incorporated into the General Plan Update.

The 2010-2030 General Plan Update includes several themes that are particularly relevant to the Station Area Plan study area. These include:

- Preserve and enhance Larkspur's unique built and natural environment, while accommodating suitable new development and redevelopment. Maintain the City's overall residential character and the scale of its neighborhoods. Encourage a diverse demographic mix (especially age, family and income).
- Enhance the attractiveness and viability of existing commercial areas. Ensure that they provide neighborhood-serving businesses and that they are accessible by means other than automobiles.
- Provide safe and efficient transportation facilities for all circulation system users. At the same time, give quality of life and protection of the environment a higher priority than vehicular

Figure 3.1: General Plan Land Use Map



### 3 | REGULATORY CONTEXT

traffic mobility, and ameliorate the negative impacts of local and regional vehicular traffic on Larkspur to the maximum extent feasible.

- Assure adequate public transit service in Larkspur (commuter rail, bus, ferry, Airporter) as alternatives to the automobile.
- Improve multi-modal connections (i.e., pedestrian, bicycle, and automobile) between the various parts of Larkspur and neighboring communities. Improve access from Larkspur to Highway 101.
- Make it easier to move around Larkspur without using a car. Provide bicycle and pedestrian paths to schools, shopping areas, recreation facilities, open space preserves, and other common destination points. Improve traffic safety for bicyclists and pedestrians.
- Preserve, enhance, and strengthen Larkspur's livable and attractive environment, its community identity, and its special "sense of place."
- Provide park and recreation facilities and programs for Larkspur residents of all ages and abilities.
- Do what the City can, within reason, to protect the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions. Increase public awareness of flooding, seismic, landslide, fire, and other natural hazards, and of methods to avoid or mitigate their effects. Deter development in areas prone to such hazards.

#### Land Use

Figure 3.1 shows the General Plan land use designations found in the study area, including those of the neighboring jurisdictions. In the course of this study, current designations within the study area will be evaluated and any modifications proposed. A brief description of the relevant designations follows.

#### **Residential**

##### **Medium Density**

Medium density residential allows up to 12 dwelling units per acre (dus/acre).

##### **High Density**

High density residential allows between 18 and 21 dus/acre. For all residential development, the density standards refer to flat sites with less than 10% slope. Maximum density decreases with slope.

##### **Mobile Home Park**

The mobile home park designation allows only mobile homes and accessory uses, up to 14 dus/acre. Recreational vehicle parks are allowed with a conditional use permit.

#### **Commercial/Industrial**

##### **Administrative and Professional Offices**

The administration and professional offices designation allows administrative, executive, medical, dental and business offices, some service establishments, medical supply sales, and laboratories. Some community-serving retail and service businesses may be permitted with a conditional use permit. It is intended that these uses be low intensity and have landscaped grounds. The floor-area-ratio (FAR) maximum is 0.35, and landscaped areas should cover at least 30% of the site. Mixed-use office/residential may be allowed at a higher intensity (0.35 FAR for office/21 dus/acre for residential) with approval of a conditional use permit. Studios and one- and two-bedroom units are encouraged.

##### **Commercial**

The commercial designation provides for the broader needs of residents of Larkspur and neighboring communities for goods and services. It is characterized by businesses that rely on customers making trips by car. Upper-story residential units over first-story commercial uses are encouraged and are exempt from FAR restrictions. Senior housing is preferred. Upper-story residential density is limited by parking and height restrictions, and may

not exceed a density of 21 dus/acre. Studios and one-bedroom units are encouraged. Live/work units may be conditionally permitted. Buildings have a maximum FAR of 0.40. Hotels may be allowed to a maximum of 1.0 FAR where specific or master plans are required.

#### ***Industrial and Service Commercial***

The industrial and service commercial designation allows a variety of commercial, wholesale, service, and processing uses that benefit the community. It allows warehousing, heavy commercial, auto and truck sales and repair, food and drink processing, construction yards, print shops, artist studios, and similar uses. Live/work may be conditionally permitted. The maximum FAR may not exceed 0.40.

#### **Circulation**

The goals and policies of the Circulation Element of the 1990 General Plan intend to provide safe and efficient transportation facilities for moving people and goods within Larkspur. At the same time, quality of life and environmental protection are given higher priority than traffic mobility. The Element's policies further aim to assure adequate transit service in Larkspur as alternatives to the automobile, and to improve the connections between the different parts of Larkspur and between Larkspur and neighboring communities. Various factors considered in the Circulation Element that are relevant to the Station Area Plan Study Area include:

- Existing vehicular congestion on Sir Francis Drake Boulevard.
- Existing unsafe on- and off-ramp configurations in the Greenbrae/Highway 101 corridor and associated congestion on local streets.
- The likelihood of public transit built along the railroad of-way parallel to Highway 101, which would provide benefits for regional travel but may have potential to increase local traffic congestion.

Policy C of the Circulation Element of the 1990 General Plan is worth noting. It reads: To minimize traffic increases on Sir Francis Drake Boulevard, prop-

erties north of Corte Madera Creek shall not generate additional PM peak traffic over existing levels by a change of use or building addition. Singly-developed single-family homes and vacant properties are exempt from this policy. TSM (transportation systems management) may be used to maintain existing levels of traffic generation, where feasible.

Table 3.1 lists the 1990 General Plan goals, policies and actions that specifically relate to the Station Area Plan study area. The City is in the process of updating these goals, policies and actions for the 2030 General Plan.

### 3 | REGULATORY CONTEXT

**Table 3.1: 1990 General Plan Policies Related Specifically to the Study Area**

Land Use Goal 11	Maintain the present mix of retail, service, industrial, and residential uses in the Greenbrae East* area.
Land Use Goal 12	Maintain and provide housing in Greenbrae East affordable to seniors and to young families. Policy o: Encourage trailer parks to remain in the Greenbrae East area. <i>Action Program [19]: Require new or expanded uses in Greenbrae East to be compatible with existing residential uses or to be sufficiently buffered from them to mitigate any negative impacts.</i> Policy p: Ensure that new development in Greenbrae East retains a sense of the area's physical setting by providing vistas of the ridgelines and access to the adjacent creek, marshlands, and the Bay beyond. Policy q: Ensure that existing uses and new development in Greenbrae East are sensitive to the fragile environment of the adjacent marsh. <i>Action Program [20]: Allow access to the marshlands by people and pets only in designated areas.</i>
Land Use Goal 16	Allow flexibility in the use and re-use of the Airporter site. Policy u: Support retention of the present Airporter use on its 1.5-acre site near Larkspur Circle. The City will be flexible with respect to the overall use of the property provided the Airporter or a similar transit-related use is retained. <i>Action Program [25]: Designate the Airporter site as Public Facility to permit transit-oriented use, but also allow other uses that will enhance and not interfere with transit-related uses.</i>
Circulation Goal 4	Improved local or regional transit service should not negatively affect Larkspur. Policy c: To minimize traffic increases on Sir Francis Drake Boulevard, properties north of Corte Madera Creek shall not generate additional PM peak traffic over existing levels by a change of use or building addition. Singly-developed single-family homes and vacant properties are exempt from this policy. TSM (transportation systems management) may be used to maintain existing levels of traffic generation, where feasible. Policy d: Wherever possible, maintain standards for acceptable traffic Levels of Service during peak periods. Acceptable Levels of Service (LOS) shall be defined for signalized intersections at the D level using planning procedures defined in Transportation Research Circular 212 or successor. The City acknowledges that LOS E exists at the following intersections and that most measures which would alleviate traffic congestion there would not be desirable: <ul style="list-style-type: none"> <li>• Sir Francis Drake Boulevard at Eliseo Drive;</li> <li>• Sir Francis Drake Boulevard at La Cuesta Drive; and</li> <li>• Sir Francis Drake Boulevard at Bon Air Road.</li> </ul> For unsignalized intersections, service level C shall be the lowest level acceptable during peak periods. Because poor service levels at unsignalized intersections do not represent the same level of delay to motorists as at signalized motorists, the City should develop specific requirements on a case-by-case basis Policy m: Sir Francis Drake Boulevard shall not be widened to allow additional through-traffic lanes.
Circulation Goal 9	Reduce transportation-related sources of air pollution. Policy s: Encourage continuation of the Larkspur Ferry terminal site as a transit hub if the Golden Gate Ferry should cease operation. Policy t: Provide adequate park-and-ride facilities. Policy u: Work with transit operators to provide service in Larkspur and to resolve any parking difficulties through designation of parking facilities controls as needed. Policy v: The following are the City's policies regarding future regional transit service in the Highway 101 corridor: <ul style="list-style-type: none"> <li>• Minimize the impact on Larkspur and the existing road system.</li> <li>• Use discrete or separate right-of-way.</li> <li>• Support a direct rail connection from the north via a new grade separation with Sir Francis Drake Boulevard along the approximate alignment of the existing trestle.</li> <li>• Encourage eventual expansion of the rail to the south.</li> </ul> <i>Action Program [11]: Promote an exclusive mass transit corridor along the railroad right-of-way west of Highway 101.</i>

\* Greenbrae East area is now called Redwood Highway area

**Table 3.1: 1990 General Plan Policies Related Specifically to the Study Area (cont.)**

<p>Circulation Goal 11</p>	<p>Obtain safe freeway access for Larkspur.                  Policy y: Redesign and rebuild both U.S. 101 interchanges (Sir Francis Drake and Lucky Drive/Redwood Highway).  <i>Action Program [14]: Actively cooperate with Caltrans, County of Marin, City of Corte Madera, and City of San Rafael to find workable capacity and safety improvements to the Greenbrae and Lucky Drive interchanges with Highway 101.</i></p>
<p>Circulation Goal 12</p>	<p>Reduce the need for long distance and/or frequent shopping travel by private automobile.                  Policy ab: Reduce demand for parking at retail areas.  <i>Action Program [15]: Explore the feasibility of providing a free shuttle service on one or more routes connecting Downtown, North Magnolia, Bon Air Shopping Center, Larkspur Landing, the Village in Corte Madera, and the Corte Madera Town Center.</i></p>
<p>Circulation Goal 15</p>	<p>Provide good fire access and traffic safety in neighborhoods.                  Policy ae: Place higher priority on safety as opposed to efficient traffic flow and speed.  <i>Action Program [18]: Work with the County and State Prison to provide safer access and related improvements to the section of East Sir Francis Drake Boulevard frequented by persons engaged in surf-sailing. One or more of the following actions should be considered: a small paved area for short-term parking; prohibition of parking on the north side of Drake; and longer term parking near the entrance to San Quentin Prison.</i></p>
<p>Community Health &amp; Safety Goal 4</p>	<p>Protect Larkspur from risk of flood damage.                  Policy f: Seek to have the Corte Madera Creek flood control improvements completed upstream from Larkspur.  <i>Action Program [7]: Work with the Marin County Flood Control District, the Army Corps of Engineers, and the Town of Ross to develop and implement an improvement plan that protects against flooding.</i>                  Policy g: Work with other cities in the Ross Valley to develop a comprehensive master plan for flood control and management of Corte Madera Creek.                  Policy h: Regulate land uses in flood-prone areas and allow development in those areas only with appropriate mitigation.  <i>Action Program [8]: Establish standards for minimum grades and minimum finished floor elevation that take into consideration the rising sea level during the expected life of the project.</i>                  Policy i: Continue to upgrade the City's drainage system.  <i>Action Program [9]: Implement the recommendations of the 1988 Storm Drain Master Plan Study.</i>  <i>Action Program [10]: Construct flood walls and a tide gate in the area east of Highway 101.</i>  <i>Action Program [11]: Balance required protection measures with the need to protect environmental resources, and do so in such a way as to integrate design improvements with the protection of natural resources.</i>  <i>Action Program [12]: Require site plans to locate structures outside or above the 100-year flood zone wherever possible.</i></p>

### 3 | REGULATORY CONTEXT

#### 2010 CITY OF LARKSPUR HOUSING ELEMENT

The 2010 Larkspur Housing Element reaffirms the City's General Plan goals. It acts as a guide for municipal decisions regarding the quantity and quality of housing, encourages housing growth within limits of available services, and encourages a balance of housing, quality of life, and environmental considerations. The Housing Element was adopted by City Council in November 2011. The Housing Element recommends the following:

1. Strengthen the City's Residential Second Unit program as a viable way to provide smaller, affordable units by considering changing the requirement that to have a second unit, the parking must be brought up to current standards for the main unit and to allow for a higher building height limit for second units built over parking garages. Another action to be considered is lowering the parking requirement for the main unit.
2. Continue to support the creation of a Housing Assistance Team (HAT), coordinated by the Marin County Affordable Housing Strategist, that would be available to assist the staff in implementing Housing Element programs, maintaining Housing Element certification and providing technical assistance on housing matters.
3. Continue to seek opportunities for mixed use and transit-oriented housing by investigating the feasibility of amending Planned District zoning districts, creating affordable housing overlay districts, and creating incentives to add residential uses to existing shopping centers, such as the Larkspur Landing and Bon Air Shopping Centers. Also, to increase the number of units likely to be added within the C-1 and C-2 Districts, consider allowing a height limit bonus and flexibility in applying development standards (FAR, lot coverage) for the construction of affordable housing units above commercial.
4. Continue to participate in countywide housing activities and coordination with other jurisdictions and special districts.

#### CITY OF LARKSPUR ZONING CODE

Whereas the General Plan establishes the overall land use policies for the city, zoning is the regulatory mechanism that implements the policies of the plan. Zoning codes designate specific land uses permitted and restricted within a zone or district, and the development standards, such as density, setbacks and height limits, associated with that district. Where General Plans tend to emphasize the vision for how a community will develop over time, zoning codes prescribe the details for how development projects are to be implemented.

Figure 3.2 illustrates the boundaries and extents of the zoning districts in Larkspur within and adjacent to the study area. In general, these districts are consistent with the existing land use patterns in the area.

Table 3.2 summarizes the zoning districts found in the study area, including the allowable and conditional uses, density, height limit, setbacks and parking requirements.

The Larkspur Landing area north of Sir Francis Drake Boulevard is a Planned Development (PD) zoning designation. The planned development (PD) district is designed to allow a mixture of uses, building intensities or design characteristics which would not normally be permitted in any single use district. Requiring a precise development plan, PD development land uses must comply with the General Plan, and standards (setbacks, FAR, building heights, etc.) with the zoning code, however exceptions may be allowed where the project would result in a more desirable development.

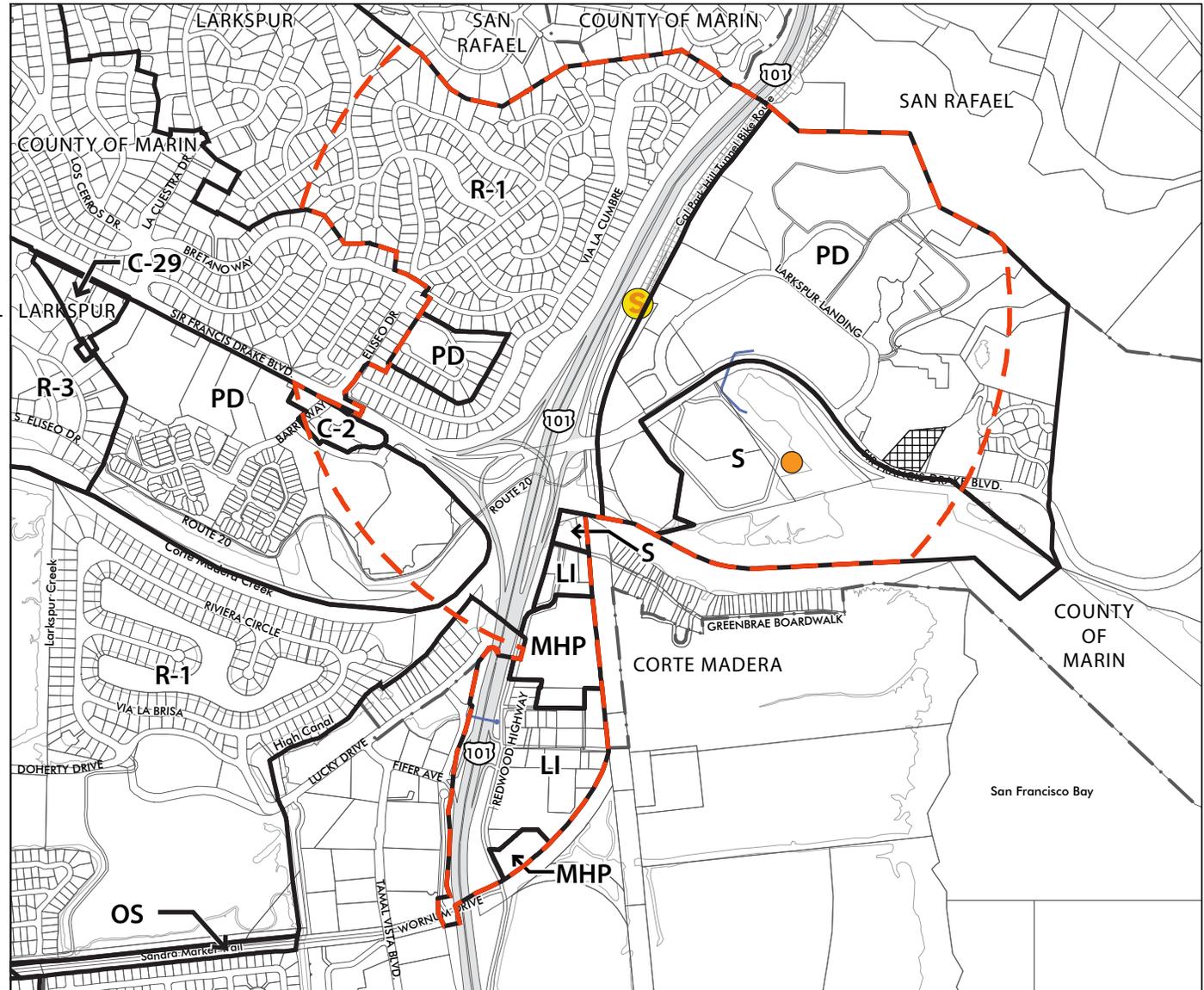
The Larkspur Ferry Terminal is in a Study District (S) zone. The SMART Station Area Plan process provides an opportunity to study the parcel and recommend its future zoning designation.

#### Density

Density and intensity standards in the commercial and administrative/professional designations are low for transit-oriented development, with 0.40 and 0.35 FAR respectively. High density housing-designated parcels have slightly higher standards, including 0.60 FAR/7,500 sf minimum lot size

Figure 3.2: Zoning Districts

- LEGEND**
- STUDY AREA BOUNDARY
  - CITY BOUNDARY
  - SMART STATION LOCATION
  - LARKSPUR FERRY TERMINAL
  - ZONING BOUNDARIES**
  - R-1 RESIDENTIAL FIRST
  - R-2 RESIDENTIAL SECOND
  - R-3 RESIDENTIAL THREE
  - MHP MOBILE HOME PARK
  - AP ADMINISTRATIVE PROFESSIONAL
  - C-2 COMMERCIAL
  - LI LIGHT INDUSTRIAL
  - OS OPEN SPACE
  - PD PLANNED DEVELOPMENT
  - S STUDY DISTRICT
  - HERITAGE PRESERVATION COMBINING DISTRICT (H)



### 3 | REGULATORY CONTEXT

**Table 3.2 :Zoning Code Standards**

ZONING DESIGNATION	PERMITTED USES	CONDITIONAL USES	ALLOWABLE DENSITY	HEIGHT	SETBACKS	PARKING REQ'S
R-1 First District Residential	One-family dwellings; accessory structures; public parks & playgrounds, incl. rec. bldgs; group home (handicapped and non-handicapped); day care home (small); residential 2 <sup>nd</sup> units	Churches; colleges/school; community clubhouses; day care home (large); public utility/service uses/buildings; child care center; bed-and-breakfast inns; dog boarding	0.40 FAR; 7,500sf min lot GP equivalent: 5 du/ac	30 ft	Front: 20 ft; Side (corner: 10 ft; Side (other): 6 ft Rear: 15 ft	2/unit + guest pkg <sup>3</sup> ; res 2 <sup>nd</sup> unit: 1
R-2 Second District Residential	One-family dwellings; two-family dwellings; accessory structures; public parks & playgrounds, incl. rec. bldgs; group home (handicapped and non-handicapped); day care home (small); residential 2 <sup>nd</sup> units	Churches; colleges/school; community clubhouses; day care home (large); public utility/service uses/buildings; day care center; bed-and-breakfast inns; dog boarding	0.50 FAR; 7,500sf min lot (1 unit) OR 8,000 sf min lot (2 units) GP equivalent: 12 du/ac	35 ft	Front: 20 ft; Side (corner: 10 ft; Side (other): 6 ft Rear: 15 ft	2/unit + guest pkg <sup>3</sup> ; res 2 <sup>nd</sup> unit: 1
R-3 Third District Residential	One-family, two-family, and multi-family dwellings; dwelling groups; accessory structures; public parks & playgrounds, incl. rec.; churches; colleges and schools; group home (handicapped); group home (non-handicapped); residential 2 <sup>nd</sup> units	Community clubhouse; day care home (small); day care home (large); day care center; public utility/public service uses/public buildings; business incidental to an apt house; bed-and-breakfast inns; dog boarding; residential care facility	0.60 FAR; 7,500sf min lot (1 unit) OR 8,000 sf min lot (2 units) OR 2,000 sf/family (mult units) GP equivalent: 21 du/ac	35 ft	Front: 15 ft; Side (corner: 12 ft; Side (other): 8 ft Rear: 15 ft	<u>Rental</u> Stud/1-br: 1 2-br: 1.5 3-br: 2 4-br: 2 + guest pkg <sup>3</sup> <u>Condo</u> Stud/1-br: 1 2-br: 2 3-br: 2.5 4-br: 2.5 + guest pkg <sup>3</sup>
MHP Mobile Home Park	Mobile home parks; accessory structures; one-family dwelling for owner and a one-family dwelling for park operator; recreational uses for exclusive use of occupants; incidental non-commercial uses (e.g. community clubhouse); public parks & playgrounds; group home (handicapped and non-handicapped)	RV parks; public utility/service uses/buildings; commercial and service uses incl. but not limited to barbershop, grocery, laundry, snackbar; small day care home, large day care home, day care center	Shall not exceed the current density (if rebuilt); GP equivalent: 14 du/ac	One story or 14 feet (whichever is less)	N/A	N/A
RMP Residential Master Plan (not incl. in study area)	One-family dwellings; two-family dwellings; multiple family dwellings; accessory structures; public parks & playgrounds, incl. rec.; home occupation; group home (handicapped and non-handicapped); other uses that are considered by the Planning Commission to conform to the intended uses of the zoning district	Day care home (small); day care home (large); day care center; churches; colleges and schools; community clubhouse; reserved	The ordinance adopting any RMP may specify the maximum density or density range.			
L1 Light Industrial	Wholesale, light manufacturing and heavy commercial uses and services which are not objectionable by reason of odor, dust, smoke, gas, noise or vibration.	Commercial recreation facilities; concrete and asphalt mixing plants; trailer courts; other retail commercial uses as permitted in C-1 or C-2; caretaker quarters; commercial car/truck washes; live/work unit; retail/service business	0.40 FAR	One story or 25 ft (whichever is less)	None	<u>Wholesale warehousing:</u> 1/750 square feet + 1 service vehicle + 1/1,500 square feet of exterior storage area.  <u>Mini or self-storage warehouses:</u> 1/employee, 4 minimum, one of which must meet handicap stall dimensions.

**NOTES:**

Overall Building height limit exceptions:

- Elevator and stairwell roof enclosures, chimneys, flues, and vents may exceed the height limit to the minimum extent necessary to allow for normal function.
- Towers or cupolas, occupying no more than 20% of the total building footprint, may exceed height limit by no more than 8 feet. Subject to design review.
- Church spires and flag poles and monuments located on non-residential properties may exceed the height limit by 50%.

Slope and hillside development regulations apply to all areas with a slope greater than 10%.

Affordable Housing/In Lieu Fee Requirements:

In a residential development 5-14 units, at least 15% of all dus shall be affordable (for-sale housing: affordable to low- and moderate-income households).

In a residential development 15+ units, at least 20% of all dus must be affordable (same for-sale criteria as above)

In subdivisions of 2+ parcels, where 5 or more additional housing units could be developed, developable parcels shall be set aside to allow future development of the equivalent percentages of affordable units as described above.

**Table 3.2: Zoning Code Standards (cont.)**

<p>A-P Administrative &amp; Professional</p>	<p>Admin &amp; executive offices; medical &amp; dental clinics; professional offices; business offices (no retail component); service establishments (photo/design studios); medical supplies, medical/optical/dental labs; accessory buildings; other office uses; emergency shelters</p>	<p>Churches; colleges and schools; hospitals and residential care facilities; mortuaries; public utility/service; retail or service business, consistent with the intent of the district, conducted out-of-doors or in non-permanent structure; retail or service business primarily community serving (ie: generally accessed by bike or foot) and compatible with admin and prof uses, excluding restaurants, retail food service, alcohol service, entertainment venues, grocery stores, liquor stores and supermarkets (and shall not abut residential uses)</p>	<p>0.35 FAR</p>	<p>Two stories or 25 ft (whichever is less) <sup>1</sup></p>	<p>Front: 15 ft; Side (corner): 10 ft Side (other): 6 ft + 4 ft for each floor above one where abuts residential; Rear: 20 ft</p>	<p><u>Business/Prof. Offices:</u> 1/250 sf  <u>Medical Offices:</u> 1/200sf + 1/office  <u>Convalescent hospital, rest homes:</u> 1/4 beds + 1/employee position</p>
<p>C-2 Commercial</p>	<p>Stores and shops; offices; public/public service; accessory uses; group home (handicapped); group home (non-handicapped)</p>	<p>Auto courts/motels; auto garage/ sales/ service/ repair/storage; auto sales lot; auto service station; contractor office/storage yards; boar berthing facility; churches; colleges &amp; schools; community clubhouses; medical/dental offices; multiple dwellings and residential units above 1<sup>st</sup>-floor commercial; small day care home, large day care home, day care center; recreation; restaurant; restaurant (fast food); outdoor dining for restaurants; trailer courts; theatres; retail/service business; pet shops; live entertainment; banks; small-scale manufacturing; live/work</p>	<p>0.40 FAR; 2<sup>nd</sup> story residential units (over commercial) are exempt from FAR <sup>2</sup> GP states: 2<sup>nd</sup> story residential = 21 du/ac max.</p>	<p>Two stories or 25 ft. Exceptions: height is consistent with nhood <sup>1</sup></p>	<p><u>Multi-family residential uses only:</u> Front: 15 ft; Side (corner): 10 ft; Side (other): 10 ft Rear: 15 ft  <u>Non-residential uses:</u> None</p>	<p><u>Retail:</u> &lt;5,000 sf: 1/165 sf 5,000-10,000 sf: 1/180sf &gt;10,000 sf: 1/200sf  <u>Bulk Merch (furn store, auto):</u> 1/600 sf  <u>Places dispensing food/bevs:</u> 1/3 seats or 1/80 sf  <u>Hotel, motel:</u> 1/unit + 1/20 unit</p>
<p>OS Open Space</p>	<p>Public park, rec or open space; regional park or open space; ridgeline preservation area; habitat/species pres area; public access to open space; areas of historic and cultural value; water bodies</p>	<p>Public uses ancillary to open space; structures incl. shelters, restrooms, storage sheds, etc.; development of new trail systems; parking lots, driveways, roadways, transit lines; utility lines; grading, dredging, filling.</p>	<p>0.10 FAR maximum <sup>2</sup></p>	<p>15 ft</p>	<p>N/A</p>	<p>N/A</p>
<p>PD Planned Development District<sup>4</sup></p>	<p>Follows General Plan designations; preliminary development plan or specific plan must be adopted.</p>					
<p>H Heritage Preservation Combining District</p>	<p>Structures, sites, areas and natural phenomena that have historical or architectural significance. The Heritage Preservation Board reviews and makes a recommendation for all projects subject to this overlay.</p>					
<p>S Study District</p>	<p>Agriculture; Alteration, rehabilitation, or extension of existing structures, not to exceed one thousand dollars in value in the case of each separate structure, the value to be determined by the City Building Inspector. Uses other than permitted uses require use permit and are subject to design review requirements.</p>					

<sup>1</sup> Exceptions: height of building will be consistent with the pattern of development in the neighborhood; height exception will result in a building that is either functionally or aesthetically superior to what would have been allowed without the exception; the exception will not result in a building with a floor area that is significantly larger than would have been achieved without the exception; proposed exception will not be detrimental to health, safety, morals, comfort, convenience or general welfare of persons residing or working in the neighborhood (does not block significant views from adjoining properties, does not impair adjoining properties to light, air or insulation nor significantly impair privacy).

<sup>2</sup> Exceptions: architectural space is an amenity and publicly accessible, such as an atrium lobby; architectural space will not increase traffic generation; the design of the proposed building is consistent with design review

<sup>3</sup> Guest Parking: R-3 requires 4 spaces for the first 5 units and 1 additional space for each additional 5 units or portion thereof; R-2 requires 3 spaces; R-1 requires 2 spaces.

<sup>4</sup> The planned development (P-D) district is designed to allow a mixture of uses, building intensities or design characteristics which would not normally be permitted in any single use district. Requiring a precise development plan, PD development land uses must comply with the General Plan, and standards (setbacks, FAR, building heights, etc.) with the zoning code, however exceptions may be allowed where the project would result in a more desirable development.

### 3 | REGULATORY CONTEXT

(equivalent to 21.8 dus/acre), but they too, are low for TOD. Mixed-use office/residential developments allow a combination of the maximum FAR for the commercial use plus a maximum of 21 dus/acre for the residential component. Some of the developments in the study area, especially in the Larkspur Landing sub-area, exceed current density and intensity requirements.

#### **Building Heights**

Height limits are also low for TOD standards. The commercial and administrative/professional designations have a building height limit of two stories or 25 feet, while the high-density residential designation allows 35 feet. Some of the existing office and residential developments in the Larkspur Landing sub-area, however, are three and four stories in height, thus exceeding the currently allowed building height.

#### **Setbacks**

Setbacks, at 15 or 20 feet, are high for TOD standards, where zero lot line development is sometimes desired.

#### **Parking Requirements**

Parking is an important issue for transit-oriented development. TOD can reduce vehicle miles traveled (VMT) since residents and workers generally ride transit more than other areas. Oversupplying parking in TODs uses scarce land for which there are better community uses. Current parking requirements required by the municipal code are high and will present challenges to future TOD in the study area.

#### **CITY OF LARKSPUR CLIMATE ACTION PLAN (JUNE 2010)**

The City of Larkspur developed a Climate Action Plan with the understanding that climate change may significantly impact Larkspur's residents and businesses, as well as other communities around the world, and that local governments play a role in reducing greenhouse gas emissions and mitigating the potential impacts of climate change.

The Climate Action Plan consists of strategies that the City and the community can take to address climate change, for example, increasing building energy efficiency, encouraging less dependence on the automobile, and using clean, renewable energy sources. In tandem with the City's 2005 Greenhouse Gas Emissions Inventory, the Climate Action Plan acts as the beginning of an ongoing planning process that includes assessing, planning, mitigating and adapting to climate change.

Of specific relevance for the Station Area Plan, the Climate Action Plan calls for planners to "Study the Larkspur Landing Circle area and enhance the opportunities presented by the location of the Larkspur Ferry, the Marin Airport, and eventually the SMART train station."

#### **CITY OF LARKSPUR BICYCLE & PEDESTRIAN MASTER PLAN (AUGUST 2004)**

The Larkspur Bicycle and Pedestrian Master Plan examines existing bicycle and pedestrian facilities within the City of Larkspur and lays the framework for development of future facilities and policies that will make bicycling and walking an integral part of daily life in Larkspur. Recommendations include improving the visibility of pedestrians around Sir Francis Drake Boulevard and local schools, providing secure bicycle parking at key destinations within the city, improving east-west connections across US-101, and making bus facilities safer and more accessible to pedestrians.

The master plan identifies priority bicycle and pedestrian improvements. Those located within the study area follow:

- Larkspur – San Rafael Gap Closure. This consists of a structure over Sir Francis Drake Boulevard. This is now part of the Central Marin Ferry Connection, Phase 1 project. TAM is the lead agency. Final bridge design is underway and is expected to be completed in 2013.
- Central Marin Ferry Connection Project – Corte Madera Creek Crossing. This is now Phase 2 of the Central Marin Ferry Connection project. Environmental analysis is complete and design is on hold due to lack of funds.

- Sign/stripe the route from East Larkspur to the west side of US-101 via Wornum, over the west side of the Greenbrae interchange, linking up the lighted path under US-101 and eastward to the Ferry Terminal. This project is in progress.
- Establish paths/routes from the High Canal Bridge from the Corte Madera town limits to link up to a new bike route over, through or around Cal Park Hill. Not underway at this time.
- East Sir Francis Drake Pathway Upgrade Project – Greenbrae sign/stripe existing route to improve safety. From US-101 to the Larkspur city limits. This project is in progress. See additional information below under East Sir Francis Drake Pedestrian/Bicycle Multi-Use Bridge.
- Sign a Class III Route from Sir Francis Drake Boulevard at Eliseo through Greenbrae to San Rafael. Not underway at this time.
- For new or rehabilitated developments, emphasize or require sidewalk access and connections for pedestrians.
- Upgrade pedestrian access between the east and west sides of Larkspur.
- Improve pedestrian connections by striping, adding curb cuts and signage, particularly at and near schools, transit stops and shopping centers/commercial areas.

Additional bicycle and pedestrian improvement projects (not listed in 2004 Larkspur Bicycle and Pedestrian Master Plan) are listed in the adopted Capital Improvement Program FY 2012-2013 and include the following projects in progress:

- Cal Park Hill to Sir Francis Drake overcrossing (orig. FY 2011-2012).

Extension of Cal Park Hill Pathway at Larkspur Landing Circle to the entrance driveway/pedestrian route to the Marin Country Mart. This project will create a Class III bicycle route that includes installation of wayfinding signage, pavement markings, curb extensions, crossing beacons, barriers, ramps, minor

retaining walls and other enhancements, as appropriate, along the identified route.

- East Sir Francis Drake Pedestrian/Bicycle Multi-Use Bridge (orig. FY 2006-2007)

This project is in progress and will provide a bridge connection between the existing CalTrans Greenbrae/101 Interchange bicycle/pedestrian pathway by the highway and the City-owned pathway to the south side of Sir Francis Drake Boulevard, leading to the Ferry Terminal. The project has been awarded and the work began in June 2012.

- Redwood Highway Sidewalk/Bike Lane/Roadway Improvements (orig. FY 2009-2010)

This grant-funded project will provide pedestrian access along Redwood Highway and will provide a needed connection to other local and regional pathways. The money for this project is from Regional Measure 2 and will pass through TAM. Construction will begin in 2012-2013.



## 4 UTILITIES & INFRASTRUCTURE

The Utilities and Infrastructure section documents the existing characteristics and conditions of the storm drainage, wastewater conveyance, and wastewater treatment infrastructure that serve the SMART Station Area Plan study area.

In order to document the characteristics and conditions of the existing utility infrastructure in the study area, available utility record maps and report documents in and around the study area were reviewed and compiled and interviews with technical staff at various agencies providing utility service were conducted.

It is assumed that the existing utility infrastructure will be retained and utilized to support future development to the extent possible. Where existing infrastructure is in conflict with the proposed improvements, is in disrepair, or does not meet the demands of the redevelopment, it would need to be replaced and upgraded with new infrastructure that is adequately sized and meets current specifications. The Station Area Plan will identify estimated costs, potential funding sources, and an approach to implementation.

## 4 | UTILITIES & INFRASTRUCTURE

### STORM DRAINAGE

Major storm drainage infrastructure within the study area is owned and operated by the City of Larkspur and maintained by the City's maintenance division. The City is responsible for maintaining the drainage infrastructure from drain pipes to flood channels to natural creeks. Specifically, the City is responsible for protecting its citizens from flooding. Local collection systems consisting of underground pipes, concrete channels, culverts, and swales collect and convey storm drainage to the creeks and San Francisco Bay.

The City's policy with respect to storm drainage addresses both storm water conveyance and quality. Facilities are typically designed and constructed such that a storm event that would statistically have a 10-percent chance of occurring each year (often referred to as the "ten year storm") would be conveyed in pipes without flooding streets or property.

The Larkspur SMART Station Area Plan consists of parcels that range from developed land with high percentages of impervious areas (Larkspur Landing Area and Redwood Highway Area) to parcels that contain more landscaping and open space (Greenbrae Area north of Sir Francis Drake Boulevard). It is assumed that the majority of storm water runoff currently flows from these parcels directly into the public storm drain infrastructure with little to no retention or treatment. This can have negative impacts on downstream capacity as well as water quality in the creeks and Bay. As development occurs, changes in the amount of impervious surface within each parcel will also impact the runoff characteristics of the region. Both new development and redevelopment projects that increase the amount of storm water runoff may be subject to mitigating these increases if the receiving drainage facilities are negatively impacted.

Storm water quality also needs to be taken into consideration as the study area redevelops. New developments that create or replace more than 10,000 square feet of impervious surface must comply with the County Stormwater Pollution Prevention Program and with the California State Water Board. Both individual project level as well as regional level storm water management programs should be considered to achieve overall storm water quality compliance.

### WASTEWATER FACILITIES

Sewer facilities within the study area are owned and maintained by several different utility agencies within the region including Sanitary District No. 1 (Ross Valley Sanitary District), Sanitary District No. 2 (Corte Madera), and Central Marin Sanitation Agency (CMSA). Sanitary District No. 1 is responsible for wastewater collection and maintenance of the sewer facilities in the Larkspur Landing and Greenbrae Areas. Sanitary Sewer Facilities located within the Redwood Highway Area fall under the jurisdiction of Sanitary District No. 2. Both districts ultimately convey their sewage to the CMSA sanitation treatment plant located in San Rafael through the large 54" transmission force main in Sir Francis Drake Boulevard.

Sanitary District No. 1's service area includes the communities of Fairfax, San Anselmo, Ross, Larkspur, Bon Air, Sleepy Hollow, Kentfield, Kent Woodlands, Oak Manor, and Greenbrae, plus Murray Park and San Quentin Prison. Their sewer facilities within the Larkspur Landing and Greenbrae Areas consist of gravity and pressure force mains of various sizes and materials including polyvinyl chloride (PVC), vitrified clay (VCP), high density polyethylene (HDPE), and cast iron (CIP).

In addition to the over 40,000 linear feet of sewer pipes, Sanitary District No. 1 also owns and maintains four sewer pump stations within the study area. These pump stations and associated force mains convey sewage within areas of flat topography where it is not feasible to provide gravity flow and to convey sewage to the CMSA facilities.

The major sewer trunk line within the Redwood Highway Area is a 22" force main that conveys the areas sewer flow north within Redwood Highway with an ultimate connection to CMSA's 54" force main in Sir Francis Drake Boulevard at US-101. Gravity mains within this area are limited to a few service lines within the retail center and in Redwood Highway. Two pump stations located within the Redwood Highway Area as well as one pump station located just west of the study area at Fifer Avenue and Tamal Vista Boulevard pump to the 22" force main. Sanitary District No. 2 owns and maintains all of the sewer facilities within this area with the exception of

the maintenance for the pump stations. That maintenance is contracted out directly to CSMA.

Much of the sewer infrastructure within the study area is relatively old with some of the facilities having been installed prior to 1950. In order to identify and address potential deficiencies in their sewer system, Sanitary District No. 1 prepared a Sewer System Replacement Master Plan in January of 2007 that analyzed the existing sewer infrastructure and provided recommendations for mitigation.

As properties within the study area are developed, project specific capacity and condition analysis of the applicable sewer facilities adjacent to the project should be performed to identify any impacts to the system. Impacted facilities may require mitigation, which could include modifications to the pump stations, slip lining of existing sewer mains, and pipe replacement. Extensions of the main lines and construction of new services may also be required for the areas that have limited existing infrastructure.

The Central Marin Sanitation Agency (CMSA) wastewater treatment plant treats an average of about 11 million gallons of wastewater a day and serves the communities of Larkspur, San Rafael, Ross Valley, and Corte Madera. As part of their NPDES permit requirements, CMSA completed improvements to their treatment facilities in 2010 that increased their treatment capacity from 90 MGD to 125 MGD and their hydraulic capacity from 90 MGD to over 155 MGD. Redevelopment of properties within the study area is not anticipated to significantly impact the capacity of the CMSA treatment plant.

## WATER FACILITIES

Marin Municipal Water District (MMWD) owns and operates the existing domestic water facilities within the study area. MMWD provides water to an area of 147 square miles within south and central Marin County through a distribution and transmission piping system of about 900 miles in total pipe length. The majority of water supplied to this region consists of rainfall stored in seven reservoirs. The balance of the water, approximately 25% of the total supply, comes from the Russian River in Sonoma County under a contract with the Sonoma County Water Agency (SCWA).

The district has three water treatment plants that treat and purify the water prior to distribution to the districts service area customers. Surface water that fills the reservoirs is treated at either the San Geronimo Treatment Plant in Woodacre or the Tempe Treatment Plant on Mt. Tamalpais. The balance of the water supply imported from the Russian River is treated at MMWD's Ignacio treatment facility. After purification the water is treated to control corrosion as well as fluoridated to prevent tooth decay.

The water distribution system within the vicinity of the study area consists of a network of pressure pipes, pressurized by both gravity and/or booster pumps. The major water main within the Larkspur Landing Area is a 16" welded steel pipe that runs from US-101 within Sir Francis Drake Boulevard and loops around Larkspur Landing Circle. The 16" main is fed from the Greenbrae storage tank in the Greenbrae Area near Eliseo Drive and Corte Fedora through a steel encased 14" welded steel main under US-101. This main connects the water facilities within Via La Combre with those within Larkspur Landing Circle through the Century Larkspur Landing Theater site east of US-101. A network of predominantly 8" water mains forms the bulk of the water distribution within the Larkspur Landing Area.

The Greenbrae Area has a mixture of water main sizes conveying water to the customers. Pipes in this area range from 4" cast iron pipe to 16" welded steel pipe, with the 16" main located within Sir Francis Drake Boulevard west of Barry Way. The southernmost portion of the Greenbrae Area is fed by 8" welded steel water mains within the roads connected to the north by a 16"

## 4 | UTILITIES & INFRASTRUCTURE

welded steel pipe crossing Sir Francis Drake within Barry Way. The major water main within the Redwood Highway Area is a 12" welded steel pipe within Redwood Highway. The Larkspur Landing and Redwood Highway Areas are also connected by a 12" main within US-101 that crosses Corte Madera Creek.

MMWD's water storage capacity, treatment capacity, and distribution systems are currently functioning within normal operating ranges. MMWD defines its service in the study area as very good with sufficiently sized pipes, modern construction, and good service pressures. Standard water service extensions and relocation of existing infrastructure may be necessary to support redevelopment. The redevelopment of the study area is not anticipated however to trigger improvements to regional storage capacity or treatment facilities.

MMWD also provides recycled water to portions of their district for non-potable uses. A portion of the treated recycled water is used for landscape irrigation purposes in areas north of San Rafael. Although a recycled water source has not yet been identified for the Larkspur area, redevelopment of the study area would likely require installation of recycled water infrastructure in anticipation of future availability.

Long-term water supply for most communities within the San Francisco Bay Area region continues to be a concern. In recent years the MMWD Board of Directors has investigated a number of options to ensure reliable long-term water supply. The Board adopted a long range water supply plan in 2009 that includes water conservation methods, improvements to the existing reservoir system as well as recycled water expansion. However, due to a drop in water demand MMWD is already meeting the 2020 statewide water conservation targets, which requires a reduction in urban water use of 20% by 2020. As such, no new potable water supply projects are necessary to increase the amount of available potable water supply.

## FLOODING

Flooding is of great concern in Larkspur. Four historic floods have occurred in Larkspur during the last 60 years, resulting in significant flood damage. These occurred in December 1955, April 1958, January 1973, and January 1982. During the 1955 and 1982 floods, the area was designated a disaster area and received federal aid. Many streets were flooded and residents had to be evacuated. During the 1982 flood, most of the damage was due to mudslides which were caused by extreme precipitation.

Larkspur is located in the Ross Valley watershed, which experiences much higher rainfall intensity than the Bay Area average. Flooding in Larkspur may be caused excessive rainfall, tidal action along Corte Madera Creek, and from sea level rise due to climate change. These factors, paired with deficiencies in the City's aging drainage system and the lack of effective flood control improvements to the Corte Madera Creek, all contribute to flooding events in the City.

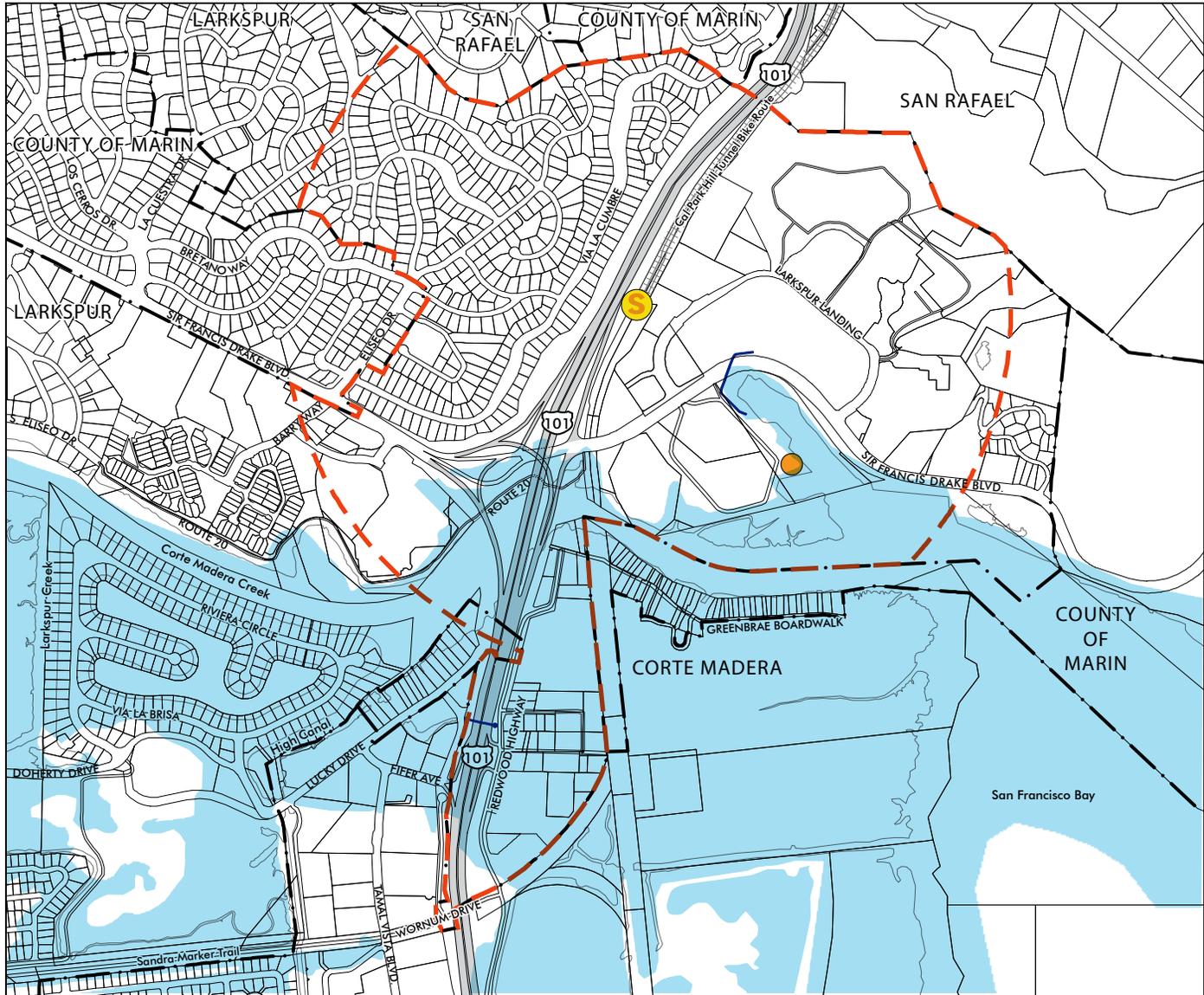
Localized flooding has occurred in many parts of the City due to inadequate drainage systems, with the most significant flooding occurring near Corte Madera Creek, and in particular in the Redwood Highway Area.

Large areas of Larkspur south of Corte Madera Creek are within the 100-year flood zone, as determined by FEMA. The boundaries of the 100-year flood zone in the study area are shown on Figure 4.1. The entire Redwood Highway Area, as well as the southern portions of the Larkspur Landing and Greenbrae Areas fall within the 100-year flood zone. Portions of the Larkspur Landing Area are shown in Zone VE, a coastal high hazard zone where wave action and/or high velocity water can cause structural damage during the base flood. Portions of the Greenbrae Area and Redwood Highway Area are shown in Zone AE, an area with a 1.0 percent annual chance of flooding where base flood elevations have been determined. The base flood elevation for both zones was determined to be 9 feet above sea-level.

When heavy rains coincide with unusually high tides, tidal flooding can occur. Low-lying areas close to Corte Madera Creek are particularly suscep-

Figure 4.1: 100-Year Flood Zone

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



## 4 | UTILITIES & INFRASTRUCTURE

tible. A combination of low barometric pressure, winds, and rain can raise tide levels by as much as 3 feet. If the tide level exceeds the height of the Creek banks, which is possible during severe events, traditional responses to flooding such as pumping are ineffective until the tide recedes.

As part of the Larkspur 2050 Capital Expenditure Plan, the City plans to implement a system of levees, floodwalls, pumps, and flood control gates that would prevent tidal flooding.

Any new or significant redevelopment in areas prone to flooding, in particular the Redwood Highway Area, is subject to building elevation requirements per FEMA regulations. In 2006, Marin Park remodeled its office, laundry room, and two apartments elevated at the required 9 feet above sea-level height.

Anecdotal evidence from mobile home park and Greenbrae Boardwalk residents report seasonal flooding of the northern portion of Redwood Highway (the street itself) during inclement weather, especially when combined with the high tide. Residents of the Boardwalk have devised their own flood control system to protect the roadway by placing a rubber bladder across the roadway where it meets the Boardwalk entrance. In addition, the US-101 off-ramp to Sir Francis Drake Boulevard in the west direction has a low-point that floods during significant storms.

### **FLOOD CONTROL IN LARKSPUR WATERWAYS**

The Marin County Flood Control and Water Conservation District (the Flood Control District) was established by the State legislature in 1955. The Marin County Board of Supervisors serves as the Flood Control District Board. The Flood Control District oversees the County's eight watersheds, which are classified into "flood zones." Larkspur is part of Flood Zone 9 (the Ross Valley Watershed). Each flood zone has an advisory board of zone residents, appointed by the Board of Supervisors, responsible for reviewing the budget and master plan for their respective zones and providing recommendations to the Board of Supervisors.

Several flood control improvement projects for Corte Madera Creek have been initiated by the Flood Control District and the U.S. Army Corps of Engi-

neers (USACE). The City and County have also made flood control improvements to Larkspur Creek and the City's storm drain system.

### **U.S. Army Corps Corte Madera Creek Flood Control Project**

USACE initiated its first flood control improvement project in Corte Madera Creek in 1968. The project consisted of six trapezoidal earth and concrete channels, totaling 6.5 miles, with a carrying capacity of 7,600 cubic feet of water per second (the equivalent of a 250-year flood). By 1972, USACE had completed the first three Units of the project from the mouth of the Creek to the Town of Ross, a distance of about 3.5 miles. However, a legal challenge from communities in the upper Ross Valley citing environmental concerns halted the construction of Units 4, 5, and 6. Since then the Unit 4 project has undergone several iterations of redesign; in 2011 this project was in the process of completing environmental review of project alternatives.

### **County of Marin Corte Madera Creek Flood Control Project**

In 2006, after devastating flooding in downtown San Anselmo and other communities in the Ross Valley, the County of Marin commissioned a new hydraulic model of the Ross Valley watershed to use as a basis for five new design alternatives for flood control improvements for the remaining portions of the Creek (upstream from the Army Corps' Unit 4 project).

Ross Valley voters approved a flood improvement fee in 2007 to fund the County's flood control improvements. In 2011, the County released a Capital Improvement Plan Study outlining a coordinated system of flood control improvement projects designed to accommodate a 100-year flood in the watershed upstream of USACE's Unit 4 project. The study anticipated a phased construction of the proposed projects over a 10-20 year timeframe.

### **Dredging in Corte Madera Creek**

Corte Madera Creek is heavily silted, particularly where the concrete channel of Unit 3 transitions to the mud channel just upstream. No dredging of the main channel has taken place for decades, due to lack of funds. As a result, the Creek has decreased capacity for upstream flood runoff which potentially places the residential areas of Hillview Gardens, Creekside, Larkspur Landing and Bon Air at future risk for flooding.

### Storm Drain System Improvements

In 2001, the City Department of Public Works identified 4.5 miles of pipeline in need of replacement due to deterioration or insufficient size. The City's Larkspur 2050 Capital Improvement Plan recommends the completion of \$5.4 million in drainage system improvements by 2050 as the City's second-most infrastructure improvement priority.

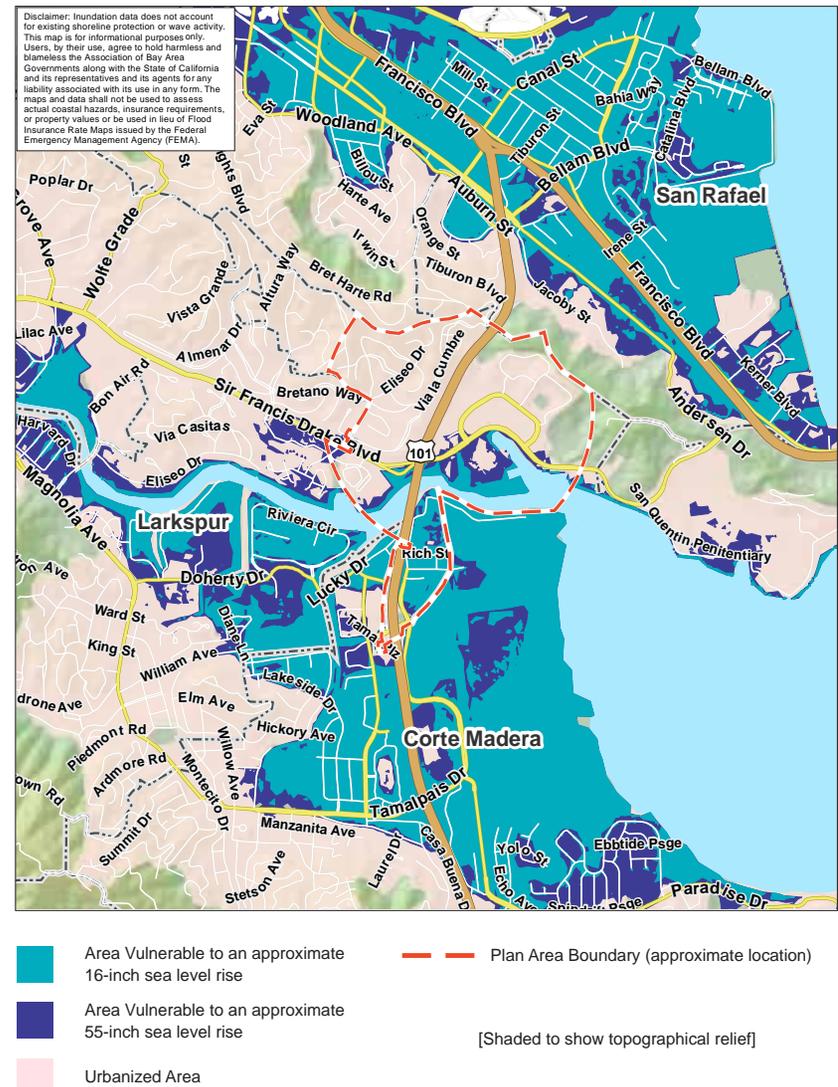
### SEA LEVEL RISE

A predicted rise in sea levels will exacerbate already existing coastal flooding hazards. Two of the primary causes for a sea level rise are the thermal expansion of ocean waters (water expanding as it heats up) and the addition of water to ocean basins by the melting of land-based ice. From 1961 to 2003, global average sea level rose at an average rate of 0.07 inches per year, and at an accelerated average rate of about 0.12 inches per year during the last decade of this period (1993 to 2003).

The San Francisco Bay Plan from the San Francisco Bay Conservation and Development Commission (BCDC) anticipates a rise in Bay waters of 16 inches by 2050 and 55 inches by 2100. The BCDC in partnership with the federal National Oceanic and Atmospheric Administration (NOAA) is sponsoring the Adapting to Rising Tides (ART) pilot program which aims to aid local governments in planning for sea level rise over the next century. The ART policy model is anticipated to be completed in late 2012.

Sea level rise of this magnitude would have dramatic impacts on residences, businesses, schools, and public infrastructure located near the shoreline. Inundation maps created by BCDC integrate geographic information system software data from the U.S. Geological Survey and sea level rise projections to assess the vulnerability of Bay Area communities to different level rise scenarios. A 16-inch rise in sea level would result in the flooding of 180,000 acres of shoreline, which is roughly equivalent to today's 100-year floodplain. A 55-inch rise in sea level would flood over 213,000 acres of shoreline, putting billions of dollars of private and public development at risk. Figure 4.2 shows shoreline areas vulnerable to sea level rise.

Figure 4.2: Shoreline Areas Vulnerable to Sea Level Rise





## 5 COMMUNITY INVOLVEMENT

The Citizen Advisory Committee (CAC) provided their input on the issues and opportunities for each of the three sub-areas at their first meeting on May 7, 2012. The majority of their ideas have been incorporated into the land use, circulation, and utilities and infrastructure discussions. What follows is a list of concerns raised and comments provided.

### LARKSPUR LANDING AREA

#### ISSUES

- The SMART station location is not close enough to the ferry terminal to ensure a direct and convenient connection. This planning process should explore alternative station locations.
- The SMART station could be integrated into the parking lot at the ferry terminal.
- School district boundaries are unusual and conflicting (San Rafael districts versus Larkspur districts); access is very difficult for school children, especially if walking or biking.
- Surface parking lot at the ferry terminal isolates the ferry from the rest of Larkspur Landing and other transportation nodes.
- Need to find a way to park more cars at Larkspur Ferry.
- Circulation is a major issue.

## 5 | COMMUNITY INVOLVEMENT

- Building structures in surface parking lots could impact people's views in the existing residential developments.
- Older adults should be recognized; may be unrealistic to anticipate heavy reliance on bike usage.
- The location of the SMART station is very odd and removed from the ferry.
- The Highway 101 Greenbrae/Twin Cities Corridor Improvement Project will have significant impact on circulation in this area.
- The SMART Station must connect to the ferry.
- If the train isn't anticipated to arrive for another 4-10 years, an alternative should be studied.
- Good neighborhood services are very important. Subarea 1a hasn't sustained a supermarket for a very long time and is generally deficient in neighborhood services for residents. Market study should examine the reasons behind that.

### OPPORTUNITIES

- Parking garages are an inexpensive and efficient way to park a lot of cars without using as much land; that land could be re-couped for an urban connective area that might have housing, retail on the ground floor, etc.
- More buses to the ferry terminal would be environmentally efficient.
- More people need to get to the train station/ferry terminal; if you don't do that, you're putting band aids on the situation.
- The City Council historically objected to the idea of train crossing Sir Francis Drake Boulevard. However Silicon Valley has much better examples of train crossing major streets.
- Larkspur Landing is the perfect location for additional development in Larkspur, maybe not a high-rise but some additional intensity and density.
- Marin Country Mart is underdeveloped.

- There is a lot of unused area in surface parking lots, which provide opportunities for development over parking.
- Larkspur Landing is one of the only areas in Larkspur with opportunities for changes in land use patterns and higher densities.
- So much emphasis on southbound passengers- what about northbound passengers? We should incentivize northbound commutes.

Members of the public provided the following comments:

- On weekends from Easter to Thanksgiving there will be many cyclists who want to go from San Francisco to Sonoma via the ferry, and Sonoma cyclists will want to do the reverse.
- Probably need more ferries and trains on weekends.
- CAC should consider making the cycling connections efficient and easy so that bike traffic can flow smoothly.

## GREENBRAE AREA

### ISSUES

- Traffic and congestion issues already exist in Greenbrae, particularly on Eliseo and Via La Cumbre which is a thoroughfare into San Rafael.
- There is one way in and out, which makes it easier for criminal activity to occur and escape pursuit.
- The border between Larkspur and the County is unclear and several jurisdictions converge during an incident.
- Any increased density and traffic that threatens public safety is an overwhelming concern.
- If parking at the ferry terminal is increased, more people funneling into subarea 1a from subarea 1b or the south.

## REDWOOD HIGHWAY AREA

### ISSUES

- Effect of sea level rise on that area, which is low-lying and already prone to seasonal flooding.
- Additional development would require significant infrastructure improvements to be viable.
- Area is underlain by unstable fill.
- Levies would be necessary to protect any substantial development, which are expensive and may lead to litigation.
- Significant safety and connectivity issues for all modes of transportation.
- Very poor access to ferry, SMART, amenities in Larkspur Landing and Greenbrae.
- Pedestrian overpass connecting Redwood Highway to Nellan Ave. should be retained; currently slated for demolition as part of the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project.

### OPPORTUNITIES

- Current bike and pedestrian infrastructure is abysmal. Lots of room for improvement.
- The community there seems relatively satisfied with the current makeup of the neighborhood.
- This area provides services not provided elsewhere in the City.
- Mobile home parks provide low-income housing.
- Potential use that could be desirable here would be a municipal corporation yard. Subarea 2 begs for “no project” alternative.
- Unique uses should be maintained, freeway noise makes other development unattractive, the soil is bad; everything speaks against major development.
- Cost Plus Plaza should have better connectivity.



## **A APPENDIX**

### **BASELINE ENVIRONMENTAL CONDITIONS**

See attached file.

