

LARKSPUR SMART STATION AREA PLAN



Planning Commission & City Council Study Session

October 08, 2013

PURPOSE OF TODAY'S MEETING

- Provide information about the regional planning context for the Larkspur Station Area, including Plan Bay Area, SMART, and Greenbrae Corridor Improvements
- Update the City Council and Planning Commission on the status of the Larkspur SMART Station Area Plan
- Elicit questions and identify issues for Staff to address as the project proceeds to the final public workshop and public hearings

STATION AREA PLAN PROGRAM GOALS

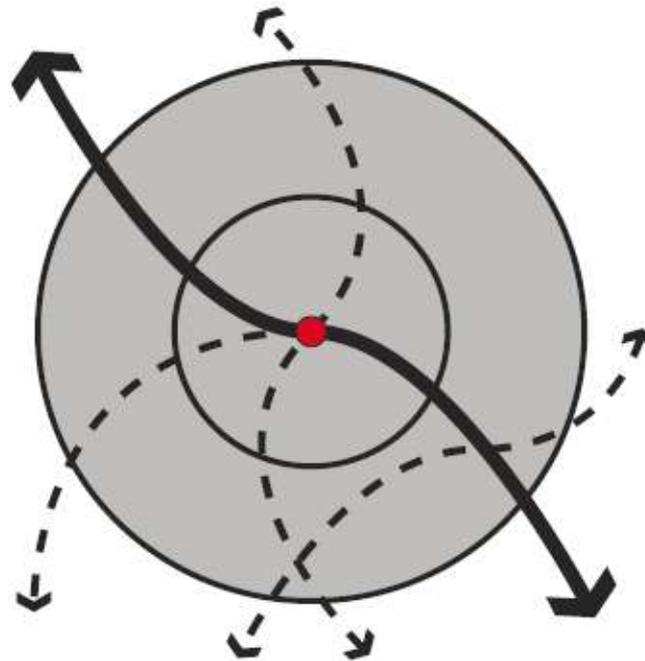
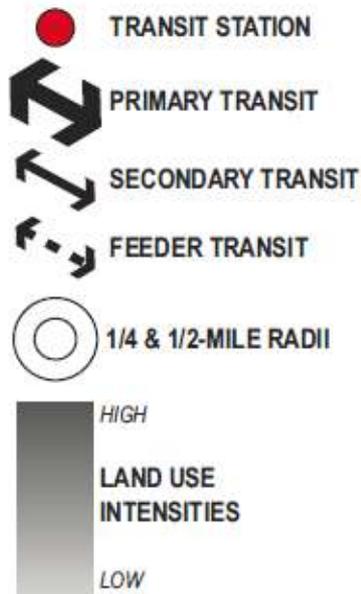
- Promote transit ridership
- Reduce vehicle usage
- Increase housing supply (particularly affordable housing) near station areas
- Increase jobs near transit corridors
- Locate key services and retail within the station areas

LARKSPUR SMART STATION AREA PLAN

Place Type: Transit Neighborhood

- Primarily residential neighborhoods of low to moderate densities
- Some retail supported
- Served by primary and secondary transit modes generally connecting at one location

LEGEND



Transit Neighborhood Development Characteristics and Guidelines

		Transit Neighborhood			Transit Neighborhood
Key Identifying Questions	What are/will be the characteristics of the Station Area?	Predominantly residential district organized around transit station	Development Guidelines	Housing Mix (New Development) [2]	Low-rise, townhomes, some mid-rise and small lot single family
	What is/will be the transit mode in the Station Area?	LRT/Streetcar, BRT, Commuter Rail, Potentially Ferry, Local Bus		Station Area Total Units Target [3]	1,500 - 4,000
	What is/will be the land use mix and density in the Station Area?	Low- to moderate-density, predominantly residential uses with supporting commercial and employment uses.		Net Project Density (New Housing) [4]	20 - 50 du/acre
	What are/will be the characteristics of retail in the Station Area?	Primarily local-serving retail opportunity.		Station Area Total Jobs Target	N.A.
	What are/will be major planning and development challenges?	Integrating moderate-density housing and supporting local-serving retail.		Minimum FAR (New Employment Development)	1.0 FAR

REGIONAL CONTEXT

- SB 375 Transit Priority Areas
- Plan Bay Area
- SMART
- Greenbrae Corridor Improvement Project
- Larkspur Ferry Terminal development

TRANSIT PRIORITY AREAS

- Established by SB 375
- A Transit Priority Area is an area within a ½-mile of high quality transit: a rail stop or a bus corridor that provides or will provide at least 15-minute frequency service during peak hours by the year 2035.

TRANSIT PRIORITY PROJECTS

CEQA Streamlining can only apply to Transit Priority Projects (TPP)

- Contain at least 50 percent residential use (commercial use, if any, must have floor area ratio of not less than 0.75)
- Have a minimum net density of 20 units per acre; and
- Be located within one-half mile of a major transit stop or high-quality transit corridor included in the RTP.



- Adopted by MTC and ABAG July 18, 2013.
- Adoption of Plan Bay Area does not mandate any changes to local zoning, general plans or project review.
- Establishes job, population, and housing growth projections for all Bay Area counties.
- Identifies needed regional infrastructure and transit projects.
- Establishes funding strategies (One Bay Area Grant program).

ONE BAY AREA GRANT (OBAG)

- OBAG program commits \$320 million through FY 15-16.
- Marin County received \$10 million in OBAG funds; \$5 million set aside for projects in PDAs.

PRIORITY DEVELOPMENT AREAS

- Transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development.
- Jurisdictions must apply to ABAG/MTC for PDA designation.
- **PDA “place types” address a variety of land uses, densities, and intensities.**

LARKSPUR STATION AREA

- Station Area Planning Grant program has transitioned into a PDA Planning Grant Program (Place Types Retained).
- **Station Area Plan is consistent 'Transit Neighborhood' PDA Place Type.**
- City Council has not applied for a PDA in Station Area.
- There is no obligation to apply.

OTHER REGIONAL PROJECTS

- SMART
- GCIP
- Larkspur Ferry Terminal



- **September 23, 2013: SMART accepted into federal “Small Starts”** program to fund environmental review and design of San Rafael-Larkspur extension
- September 26, 2013: TAM Board votes to recommend \$11.4 million in RM2 funds to SMART to use as local match for construction grants for San Rafael-Larkspur extension



GREENBRAE CORRIDOR IMPROVEMENT PROJECT

Greenbrae Corridor Advisory Working Group

- 8/26/13: Recommended \$166.8 million to construct or study individual infrastructure projects

TAM Board

- 9/26/13: Approved \$39.6 million to construct or study individual infrastructure projects
- Incl. \$11.4 million in RM2 funds recommended to SMART; MTC to take action



LARKSPUR FERRY TERMINAL

- May 2013: GGBHTD Board adopts Larkspur Ferry Vision Plan
- July 2013: GGBHTD Board authorizes Ross Valley ferry feeder service ("**The Wave**"), **study of \$2-\$5 parking fee**, short-term parking agreements with RVSD and MCM

- Parking Fee
 - Open house Oct. 3 and 8
 - Formal public hearing Oct. 17
 - Implementation anticipated Jan. 2014
- Coordination with GGBHTD during SAP process
 - TAC representative
 - GGBHTD is aware of land use recommendations in draft Station Area Plan

PLANNING PROCESS

COMMUNITY ADVISORY COMMITTEE

7 meetings, May 2012 – June 2013

- Residents
- Business and property owners
- Representatives of the Library Board, Planning Commission, Heritage Preservation Board, City Council, Parks and Recreation Commission

TECHNICAL ADVISORY COMMITTEE

4 meetings, May 2012 – June 2013



COMMUNITY WORKSHOPS

July 2012

Exploration of assets and opportunities for improvement in the Station Area.

50 attendees

Nov. 2012

Discussion of draft land use alternatives based on community and CAC input.

50 attendees

March 2013

Discussion on station connectivity, draft urban design guidelines, and public space improvements.

30 attendees

December 2013

Review of Draft Station Area Plan



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Accessible Circulation Framework



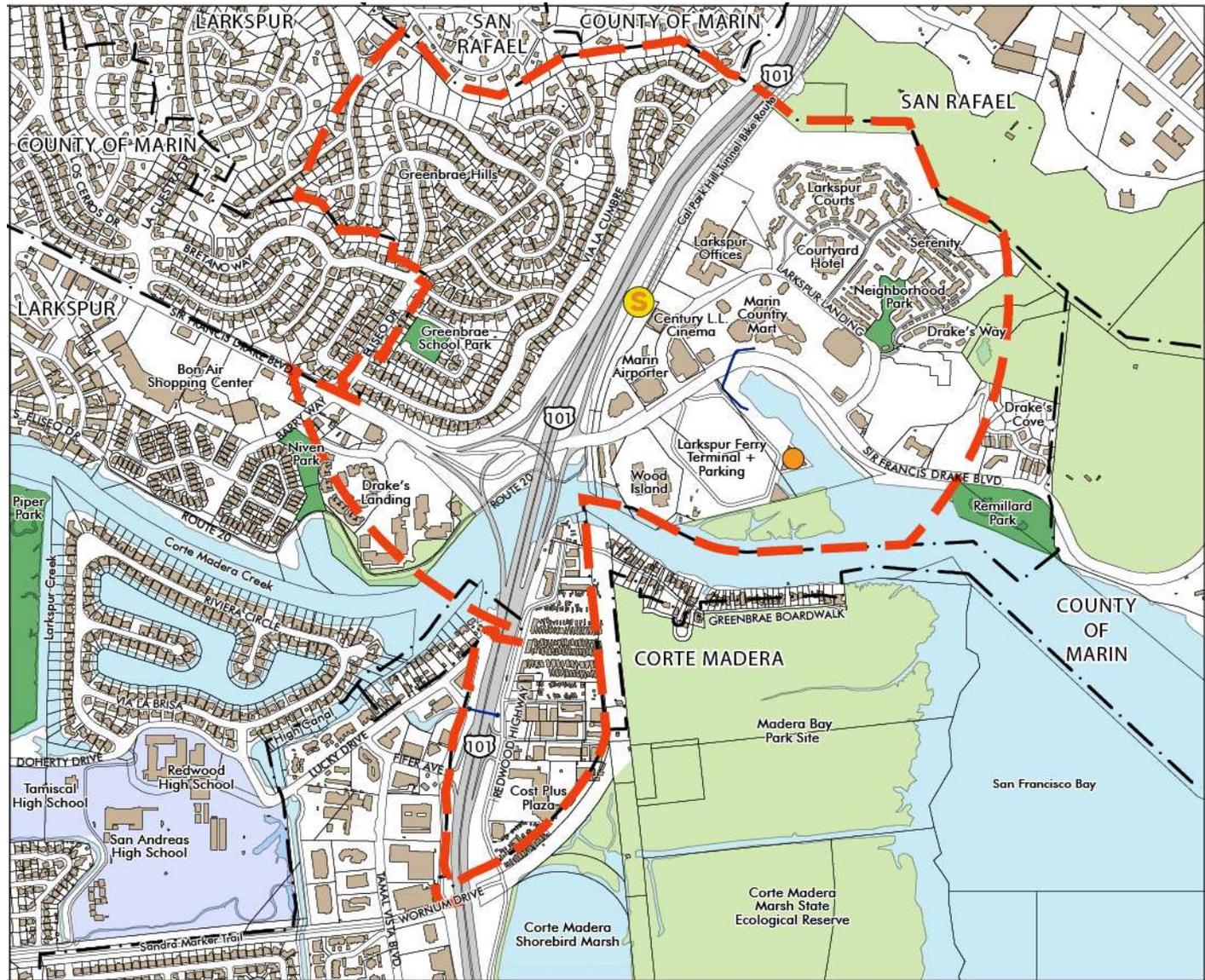
Supportive Land Uses and Densities



Attractive Public Environment



LARKSPUR STATION AREA PLAN STUDY AREA



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

OPPORTUNITY FOR TRANSIT-ORIENTED DEVELOPMENT

- Rich transit environment
- Bicycle and pedestrian amenities
- Mix of uses
- Older demographic



CHALLENGES FOR TRANSIT-ORIENTED DEVELOPMENT

Traffic

- Congestion on Sir Francis Drake Blvd.
- Regional issue
- Barriers to pedestrian/bicycle connectivity

Transit

- Planned SMART station is not at the Ferry Terminal
- Parking demand for the ferry



CHALLENGES FOR TRANSIT-ORIENTED DEVELOPMENT

- Desire to protect views
- Desire to protect Larkspur's existing "village" character



PROPOSED PLAN

VISION FOR THE LARKSPUR STATION AREA

A Larkspur neighborhood that:

- Supports a diverse population
- Capitalizes on the wealth of existing and planned transit services and encourages walking, bicycling and transit use as preferred modes of daily travel
- Provides a broad mix of employment, retail, and residential opportunities, while addressing regional traffic congestion that constrains development
- Enhances non-auto transportation options for the city and region minimize GHG emissions and associated environmental impacts
- Preserves and enhance its natural resources, scenic views and small town quality of life

PROPOSED LAND USE

Mix of uses

- Additional development near transit (Ferry and SMART)
- Residential uses respond to market demand, support transit, and facilitate additional retail
- Office uses provide employment opportunities

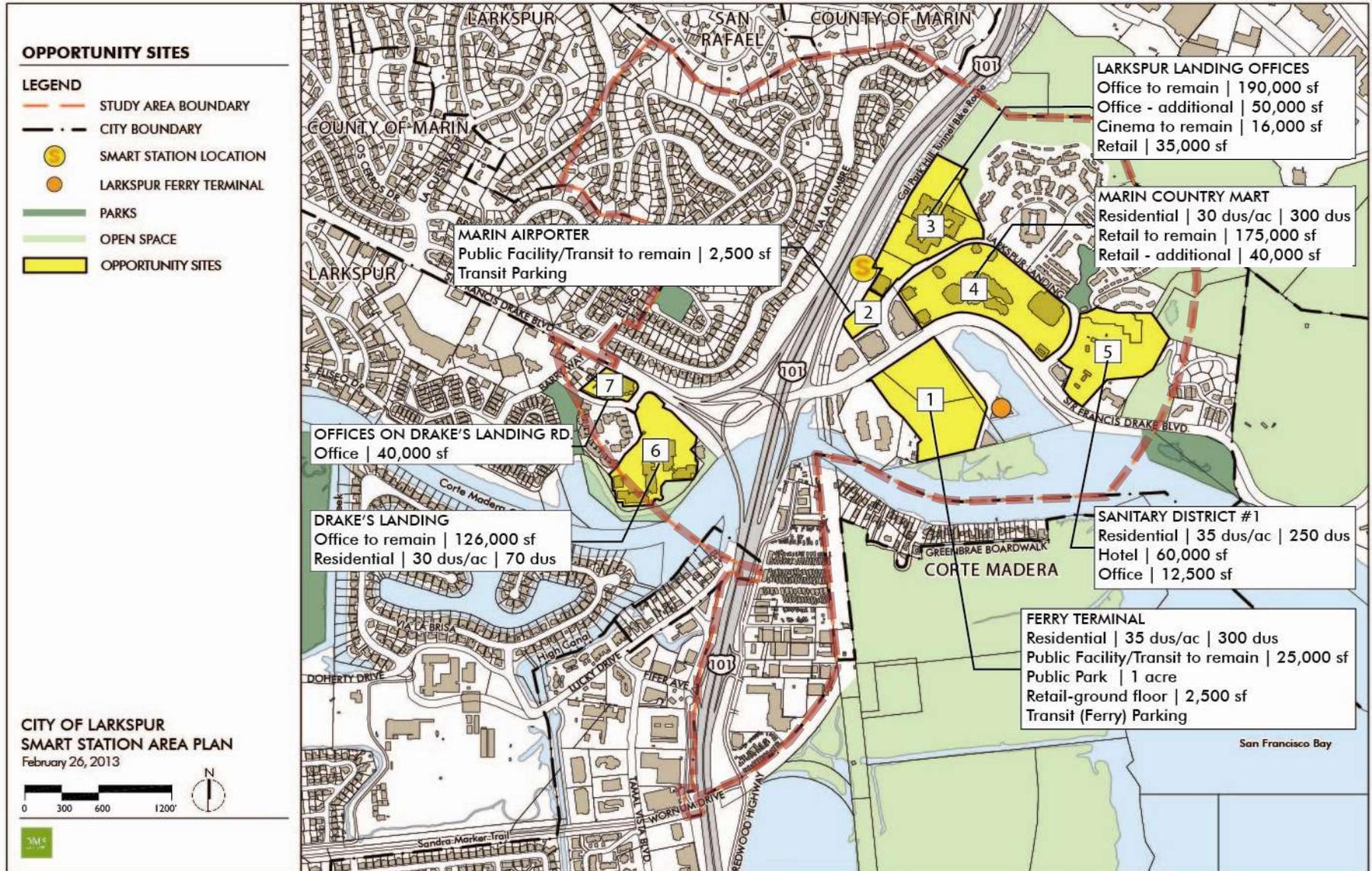
Moderate development densities

- Balance between achieving TOD and not exacerbating SFD traffic

Supported by mode shift measures and parking management strategies

Redwood Highway: no change - preserve industrial and affordable housing uses

PROPOSED PLAN – POTENTIAL DEVELOPMENT



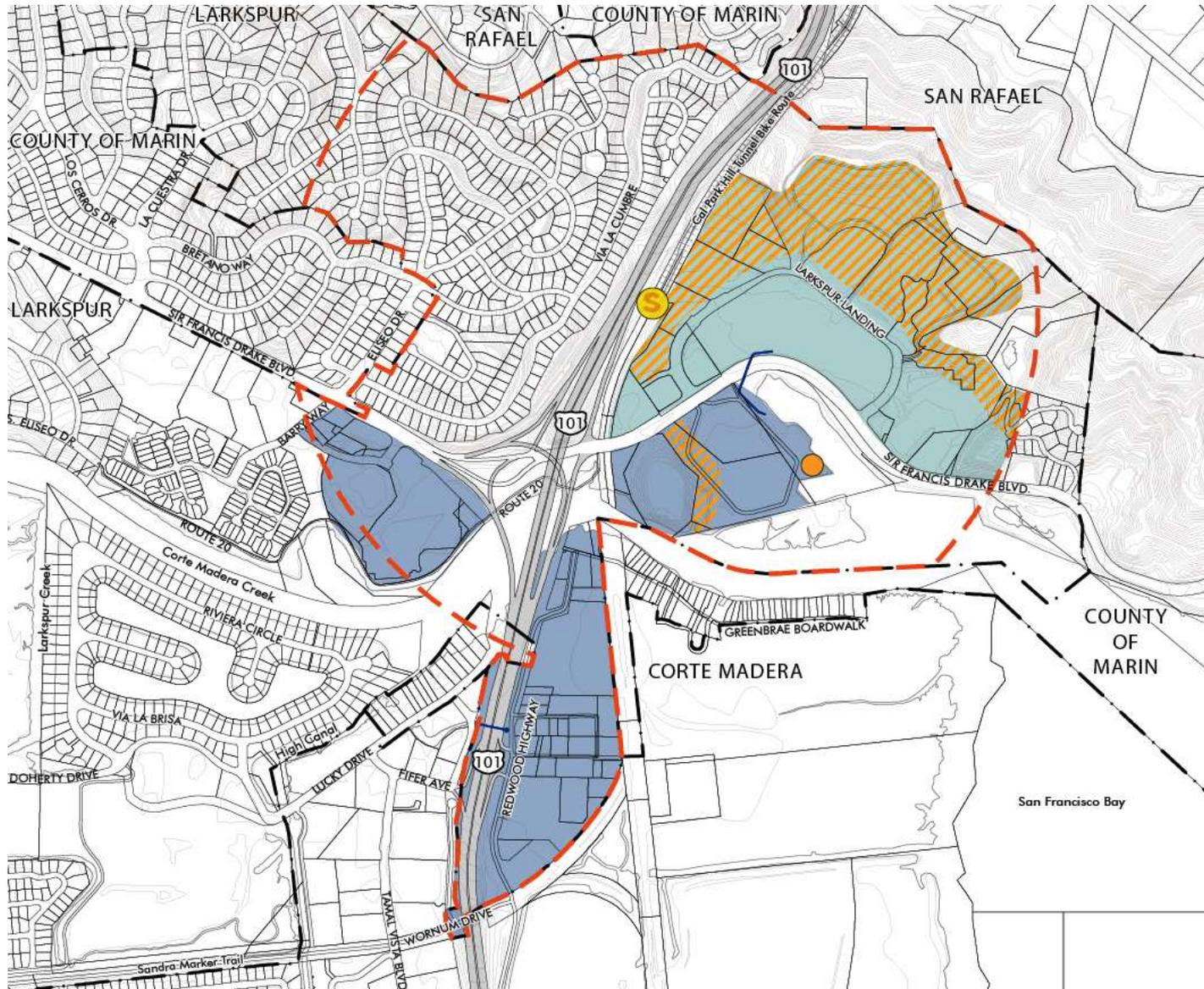
PROPOSED PLAN – DEVELOPMENT PROJECTIONS

Land Use	Total Existing in Study Area	New Development on Opportunity Sites	Total Development in Study Area (Existing + Proposed)
Office/Public	750,800 sf	39,500 sf	790,300 sf
Hotel	119,000 sf	60,000 sf	179,000 sf
Retail/Cinema	317,000 sf	77,500 sf	394,500 sf
Residential	1,350 dus	920 dus	2,270 dus
Industrial/ Auto-Serving	245,000 sf	0 sf	245,000 sf

Fits within MTC's Transit Neighborhood density range. (See slide 4)

BUILDING SCALE

- 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



PEDESTRIAN AND BICYCLE NETWORK

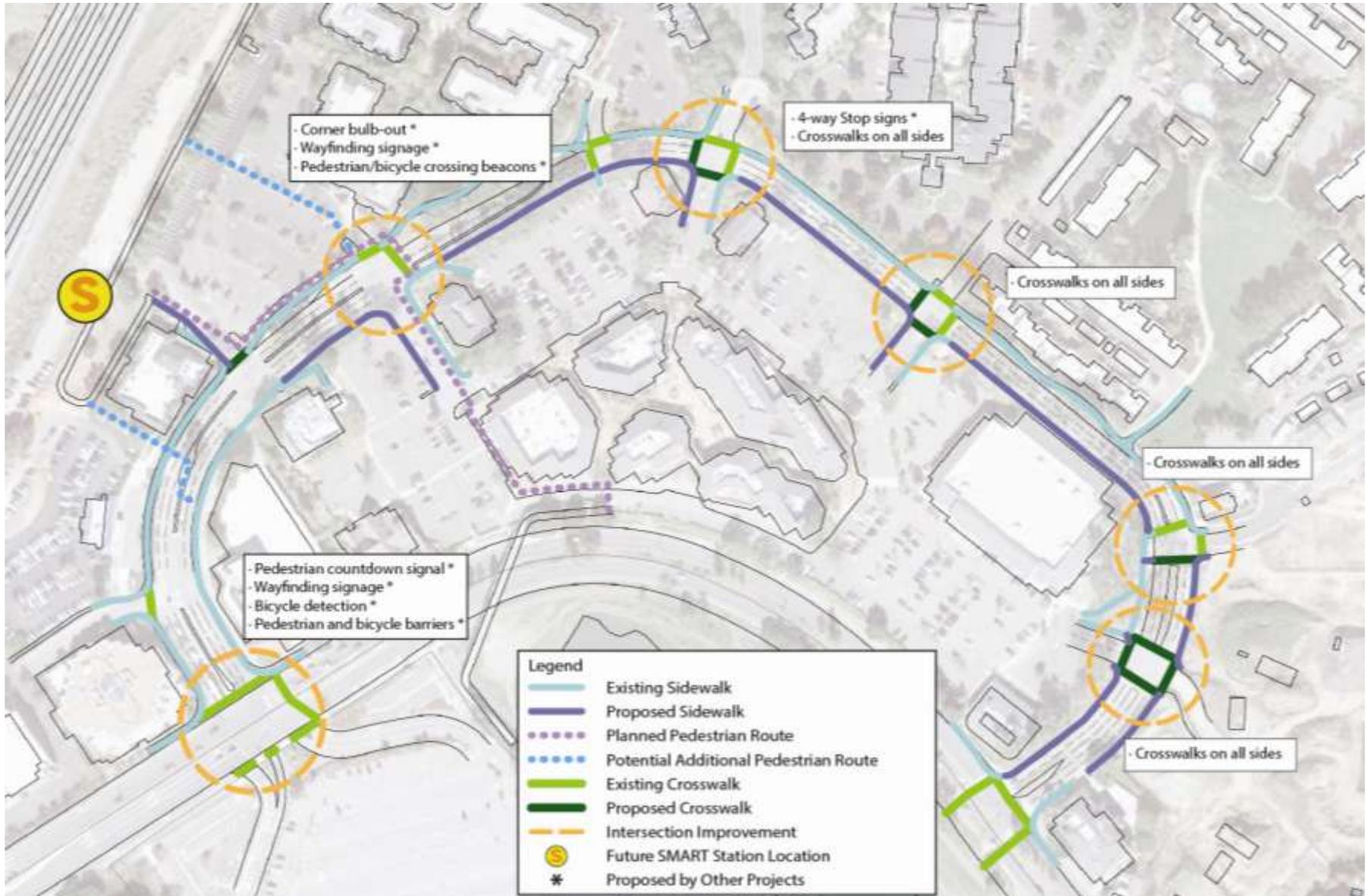
LEGEND

- STUDY AREA BOUNDARY
- CITY BOUNDARY
- SMART STATION LOCATION
- LARKSPUR FERRY TERMINAL
- PROPOSED BY STATION AREA PLAN**
- INTERSECTION IMPROVEMENT
- SIDEWALK
- POTENTIAL NEW STREETS¹
- POTENTIAL ADDITIONAL PEDESTRIAN ROUTES²
- PROPOSED BY OTHER PROJECTS**
- INTERSECTION IMPROVEMENT
- SIDEWALK
- CLASS I MULTI-USE PATH
- CLASS II BIKEWAY
- CLASS III BIKEWAY
- EXISTING PEDESTRIAN & BICYCLE FACILITIES**
- SIDEWALK³
- CLASS I MULTI-USE PATH
- CLASS II BIKEWAY
- CLASS III BIKEWAY

- ¹ Approximate locations; specific locations to be determined
- ² Requires further study
- ³ Existing sidewalks documented only along Sir Francis Drake Boulevard and Larkspur Landing Circle.



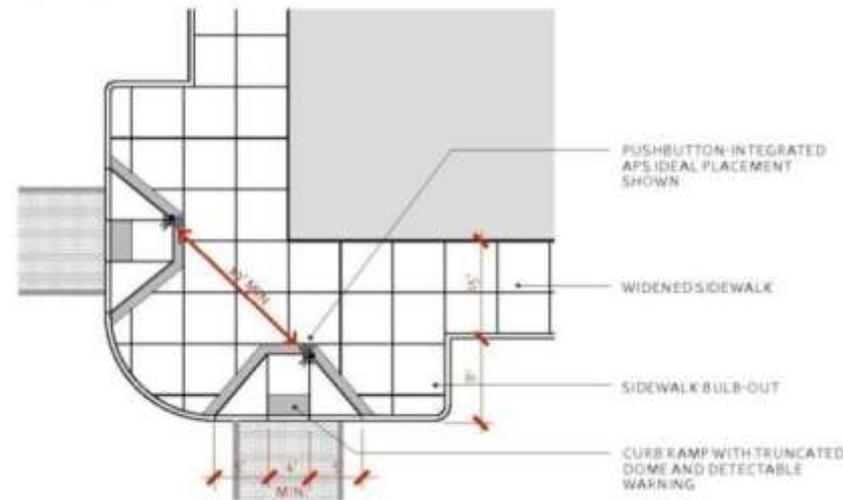
LARKSPUR LANDING CIRCLE IMPROVEMENTS



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.



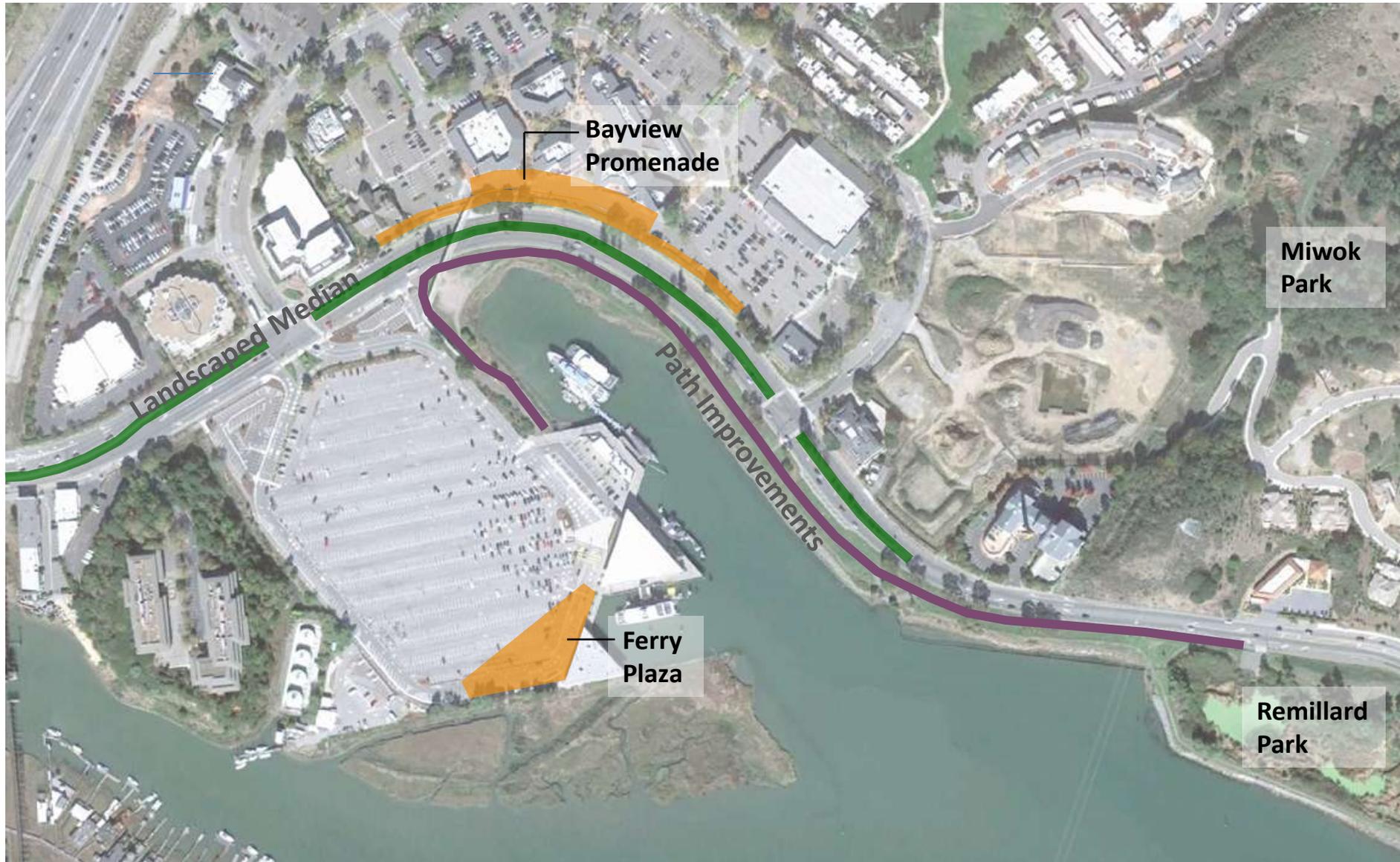
PROGRAMS: AFFORDABLE HOUSING AND BUSINESS PRESERVATION

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:

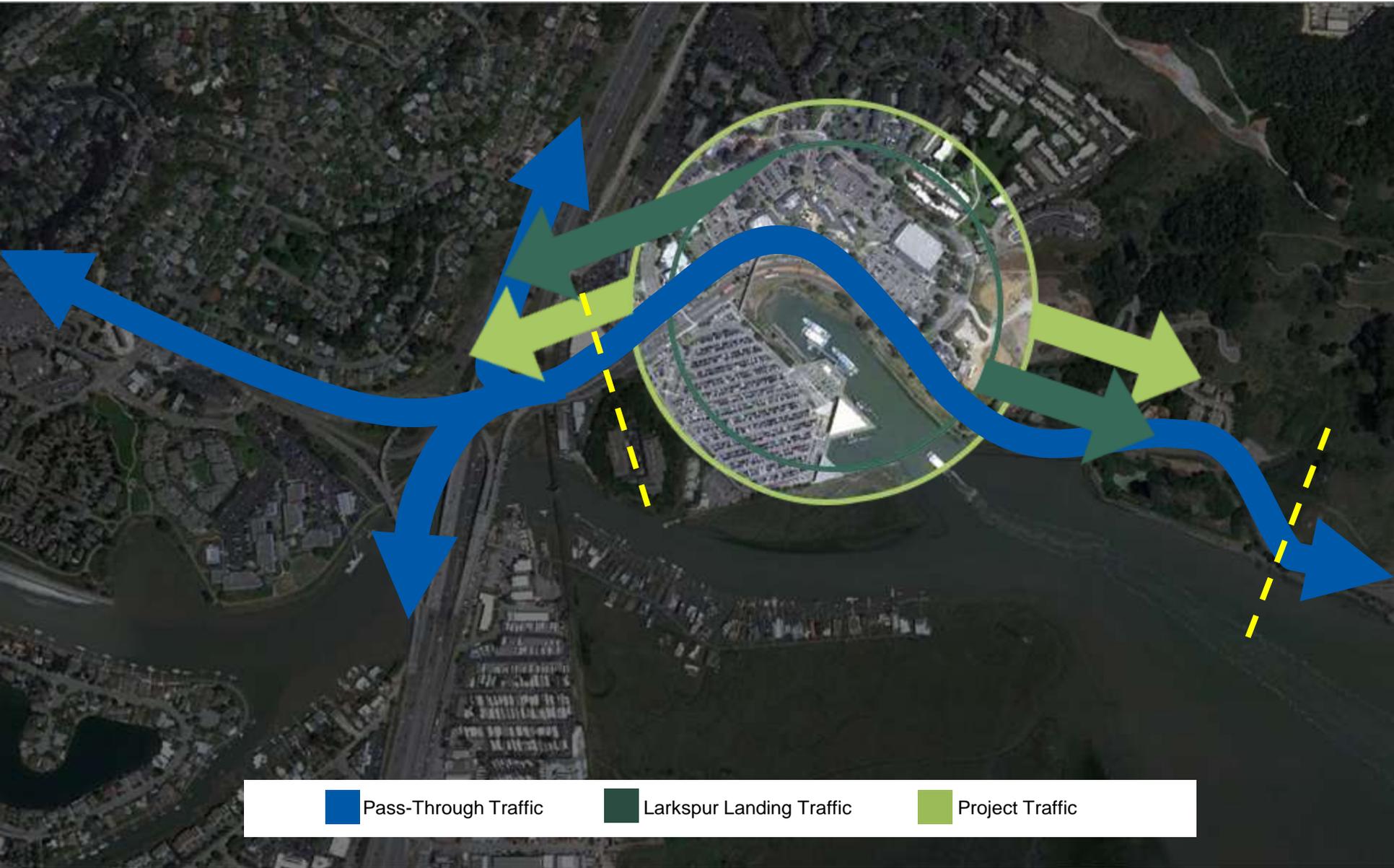
- Update the Inclusionary Housing Ordinance / Conduct a nexus study as part of the upcoming Housing Element update
- Study creating a commercial and/or residential linkage fee
- Consider forming a business improvement district or commercial corridor revitalization program
- Work with developers and property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

PROPOSED PLAN – PUBLIC FACILITIES AND OPEN SPACE IMPROVEMENTS

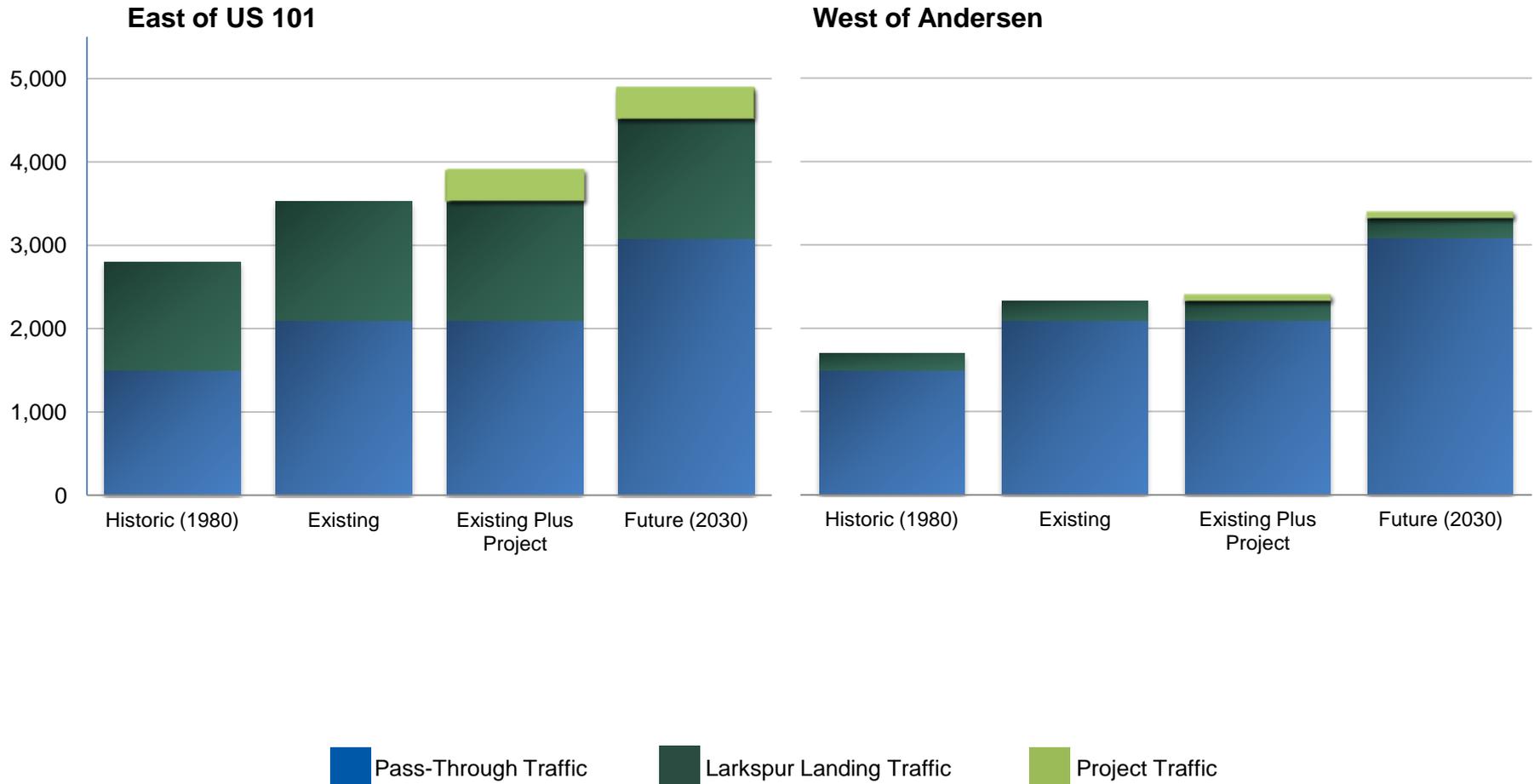


TRANSPORTATION & PARKING

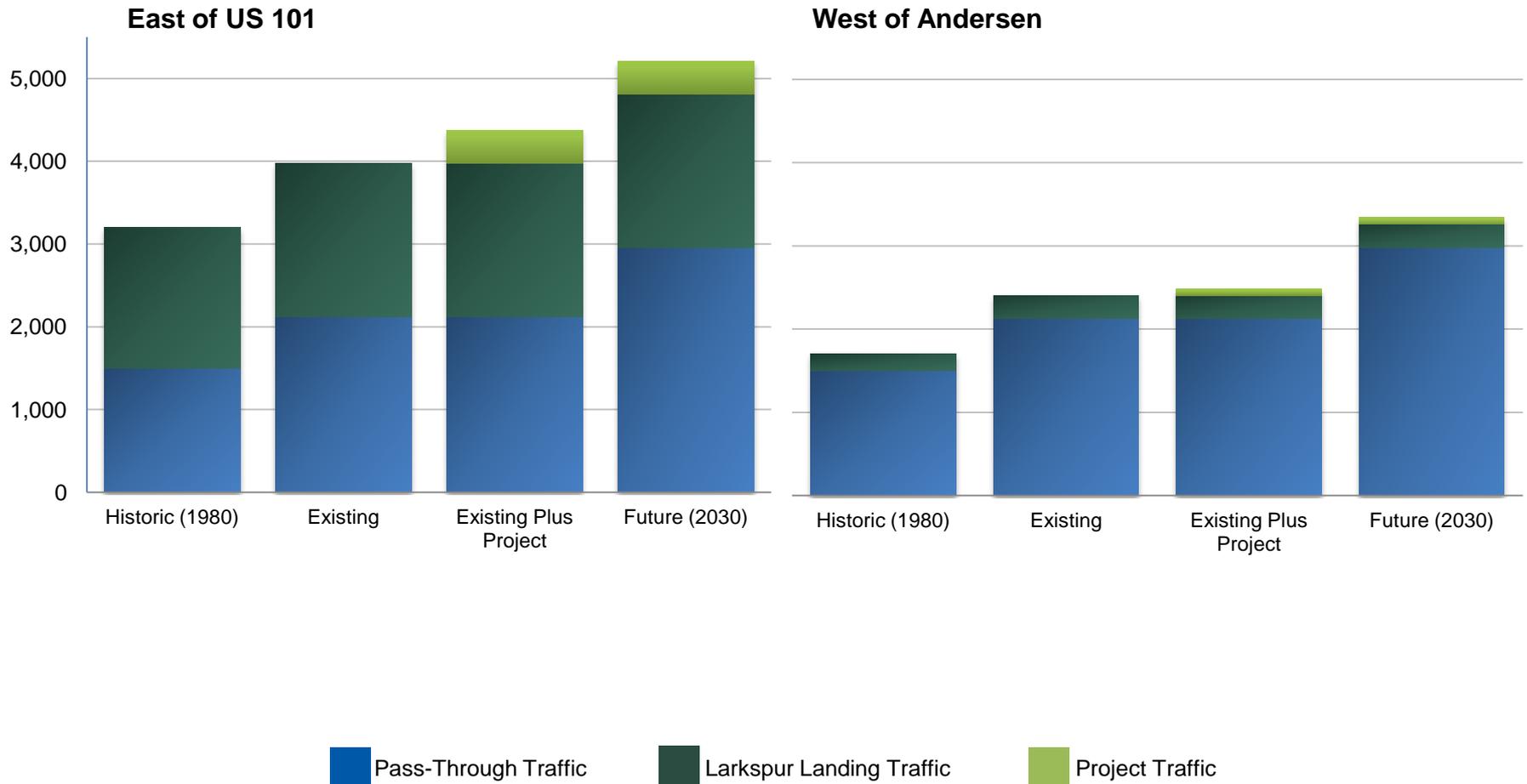
SIR FRANCIS DRAKE TRAFFIC



SIR FRANCIS DRAKE TRAFFIC VOLUMES – AM PEAK HOUR



SIR FRANCIS DRAKE TRAFFIC VOLUMES – PM PEAK HOUR



FUTURE PROJECTION ASSUMPTIONS

- Cumulative traffic forecasts based on Marin Countywide Travel Model, includes data from several sources:
 - Marin Countywide Plan
 - Corte Madera General Plan
 - Larkspur General Plan
 - Other Marin County general plans
 - ABAG regional growth forecasts
 - Local development projects known at time of NOP
- Model accounts for traffic effects of:
 - Local and regional land use changes
 - Local and regional transportation improvements
- Maintained by TAM - base year of 2005 and future year of 2035
- Projections assume existing number of parking spaces for Ferry Terminal patrons is maintained

EXISTING AM INTERSECTION LEVELS OF SERVICE



Peak Period traffic congestion typically lasts from 7:00 AM to 9:00AM

EXISTING PM INTERSECTION LEVELS OF SERVICE



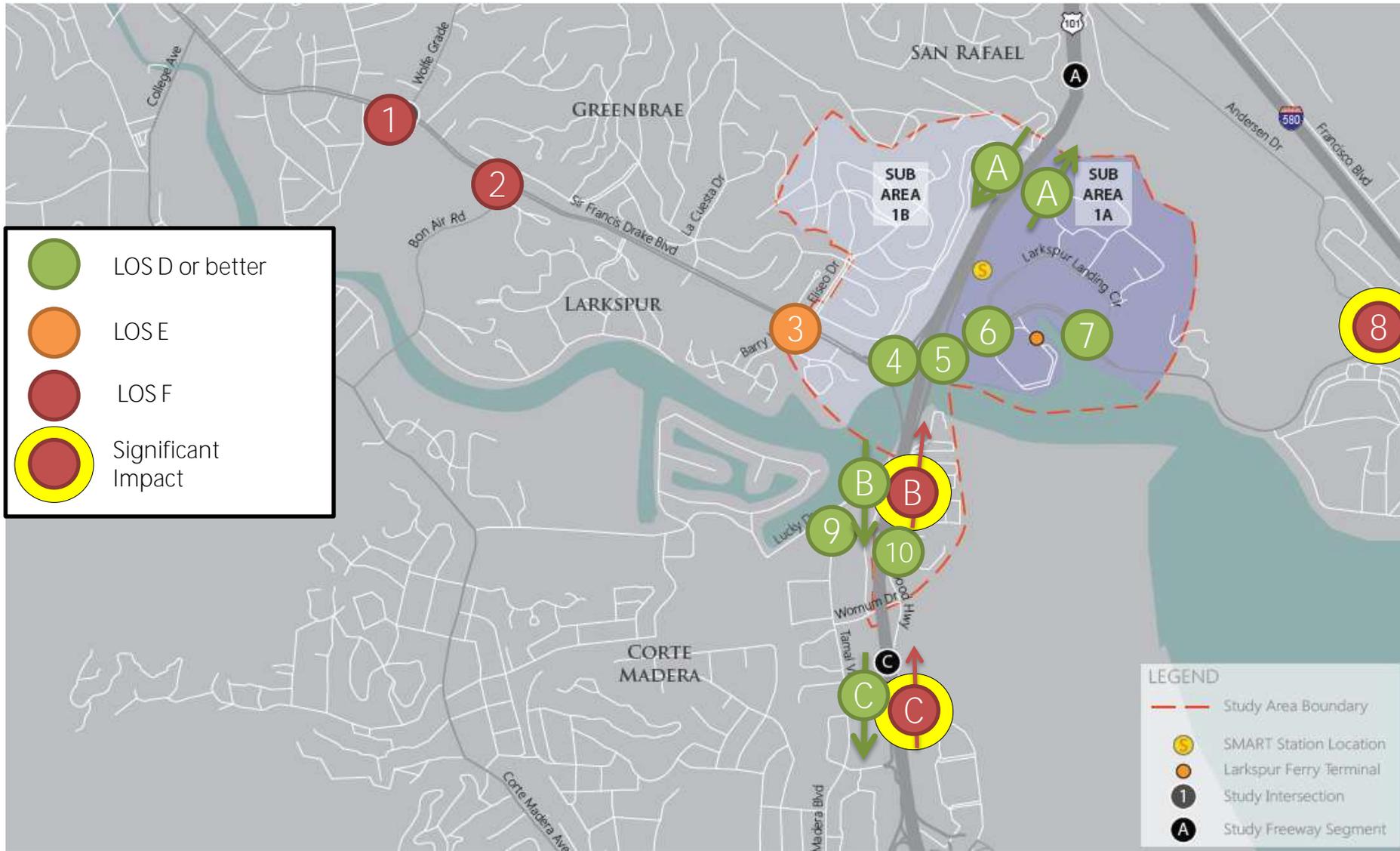
EXISTING + PROJECT PM INTERSECTION LEVELS OF SERVICE



CUMULATIVE + PROJECT AM INTERSECTION LEVELS OF SERVICE



CUMULATIVE + PROJECT PM INTERSECTION LEVELS OF SERVICE



TRAFFIC MITIGATION MEASURES

Roadway Mitigation Measures

- Construct third eastbound through lane Sir Francis Drake between Eliseo and US-101.
- Optimize signals between Larkspur Landing and US-101.
- Stripe third westbound through lane on Sir Francis Drake between pedestrian overcrossing and Larkspur Landing Circle (West).
- Install traffic signal at Sir Francis Drake / Andersen Drive.

Conclusions

- No new roadway changes. All measures are recommended in adopted plans or projects.
- Would return traffic to existing levels of congestion.

POLICIES AND PROGRAM RECOMMENDATIONS

Reduce vehicle trips through Transportation Demand Management Program

- On-site coordinator to promote non-auto options
- Employer vanpool and carpool programs or school bus programs
- Free or discounted transit passes to residents and employers
- Secure bicycle parking and bicycle sharing



Limit new vehicle trips through Vehicle Trip Cap

- Monitor traffic volumes into and out of site
- If traffic volumes exceed trip cap:
 - Implement additional trip reduction measures
 - Limit new development without additional trip reduction measures



Provide incentives for senior and affordable housing

- Reduces peak hour traffic generation and parking requirements

POLICIES AND PROGRAM RECOMMENDATIONS

Parking

- Reduce off-street parking requirements through shared parking and off-street parking maximums
- Unbundled parking for residents and parking cash out options for employers
- Parking management strategy including variable parking pricing, premium pricing close to Ferry Terminal, and residential permit districts

Bicycle Parking

- Establish district-wide bicycle parking requirements, including secure long-term and short-term parking options

CITIZEN ADVISORY COMMITTEE CONCLUSIONS

Concerns

- SMART station should be moved closer to the Ferry Terminal.
- Implementation will require coordination of regional entities and outside funding sources.
- Growth controls should be put in place to monitor development and traffic over time.

Vote on Preferred Alternative

- 7 Endorse the plan as it stands
- 3 Support a reduced plan
- 4 Prefer no change and minimize traffic impacts

IMPLEMENTATION

ADDITIONAL STUDIES AND AGENCY COORDINATION



Work with SMART to study extension of the SMART rail line from its currently planned terminus to the Larkspur Ferry Terminal.

- Will require **significant additional study and community input.**

Work with GGBHTD to **ensure the Station Area Plan's long**-term development goals are coordinated with GGBHTD 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.**

POTENTIAL FUNDING SOURCES

Many funding sources give priority to PDAs & other TODs:

- 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 PDAs, adoption of the SMART Station Area PDA will make the station area competitive for OBAG funds.
- Additional funding sources administered by MTC, TAM, and other agencies are targeted to projects in TOD areas.
 - Funding is intended to enhance transit accessibility or improve bicycle or pedestrian circulation.
 - PDAs are likely to become increasingly competitive for these sources of funding.

POTENTIAL FUNDING SOURCES

Regional, 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
- Safe Routes to Transit

Special Assessment Districts

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

NEXT STEPS

- November 2013: Revised General Plan Update work plan to City Council
- Early December 2013: Public Workshop
- Mid-late December 2013: Draft Plan and EIR
- Feb.-Aug. 2014: PC and CC hearings for adoption/certification

Questions?
