

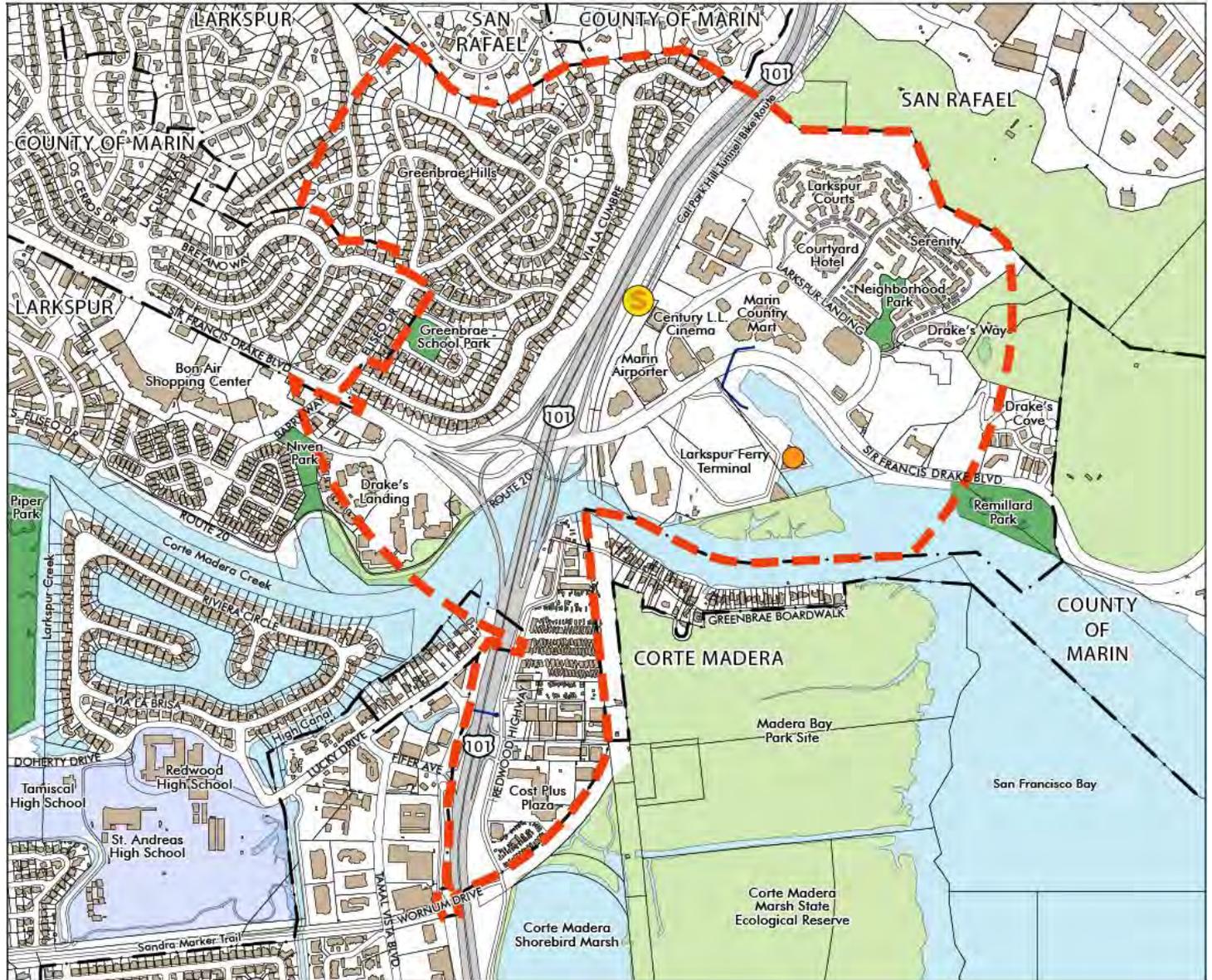
LARKSPUR SMART STATION AREA PLAN



Community Workshop

November 5, 2012

LARKSPUR STATION AREA PLAN STUDY AREA



PURPOSE OF TODAY'S MEETING

- **Project Goals**
- **Review Land Use Alternatives and Station Area Connectivity**
- **Discuss Development of the Station Area**
 - Types of Uses and Public Amenities
 - Circulation Improvements (pedestrian and bicycle)
 - Appropriate Amount of Development
 - What Should Change and What Should Stay the Same?
- **Schedule and Next Steps**

GRANT PROGRAM GOALS

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

LARKSPUR PROJECT GOALS

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

7/23 COMMUNITY WORKSHOP



7/23 COMMUNITY WORKSHOP

Diversity of opinions:

- General interest in mixed use and residential development– desire to support transit, make better use of land
- Concern new development will exacerbate congestion and detract from the character of the area

Consensus: Larkspur should be a model for safe, enjoyable and convenient walking and cycling with improved connections between sub-areas

Support for: Retail/amenities, residential, and additional parking at the Ferry Terminal;
Some interest in mixed use development at the Marin Country Mart; Consider relocating SMART station



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Accessible Urban Framework

All modes: pedestrian, bicycle, transit, autos

Walkable pattern

Supportive Land Uses

- Residential
- Office
- Support Services

Supportive Densities

- Higher densities as appropriate to surrounding neighborhoods

Attractive Public Environment

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

WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Accessible Urban Framework



Supportive Land Uses and Densities



Attractive Public Environment



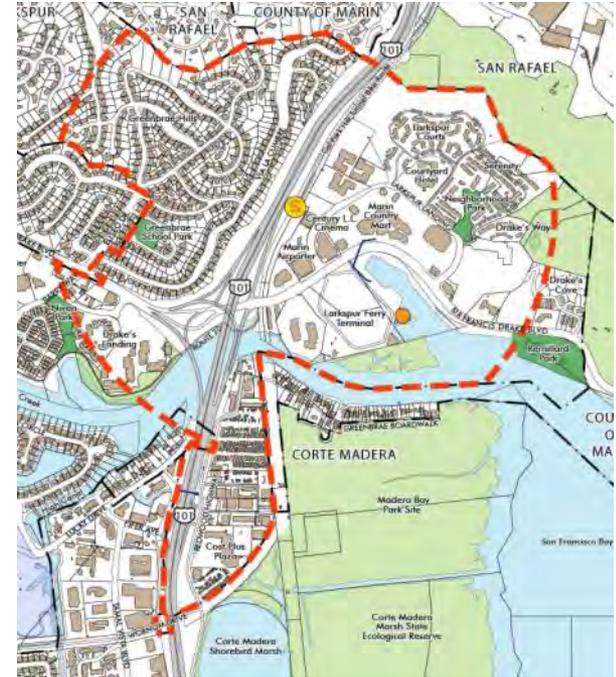
TRANSIT-ORIENTED DEVELOPMENT IN LARKSPUR?

Advantages

- Unique location within Larkspur and Marin County – infrastructure network, mix of uses
- Will support transit, including SMART, Larkspur Ferry, and busses
- Higher density residential development responds to older demographic and provides more affordable housing opportunities to Larkspur residents
- Supports existing retail and provide a market for new retail
- Provides additional employment

Challenges

- Could exacerbate traffic congestion if not balanced with alternative transportation options
- Important to protect existing character and views valued by residents
- Industrial uses in plan area are unique within the City and thriving



ACCESSIBLE FRAMEWORK:

CONNECTIVITY, PARKING, & TRAFFIC

KEY ISSUES

- **Connectivity**

- Private vehicles
- Public transit (ferry, bus)
- Bicycles
- Pedestrians

- **Parking**

- **Traffic**



CIRCULATION NETWORK – ASSETS



Larkspur Ferry



Marin AirPorter



Class I multi-use path at Corte Madera Creek



CalPark Hill Path and Tunnel

CIRCULATION NETWORK – CHALLENGES



US-101 is major barrier to east/west movement



Sir Francis Drake Boulevard is difficult to cross



Missing sidewalks - Redwood Hwy near Wornum Dr.



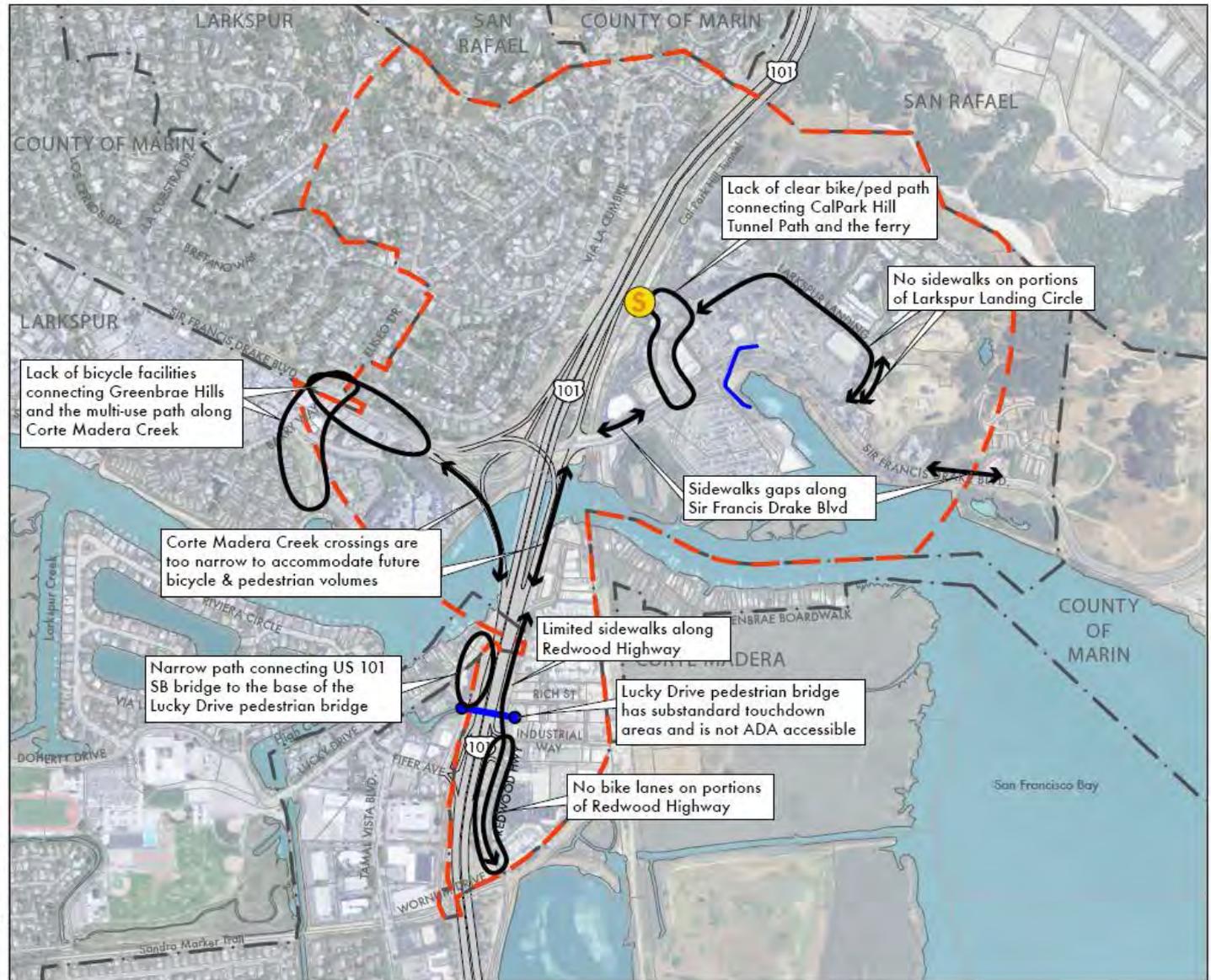
Bike/pedestrian path on northbound US-101

CONNECTIVITY AND ACCESSIBILITY CHALLENGES

BICYCLE & PEDESTRIAN GAPS

LEGEND

-  STUDY AREA BOUNDARY
-  CITY BOUNDARY
-  SMART STATION LOCATION
-  WATER
-  PEDESTRIAN BRIDGE



DRAFT
20 Sept 2012

CITY OF LARKSPUR
SMART STATION AREA PLAN



BICYCLE CIRCULATION

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



DRAFT
29 October 2012

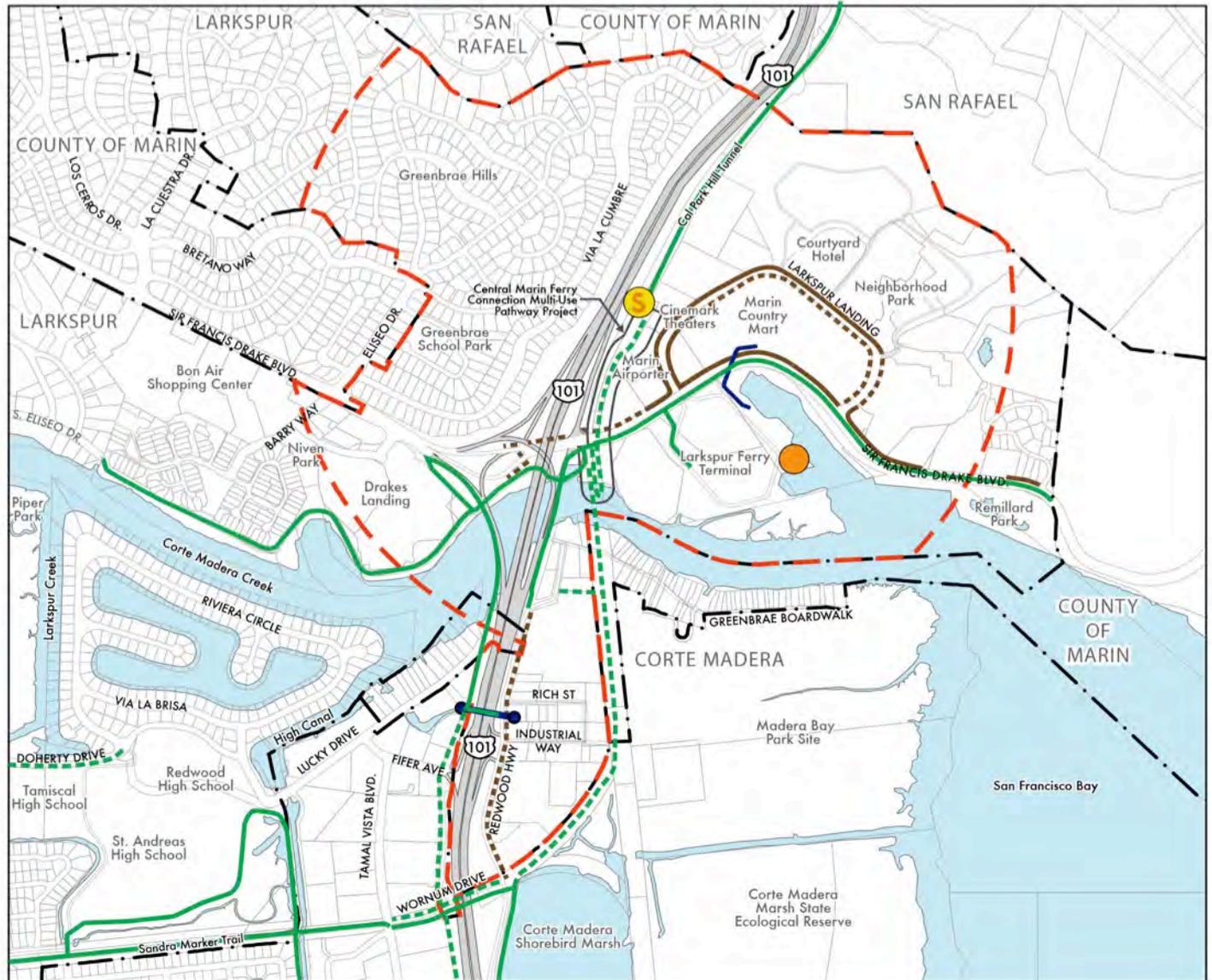
CITY OF LARKSPUR
SMART STATION AREA PLAN



BMS Parisi ASSOCIATES
PLANNING AND CONSULTING

PEDESTRIAN CIRCULATION

- 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 CLASS I MULTI-USE PATH
- * Shown for Study Area 1A only



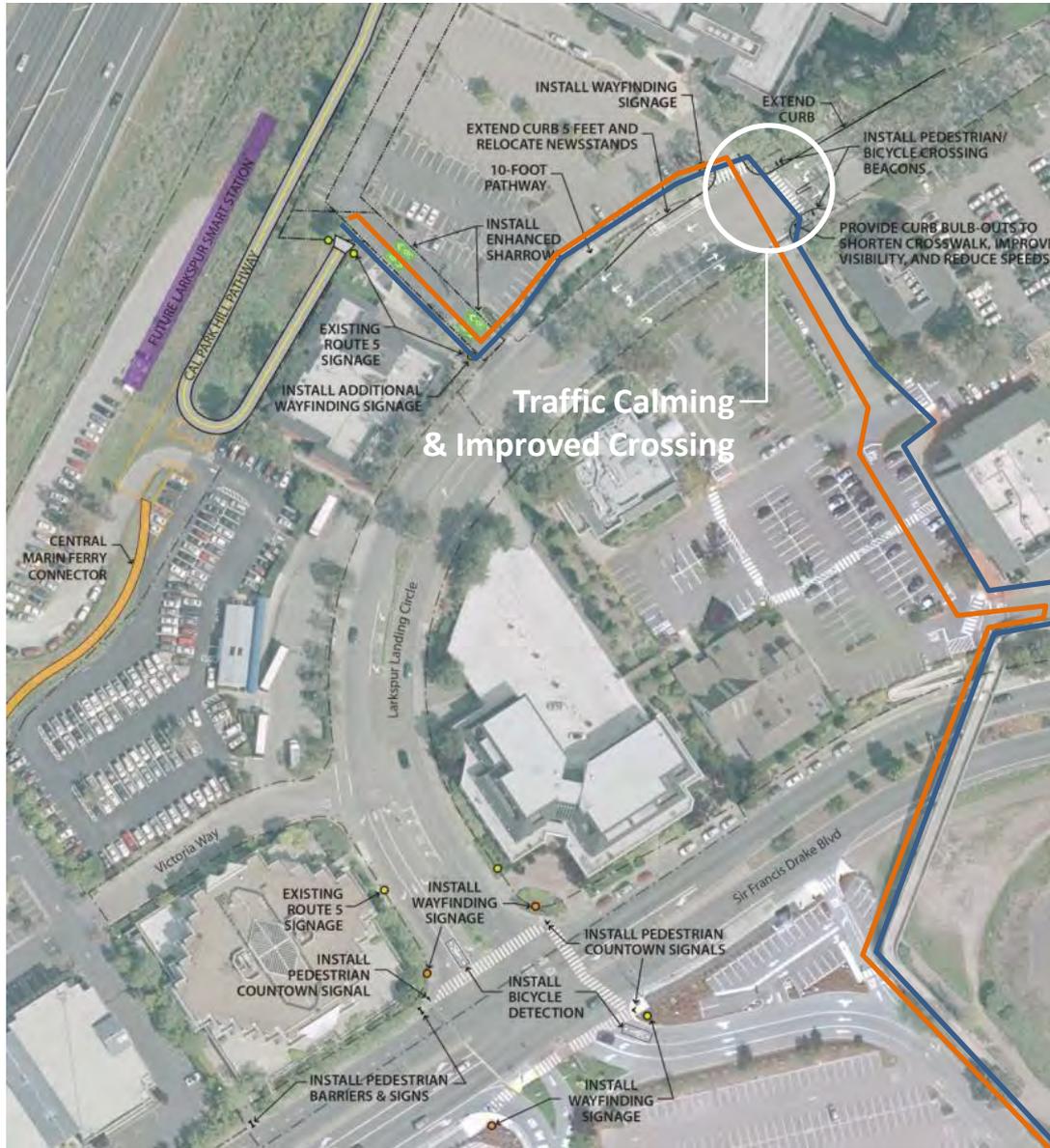
DRAFT
29 October 2012

CITY OF LARKSPUR
SMART STATION AREA PLAN



BMS Parisi ASSOCIATES
PLANNING AND CONSULTING

SMART STATION CONNECTIVITY



- Central Marin Ferry Connector
- Pedestrian and bicycle routing across Larkspur Landing Circle to existing overcrossing
- Traffic calming enhancements at Larkspur Landing Circle

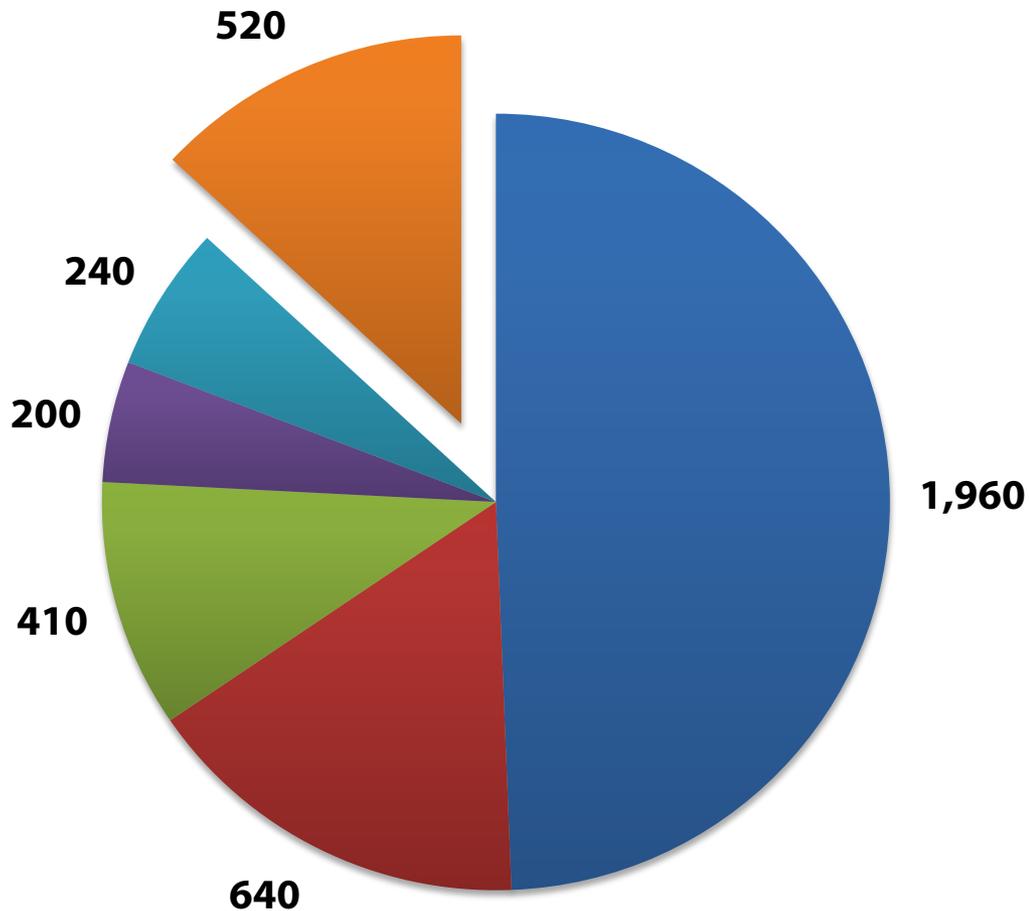
— BICYCLE ROUTING
— PEDESTRIAN ROUTING

PARKING STUDY AREA

Sub-Area 1A



EXISTING WEEKDAY PARKING DEMAND

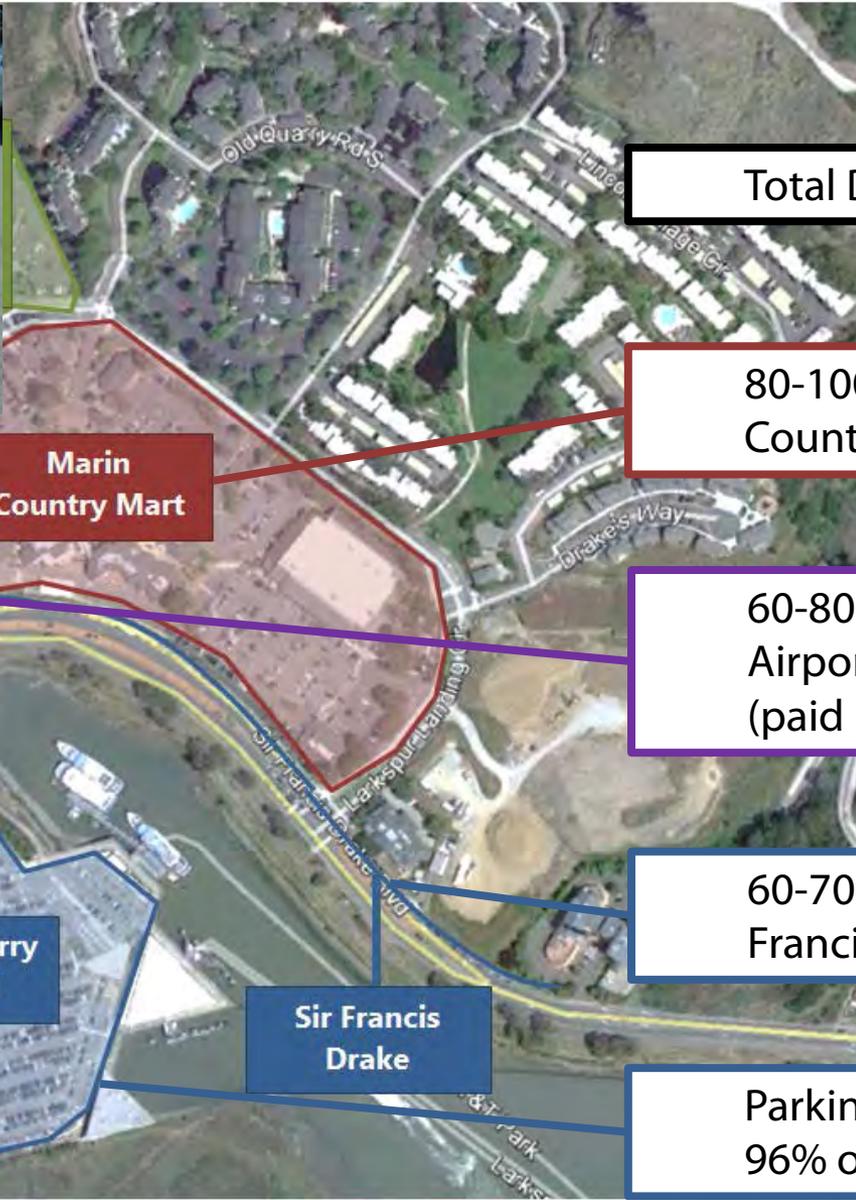


Sub-Area 1a

- Larkspur Ferry Terminal
- Marin Country Mart
- Larkspur Landing Office/Cinemark Theaters
- Marin Airporter
- Other Offices (100 and 101 Larkspur Landing Circle and 17 Sir Francis Drake)
- Unoccupied

Total Parking Supply = 3,970
Total Parking Demand = 3,450

LARKSPUR FERRY TERMINAL PARKING DEMAND



Total Demand 1,960 vehicles

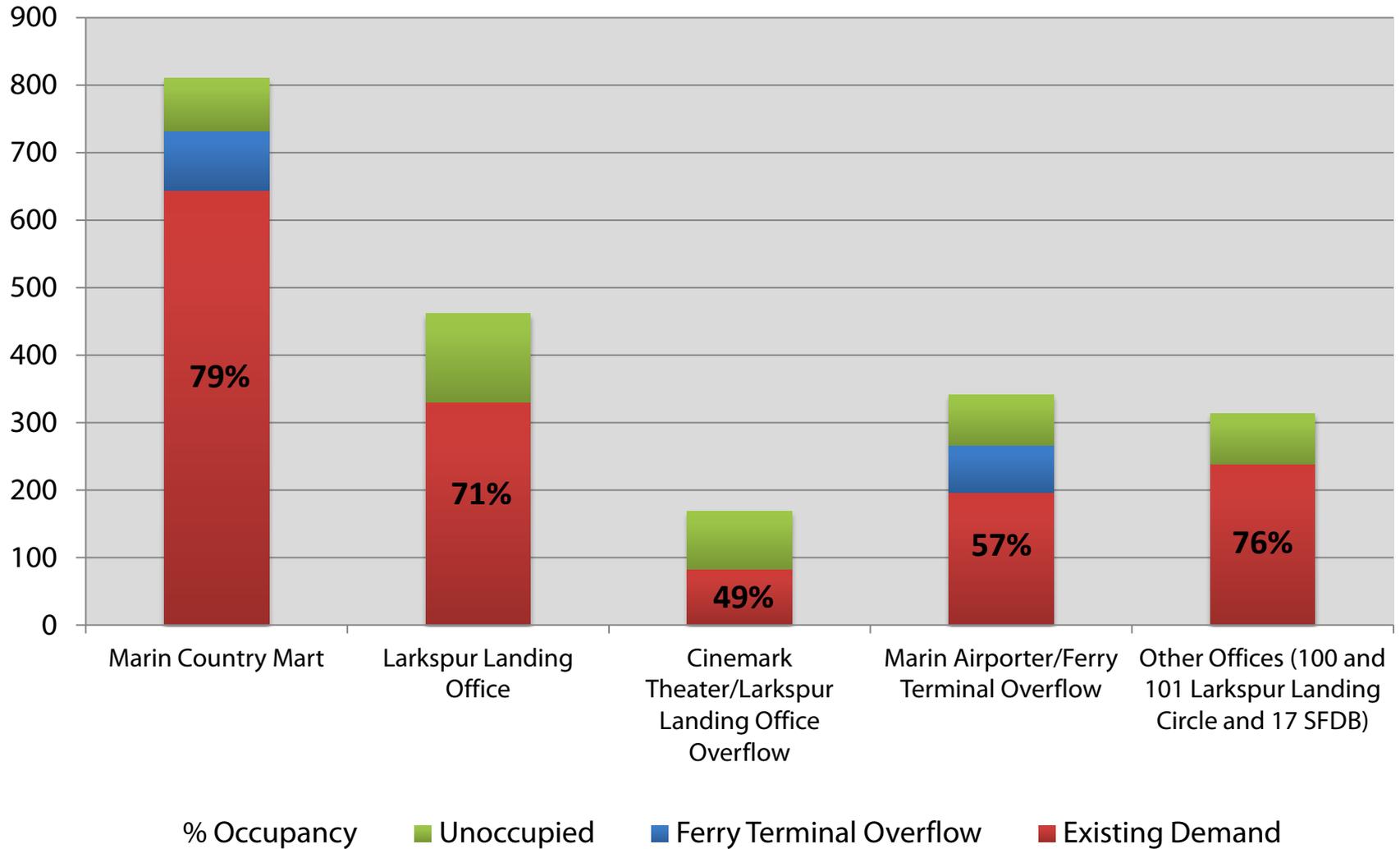
80-100 vehicles park in Marin Country Mart

60-80 vehicles park in Marin Airporter and overflow lots (paid parking)

60-70 vehicles park on Sir Francis Drake

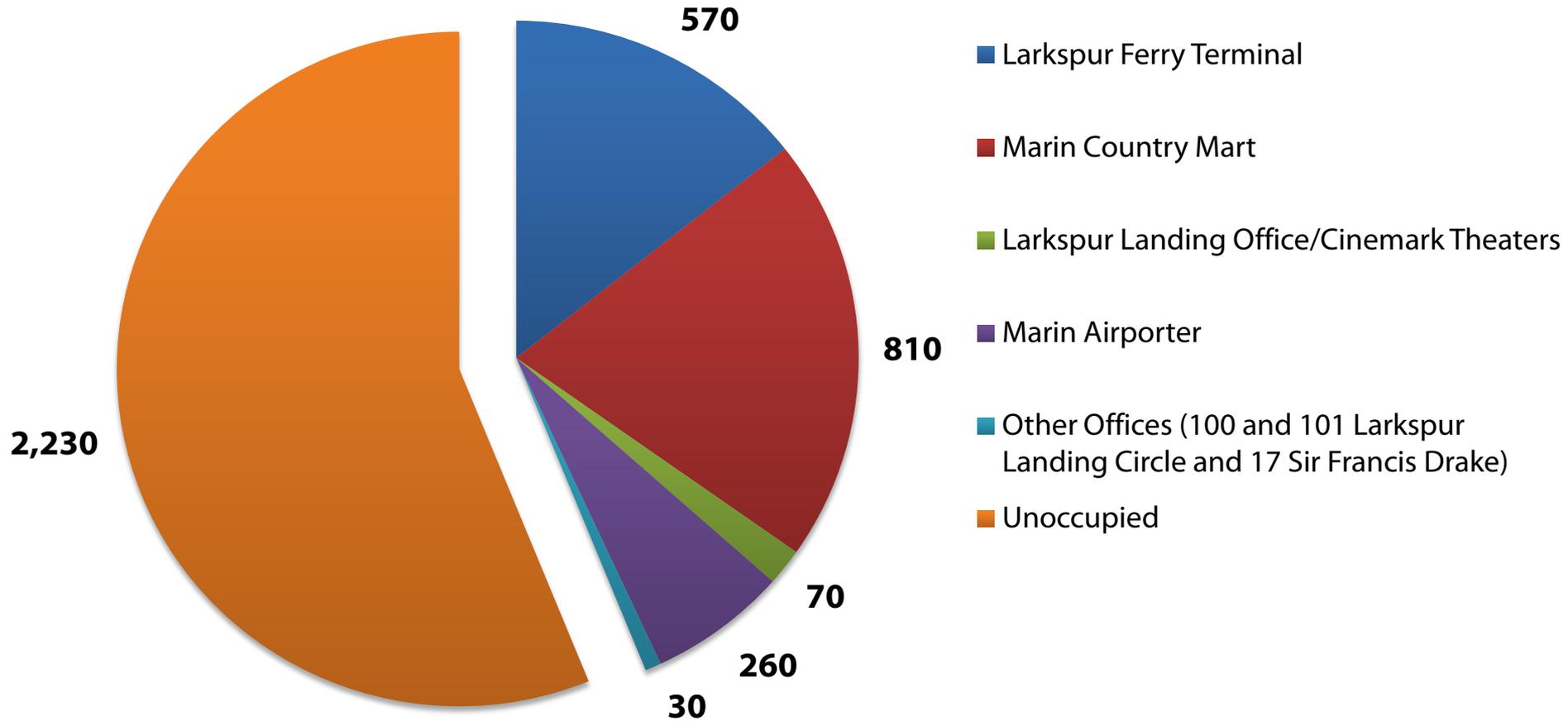
Parking lot has 1,800 spaces – 96% occupied

WEEKDAY PARKING DEMAND

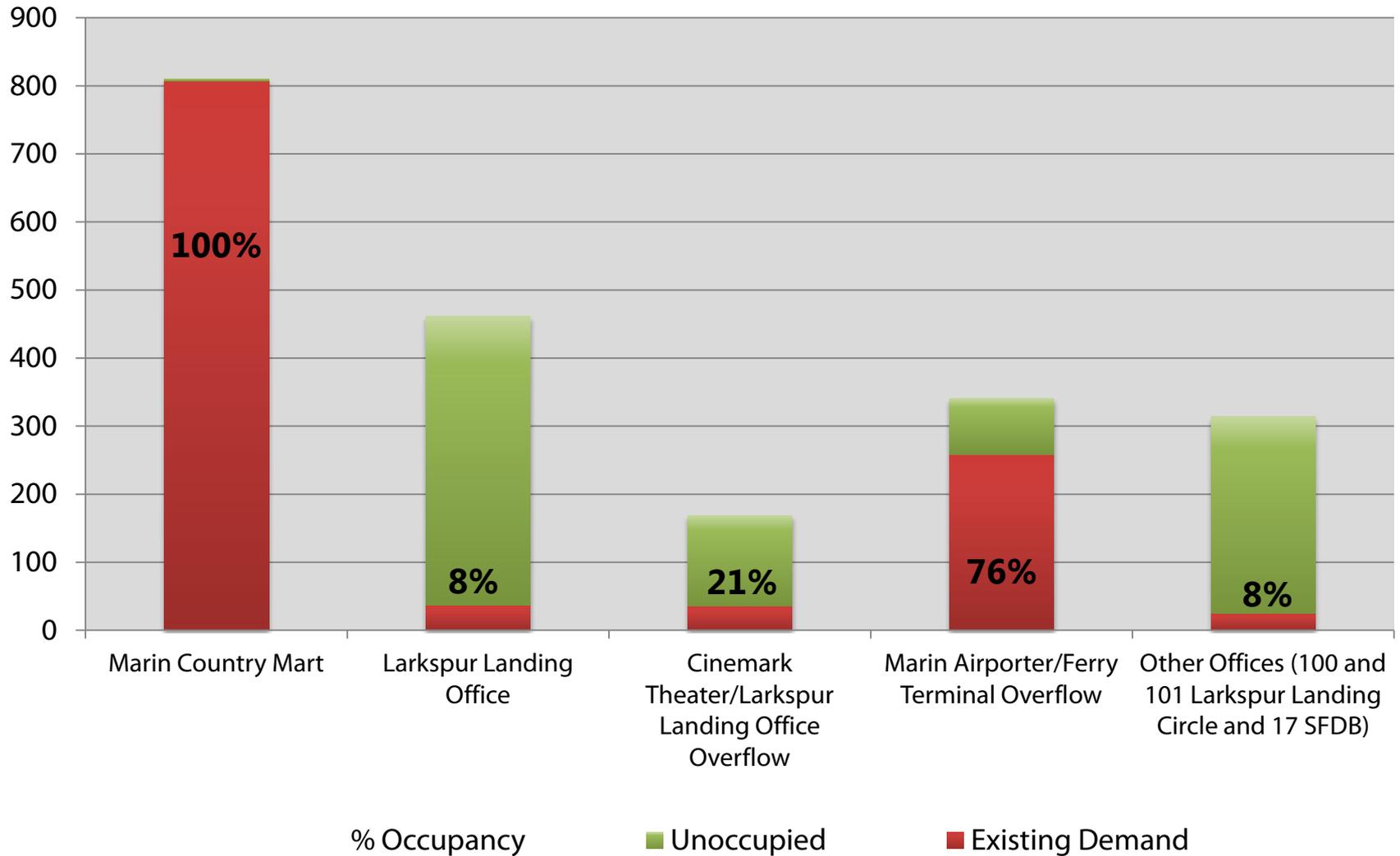


WEEKEND PARKING DEMAND

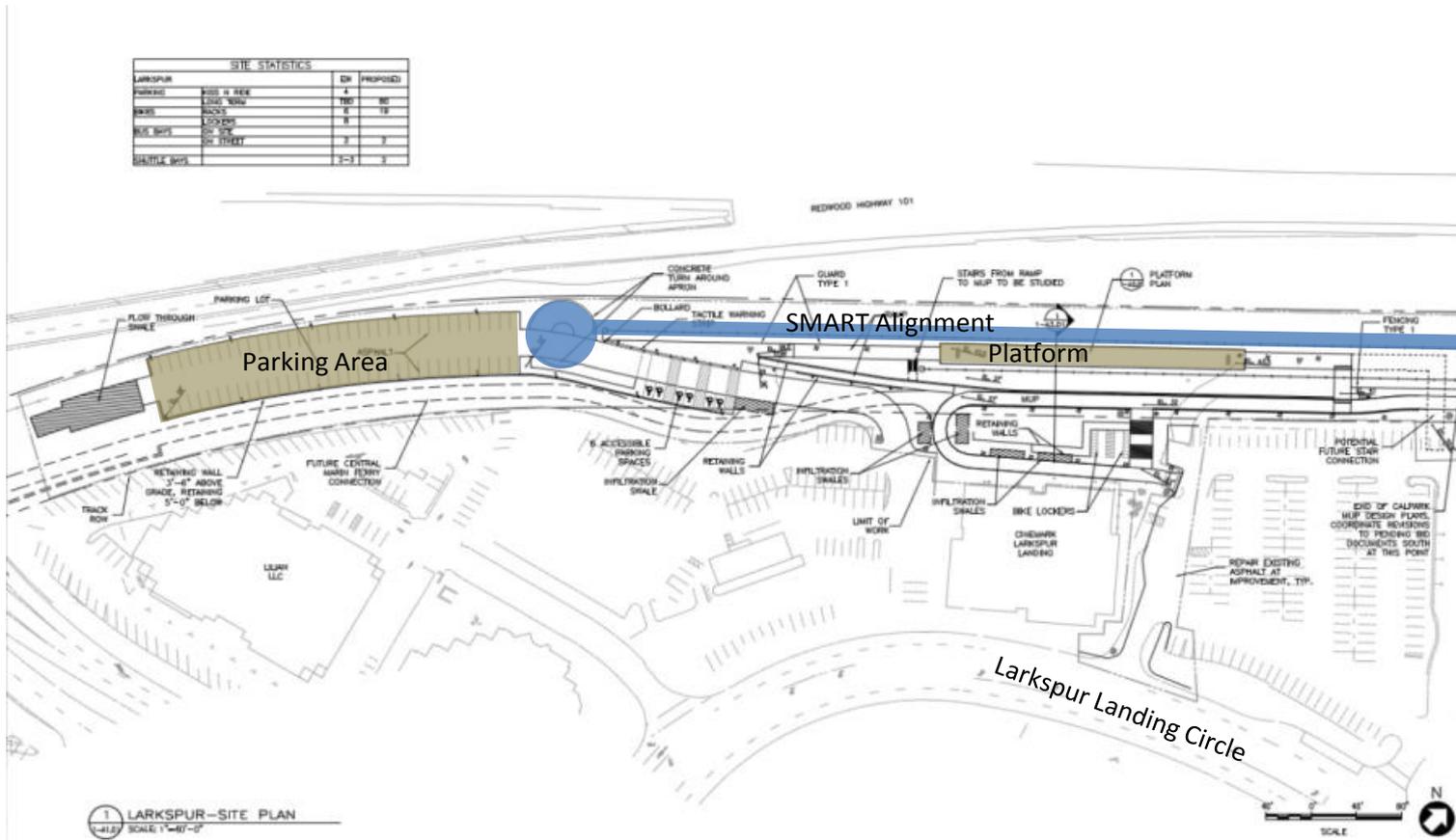
Sub-Area 1a



EXISTING WEEKEND PARKING DEMAND



SMART STATION – PROPOSED PARKING



EXISTING TRAFFIC CONSTRAINTS

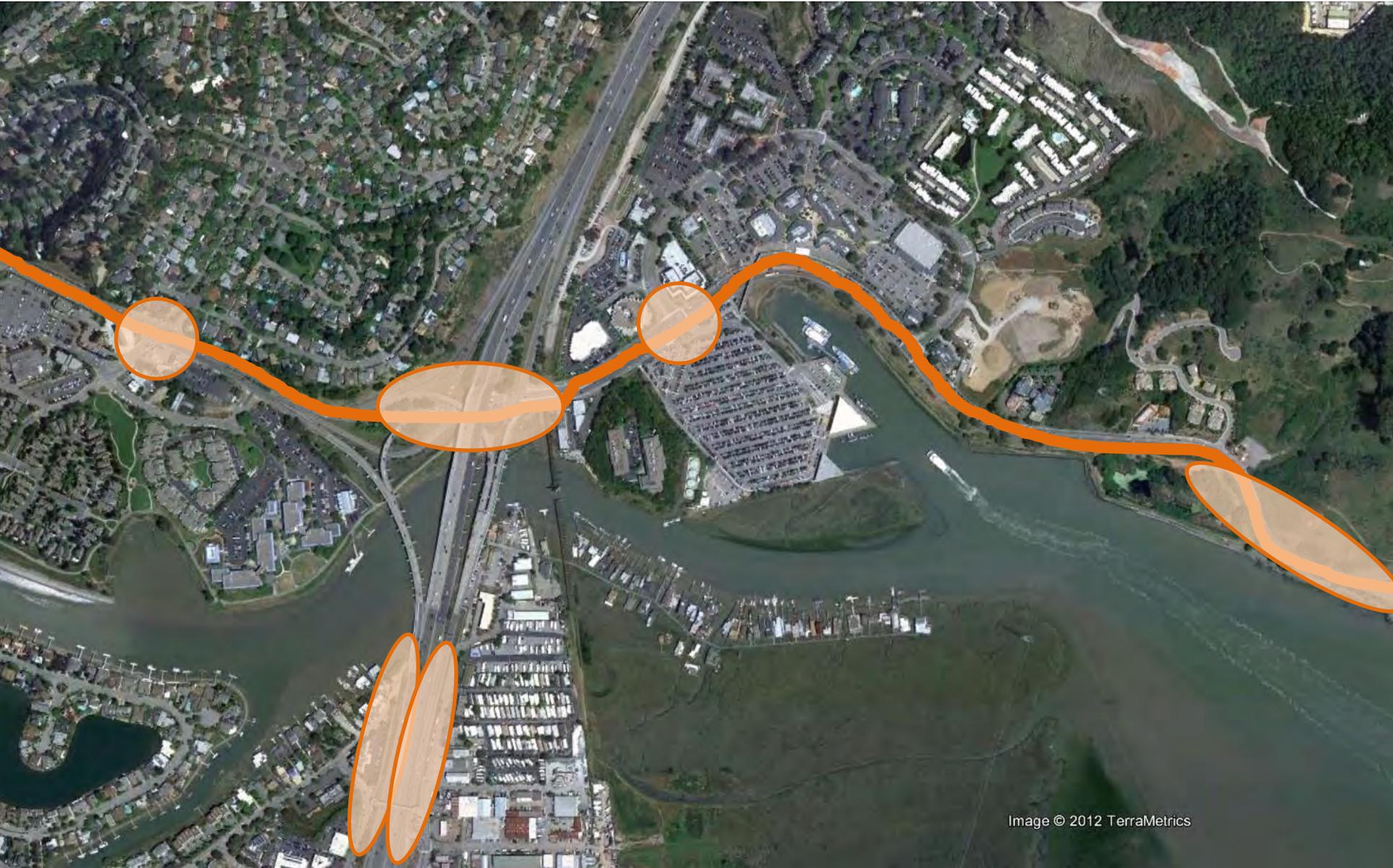


Image © 2012 TerraMetrics

MODE SHIFT STRATEGIES TO BE EVALUATED

- Feeder shuttle service
- SMART ridership
- Improved carpool/vanpool programs and preferential parking spaces
- Improved transit service and amenities
- Improved pedestrian connections and amenities
- Improved bicycle connections and amenities (including secure parking)
- Bike sharing program
- Priced parking and parking demand management strategies

LAND USE AND DENSITY ALTERNATIVES

LARKSPUR DEMOGRAPHICS

- Fewer people under 35, more people over 65 than the region
- High median household income; but large number of households earning \$25,000 to \$34,999
- Half of all homes are single-family residences. Also a large number of mobile homes (12% of all units)
- Larkspur housing costs exceed affordability threshold for most households. Only 5% of single family homes and 39% of condos are affordable to median-income households.



REAL ESTATE MARKET STUDY

Housing

- Both rental and for sale housing in strong demand
- Strong support likely for residential aimed at aging population
- Higher density housing also likely to have strong support
- Strong demand for affordable and workforce housing

Office

- Short-term potential is limited due to regional economics and constrained site access
- Future demand could be strong in high tech and innovation sectors

Retail

- Growth in resident or worker population could drive demand for additional retail



ASSUMPTIONS FOR LAND USE ALTERNATIVES

To Remain

- Preserve existing neighborhoods (no change to Greenbrae Hills)
- Preserve existing affordable housing (no change to the mobile home sites)
- Preserve existing open space

Development Opportunities

- Consider infill on sites with significant surface parking lots
- Propose uses that are supported by demographics and market demand
- Provide a mix of uses to enhance walkability and minimize additional auto trips in and out of the area

OPPORTUNITY SITES



	Opportunity Site	Possible Uses
1	Ferry Terminal	Residential, Office, Retail, Public, Parking for Ferry
2	Sanitary District	Residential, Office
3	Marin Airporter	
4	Marin Country Mart	Residential, Office, Retail
5	Larkspur Landing Offices & Cinema	Office, Cinema

OPPORTUNITY SITES



	Opportunity Site	Possible Uses
1	Ferry Terminal	Residential, Office, Retail, Public, Parking for Ferry, Hotel
2	Sanitary District	Residential, Office, Hotel
3	Marin Airporter	Office
4	Marin Country Mart	Residential, Office, Retail
5	Larkspur Landing Offices & Cinema	Office, Cinema

OPPORTUNITY SITES



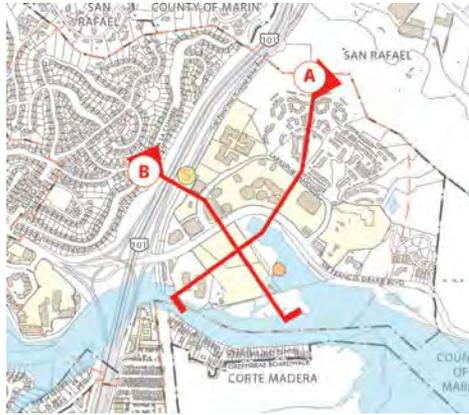
	Opportunity Site	Possible Uses
6	Redwood Highway North	
7	Redwood Highway South	
8	Cost Plus Plaza	Residential, Retail
9	Drake's Landing Office Park	Residential, Office
10	Offices at Barry Way	Office

OPPORTUNITY SITES

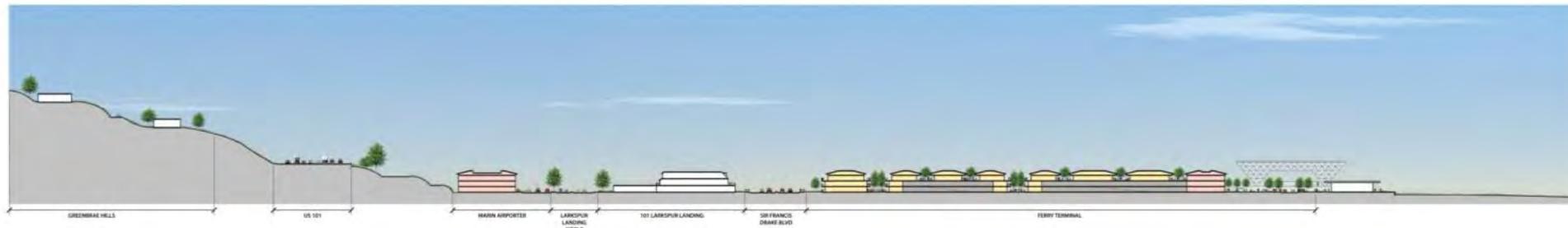


	Opportunity Site	Possible Uses
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8	Cost Plus Plaza	Residential, Retail
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OPPORTUNITY SITES - SECTIONS



A: Larkspur Courts to Larkspur Ferry Terminal



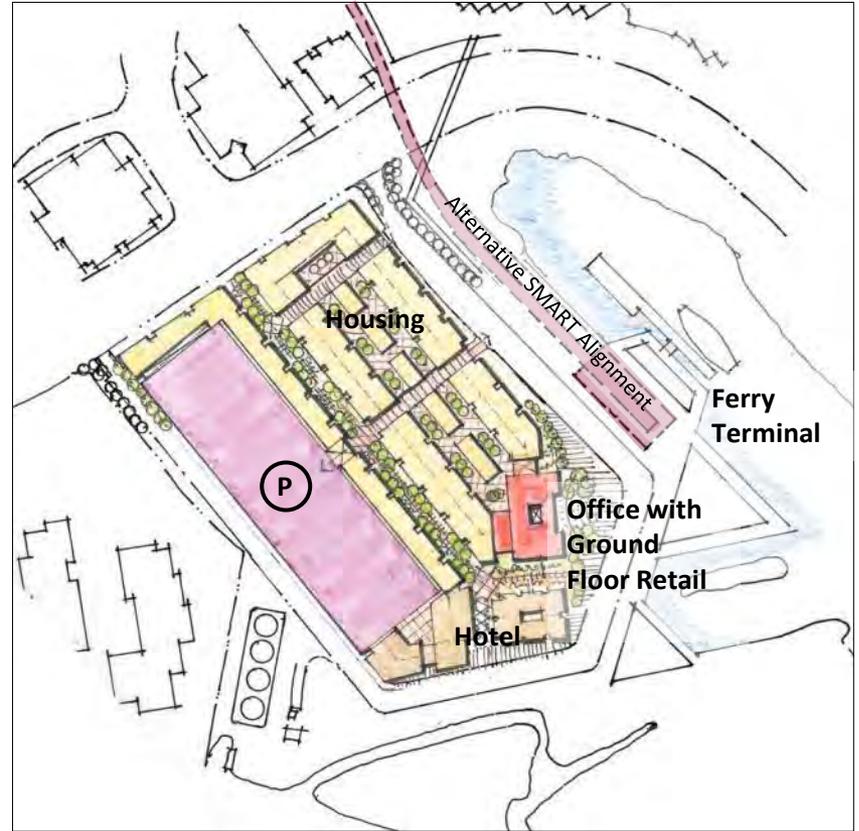
B: Greenbrae Hills to Larkspur Ferry Terminal

ILLUSTRATIVE DEVELOPMENT STUDIES: FERRY TERMINAL



Existing Ferry Terminal Site

FERRY TERMINAL – SKETCH PLAN



MARIN COUNTRY MART – EXISTING SITE



Aerial View of Existing Marin Country Mart and Surroundings

MARIN COUNTRY MART – SKETCH PLAN WITH MIXED USE



Plan View of Potential Infill Development

POTENTIAL USE - RESIDENTIAL



POTENTIAL USE - RESIDENTIAL



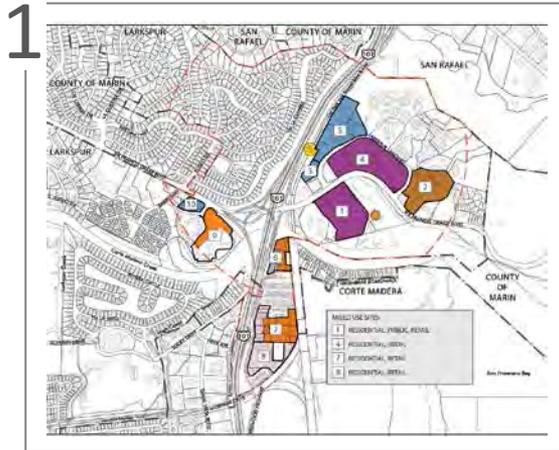
POTENTIAL USE - OFFICE



POTENTIAL USE - HOTEL

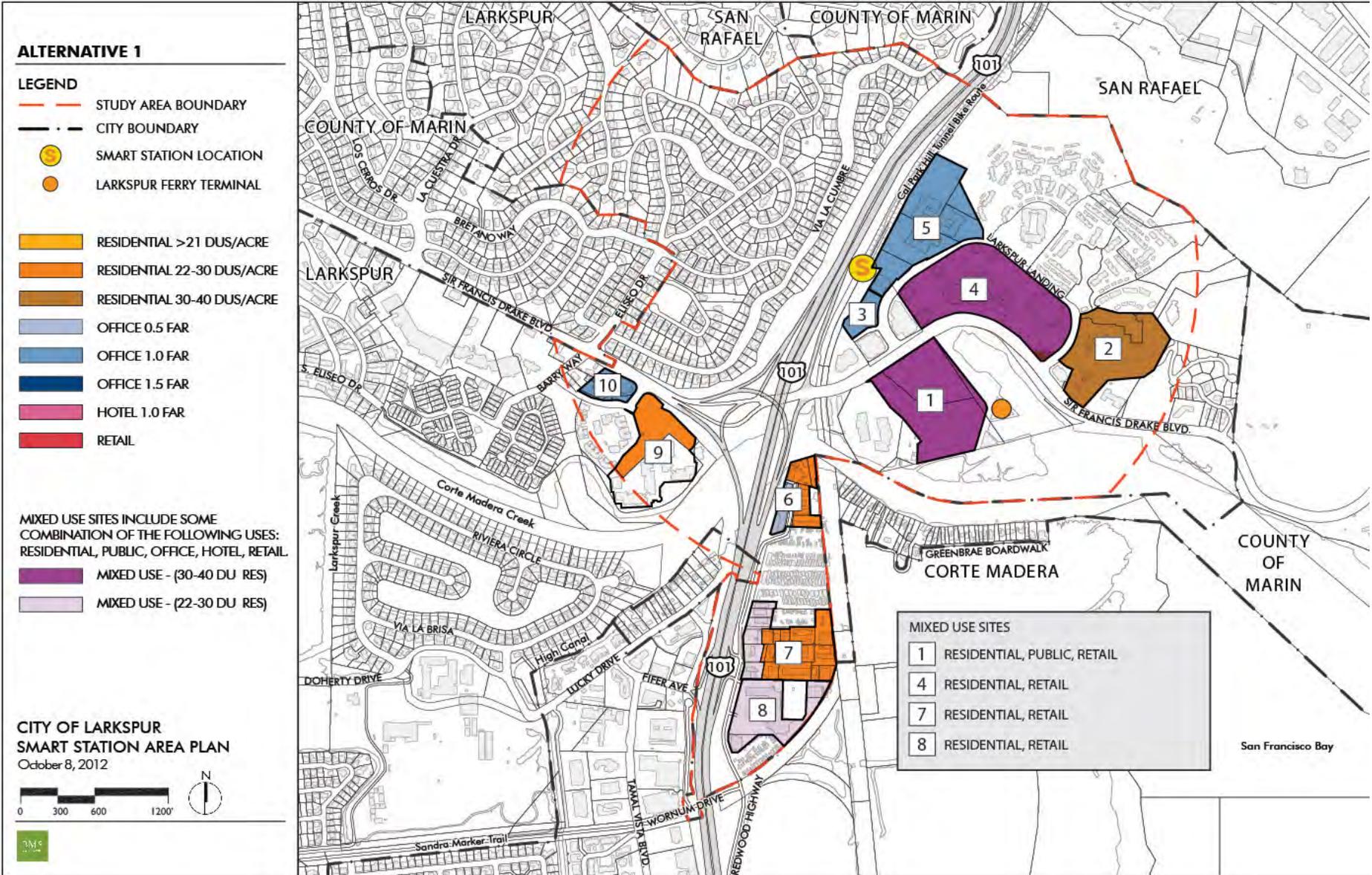


LAND USE ALTERNATIVE 1: HIGHER DENSITIES; RESIDENTIAL EMPHASIS

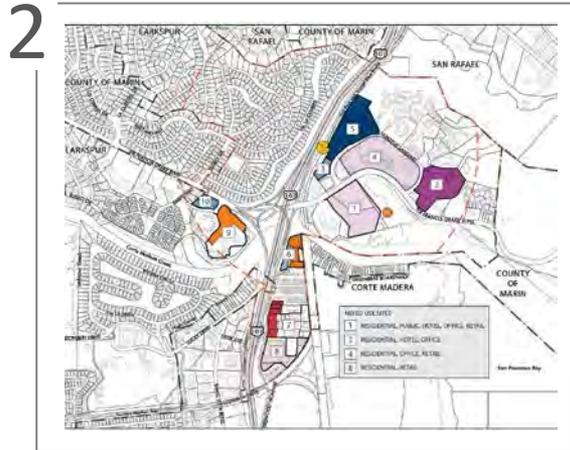


- Emphasis on residential development in the plan area
- Higher transit-supportive residential densities
- Greater residential supports more retail
- Includes new development on Redwood Highway sites (except mobile home parcels)
- Some additional office within walking distance of SMART station

LAND USE ALTERNATIVE 1: HIGHER DENSITIES; RESIDENTIAL EMPHASIS

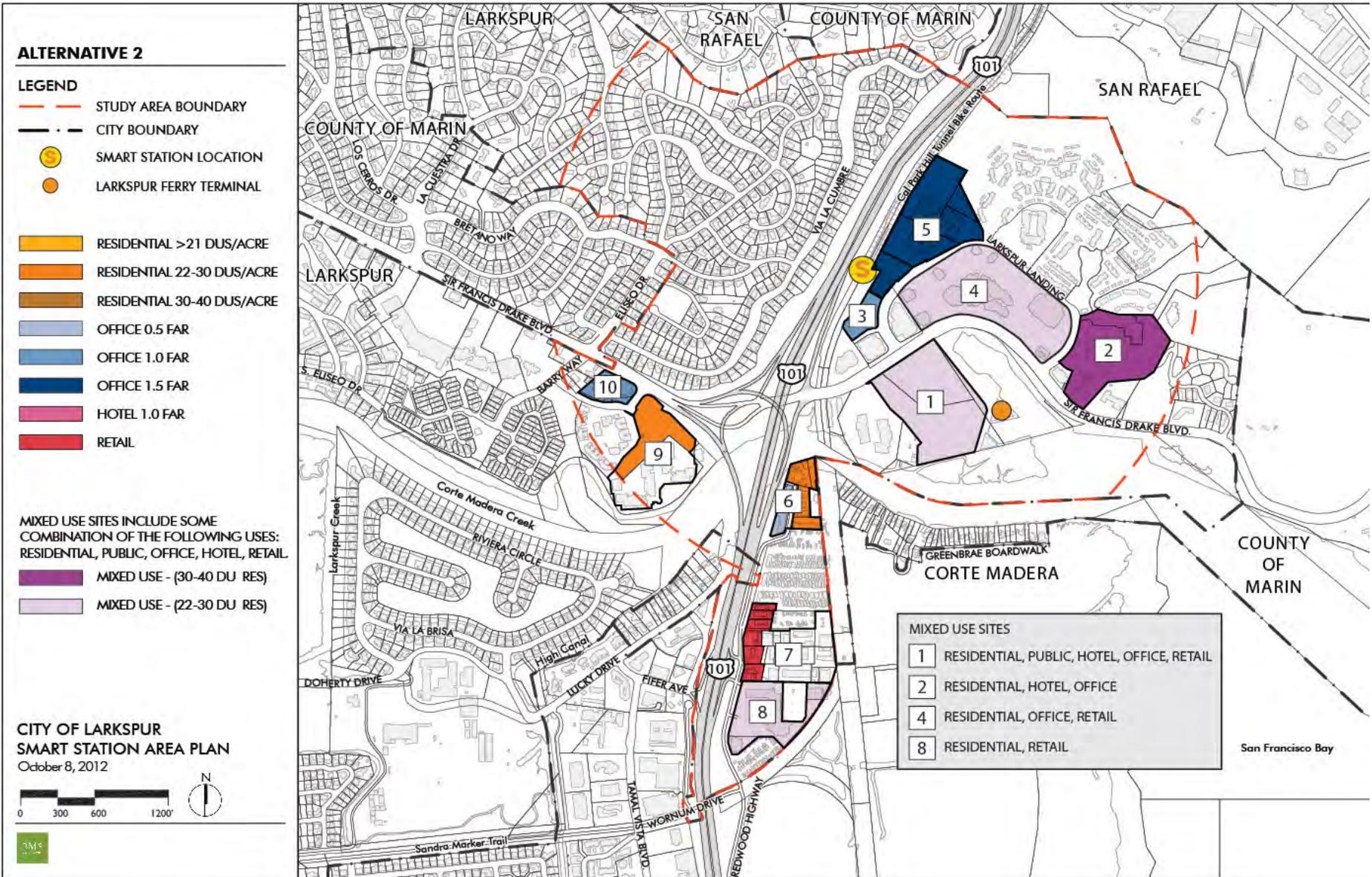


LAND USE ALTERNATIVE 2: LAND USE BALANCE: RESIDENTIAL/JOBS

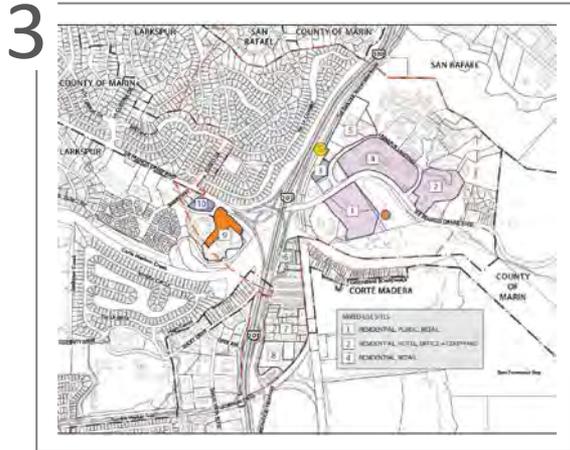


- Broader mix of uses (residential, office, retail) throughout plan area to support transit and provide employment opportunities
- Moderate residential densities
- Includes new hotel use
- Some development on Redwood Highway sites
- Higher density office use near SMART station

LAND USE ALTERNATIVE 2: LAND USE BALANCE: RESIDENTIAL/JOBS



LAND USE ALTERNATIVE 3: PRIORITY SITES ONLY

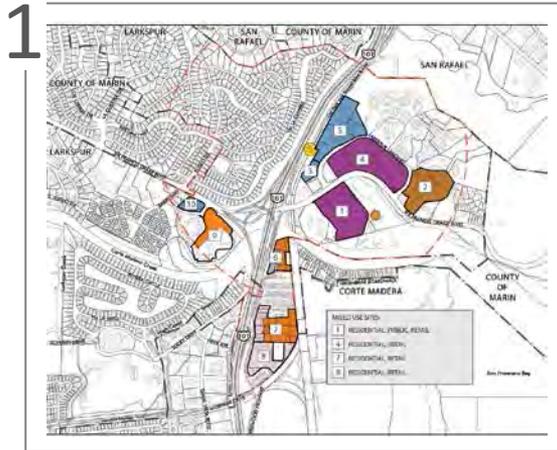


- Emphasis on sites closest to transit (Ferry and SMART)
- Priority sites have large surface parking lots
- Moderate development densities
- No change on Redwood Highway sites

LAND USE ALTERNATIVE 3: PRIORITY SITES ONLY

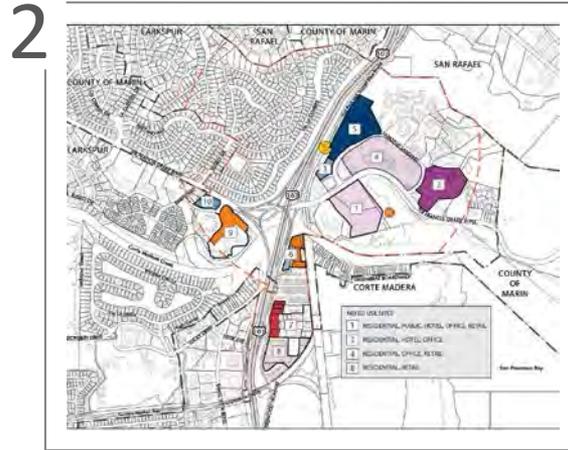


PLAN ALTERNATIVES



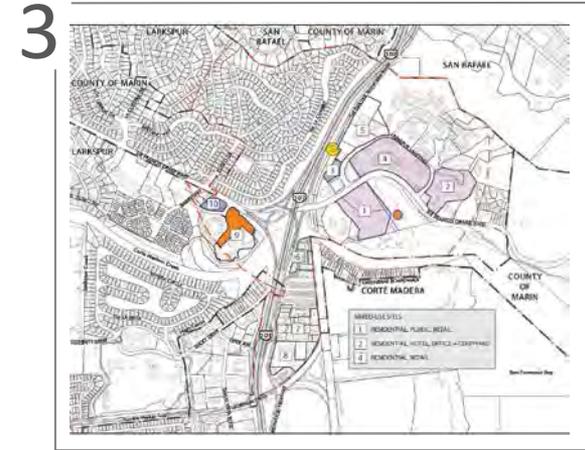
Higher Densities/Residential Emphasis

- Higher densities **support transit**
- Multi-family **residential** development responds to market demand and helps support **retail**
- Increased development could exacerbate **traffic congestion** without mitigation measures



Land Use Balance

- Moderate densities still **support transit**
- **Greater mix of uses**, including more **office**, provides additional employment
- Increased development could exacerbate **traffic congestion** without mitigation measures
- Preserves **industrial uses** along Redwood Highway



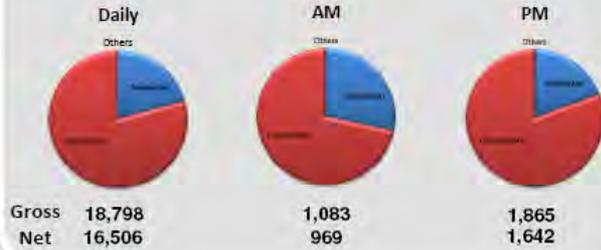
Priority Sites Only

- Moderate densities still **support transit and retail**
- Least additional development = **least impact on traffic**
- Preserves most area for **industrial use** along Redwood Highway

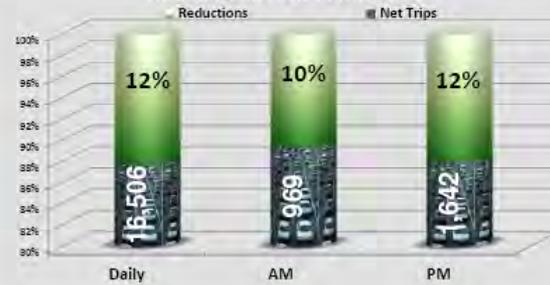
TRAFFIC AND TRIP GENERATION MODELING

LARKSPUR SMART SAP PRELIMINARY TRANSPORTATION SUMMARY

GROSS TRIP GENERATION



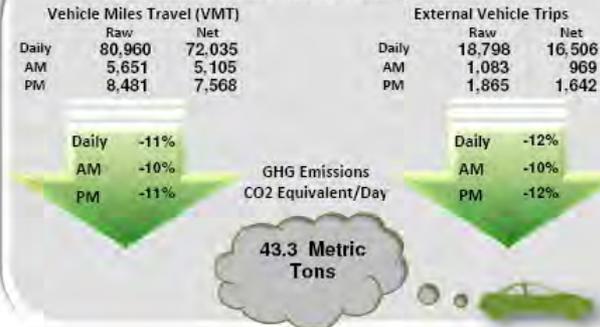
TRIP GENERATION REDUCTIONS



SUMMARY OF TRIPS (FROM MXD)



SUMMARY OF VMT REDUCTIONS (FROM MXD)



SHARED PARKING MODEL*



TOP ISSUES/CONCERNS

- Traffic congestion and roadway capacity on Sir Francis Drake and US-101.
- Peak congestion at Larkspur Ferry Terminal before/after ferries.
- Parking demand spill-over from Ferry Terminal to Sub-Area 1a.
- Pedestrian and bicycle connectivity.

POTENTIAL TDM OPPORTUNITIES

- Parking pricing
- Connection to location and regional transit
- Bicycle parking

NEXT STEPS

NEXT STEPS

- Citizen Advisory Committee Meeting on 11/15
- Select preferred land use and circulation plan
- Prepare *Urban Design Standards and Infrastructure and Implementation Plan*

Next Community Workshop to be announced (late February)

END