

Public Workshop Summary Report

Larkspur SMART Station Area Plan - Public Workshop #2



*Monday, November 5, 2012
Community Room at Drakes Landing Office Park
300 Drakes Landing Rd.
Greenbrae, CA 94904*



Acknowledgements

This workshop would not have been possible without the efforts of the following organizations and individuals:

CONSULTANT TEAM

- BMS Design Group
 - ❖ Barbara Maloney, Principal
 - ❖ Elizabeth Foster, Senior Planner + Urban Designer
 - ❖ Joy Glasier, Landscape Architect

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Introduction

The City of Larkspur applied for and received a \$480,000 Station Area Planning Grant from the Metropolitan Transportation Commission (MTC) in May 2011 to prepare the Larkspur SMART Station Area Plan. The grant was augmented by \$120,000 in matching funds from the Transportation Authority of Marin (TAM), the Golden Gate Bridge Highway and Transportation District (GGBHTD), the Sonoma-Marín Area Rail Transit District (SMART), the County of Marin, and the City of Larkspur. The Association of Bay Area Governments (ABAG) has partnered with MTC to manage the planning grant program.

The Larkspur SMART Station Area Plan (SAP) will be prepared in the form of a Local Area Plan and incorporated into the update of the City's General Plan, a planning process which the City will be conducting simultaneously with the SAP process. Due to the complexity of the environmental issues in the Plan Area, an environmental impact report will be also be prepared for the SAP. The Plan Area encompasses the Redwood Highway area, the eastern portion of Greenbrae, and the Larkspur Landing area.

Public participation is a key component of the SAP planning process. The community workshop summarized in this report (Community Workshop #2) marks the second of four community workshops that will be held during the approximately 18 month planning process (beginning in April of 2012). The General Plan Update/SMART Station Area Plan Citizen Advisory Committee (CAC) will meet five times during the process, the meetings of which are publicly noticed and open to public attendance.

Community Workshop #2 was held on November 5, 2012 at the community room at the Drakes Landing Office Park in Greenbrae. The workshop was attended by approximately 40 community members and began with a brief presentation by project consultants BMS Design Group to review the background of the Station Area Plan and review the three preliminary land use alternatives prepared in response to community feedback received at the July 23, 2012 community workshop as well as Citizen Advisory Committee meetings in May, July, and October 2012. Following the presentation, workshop attendees circulated around the room to view large-scale displays of each opportunity site as identified in the preliminary land use alternatives and vote on their preferences for the mix of land uses and scale of development at each. Maps of future circulation system improvements for pedestrians and bicyclists were also on display for the public to review and comment upon. Project consultants and City staff were available to answer questions and engage in discussions with workshop participants. After attendees concluded their comments, the group reconvened and had the opportunity to summarize their comments before the meeting concluded.

Outreach Efforts

The City of Larkspur employed a variety of outreach methods to advertise Community Workshop #2, including the following:

- City Staff canvassing of the Station Area to speak with business owners and residents and distribute and post event fliers;
- Write-ups and calendar listings in the Marin Independent Journal, the Larkspur-Corte Madera Patch, and the Twin Cities Times;
- Calendar listing on the City's online calendar, with a subscriber count of 136 community members;
- Newsflashes published on the City's home page and Planning Department webpage.

A broad range of approximately 40 community members, including property owners, residents, interest groups, public agency representatives, and business owners attended the workshop.



Workshop Summary

1) Welcome

Planning and Building Director Neal Toft provided a brief introduction to the SMART Station Area planning process. He acknowledged the consensus opinion heard from the community and CAC that the SMART station was inconveniently located and should connect directly with the Larkspur Ferry terminal, as expressed at the first community workshop in July and subsequent CAC meetings in July and October. He emphasized that the Station Area Plan's work scope addressed land use and circulation system planning within the Station Area, as opposed to planning for the station itself. He noted the preliminary land use alternatives prepared by BMS Design Group did not preclude station relocation.

He introduced Barbara Maloney, Principle of BMS Design Group. Ms. Maloney provided an overview of the goals of the MTC Station Area Planning program (now the PDA Planning program). These goals include:

- Boost transit ridership and 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.

The City of Larkspur's goals for the Station Area Plan process, as outlined in the project scope of work, are to:

- 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.

She noted the City's ongoing General Plan update process would be informed by the Station Area Plan process. She reviewed the first community workshop on July 23, 2012, at which a variety of community perspectives and opinions were shared, including support for more intense land uses as well as support for little to no change in the Study Area. Concerns with land uses changes in the Study Area focused primarily on impacts to traffic congestion and views.

Ms. Maloney summarized the tenets of transportation oriented development (TOD), including an accessible urban framework, supportive land uses, supportive densities, and an attractive public environment. She emphasized the importance of context, noting that TOD in Larkspur would not necessarily look like TOD in communities like San Jose or San Francisco. She noted a variety of characteristics that made the Station Area an attractive location for TOD in Larkspur, including its unique location in a hub of existing transit options; the existing pattern of higher density residential development and potential to provide housing for seniors or lower income households; existing retail with potential to support new retail; and the potential to provide additional employment in Marin County. However, significant challenges could constrain the intensity of new development in the area, particularly traffic impacts to Sir Francis Drake Boulevard, impacts on views, and consistency with the scale and design of existing development in the city.

David Parisi of Parisi Associates Transportation Planning presented the study's findings on pedestrian, bicycle, and vehicular circulation within the Study Area. Mr. Parisi reviewed existing transportation assets, including the ferry, Marin Airporter, and the network multi-use paths providing multi-modal connections within Larkspur and to surrounding communities. Challenges to a circulation in the Station Area include Highway 101, which limits pedestrian and bicycle movement east/west; Sir Francis Drake Boulevard, which impedes pedestrian and bicycle movement north/south; the lack of sidewalks in some areas; and the substandard design of some existing pedestrian/bicycle facilities. He presented maps that identified gaps in the multi-modal transportation network and showed planned connections to eliminate those gaps. Various projects are planned at the proposed SMART Station to enhance multi-modal connectivity to the surrounding area, including the Central Marin Ferry Connection project and traffic calming enhancements and pedestrian and bicyclist routing at Larkspur Landing Circle.

Mr. Parisi presented the results of a parking survey conducted in September, focusing on the Larkspur Landing sub-area (Sub-area 1a). Weekday parking counts found a demand for 3,450 spaces (out of a total of 3,970 spaces) in the sub-area. Almost half of all parking demand (1,960) was generated by the Larkspur ferry terminal, where the 1800 space parking lot reached 100% capacity in the AM peak hour with overflow accommodated by the Marin Country Mart, Marin Airporter, and on-street parking on Sir Francis Drake. Weekend parking counts found the Marin Country Mart generated the highest parking demand, reaching 100% capacity. However, overall parking demand on the weekends was significantly less than weekdays, with only 1,740 spaces occupied. A conceptual sketch provided by SMART illustrated how approximately 60-80 parking spaces could be accommodated in the SMART right-of-way after the station is constructed.

He reviewed key vehicular congestion points that occur on Sir Francis Drake Boulevard at the Highway 101 on- and off-ramps, the entrance to the ferry terminal, and the eastern portion of Sir Francis Drake at the City limits. Any proposed TOD would have to incorporate traffic demand management and mode shift strategies to reduce the impact on vehicular congestion, as Sir Francis Drake was operating at near capacity during peak hours.

Ms. Maloney began the land use alternatives portion of the presentation, briefly reviewing the City's demographics, which were trending toward an aging population, and the gap between housing costs and household income levels. Smaller, denser units could help to meet the housing needs of both senior and lower- to moderate-income households. Analysis from the consulting real estate economists found that there was a strong demand for housing in the Station Area, including higher density housing. Demand for office space was not significant, as the current supply continued to exceed demand due to the poor economy; however, as the economy recovered in the long-term, there was potential for additional office space. Additional retail would be viable with the development of additional housing or office space.

Ms. Maloney reviewed the assumptions made in the alternatives process, based on feedback received at the first public workshop and CAC meetings:

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

She then reviewed the 10 opportunity sites identified in the three draft land use alternatives. She presented two cross-sections showing the potential scale of the alternatives from north-south and east-west directions. Development studies at the ferry terminal site showed the potential layout for residential, office, and hotel development, as well as an alternative SMART alignment and structured parking. A similar study was conducted for the Marin Country Mart site, which could accommodate additional office space as well as new residential development and structured parking.

A workshop attendee spoke from the audience, stating it was difficult to ask the community what scale was acceptable when there was no information provided about the benefits of higher density/intensity land uses. Another workshop attendee stated that it was more logical to determine the maximum vehicular capacity of Sir Francis Drake Boulevard and work backwards from there to determine how many new housing units or office/retail space could be accommodated. Ms. Maloney acknowledged that both methods were a valid path to take to determine what level of development could be accommodated and would be acceptable to the community.

Ms. Maloney reviewed Alternative 1, which emphasized residential development in the plan area at transit-supportive densities (40 dwelling units/acre) with additional retail and some

additional office within walking distance of the SMART station. It also included new development on Redwood Highway sites (mobile home parcels to remain). Alternative 2 contained a broader mix of uses (moderate density residential, high density office, retail) throughout the plan area to support transit and provide employment opportunities, including new hotel use at the ferry terminal site. Some development on Redwood Highway sites was also proposed. Alternative 3 showed the least intensive land uses only on priority sites closest to transit with large parking lots, and proposed no change in the Redwood Highway area.

A workshop attendee asked why trip generation analyses were not provided for the three alternatives to illustrate the severity of the impacts of each alternative. Ms. Maloney stated the trip generation analyses generated and distributed at the previous CAC meeting were not presented at the workshop as they continued to be revised and did not incorporate mode shift strategies that would be integrated into the preferred alternative. A workshop attendee asked whether there was an alternative that provided more opportunities for additional open space. Ms. Maloney replied that aside from the Sanitary District site there were no publicly-owned vacant parcels in the Station Area, but additional parkland could result from parkland dedication or in-lieu fees associated with new development. Once a preferred alternative was identified the potential for new open space or parkland could be better analyzed.

A workshop attendee asked if the alternatives for the ferry terminal site proposed the same amount of parking as currently existed or less. Ms. Maloney said the Alternatives showed a reduction in 300 spaces. There were opportunities to reduce the number of ferry terminal parking spaces by providing shared parking, promoting carpooling, or providing replacement parking elsewhere in the Study Area; or the number of spaces could remain the same, which would reduce the potential yield of mixed use development on the site.

Another workshop attendee stated the alternatives were not visionary enough and were too auto-centric.

3) Discuss Community Interest in Future Development of the Station Area

Ms. Maloney concluded the presentation and invited all attendees to circulate the room and review the display boards for each opportunity site, as well as the pedestrian and bicycle circulation maps. Attendees were asked to indicate their preference of types and scale of development at each opportunity site using stickers and to provide written comments in the spaces provided on each display board. BMS and City staff and Mr. Parisi answered questions and engaged in discussion with workshop attendees. After approximately 30 minutes, the workshop reconvened and Ms. Maloney asked attendees to share any final thoughts or questions. There were none.

Ms. Maloney summarized her observations from the discussion and the results of voting on the display boards, which showed an interest in residential, retail, and office development on the ferry terminal site, Sanitary District site, and Marin Country Mart, with a fair amount of votes for “no change” at these site and others. There was a clear consensus for “no change” on the

Redwood Highway sites. There was support for TOD in selective locations, coupled with good analyses and mitigation of traffic and parking impacts.

4) Schedule and Next Steps

Ms. Maloney reviewed the next steps in the process, which include identification of a preferred alternative and preparation of an affordable housing analysis. She and her staff would use the community preferences indicated at the workshop to shape a revised draft preferred alternative, for which parking and traffic impact analyses would be performed. The CAC would meet on November 15 to formally select a preferred alternative. The next community workshop would be in February 2013 to discuss urban design standards. She noted the smaller turnout at the evening's workshop and encouraged attendees to tell their friends and family about the Station Area Plan process.

A workshop attendee asked whether a poll or survey was planned considering the magnitude of the planning project, as the feedback received didn't seem to reflect a diversity of opinion. Director Toft stated that the Citizen Advisory Committee represented a broad range of community interests, and had an important role in the project. The City would, however, reassess the notification process and use different methods to publicize future meetings and workshops. Public participation was integral to the process.

A workshop attendee asked if a flyover from eastbound 580 to southbound 101 could alleviate through-traffic use of Sir Francis Drake Boulevard. Mr. Parisi said the issue had been studied previously, and would require a flyover over the flyover that was just constructed in San Rafael. San Rafael had already stated opposition to such a structure and it wouldn't be the most direct route.

A workshop attendee asked that a more direct link be provided on the City website to the SMART Station Area Plan webpage. Director Toft said City staff would address that immediately.

Workshop Themes and Take-Aways

The following themes of community concerns and values relating to the Station Area Plan emerged from the workshop:

- Increased vehicular congestion on Sir Francis Drake Boulevard should be avoided and any traffic impacts to the thoroughfare associated with new development should be mitigated.
- Higher density and intensity uses are acceptable at appropriate locations in the Station Area where impacts on existing views, traffic congestion, and scale of development are minimal or mitigated. These sites include the Country Mart, Ferry Terminal, sanitary district site, and Larkspur Landing offices/cinema area.
- Parking at the ferry terminal should meet existing and latent demand from commuters.
- Land use changes in the Redwood Highway area are not appropriate, but improvements to pedestrian and bicycle facilities are sorely needed.

These themes will directly shape the next phase in the planning process, as project consultants craft a preliminary preferred land use and circulation alternative for the Station Area which would be presented to the CAC on November 15. The CAC will review the preliminary alternative, as well as trip generation analyses and financial feasibility analyses for key sites in order to further refine and ultimately vote to recommend a final preferred alternative.

Appendix A:

Display Boards and Results

Area A (Opportunity Sites 3 & 5)

AREA A
MARIN AIRPORTER, CINEMA &
LARKSPUR LANDING OFFICES



Marin Airporter
Larkspur Landing Offices
Larkspur Landing Cinema



**If there is new development, what scale is most appropriate for Area A?
MARK THE ONE YOU LIKE WITH DOTS**

3 Stories	4 Stories
	
DOTS → ●	DOTS → ● ● ● ● ●
COMMENTS	COMMENTS

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Area B (Opportunity Site 4)

**AREA B
MARIN COUNTRY MART**



Marin Country Mart Marin Country Mart Parking Lot



**If there is new development, what scale is most appropriate for Area B?
MARK THE ONE YOU LIKE WITH DOTS**

3 Stories	4 Stories
	
DOTS <input type="checkbox"/>	DOTS <input type="checkbox"/>
	
COMMENTS	COMMENTS
	Mixed use Buildings will appear a village. <i>AMBIENCE would be desirable</i>

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Comments Transcription

4 Stories

- Mixed use buildings will foster a village ambience. Typical apts and office would be dreadful.

Comments Transcription

3 Stories

- The terminal's primary function is to serve the ferry w/ parking; less housing would permit more parking not less- double the parking maybe *[Note: Commenter voted for this comment; not for 3 story development]*

4- Stories

- Highest density should be here- subject to traffic resolution

Area D (Opportunity Sites 9 & 10)

**AREA D
DRAKE'S LANDING**



Offices on Drake's Landing Rd. Offices on Drake's Landing Rd.
Drake's Landing Offices



**If there is new development, what scale is most appropriate for Area D?
MARK THE ONE YOU LIKE WITH DOTS**

3 Stories	4 Stories
	
DOTS ↘ 	DOTS ↘ 
COMMENTS <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	COMMENTS <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

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Opportunity Site 1

SITE 1: FERRY TERMINAL PARKING LOT








Which of the following land use combinations do you prefer?
NOTE: All combinations include the ferry terminal, parking for ferry passengers, and limited ground-floor retail.

MARK THE ONES YOU LIKE WITH DOTS ↘ **COMMENTS**

Residential		<p><i>Residential + Office & Hotel + Limited Ground Floor Retail + Limited Parking</i></p>
Residential + Office &/or Hotel		<p><i>Office + Residential + Limited Ground Floor Retail + Limited Parking</i></p> <p><i>Office + Residential + Limited Ground Floor Retail + Limited Parking</i></p>
Other	<p><i>Event Space + Limited Ground Floor Retail</i></p> 	<p><i>ITS A PUBLIC RESOURCE THAT SERVES THE PUBLIC (OFFICE) UNLESS OFFICE IS REMOVED.</i></p>
No Change		

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Comments Transcription

Residential

- Timing is critical here. Development of this site will first require a major mode shift to better buses, before the public will be ready for this.

Residential + Office &/or Hotel

- Prefer housing on creek as I am neighbor to immediate south. Put hotel overlooking ferry instead.
- Hotel!
- + retail + food + green space

Other

- Revert back to marsh
- More parking
- It's a public resource that serves the region (parking). Increase parking @ terminal

Comments Transcription

Residential

- No more than 18 units/acre

Opportunity Site 3

SITE 3: MARIN AIRPORTER





Which of the following land use combinations do you prefer?

MARK THE ONES YOU LIKE WITH DOTS

		COMMENTS
Office	• ••	
Other	• •••	<p>Getting started with a small office building...</p> <p>Would be a nice addition / parking structure...</p> <p>More of these type of buildings...</p> <p>More of these type of buildings...</p> <p>More of these type of buildings...</p>
No Change	• •••	

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Comments Transcription

Other

- Parking structure (rep airporter)
- ^ Ditto
- Century Theater would be a perfect place for multiple housing!
- Build a bicycle share/rental/secure parking on one small corner of Marin Airporter. Most central to all [illegible]; ferry, SMART, and Airporter, generating most bike trips and less car trips
- Depends totally on where station is!

Opportunity Site 4

SITE 4: MARIN COUNTRY MART





Which of the following land use combinations do you prefer?
MARK THE ONES YOU LIKE WITH DOTS ↙ **COMMENTS**

Residential + Retail		<p><i>RESIDENTIAL OVER RETAIL</i></p>
Residential + Office + Retail		
Other		<p><i>MORE OFFICE w/ OTHER OFFICE SITES</i></p>
No Change		<p><i>I ALREADY HAVE COUNTRY MART NOW & WILL KEEP IT UNLESS I CAN GET SOMETHING BETTER</i></p>

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Comments Transcription

Residential + Retail

- Residential over retail

Other

- More office w/ other office sites

No change

- I already avoid country mart now and will now if it's hard to park during the week

Opportunity Site 5

SITE 5: LARKSPUR LANDING OFFICES & CINEMA







Which of the following land use combinations do you prefer?

MARK THE ONES YOU LIKE WITH DOTS

		COMMENTS
Additional Office (and Cinema)		
Other		<p><i>lower cost - no cinema</i></p> <p><i>and better utilization of parking lots</i></p>
No Change		

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Comments Transcription

Other

- Develop new uses- so underused
- Find better utilization of parking lots

Opportunity Site 6

SITE 6: REDWOOD HIGHWAY NORTH









Which of the following land use combinations do you prefer?

MARK THE ONES YOU LIKE WITH DOTS

		COMMENTS
Residential + Office (along hwy)	<p style="font-size: 0.8em; color: gray;"><i>Home is in property record pending for conversion to residential</i></p> 	<p style="font-size: 0.8em; color: gray;"><i>Residential would have parking issues, etc. plus would require an additional area around parking to take with. Strong opposition would be coming about it being</i></p>
Other		<p style="font-size: 0.8em; color: gray;"><i>Address conversion issues, etc. No 'plush' project with this. It's a parking lot. It's a good use of the property. Home record says the use should be</i></p>
No Change		<p style="font-size: 0.8em; color: gray;"><i>NO WAY FOR HOUSING</i></p> <p style="font-size: 0.8em; color: gray;"><i>Home</i></p>

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Comments Transcription

Residential + Office (along hwy)

- But Area 6 includes privately owned parking for Greenbrae Boardwalk [Note: Parking lot used by Greenbrae Boardwalk residents is owned by the County of Marin]
- Desperately need new crossing over 101; plus the 600 residents in industrial area need sidewalks and bike paths
- Needs strong connection north to Country Mart and ferry

Other

- Address flooding working with the “bladder” project architects currently saving 101, mobile homes and businesses [illegible] most high tide and storm events

No Change

- Too noisy for housing
- ^ Agree

Opportunity Site 7

SITE 7: REDWOOD HIGHWAY SOUTH











Which of the following land use combinations do you prefer?
MARK THE ONES YOU LIKE WITH DOTS ↴ **COMMENTS**

Residential + Retail (along hwy)	•• ●●	(Handwritten notes in small text)
Other		
No Change	●●●●●●●●	(Handwritten note: "DO NOT THE HOUSING")

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Comments Transcription

Residential + Retail (along hwy)

- Must build safer ped and bike path in front of Trader Jos [sic] from Industrial to Wornum
- Need strong connection north to Country Mart and Ferry

No Change

- Too noisy for housing

Comments Transcription

Residential + Retail

- Needs strong connection north to Country Mart and Ferry
- Trader Joes needs safe bike and ped access and transit both

No Change

- Too noisy for housing

Opportunity Site 9

SITE 9: DRAKES LANDING





Which of the following land use combinations do you prefer?

MARK THE ONES YOU LIKE WITH DOTS } **COMMENTS**

<p style="text-align: center;">Residential (and Existing Office)</p>		<p><i>Residential, over office</i></p>
<p style="text-align: center;">Other</p>		
<p style="text-align: center;">No Change</p>		<p><i>Keep residential (high value!)</i></p>

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Comments Transcription

Residential (and Existing Office)

- Residential over office

No Change

- Leave Redwood Hwy alone!

Opportunity Site 10

SITE 10: OFFICES AT BARRY WAY



Which of the following land use combinations do you prefer?
MARK THE ONES YOU LIKE WITH DOTS

		COMMENTS
Additional Office	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Other		
No Change	<input checked="" type="checkbox"/>	

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Comments Transcription

Additional Office

- Restaurant!



