

# LARKSPUR SMART STATION AREA PLAN



## Citizen Advisory Committee Meeting

June 17, 2013

# PURPOSE OF TODAY'S MEETING

Schedule Review

Traffic Update

Implementation Overview

Confirmation of Plan

# SCHEDULE



Larkspur SMART Station Area Plan & EIR SCHEDULE	2012												2013												2014					
	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan								
Task 1: START-UP AND EXISTING CONDITIONS ANALYSIS	█																													
Task 2: MARKET ANALYSIS & AFFORDABLE HOUSING		█																												
Task 3: LAND USE & CIRCULATION ALTERNATIVES			█																											
Task 4: URBAN DESIGN STANDARDS										█																				
Task 5: INFRASTRUCTURE & IMPLEMENTATION PLAN										█																				
Task 6: LARKSPUR SMART STATION AREA PLAN												█																		
Task 7: PROGRAM EIR		█								█																				
Task 8: PLAN ADOPTION																			█											
* Community Workshop				*					*			*			*		*													

TRAFFIC

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## FOLLOW-UP TRAFFIC DISCUSSION

- Peak traffic methodology
- Traffic conditions along Sir Francis Drake Boulevard
- Traffic management strategies

# SIR FRANCIS DRAKE PEAK HOUR

Traffic counts are collected for a two to three hour window

→ This is known as the “peak period”

Of that the worst case hour is selected for intersection analysis

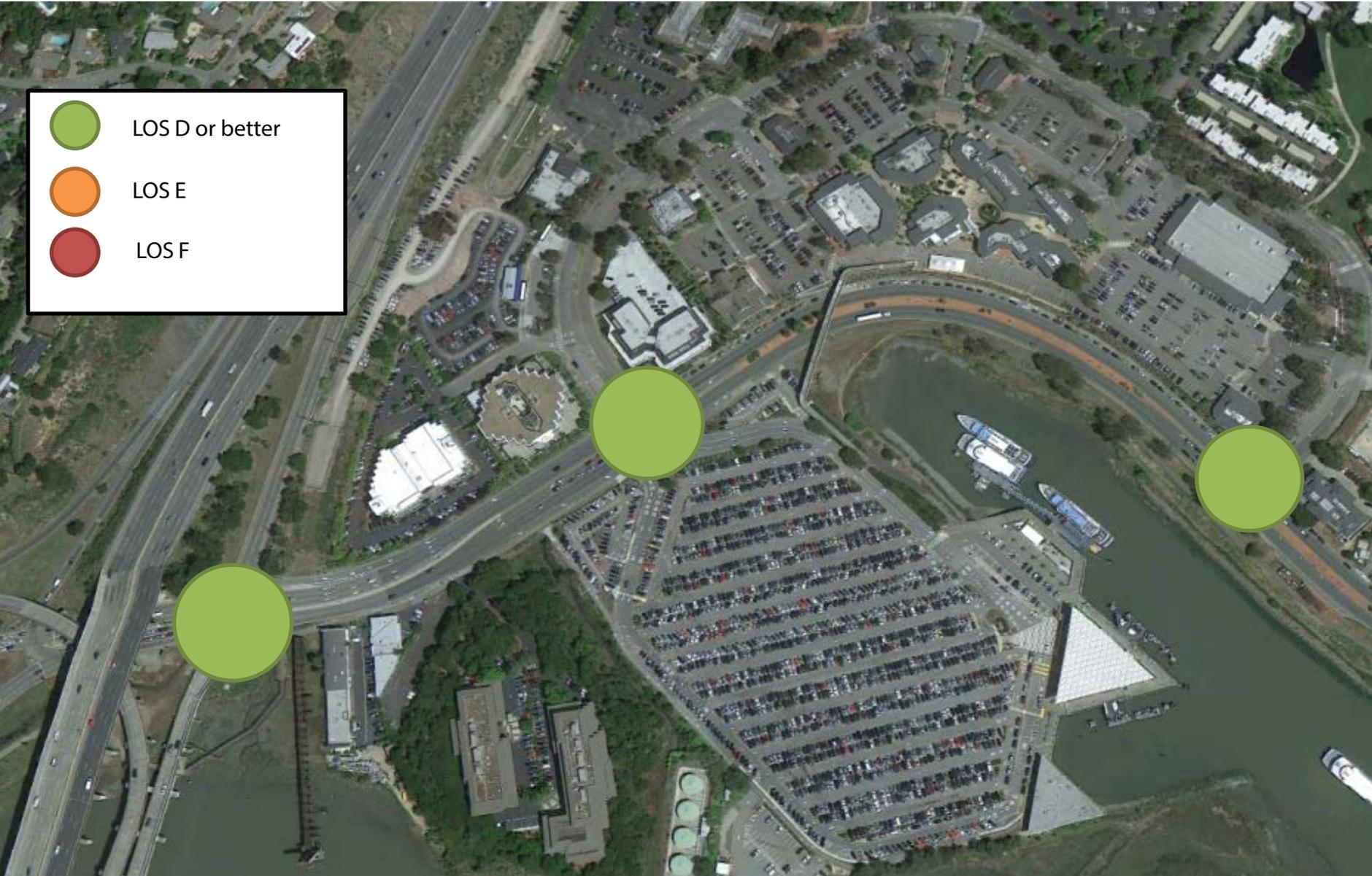
→ This is the “peak hour”

15-Min Count Period Beginning At	E Larkspur Landing (Northbound)				E Larkspur Landing (Southbound)				E Sir Francis Drake Blvd (Eastbound)				E Sir Francis Drake Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	12	0	26	0	33	308	0	2	0	200	17	0	598	
4:15 PM	0	0	0	0	20	0	30	0	38	368	0	0	0	238	24	0	718	
4:30 PM	0	0	0	0	32	0	26	1	45	368	0	5	0	204	21	1	703	
4:45 PM	0	0	0	0	22	0	14	0	21	357	0	1	0	259	13	0	687	2706
5:00 PM	0	0	0	0	46	0	33	0	23	355	0	2	0	197	20	0	676	2784
5:15 PM	0	0	0	0	17	0	28	0	27	346	0	1	0	262	21	0	702	2768
5:30 PM	0	0	0	0	16	0	39	0	36	336	0	1	0	253	13	0	694	2759
5:45 PM	0	0	0	0	13	0	26	0	38	310	0	0	0	281	18	0	686	2758

# EXISTING AM INTERSECTION LEVELS OF SERVICE



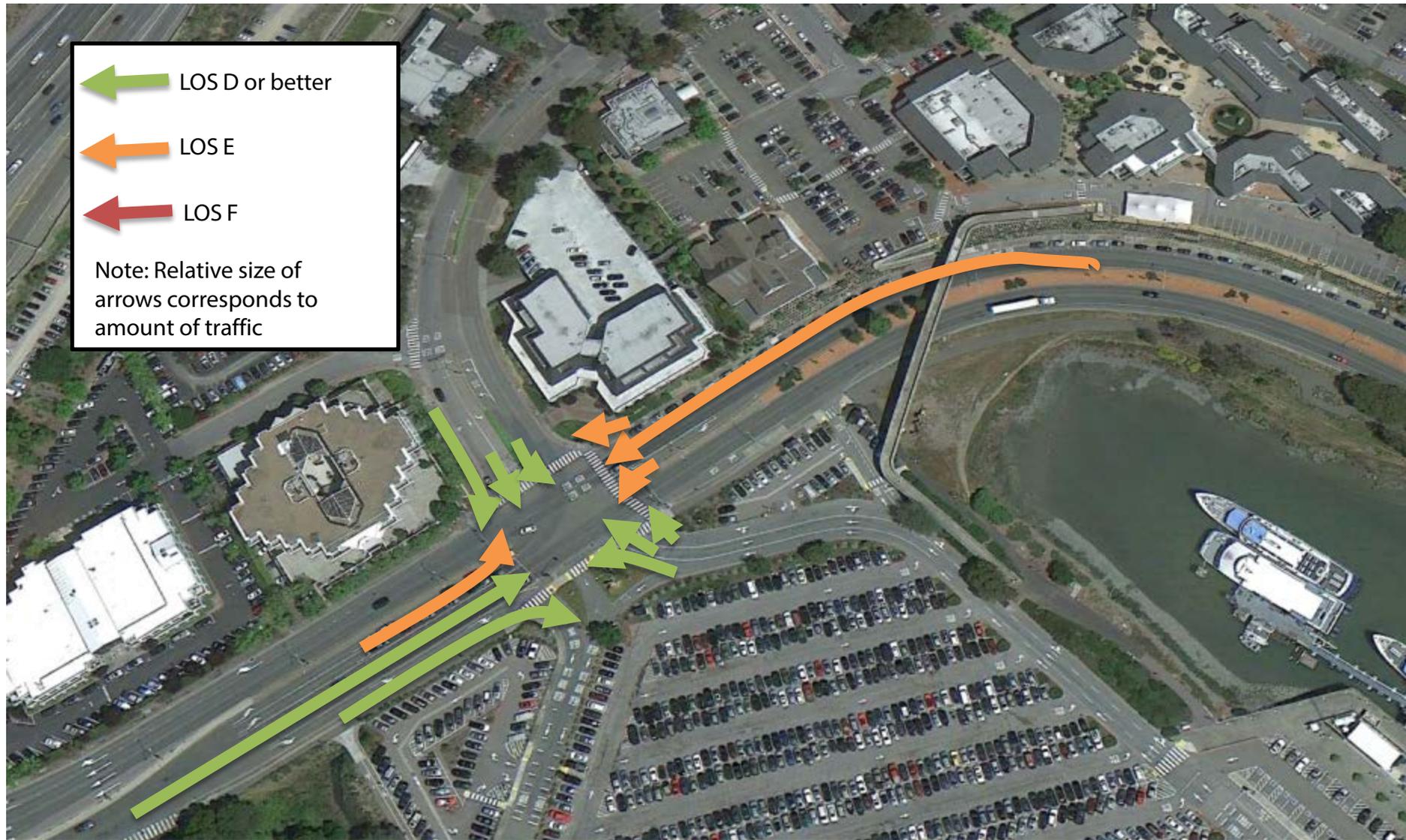
# EXISTING AM PEAK HOUR INTERSECTION OPERATIONS



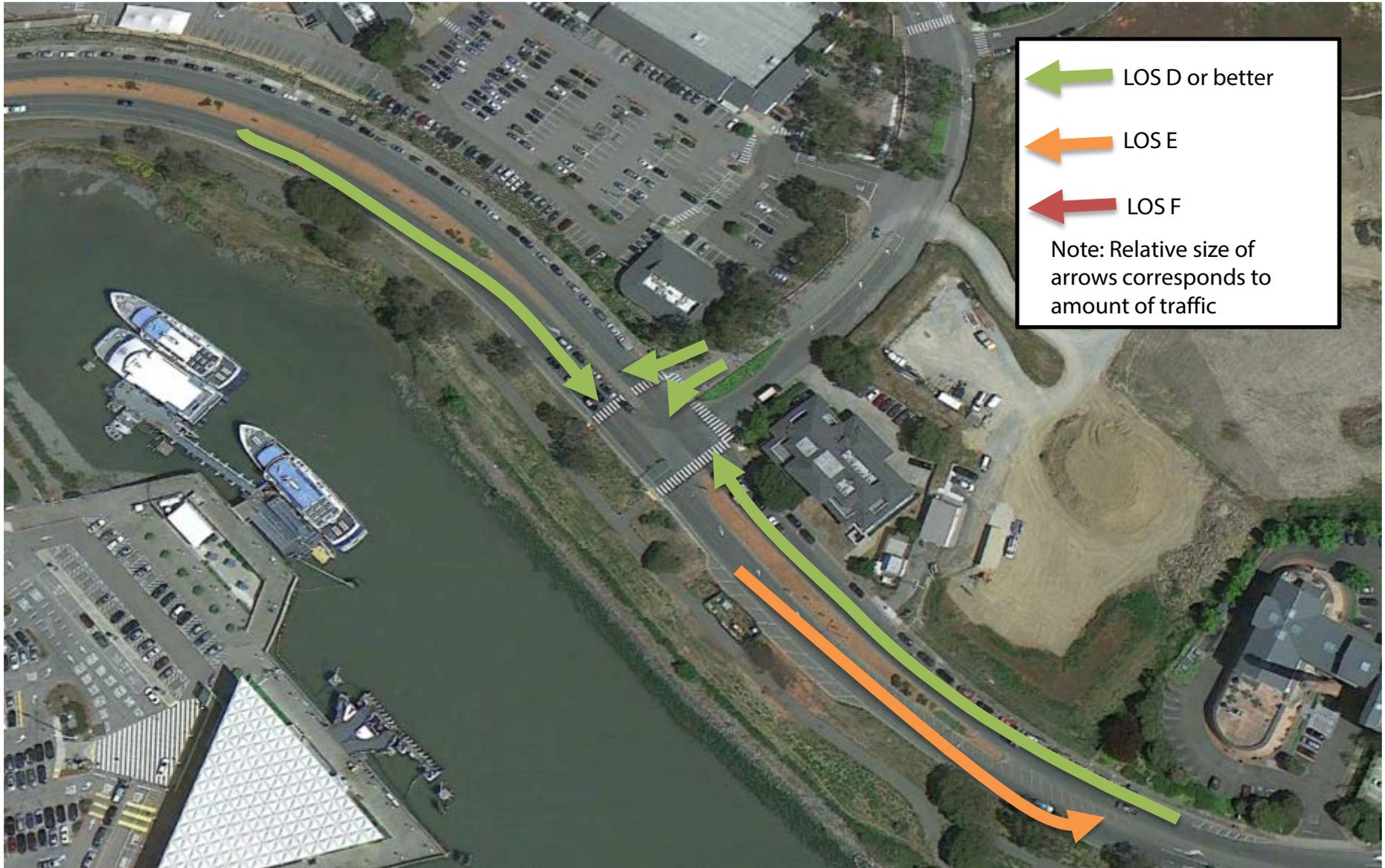
# NORTHBOUND RAMPS – EXISTING AM PEAK HOUR

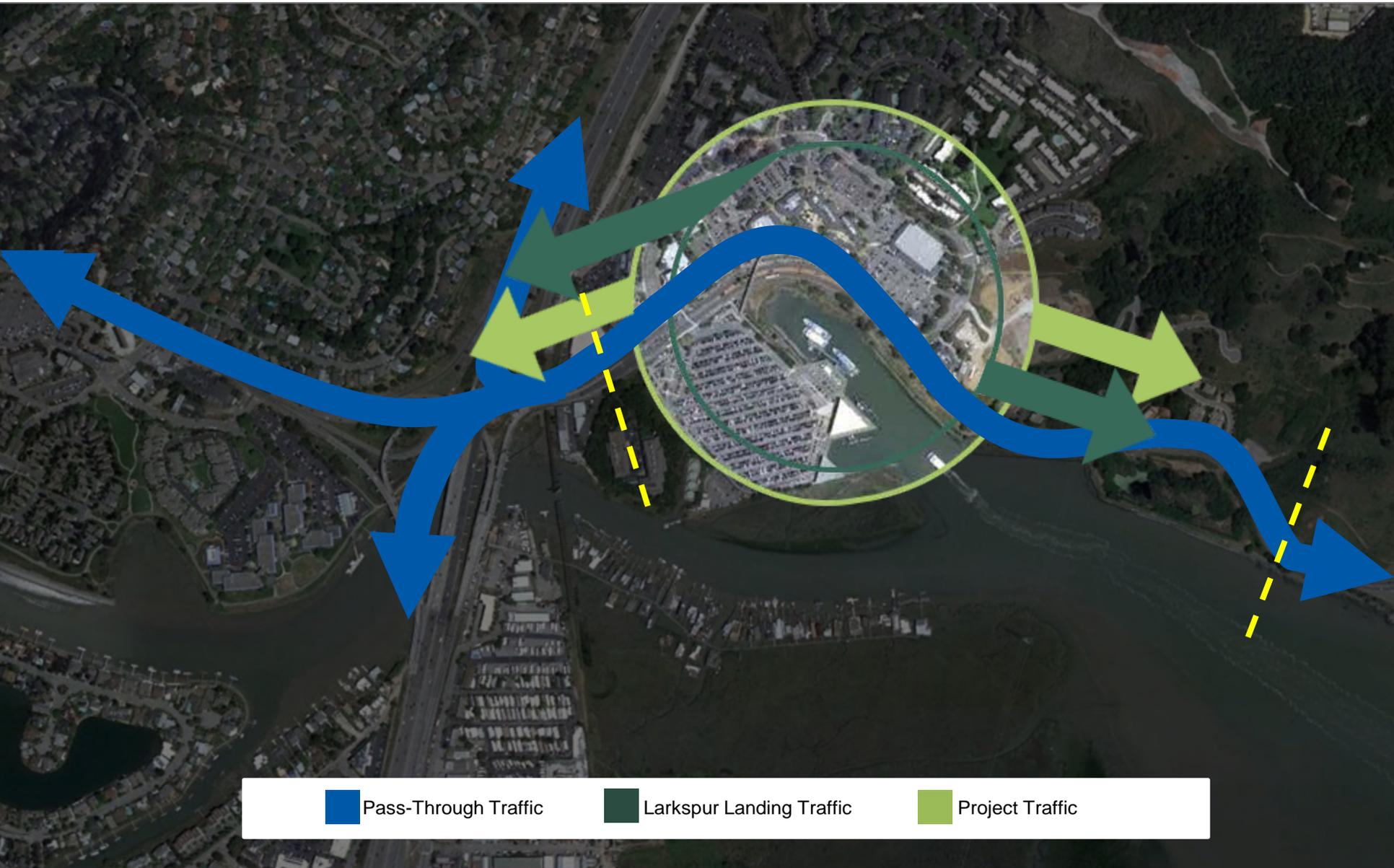


# LARKSPUR LANDING WEST TRAFFIC – EXISTING AM PEAK HOUR

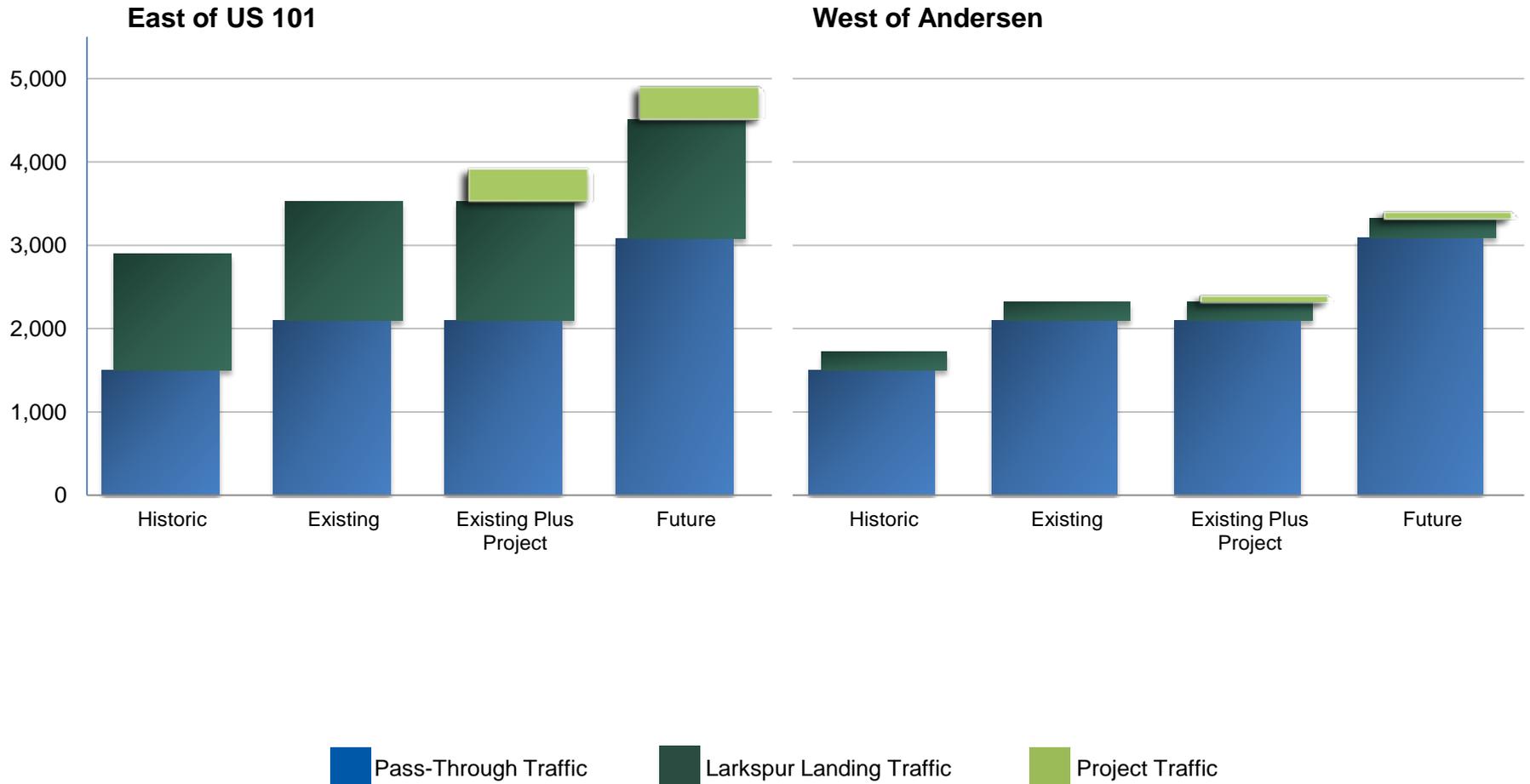


# LARKSPUR LANDING EAST – EXISTING AM PEAK HOUR

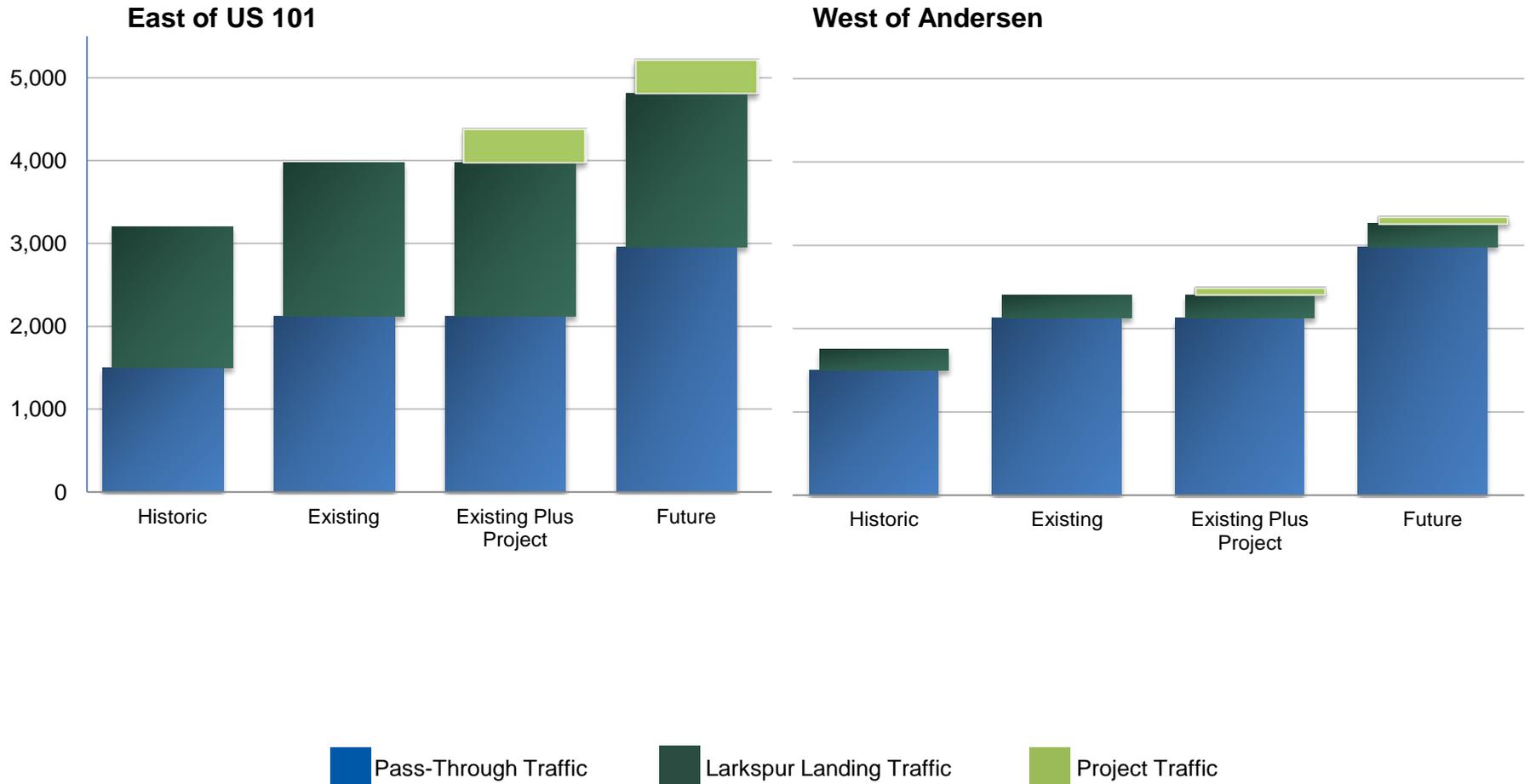




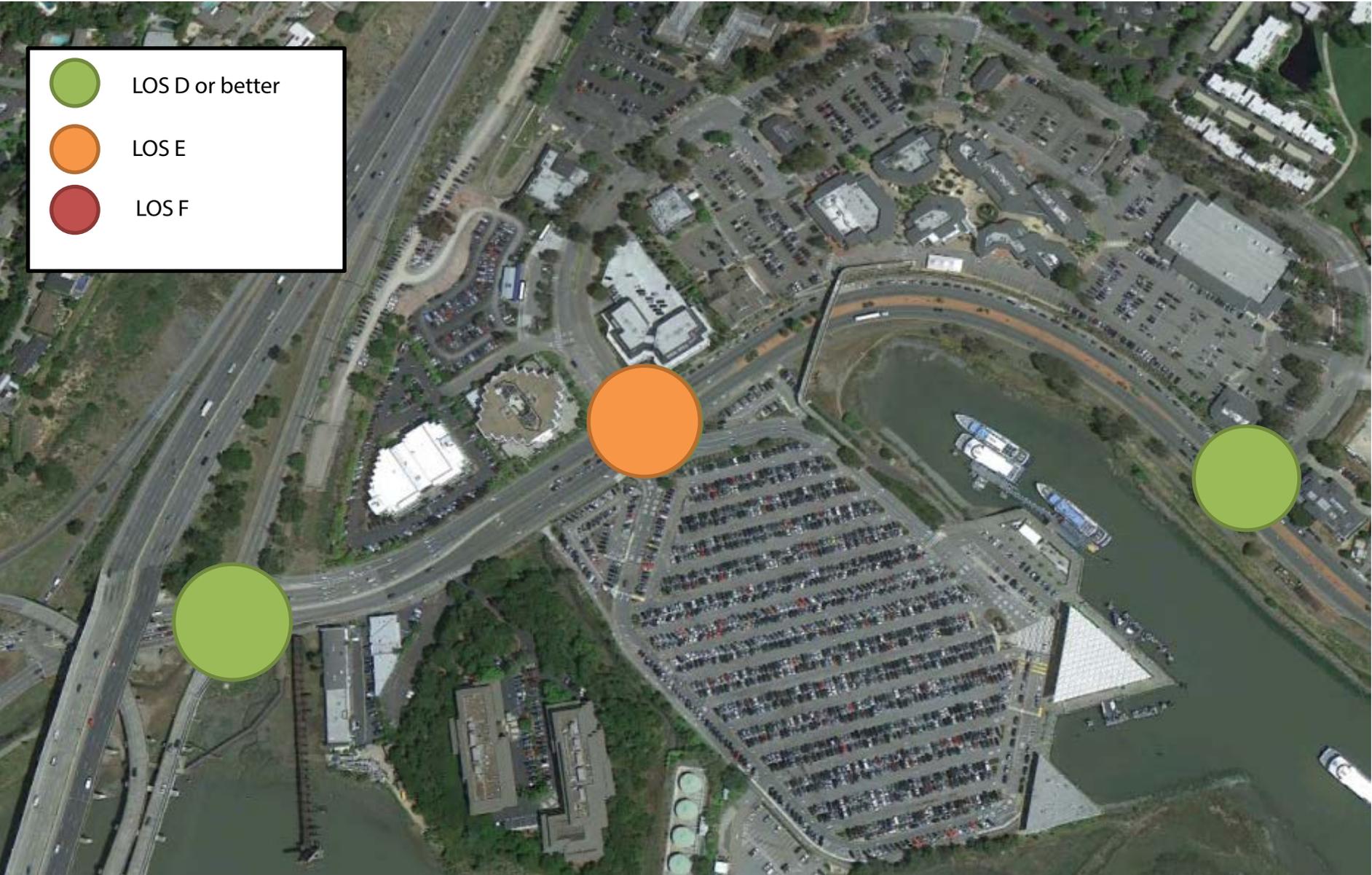
# SIR FRANCIS DRAKE TRAFFIC VOLUMES – AM PEAK HOUR



# SIR FRANCIS DRAKE TRAFFIC VOLUMES – PM PEAK HOUR



# INTERSECTION OPERATIONS – WITH PROJECT AM PEAK HOUR



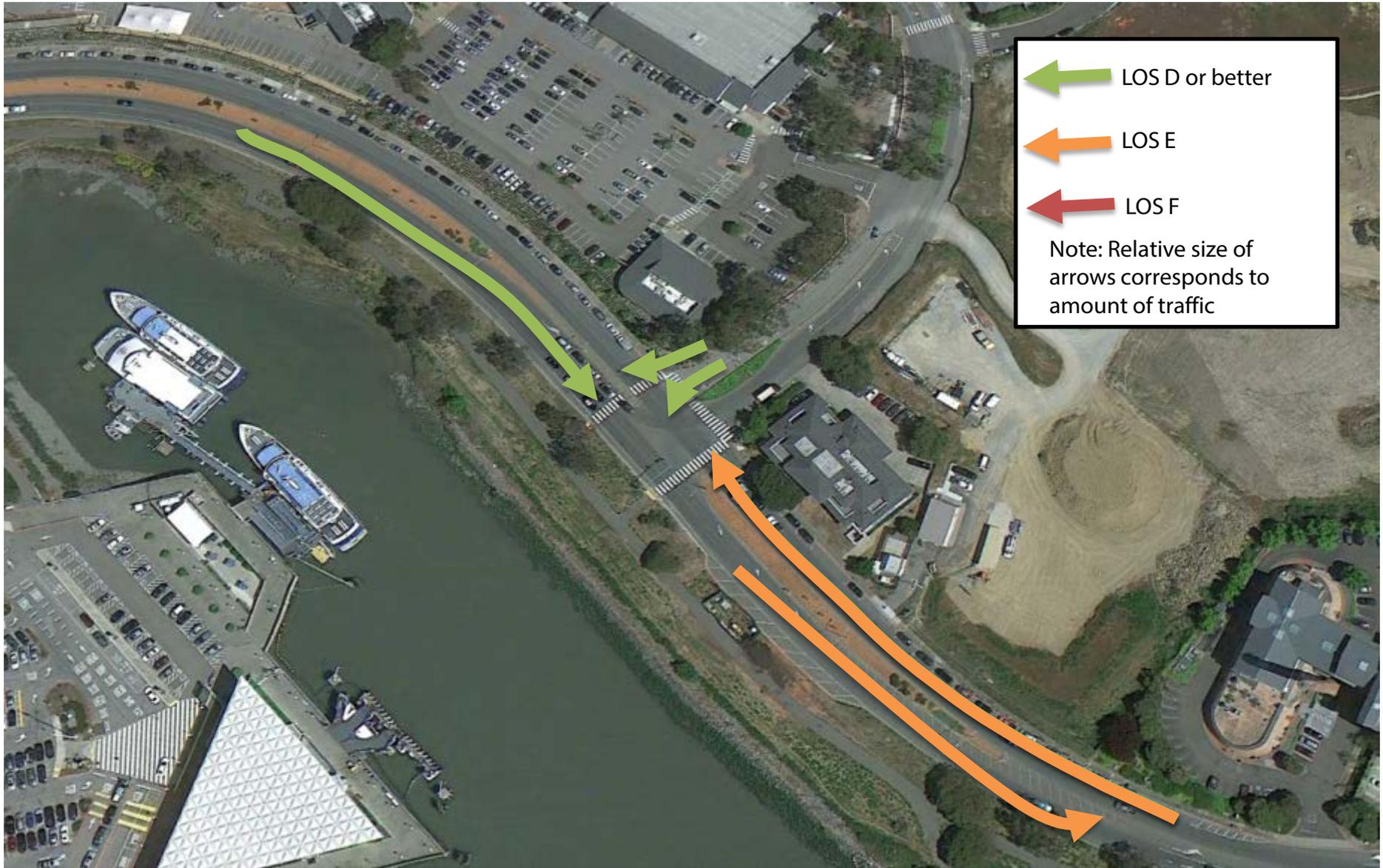
# NORTHBOUND RAMPS – WITH PROJECT AM PEAK HOUR



# LARKSPUR LANDING WEST TRAFFIC – EXISTING AM PEAK HOUR



# LARKSPUR LANDING EAST – EXISTING AM PEAK HOUR



# POTENTIAL MITIGATION MEASURES

## **Roadway Mitigation Measures**

- Sir Francis Drake / Eliseo Drive capacity improvements
  - Sir Francis Drake / Larkspur Landing Circle (West) capacity improvements
  - Traffic signal Sir Francis Drake / Andersen Drive
- *Would return traffic to existing levels of congestion*

## **Managing Traffic and Parking**

- Proposed trip generation cap for the site
- Transportation Management Association for site to manage traffic TDM Strategies
- Setting goals for senior or affordable housing at site

## POTENTIAL TRIP CAP

- Monitor traffic volumes into and out of site
- If traffic volumes exceed trip cap:
  - Work with Transportation Demand Coordinator to implement additional trip reduction measures
  - Limit new development without additional trip reduction measures



# TRANSPORTATION MANAGEMENT ASSOCIATION



## TDM Coordinator Would:

- Coordinate employer vanpool and carpool programs or school bus programs
- Provide free or discounted transit passes to residents and employers
- Monitor traffic generated by project site in coordination with City staff
- Manage parking supply and pricing



# IMPLEMENTATION

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# IMPLEMENTATION

## **Next Steps**

- Additional Studies/Plans
- Agency/Municipality Coordination

## **Regulatory Actions**

- General Plan Amendments
- Zoning Amendments

## **Implementation Strategies / Actions**

- Projects / Programs / Actions
- Costs
- Phasing
- Funding Sources
- Comments

## ADDITIONAL STUDIES AND AGENCY COORDINATION



The Station Area Plan recommends **extension of the SMART rail line from its currently planned terminus to a new terminus at the Larkspur Ferry Terminal**. Recognizing that this will require significant additional study and community input, the City will cooperate with SMART in this endeavor.



Parking at the ferry terminal is a major source of local traffic and the terminal site itself is an important opportunity site in the station area. The Station Area Plan recommends that the **GGBHTD incorporate the Plan's long-term development goals into their future plans** to support regional transit ridership. The Plan encourages **increased ridership that does not increase congestion** in the station area.

## ADDITIONAL STUDIES AND AGENCY COORDINATION



Continue to work with TAM, Caltrans, and the City of Corte Madera to ensure **safe, multi-modal access in the Twin Cities Greenbrae Corridor.**



Continue to work with the Bay Area Joint Policy Committee of ABAG and other regional agencies to address **regional adaptation and mitigation strategies for sea level rise.**



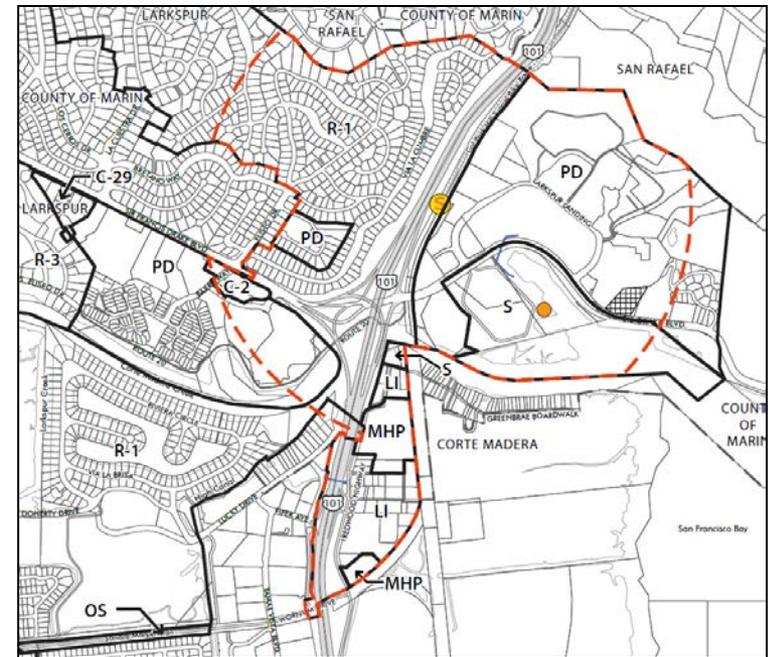
### **Goal CIR-4 Mitigate the traffic and parking impacts of new development and uses and major redevelopment projects.**

- Policy CIR-4.1 Require a traffic impact analysis for any project generating significant additional peak hour PM trips to prevent a significant increase in peak hour traffic on City arterials.
- Policy CIR-4.2 Development should contribute to measures to mitigate a project's local and regional traffic impacts.
- Policy CIR-4.3 Developers should pay for improvements to the existing street system to mitigate unacceptable impacts of projects where such improvements are appropriate.
- Policy CIR-4.4 Development should avoid, if possible, impacts on surrounding street parking.

# PLANNED DEVELOPMENT DISTRICT (PD) ZONING

The City of Larkspur believes that **continuation of PD zoning** will allow appropriate scrutiny and control of any development proposals in the station area. This zoning process will include amendment of existing PD Districts and/or adoption of new PD Districts.

- Developer submits preliminary development plan showing the proposed land uses and densities
- Planning Commission reviews and recommends approval to City Council
- Preliminary development plan approved by ordinance by City Council
- Developer submits precise development plan showing the design and location of all buildings, parking, recreation or open space, landscaping, and multi-modal circulation.
- Planning Commission reviews for conformance with preliminary development plan and recommends approval to City Council
- Precise development plan approved by ordinance by City Council



## PROGRAMS: AFFORDABLE HOUSING AND BUSINESS PRESERVATION

Investment in station areas often leads to increases in local property values, which suggests a need for **strategies to preserve and enhance affordable housing and businesses serving lower-income residents.**

Strategies include:

- Update the **Inclusionary Housing Ordinance** / Conduct a nexus study as part of the upcoming Housing Element update
- Study creating a **commercial and/or residential linkage fee**
- Consider forming a **business improvement district** or **commercial corridor revitalization program**
- Work with developers and property owners to provide **community space** in new development

# POTENTIAL FUNDING SOURCES

## **OneBayArea Grant (OBAG)**

- Can be used for bicycle and pedestrian improvements and other transportation infrastructure improvements.
- Because 50% of OBAG funding in Marin County will be directed to infill areas, adoption of the SMART Station Area Plan will make the station area competitive for OBAG funds.

## **Special Assessment Districts**

- Infrastructure Financing District (IFD), Community Benefit District (CBD), or other type of Special Assessment District

## **State and Federal Grant and Loan Funds for TOD and Infill Areas**

- SAFETEA-LU
- TIGER & TIGGER grants
- CDBG infrastructure financing
- Infrastructure state revolving loan fund

# CONCLUSIONS

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# PLAN OUTLINE

## **Introduction**

- Background and Process
- Vision

## **Land Use**

- Land Use Plan
- Development Summary
- Open Space

## **Access, Circulation and Parking**

- Street Network
- Pedestrian and Bicycle Network
- Transit
- Parking Management
- Transportation Demand Management

## **Urban Design**

- Building and Site Design
- Public Environment
- Transit

## **Implementation**

- Next Steps (Studies, Agency Coordination)
- Regulatory Actions
- Implementation Strategies
- Funding Mechanisms

# CONCLUSIONS

## **Confirm**

- Vision statement
- Agency coordination priorities
- Traffic projections and mitigation monitoring
- Support for the Station Area Plan

## VISION BACKGROUND: RELEVANT CITY OF LARKSPUR POLICY

**Climate Action Plan:** “Climate change may significantly impact Larkspur’s residents and businesses, as well as other communities around the world, [...] local governments play a role in reducing greenhouse gas emissions and mitigating the potential impacts of climate change.”

“Study the Larkspur Landing Circle area and enhance the opportunities presented by the location of the Larkspur Ferry, the Marin Airporter, and eventually the SMART train station.”

**2010 – 2030 General Plan Update:** “Preserve and enhance Larkspur’s unique physical and natural setting, and its largely residential character, while accommodating suitable new development.” [Land Use Chapter intro.]

“The City envisions vibrant mixed-use and mixed-density developments on the remaining vacant parcels, and promotes the redevelopment and revitalization of marginal or underutilized properties.” [Land Use Factors Considered]

“Encourage a diverse demographic mix (especially age, family and income) in Larkspur.” [LU Goal 2]

## VISION STATEMENT

Larkspur supports efforts to enhance non-auto transportation options for the city and region as a means of minimizing GHG emissions and associated environmental impacts.

Future development will be encouraged within the SMART Station Area to appropriately capitalize on the wealth of transit services that exist, are planned to be added, or could be envisioned in the future.

Future development for the SMART Station Area will be a mix of uses that is compatible in scale with the character of Larkspur as a low and moderate density Marin County community that values its natural resources, scenic views and small town quality of life.

The Station Area is envisioned as a Larkspur neighborhood that will support a diversity of population, employment and retail services that will encourage walking, bicycling and transit use as preferred modes of daily travel.

## MITIGATION MONITORING



The Plan recognizes that the local highway, arterial and local streets and intersections experience very high volumes of traffic and congestion at AM and PM peak periods. Adoption of the Plan will include mitigation measures that are expected to reduce any traffic impacts to “less than significant” levels. However, the majority of traffic that affects the circulation network within and near the plan area is actually regional in nature and not generated by land uses in the immediate area. The City will **work with local agencies to carefully monitor regional development and any associated impacts over time** as required in the Mitigation Monitoring Plan. In addition, the City will encourage GGBHTD, Caltrans, the County, the City of San Rafael, and others to **consider network and transit improvements** to manage, and if possible, improve overall regional circulation.