

LARKSPUR SMART STATION AREA PLAN



Community Workshop

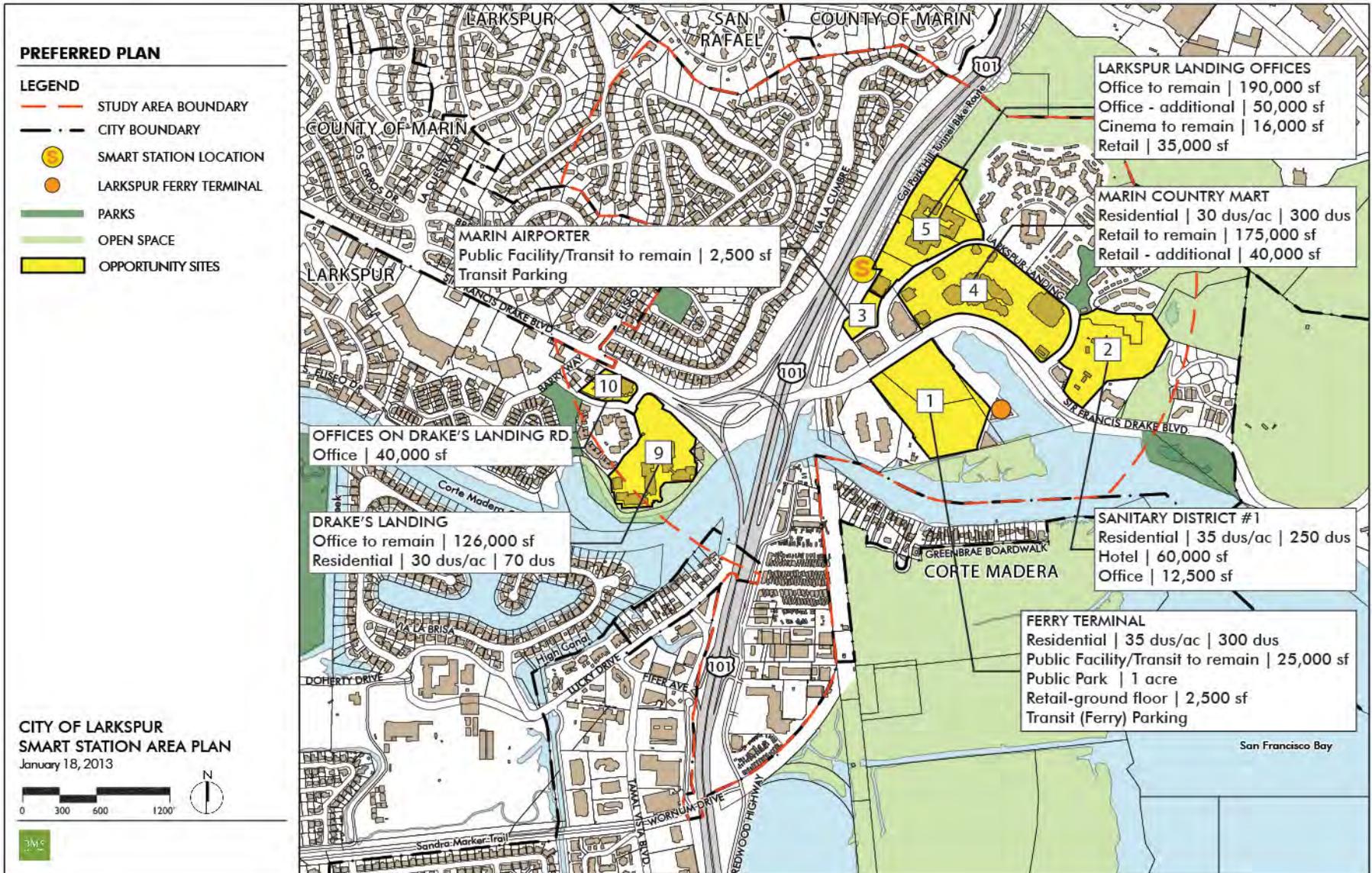
March 7, 2013

PURPOSE OF TODAY'S MEETING

- **Project Update**
- **Review and Discuss Urban Design Guideline Concepts**
 - General Design Character
 - Building Heights and Massing
 - Building Design
 - Connectivity
 - Pedestrian Environment
 - Accessibility
 - Sustainability
- **Identify Public Space Improvements**

DESIGN CONTEXT AND GOALS

DEVELOPMENT OPPORTUNITY SITES



NOVEMBER COMMUNITY WORKSHOP

- Interest in mixed-use development near transit
- General support for higher density development north of SFD Boulevard, including parcels adjacent to SMART station location and along Larkspur Landing Circle
- Support for development on Ferry Terminal, subject to traffic resolution and provision of parking for ferry patrons
- Desire to protect views to the bay
- No change desired in the Redwood Highway area



GENERAL DESIGN CHARACTER

LARKSPUR CHARACTER



General Design Character

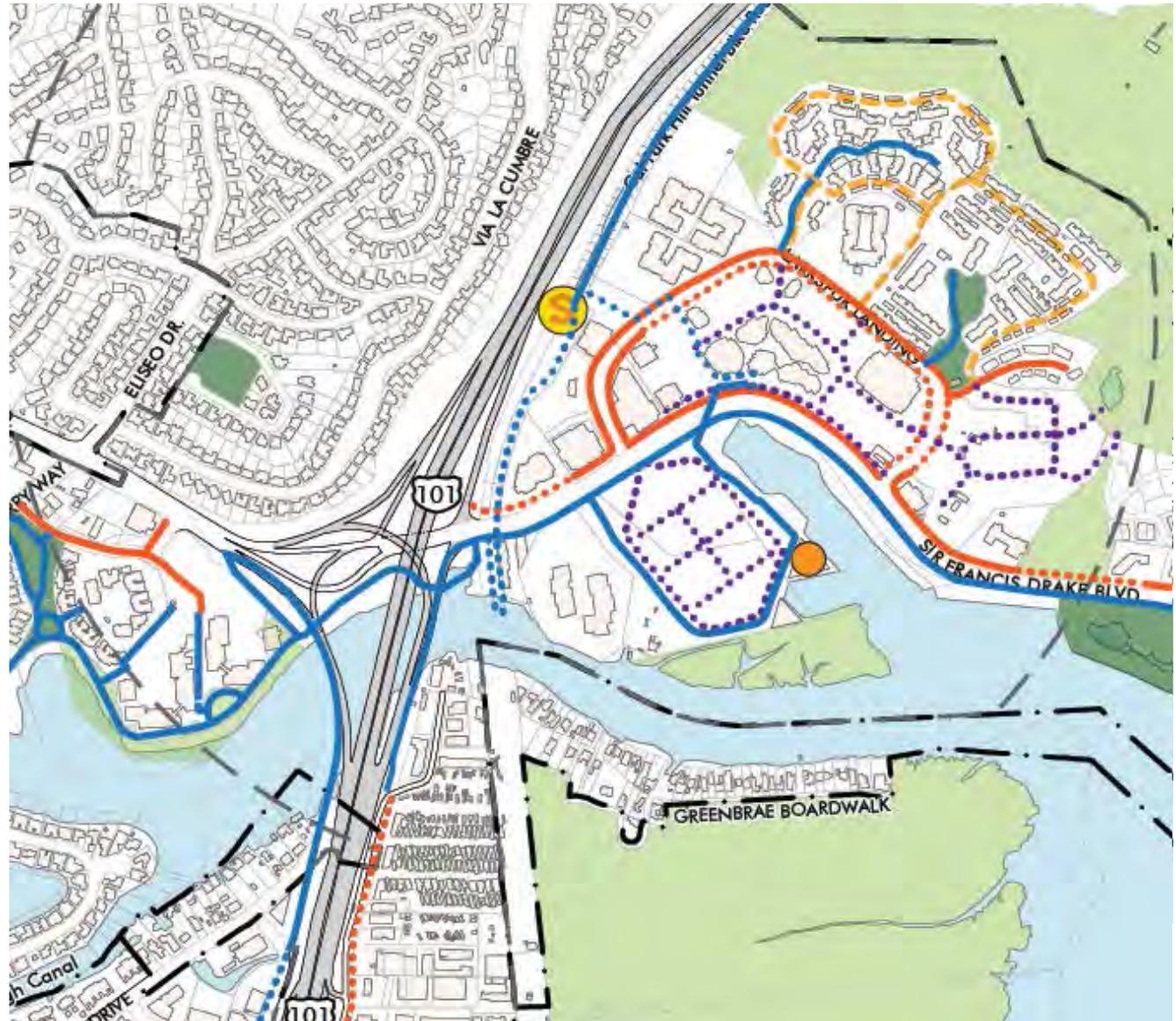
- Respect Larkspur's unique built and natural environment and further the "villages" pattern
- Incorporate exemplary urban design ideas from other places
- Create a distinct neighborhood identity
- Support TOD densities and multi-modal circulation
- Ensure safe, attractive and efficient access
- Ensure views of natural resources from public places
- Protect existing and provide additional open space amenities
- Protect and enhance the natural environment and enhance connections to the water
- Ensure that building scale is appropriate to context and building massing, alignment, and heights are varied

STATION
CONNECTIVITY &
PEDESTRIAN
ENVIRONMENT

PEDESTRIAN CONNECTIONS

LEGEND

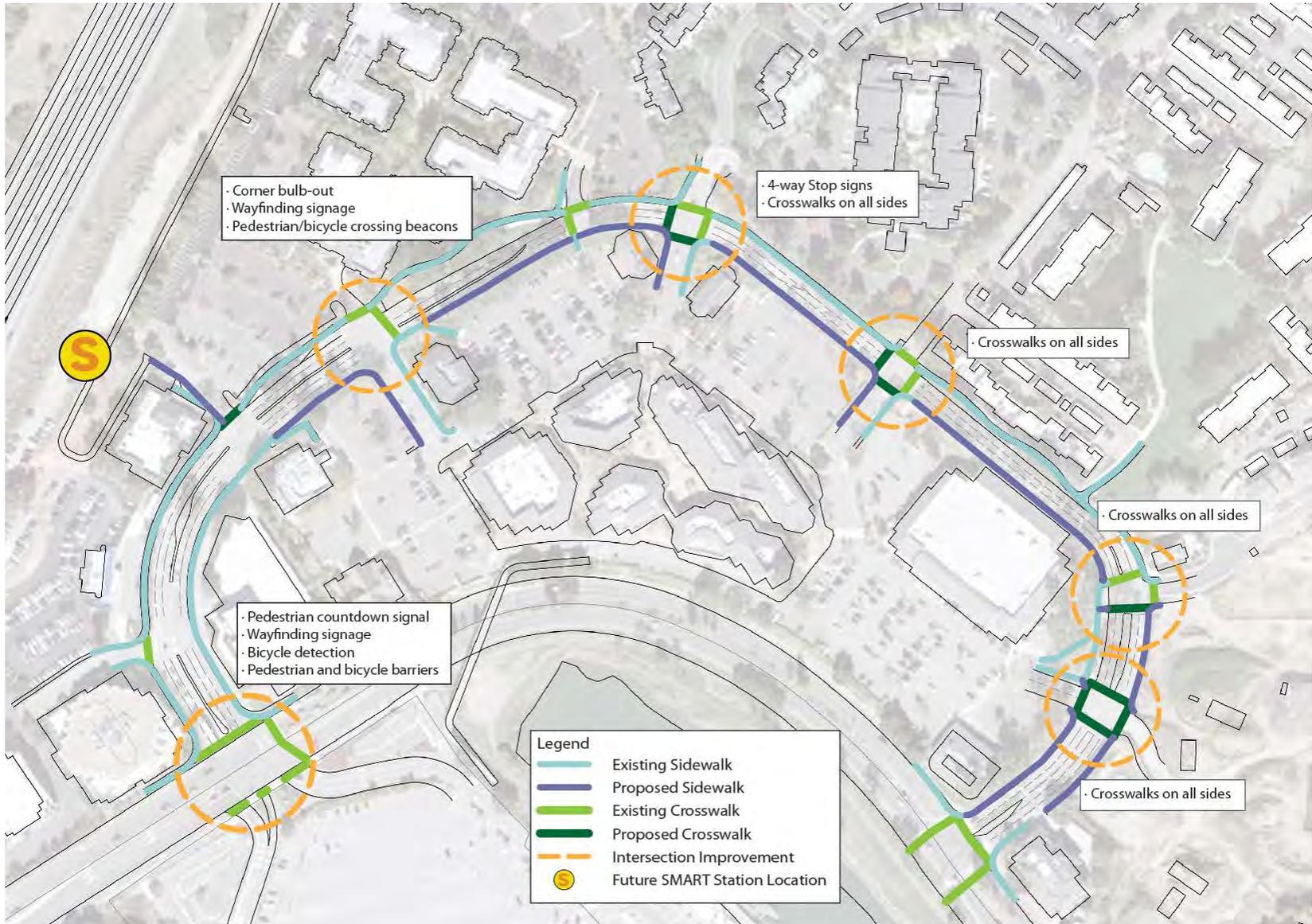
-  STUDY AREA BOUNDARY
-  CITY BOUNDARY
-  SMART STATION LOCATION
-  LARKSPUR FERRY TERMINAL
-  PARKS
-  OPEN SPACE
-  EXISTING PEDESTRIAN/
MULTI-USE PATHS
-  PROPOSED PEDESTRIAN/
MULTI-USE PATHS
-  EXISTING STREETS
WITH SIDEWALKS
-  EXISTING STREETS
WITH NO SIDEWALKS
-  EXISTING STREETS
WITH PROPOSED SIDEWALKS
-  POTENTIAL FUTURE PEDESTRIAN
STREETS



Note: Includes projects proposed by others:

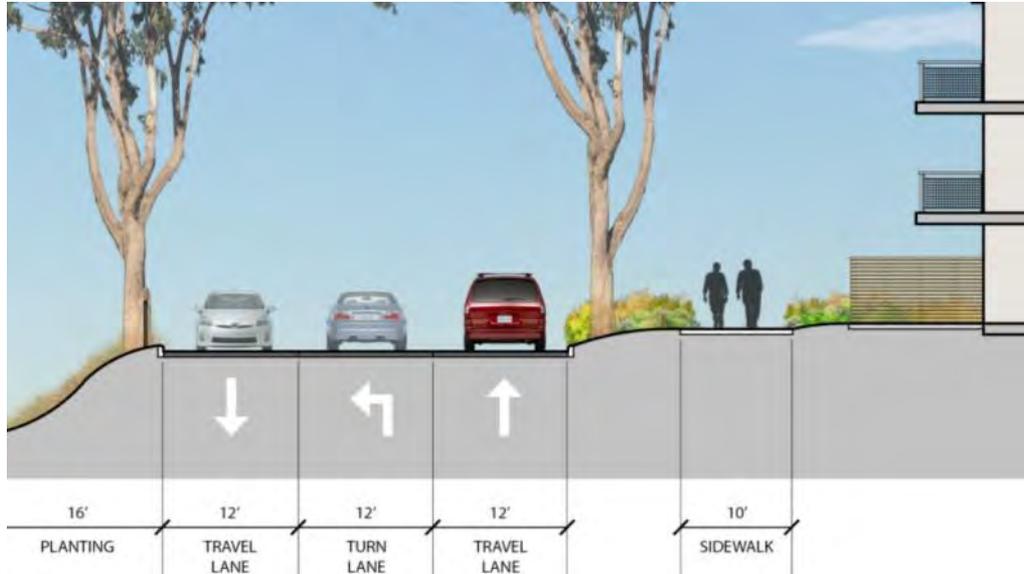
- *Greenbrae Corridor Improvement Project*
- *Central Marin Ferry Connector*

LARKSPUR LANDING CIRCLE IMPROVEMENTS

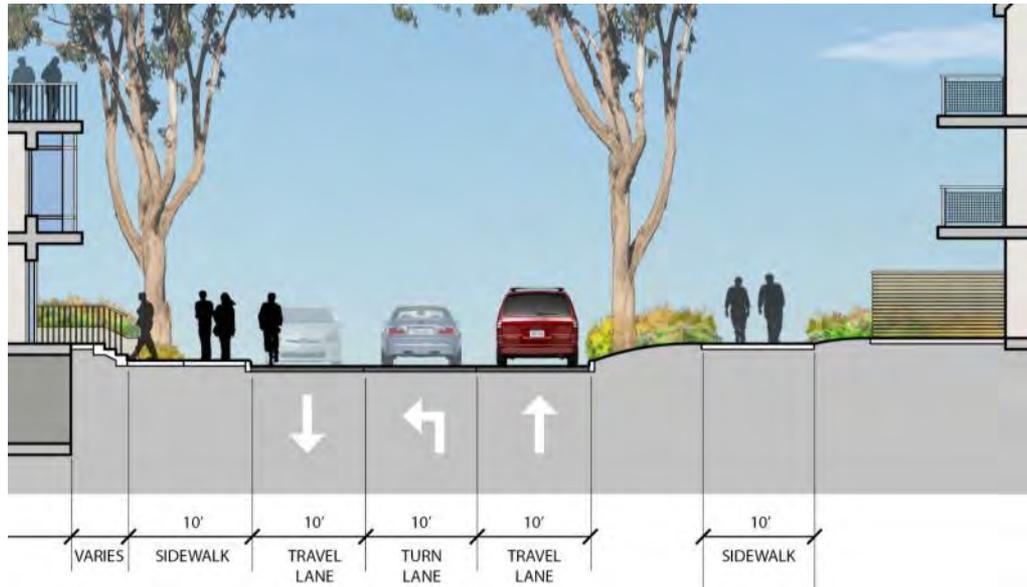


LARKSPUR LANDING CIRCLE (OPPOSITE SERENITY)

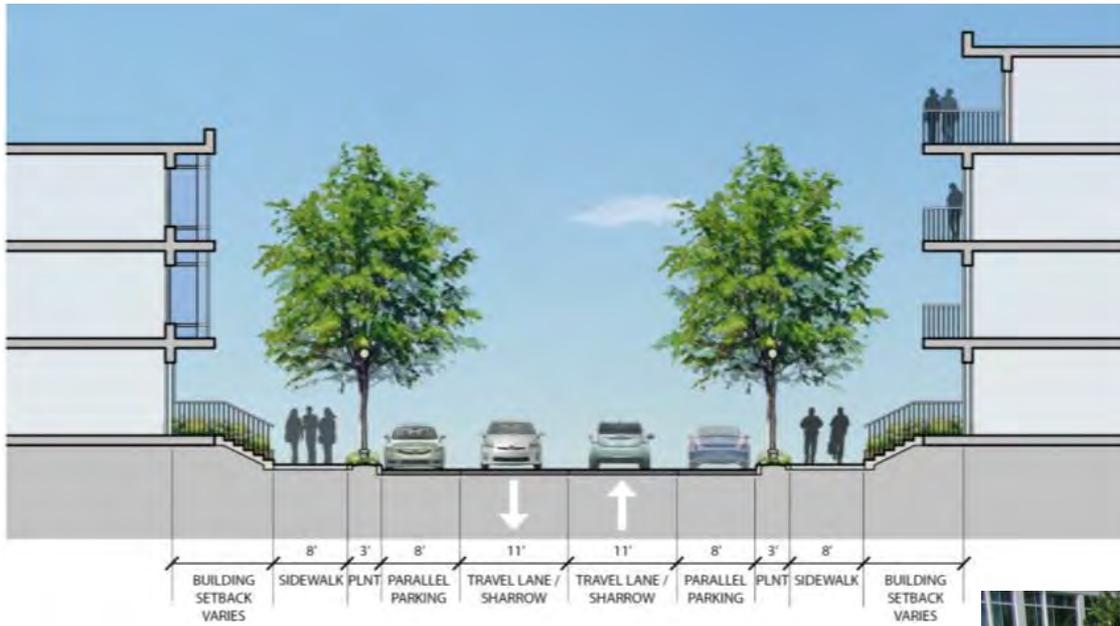
Existing



Proposed



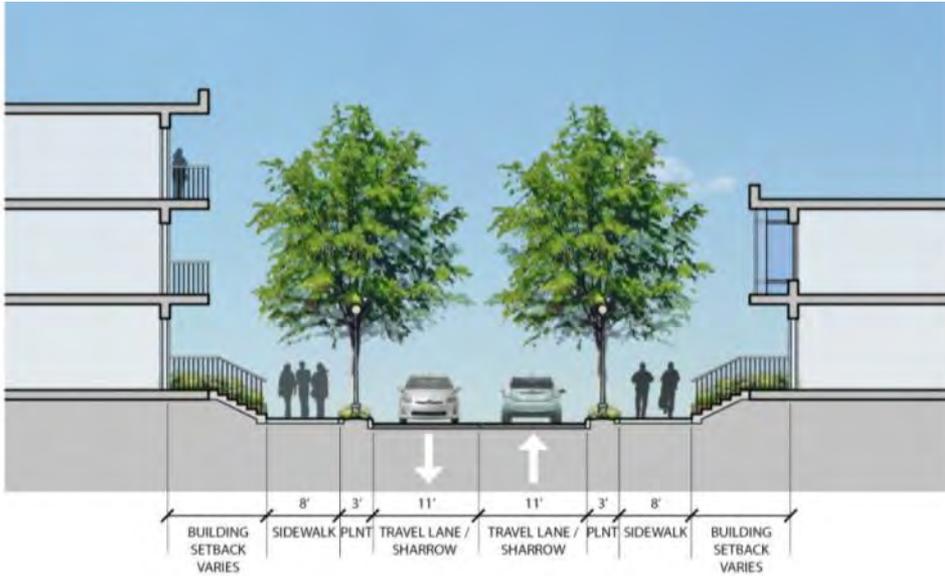
TYPICAL NEIGHBORHOOD STREET



- Narrow travel lanes
- On-street parking
- Sidewalks
- Planting strip (trees, grasses)
- Pedestrian scale lighting
- Bike sharrows
- Building setback to create privacy
- Building step-backs at upper floors to minimize scale

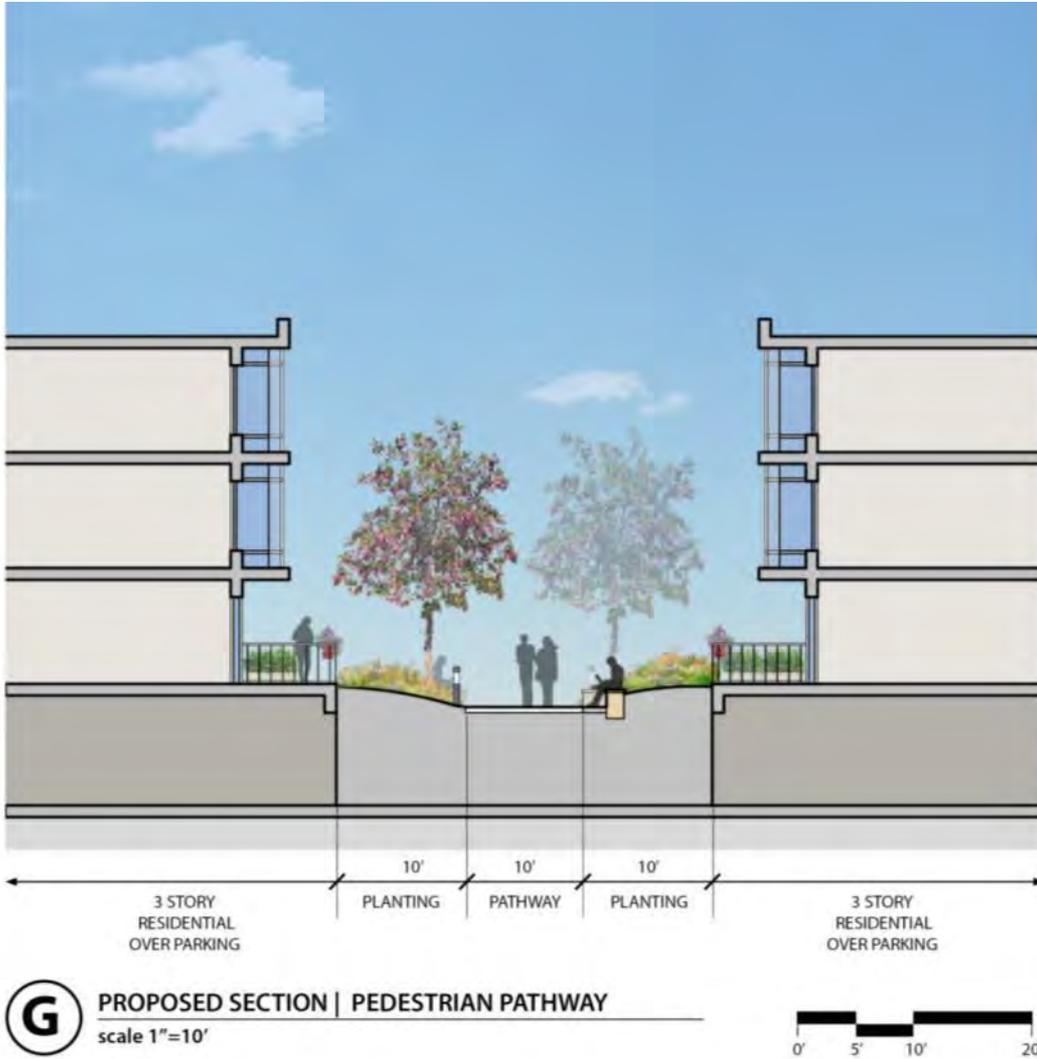


TYPICAL NEIGHBORHOOD STREET WITHOUT ON-STREET PARKING



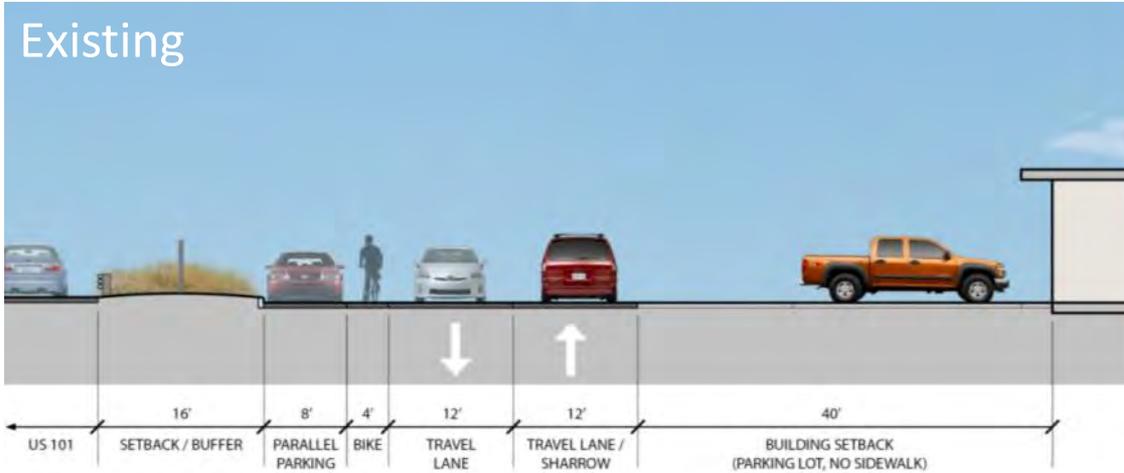
- Narrow travel lanes
- Sidewalks
- Planting strip (trees, grasses)
- Pedestrian scale lighting
- Bike sharrows
- Building setback to create privacy

PEDESTRIAN WAY

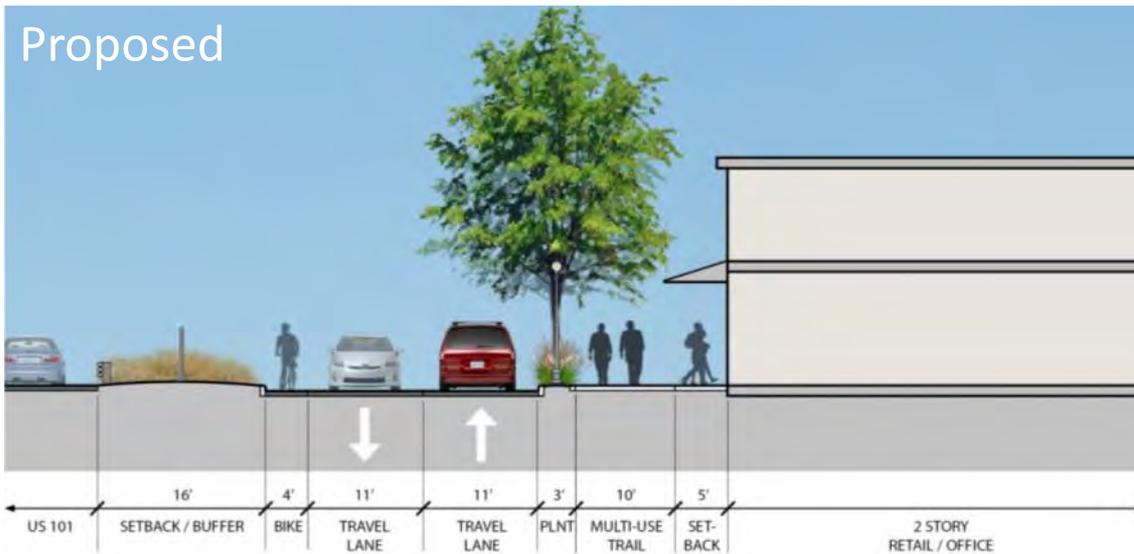


REDWOOD HIGHWAY

Existing



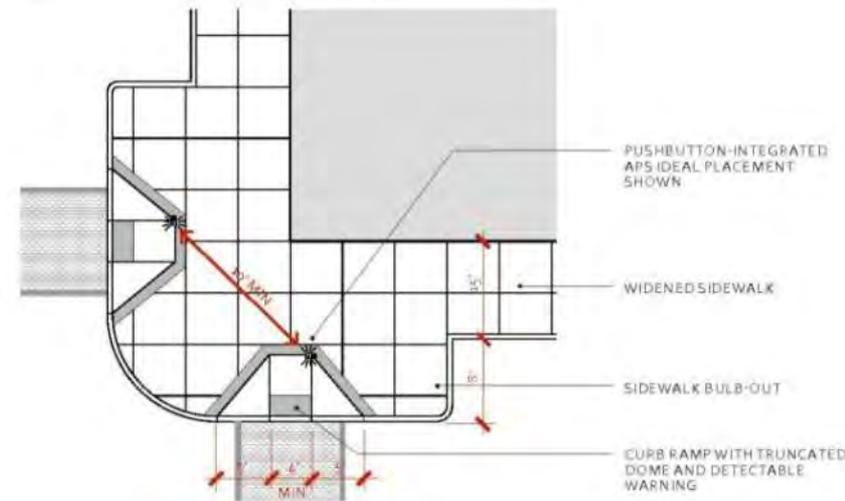
Proposed



PEDESTRIAN SAFETY AND ACCESSIBILITY



- Provide accessible technology at street crossings
- Integrate traffic calming elements to ensure pedestrian safety
- Provide accessible curb ramps
- Shorten crossing distances with corner bulb outs and medians
- Accommodate a diverse demographic by providing seating, lighting, and accessible paving materials
- Provide pedestrian walkways through parking areas



BICYCLE CONNECTIVITY



- Robust multi-use path network
- Provide dedicated bike lanes on key streets and shared space on narrow streets
- Provide bike parking
- Prioritize cyclists in streetscape treatment (bike “boxes”, bicycle detection, crossing beacons)



SUSTAINABILITY IN THE PUBLIC ENVIRONMENT



- Provide trees and landscaped areas along pedestrian walkways, in parking lots, and in public spaces
- Specify low maintenance, non-invasive plantings
- Integrate stormwater management into landscape design
- Utilize recycled and recyclable materials
- Prioritize pedestrians and cyclists in streetscape treatment



BUILDING SCALE & SITING

MARIN COUNTRY MART



LARKSPUR LANDING RESIDENTIAL, OFFICE AND HOTEL



FERRY TERMINAL



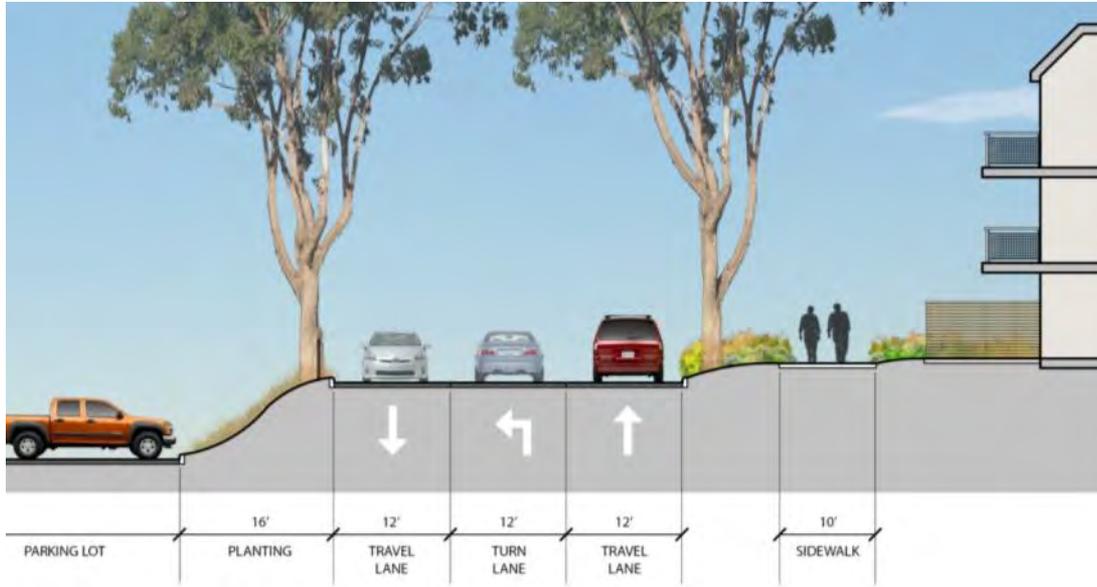
BUILDING SCALE – LARKSPUR LANDING NORTH



- Building massing should be varied
- Protect views of the bay from public places
- Incorporate open space into new development
- Buildings should range in height from 2 to 5 stories, with taller buildings closer to hills

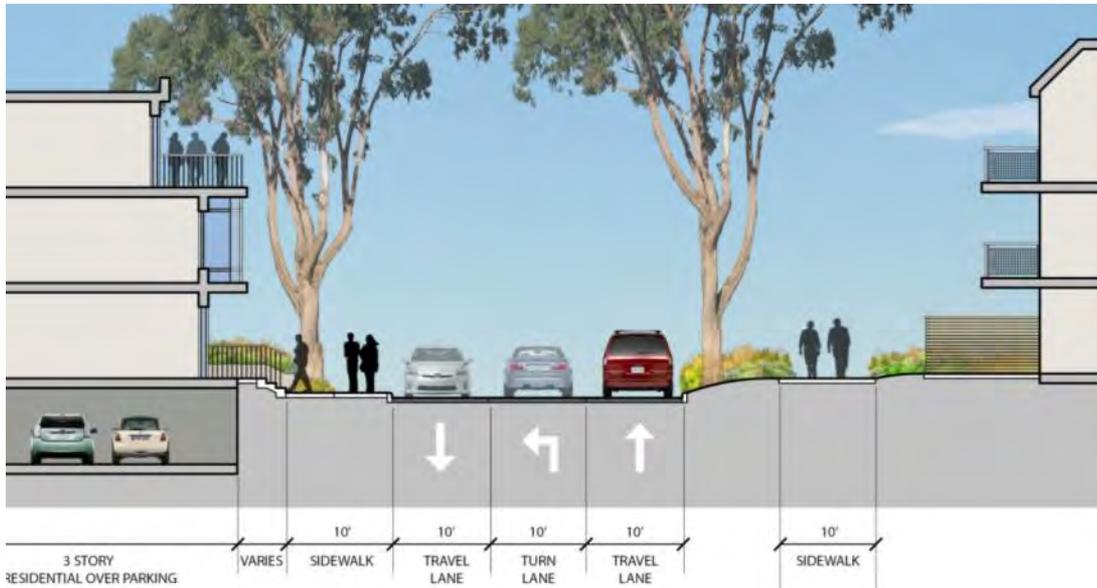
LARKSPUR LANDING CIRCLE

Existing



Proposed

3-Story
Residential
over
Parking



BUILDING SCALE – FERRY TERMINAL



- Building massing should be varied
- Allow views of the bay
- Incorporate open space into new development
- Accommodate ferry patron parking
- Buildings should vary in height from 2 to 5 stories, with taller development closer to Wood Island

FERRY TERMINAL (ADJOINING DEVELOPMENT)



FERRY TERMINAL SITE AT WOOD ISLAND

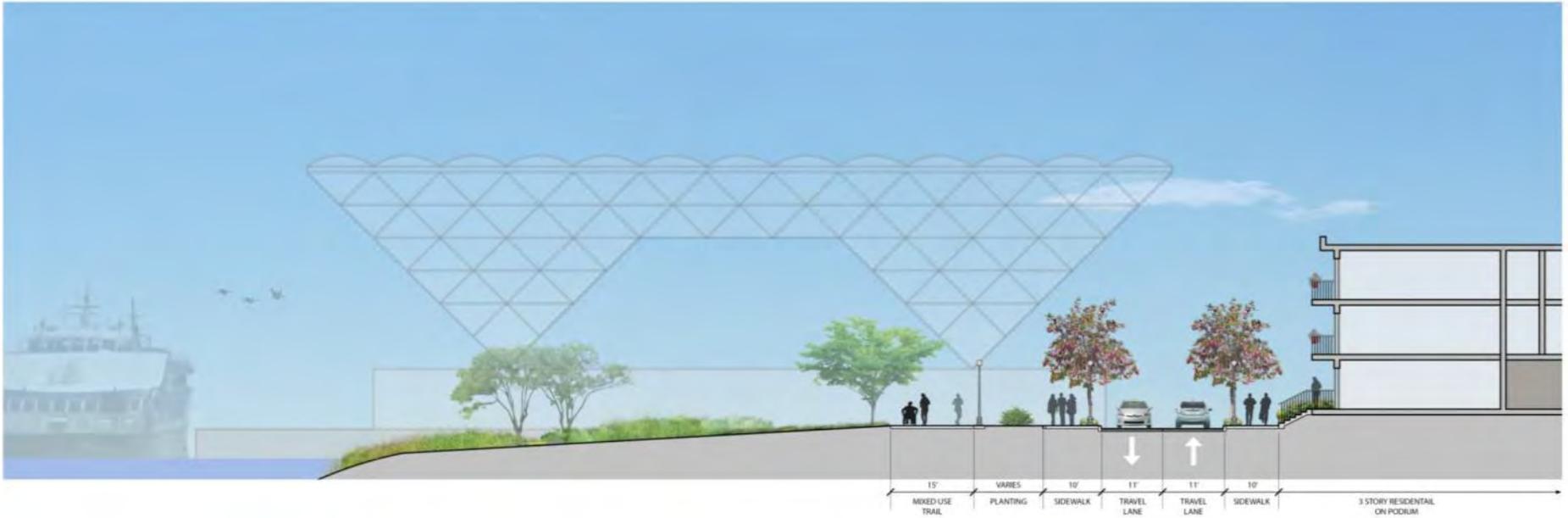
Existing



Proposed



FERRY TERMINAL

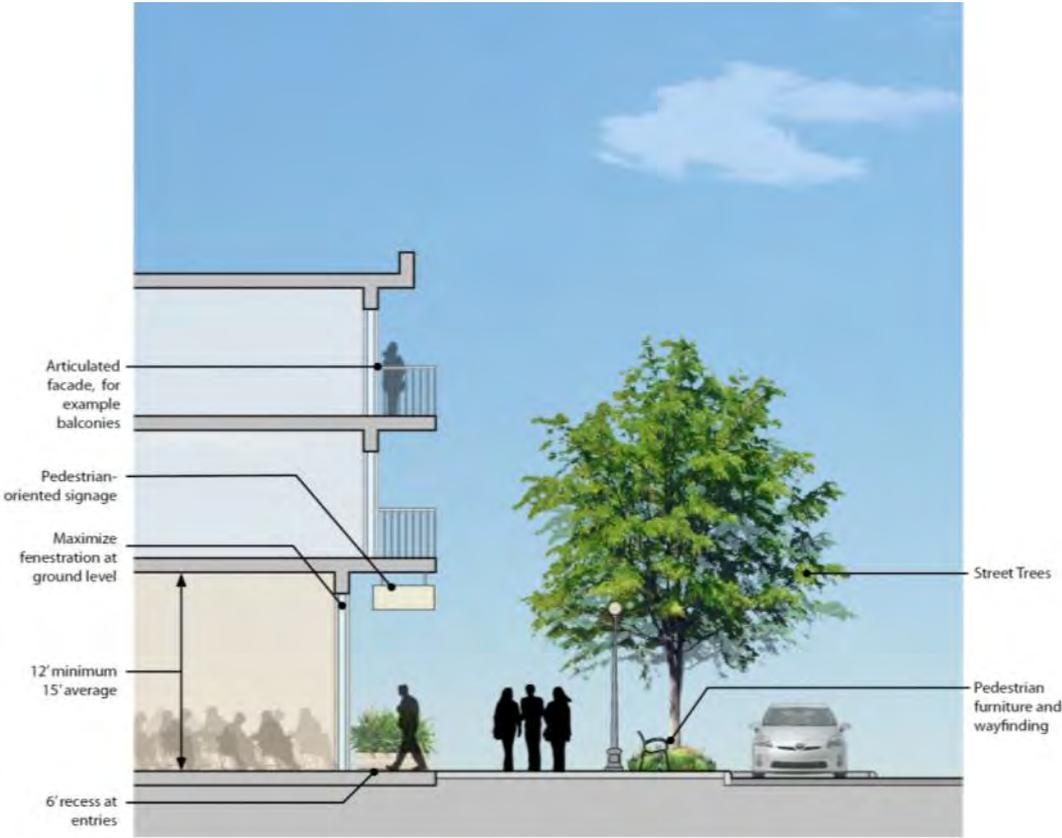


F PROPOSED SECTION | FERRY TERMINAL AT INLET
scale 1"=10'

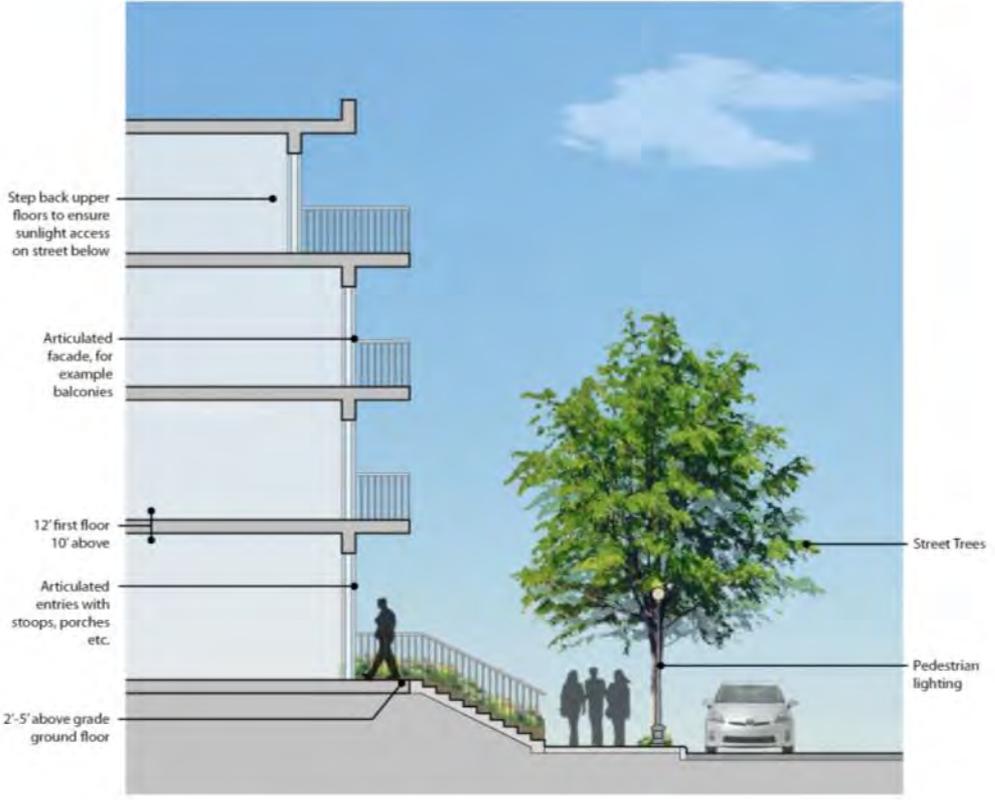


*Note: Ferry Terminal structure is approximately 50' tall.
New building is approximately 35' as drawn.*

TYPICAL STREET – MIXED USE / RETAIL BUILDINGS



TYPICAL STREET – RESIDENTIAL BUILDINGS



A² PROPOSED SECTION | RESIDENTIAL AT STREET LEVEL
scale 1"=10'



BUILDING DESIGN

BUILDING DESIGN – RETAIL AND OFFICE



- “Village” feel and scale
- Variations in building alignment and heights
- Façade and roof articulations
- Transparent ground floor facades
- Address both streets at corners
- Sustainable building design



BUILDING DESIGN – RETAIL AND OFFICE



- Orient primary building entries to street and pedestrian walkways
- Screen parking and locate beside or behind buildings, not in front
- Minimize curb-cuts and screen service areas
- Incorporate open space

BUILDING DESIGN – RESIDENTIAL

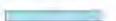


- “Village” feel and scale
- Variations in height
- Façade and roof articulations
- Building setbacks to allow privacy but “eye on the street” orientation



PUBLIC SPACE

PARKS AND OPEN SPACE

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

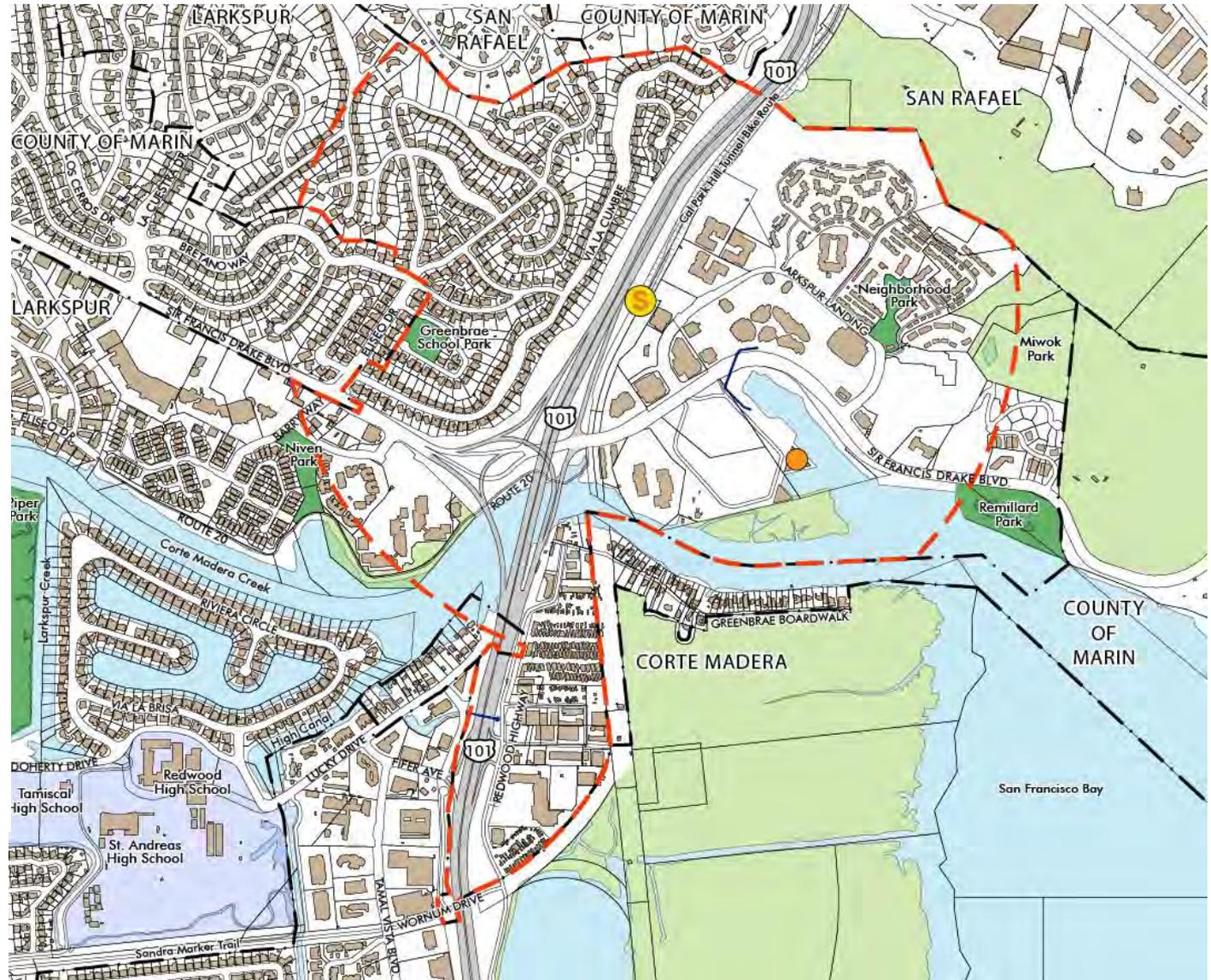
GREENBRAE SCHOOL PARK
Tot lot, basketball court and greenbelt
1.5 acres

NEIGHBORHOOD PARK
Greenbelt and picnic area
2.0 acres

NIVEN PARK
Benches, picnic tables, playground
equipment and greenbelt
1.5 acres

REMILLARD PARK
Freshwater marsh, wildlife sanctuary,
bay fishing from levee
7.0 acres

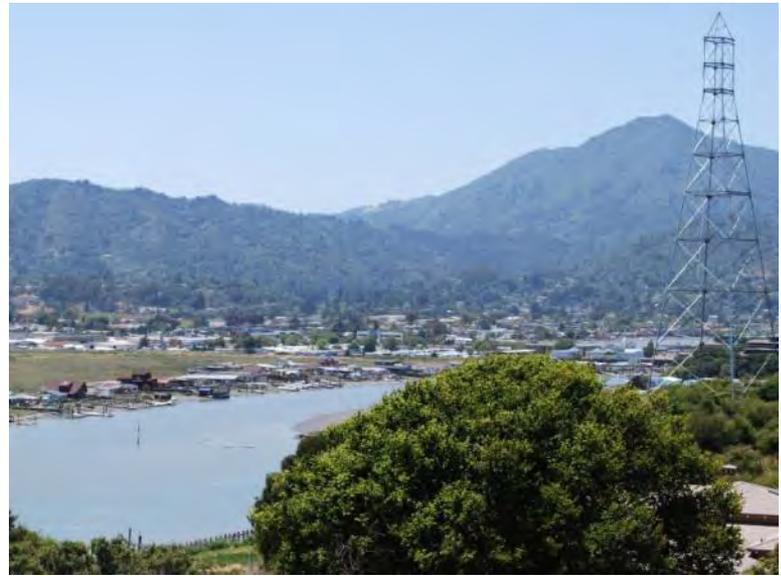
MIWOK PARK
Undeveloped open space
7.7 acres



PARKS AND OPEN SPACE



WATERFRONT



FERRY PLAZA PARK

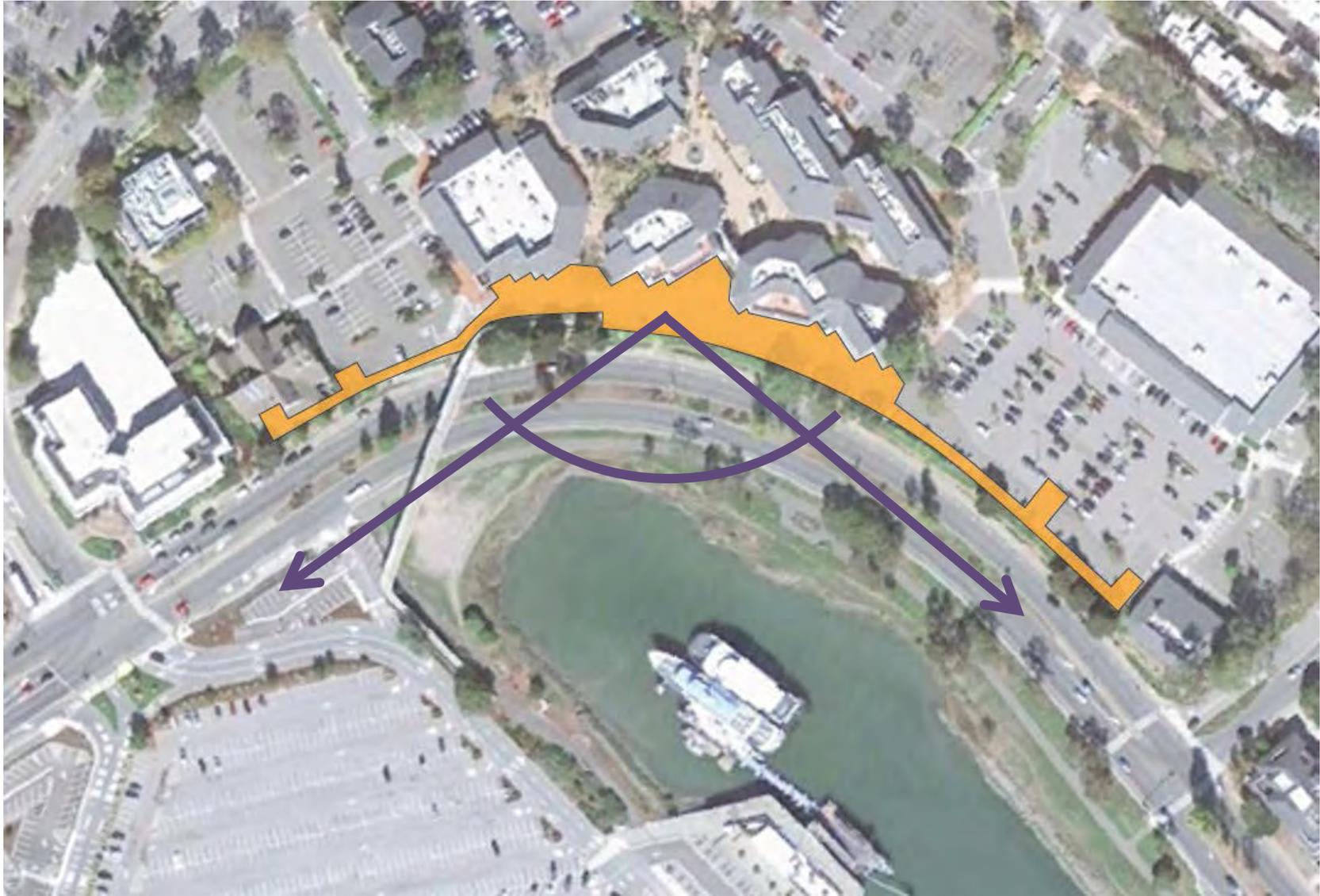
- Active or passive space – strolling, water views
- Programmable for civic functions - fireworks, concerts
- Furnished with seating, art, plantings
- Opportunities for pop-up food or coffee



FERRY PLAZA PARK – WATER'S EDGE



MARIN COUNTRY MART – BAY VIEW PLAZA



MARIN COUNTRY MART – BAY VIEW PLAZA



SIGNAGE AND STREET FURNITURE



- Implement a family of signage designed for vehicles and pedestrians
- Coordinate design with existing Larkspur public realm
- Consider the diverse demographic (residents, visitors, tourists, seniors)

INTERPRETATION / ART



- Use street furniture and signage to brand the Station Area district and build on the unique qualities of Larkspur Landing and the waterfront
- Incorporate public art

DISCUSSION

GROUP EXERCISE

- What kind of open space is needed in the study area and where? (Community-at-large? Places for children? Seniors? Active recreation? Quiet space? Natural areas?)
- What open space connections are needed?
- What other types of community amenities should be provided in this part of Larkspur?

- Should this part of Larkspur have a distinct identity?
- What might its identity draw from? (Waterfront? Historic Larkspur? Modern? SMART corridor terminus and Larkspur ferry?)
- How should this be reflected in the public environment? (Signage? Seating? Lighting? Public art?)