

# LARKSPUR SMART STATION AREA PLAN



Public Workshop

December 3, 2013

## PURPOSE OF TODAY'S WORKSHOP

- Provide information about the regional planning context for the Larkspur Station Area, including Plan Bay Area, SMART, and Greenbrae Corridor Improvements
- Present the major land use policies and circulation improvement projects proposed by the Draft Station Area Plan
- **Engage in discussion with the community about the Plan's preparation, intent, and implementation**

# STATION AREA PLANNING GRANT PROGRAM GOALS

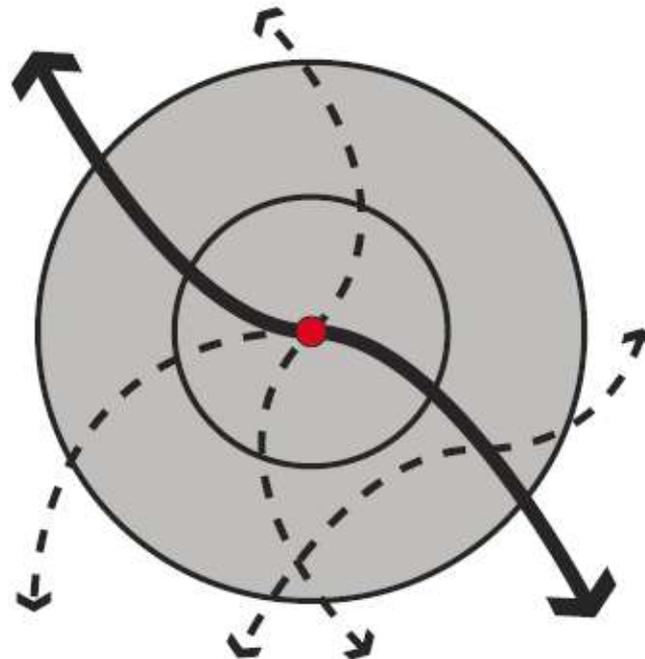
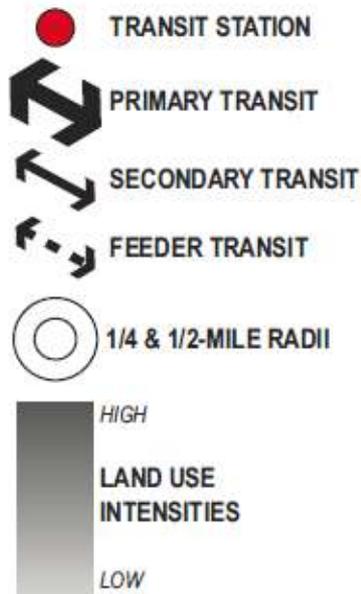
- Promote transit ridership
- Reduce vehicle usage
- Increase housing supply (particularly affordable housing) near station areas
- Increase jobs near transit corridors
- Locate key services and retail within the station areas

# 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
<b>Key Identifying Questions</b>	
What are/will be the characteristics of the Station Area?	Predominantly residential district organized around transit station
What is/will be the transit mode in the Station Area?	LRT/Streetcar, BRT, Commuter Rail, Potentially Ferry, Local Bus
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.
What are/will be the characteristics of retail in the Station Area?	Primarily local-serving retail opportunity.
What are/will be major planning and development challenges?	Integrating moderate-density housing and supporting local-serving retail.

	Transit Neighborhood
<b>Development Guidelines</b>	
Housing Mix (New Development) [2]	Low-rise, townhomes, some mid-rise and small lot single family
Station Area Total Units Target [3]	1,500 - 4,000
Net Project Density (New Housing) [4]	20 - 50 du/acre
Station Area Total Jobs Target	N.A.
Minimum FAR (New Employment Development)	1.0 FAR

# REGIONAL PLANNING CONTEXT

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





- 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).

## 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
- MTC Board will take action on TAM recommendations in March-April 2014



## GREENBRAE CORRIDOR IMPROVEMENT PROJECT

### Greenbrae Corridor Advisory Working Group

- 8/26/13: Recommended \$166.8 million to construct or study individual roadway and bike/ped projects

### TAM Board

- 9/26/13: Approved \$39.6 million to construct or study individual roadway and bike/ped projects
- Incl. \$11.4 million in RM2 funds recommended to SMART; MTC to take action in March-April 2014



## 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
- **September 2013: “The Wave” free ferry feeder service begins serving Ross Valley**
- November 2013: GGBHTD Board votes to impose \$2 parking fee at ferry terminal parking lot beginning January 2014
  - Weekday \$2 parking fee approved 5 a.m. to 3 p.m.
  - Parking fees paid by mobile app, web app, or toll free telephone



- Coordination with GGBHTD during SAP process
  - Funding partner for planning grant (\$10,000 matching funds)
  - Participation on TAC
  - Provided feedback on development scenarios for ferry terminal
  - Informed GGBHTD Board of SAP progress

# PLANNING PROCESS

---

## CITIZEN ADVISORY COMMITTEE

7 meetings, May 2012 – June 2013

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

Preview of Draft Station Area Plan



TRANSIT-  
ORIENTED  
DEVELOPMENT

---

# WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Accessible Circulation Framework



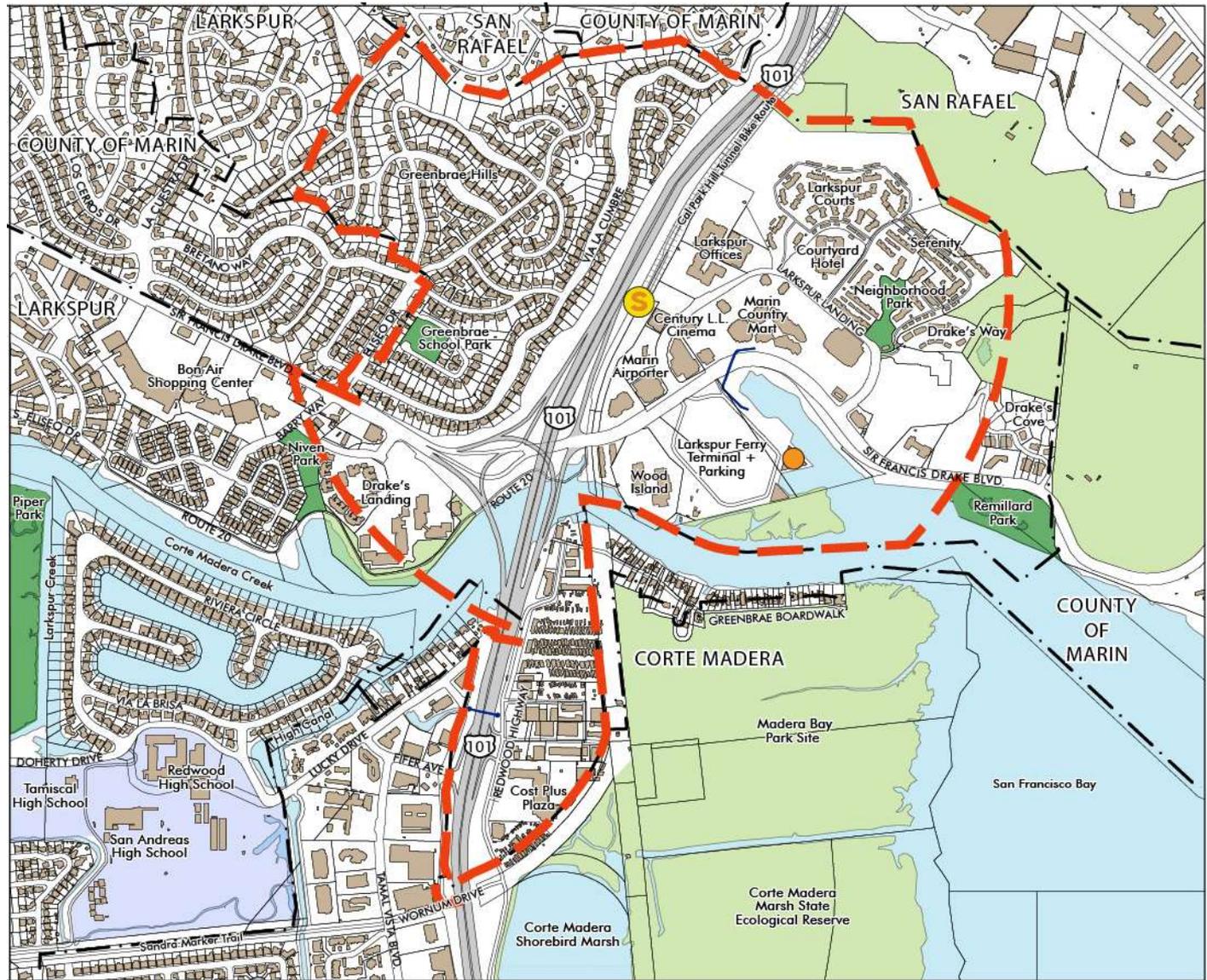
Supportive Land Uses and Densities



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 access to/from bridge
- Barriers to pedestrian/bicycle connectivity

## Transit

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



# CHALLENGES FOR TRANSIT-ORIENTED DEVELOPMENT

## Community Character

- Desire to protect views of Bay and Mt. Tam
- Desire to protect Larkspur's "village" character



# PROPOSED PLAN

---

# INTEGRATED LAND USE / TRANSPORTATION STRATEGY

- Limit development to opportunity sites
- Allow only moderate development intensities
- Calibrate land use locations and densities to minimize traffic impacts
- Adopt strategies to mitigate traffic impacts to zero
  - Transportation demand management
  - Trip cap

# VISION FOR THE LARKSPUR STATION AREA

## Character

- Preserve natural resources, scenic views
- Embody small town quality of life

## Land Use

- Support a diverse and aging population
- Provide a mix of employment, retail, and residential
- Moderate scale

## Circulation and Parking

- Capitalize on transit availability
- Encourage walking, bicycling and transit use
- Minimize or avoid traffic impacts
- Minimize GHG emissions / environmental impacts

# PROPOSED LAND USES

## 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 Densities

- Balance between achieving TOD and not exacerbating SFD traffic

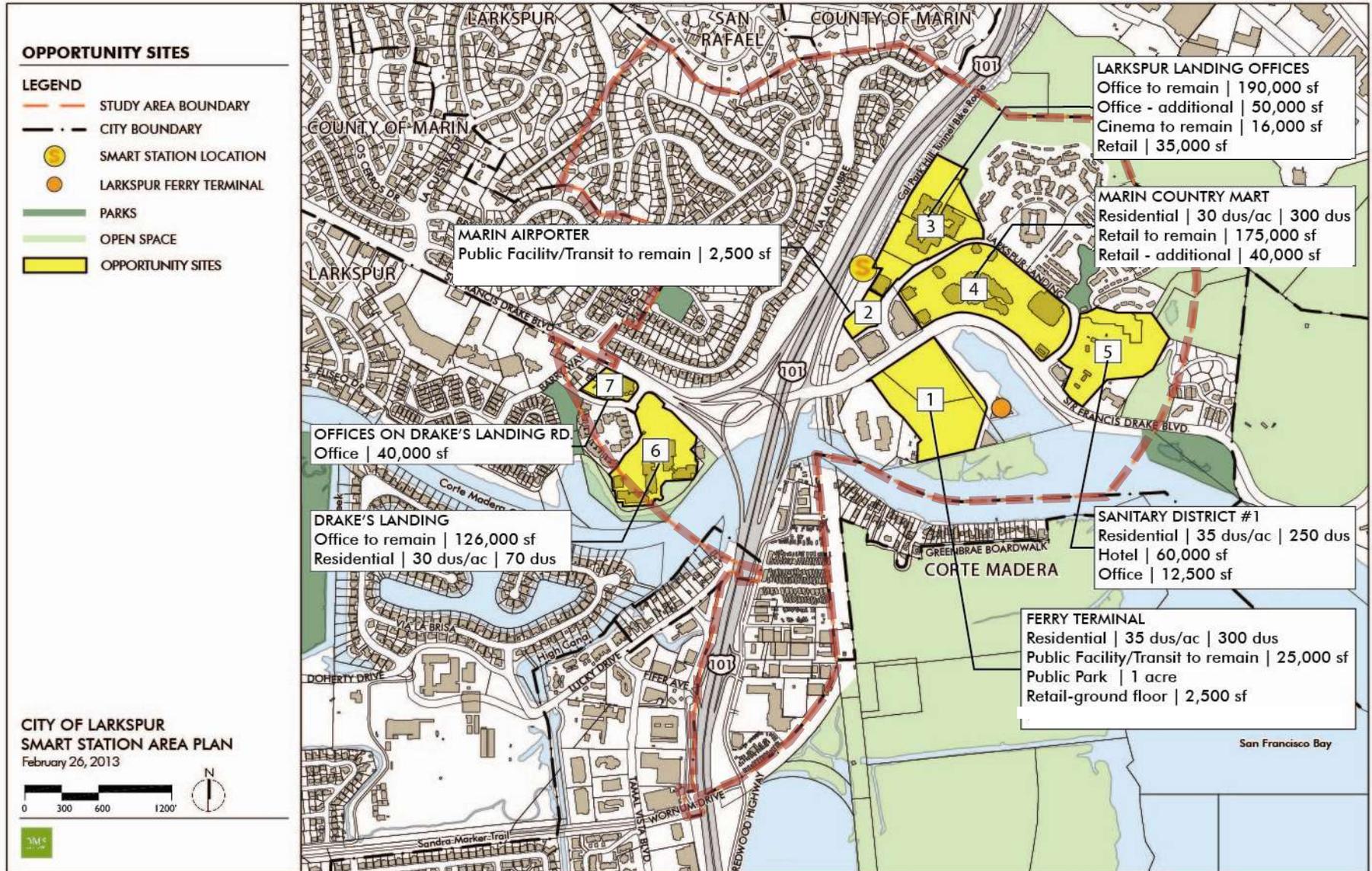
## Areas of No Land Use Change

- Redwood Highway: preserve industrial and affordable housing
- Greenbrae Hills: no change

## CITIZEN ADVISORY COMMITTEE CONCLUSIONS

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

# ILLUSTRATIVE SITE PLAN



# RESIDENTIAL DEVELOPMENT PROTOTYPES: 20 – 35 DU/ACRE



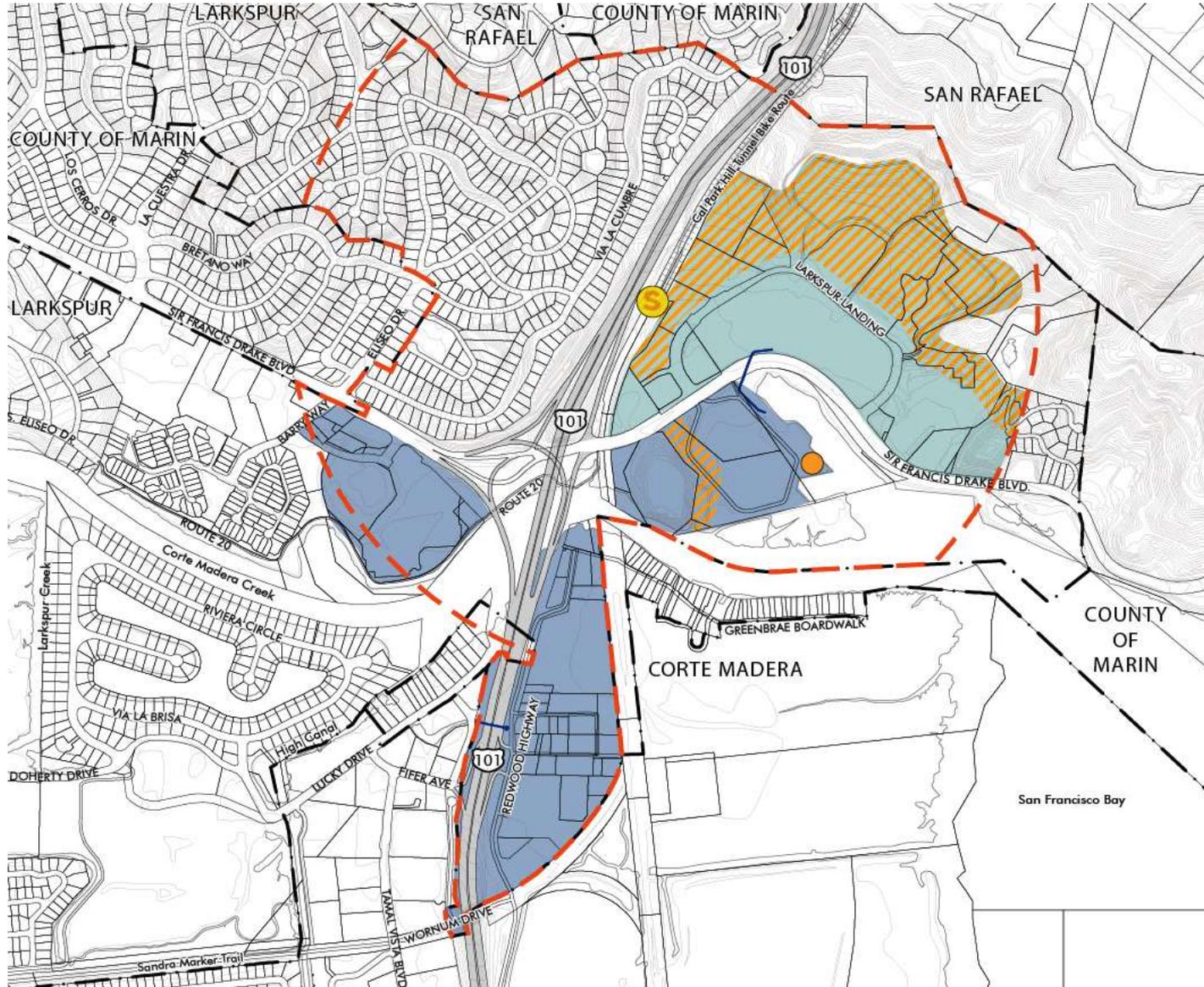
## MAXIMUM DEVELOPMENT POTENTIAL

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
- Buildings should range in height from 2 to 5 stories
- Locations near hillsides can accommodate buildings approaching maximum height.



# PEDESTRIAN AND BICYCLE NETWORK

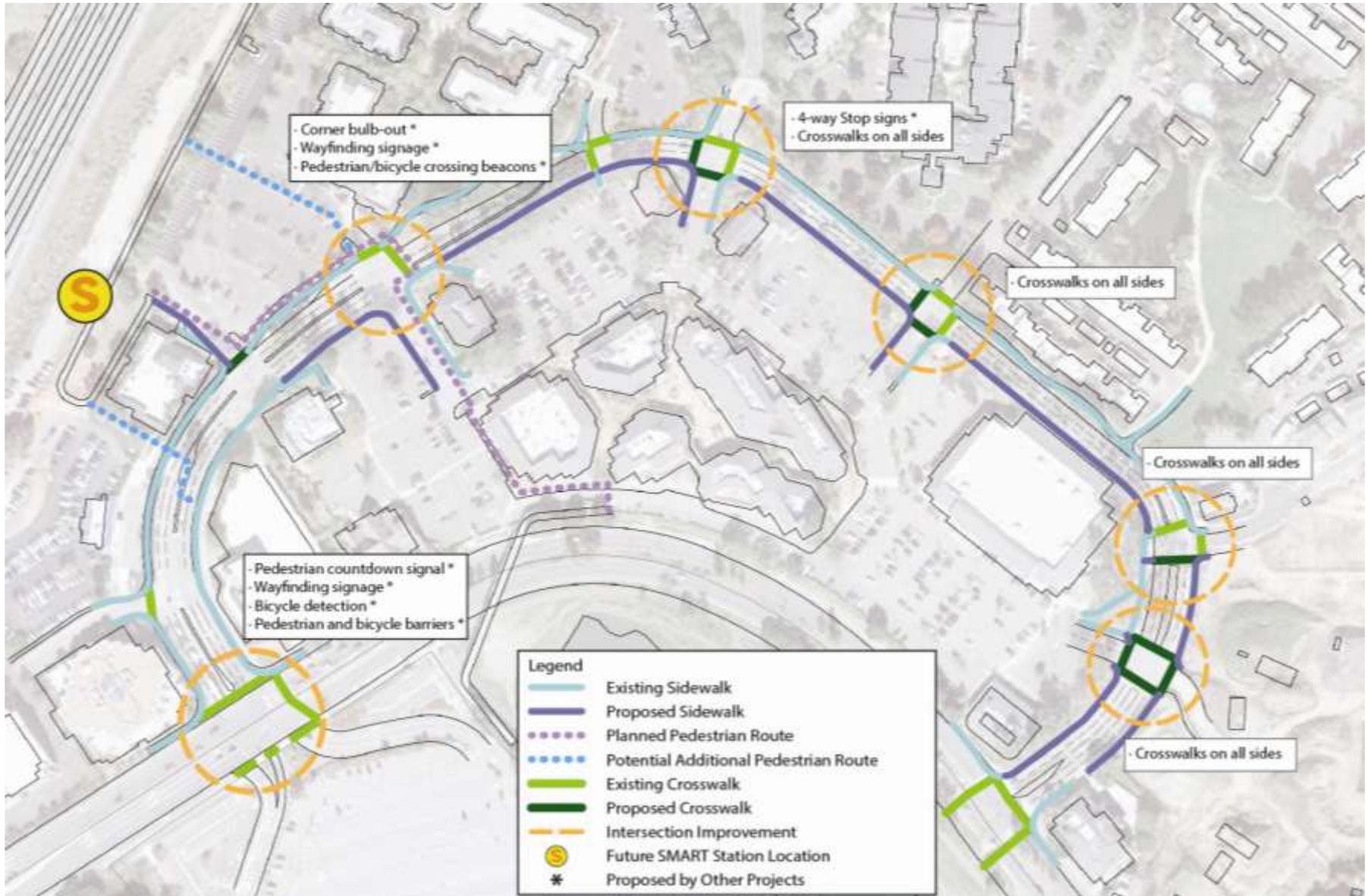
## LEGEND

-  STUDY AREA BOUNDARY
-  CITY BOUNDARY
-  SMART STATION LOCATION
-  LARKSPUR FERRY TERMINAL
- PROPOSED BY STATION AREA PLAN**
-  INTERSECTION IMPROVEMENT
-  SIDEWALK
-  POTENTIAL NEW STREETS<sup>1</sup>
-  POTENTIAL ADDITIONAL PEDESTRIAN ROUTES<sup>2</sup>
- PROPOSED BY OTHER PROJECTS**
-  INTERSECTION IMPROVEMENT
-  SIDEWALK
-  CLASS I MULTI-USE PATH
-  CLASS II BIKEWAY
-  CLASS III BIKEWAY
- EXISTING PEDESTRIAN & BICYCLE FACILITIES**
-  SIDEWALK<sup>3</sup>
-  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.



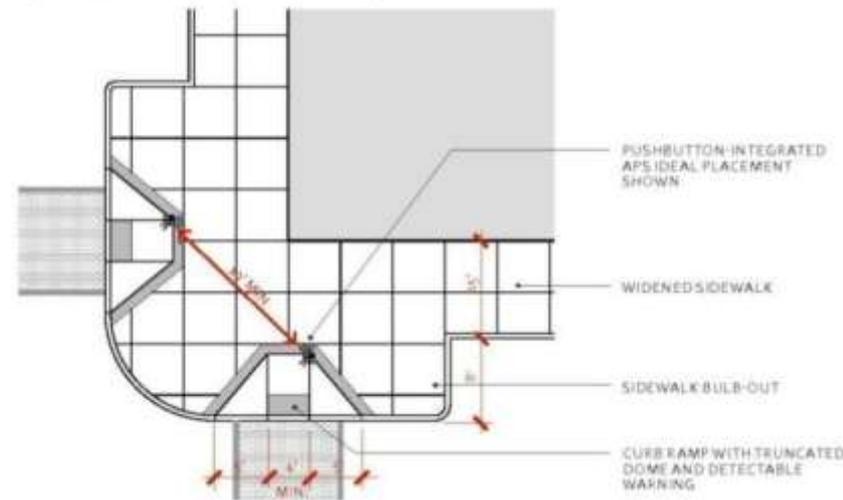
# LARKSPUR LANDING CIRCLE IMPROVEMENTS



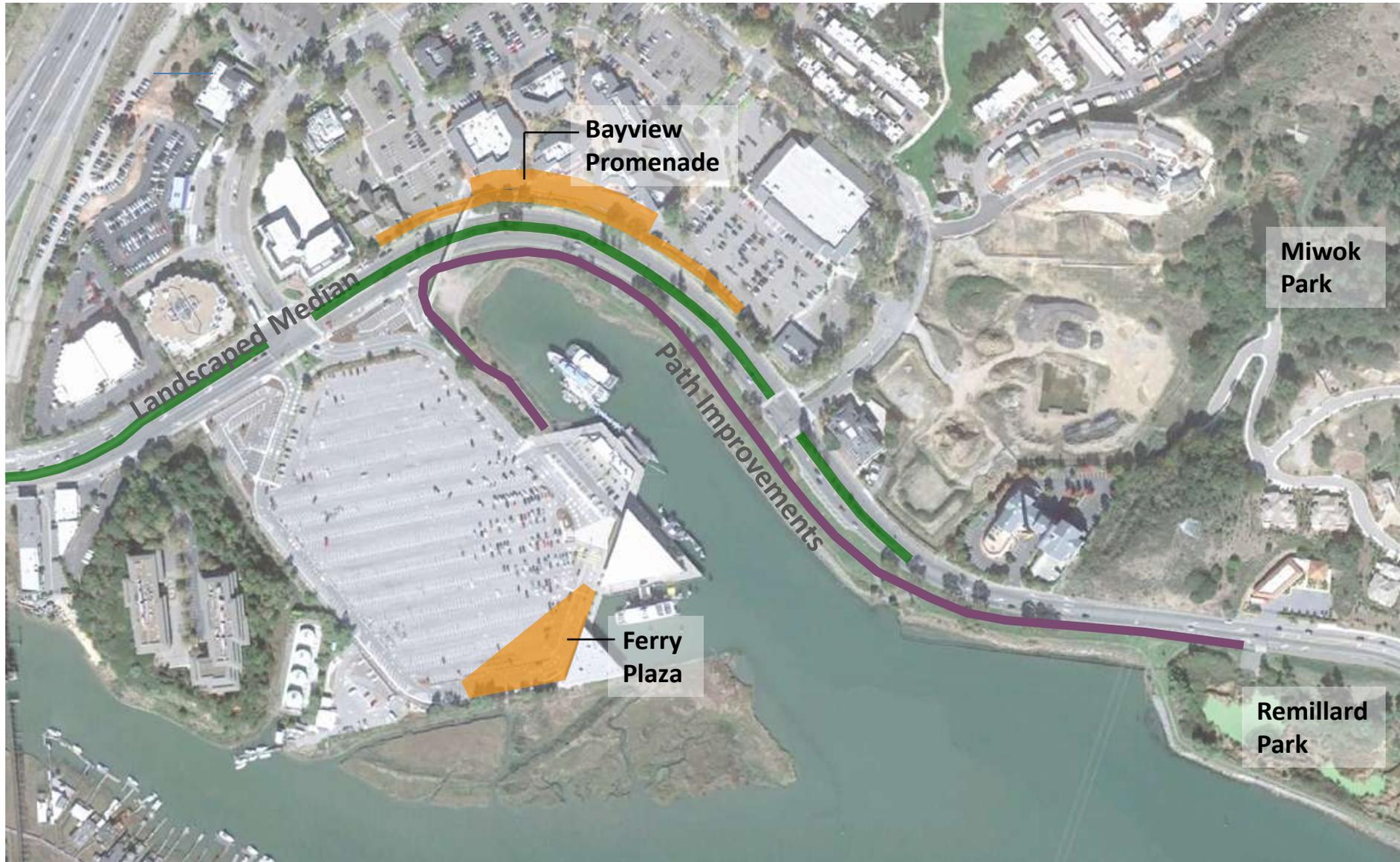
# PEDESTRIAN SAFETY AND ACCESSIBILITY



- Accessible technology at street crossings.
- Traffic calming elements to ensure pedestrian safety.
- Accessible curb ramps .
- Short crossing distances with corner bulb outs and medians .
- Accommodate a diverse demographic with seating, lighting, and accessible paving materials .
- Pedestrian walkways through parking areas.



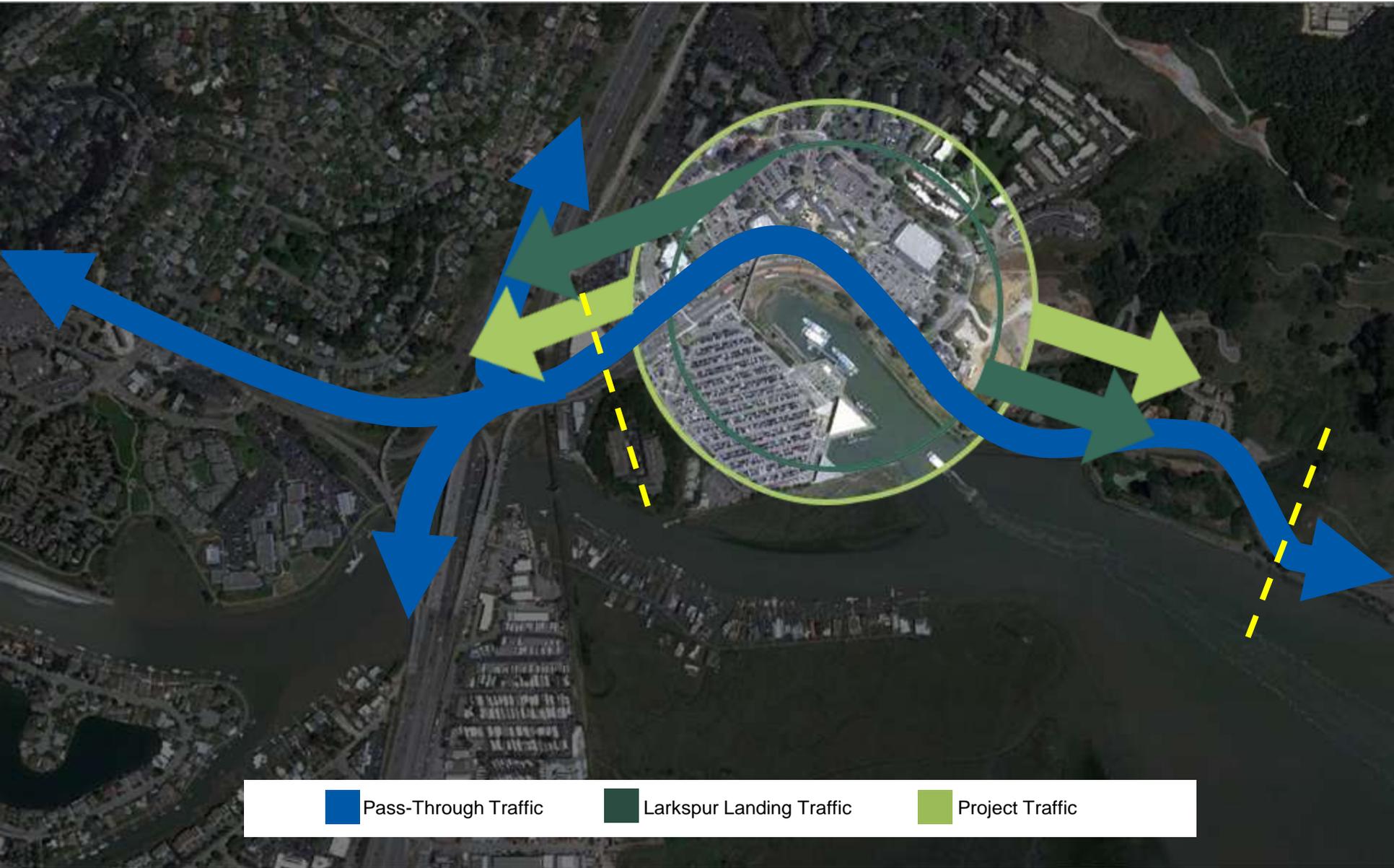
# PROPOSED PLAN – PUBLIC FACILITIES AND OPEN SPACE IMPROVEMENTS



# TRANSPORTATION & PARKING

---

# SIR FRANCIS DRAKE TRAFFIC

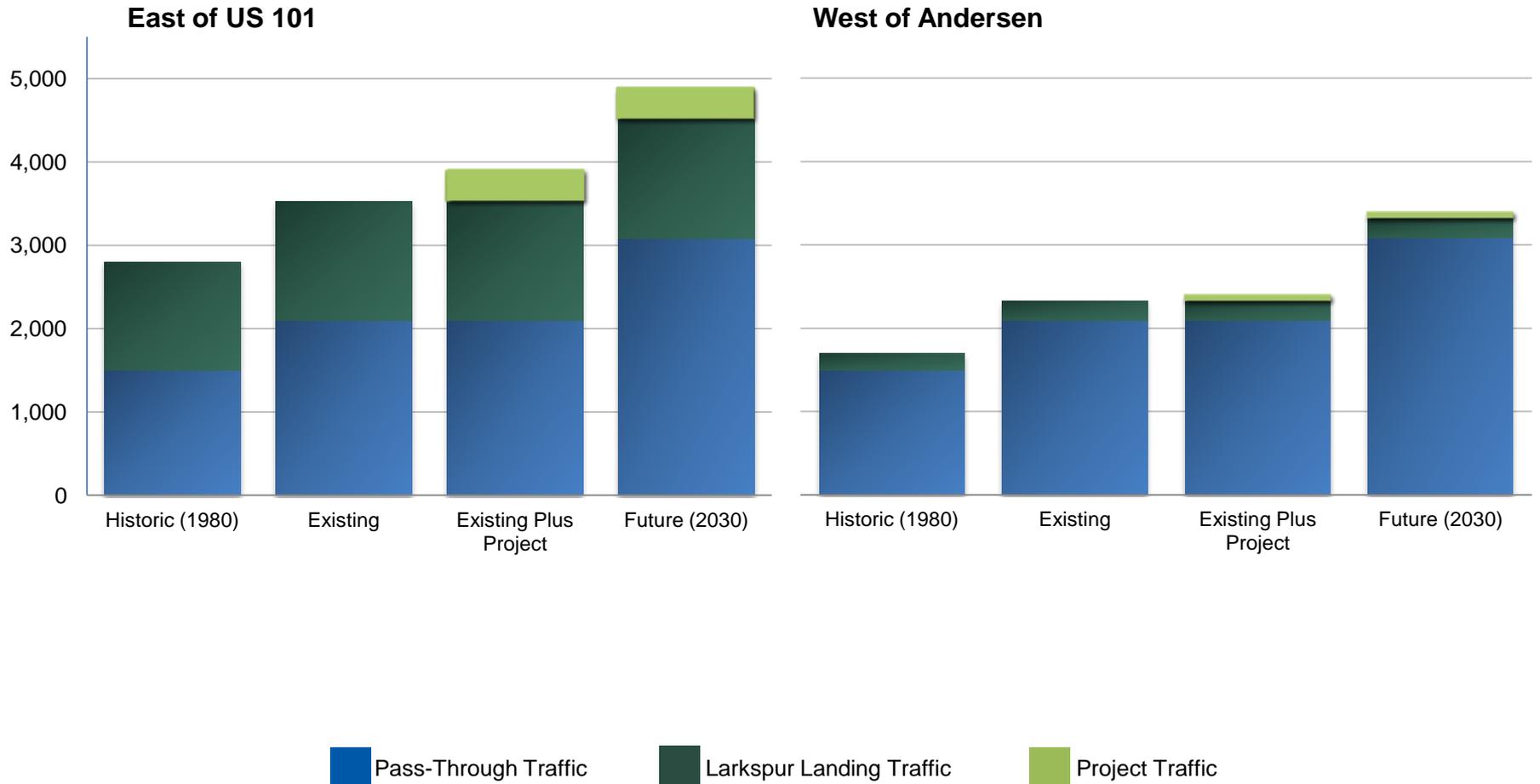


Pass-Through Traffic

Larkspur Landing Traffic

Project Traffic

# SIR FRANCIS DRAKE TRAFFIC VOLUMES – AM PEAK HOUR



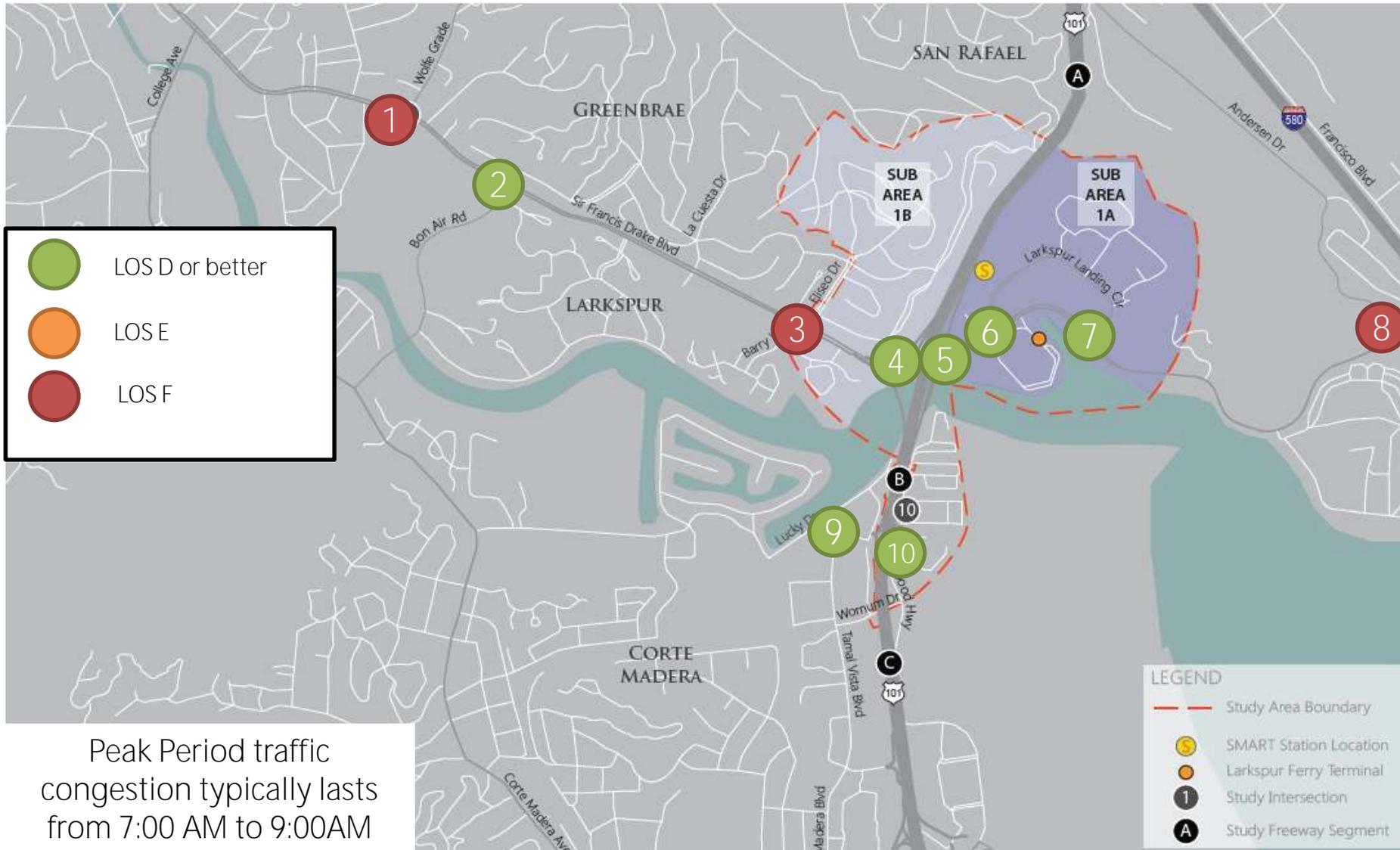
# SIR FRANCIS DRAKE TRAFFIC VOLUMES – PM PEAK HOUR



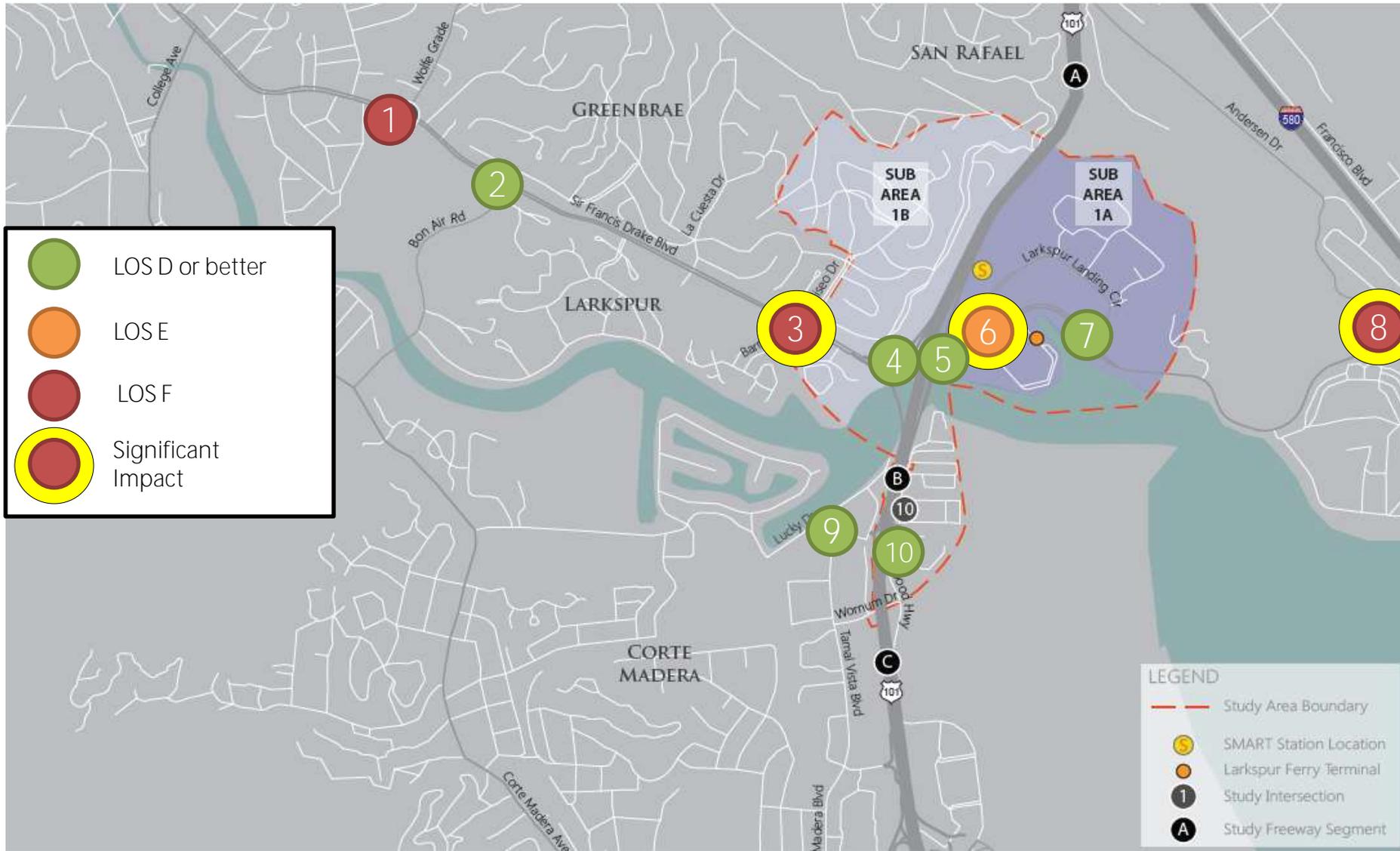
## FUTURE PROJECTION ASSUMPTIONS

- 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
    - SMART included in Traffic Model
    - Greenbrae Interchange improvements not included in Traffic Model
- Maintained by TAM - base year of 2005 and future year of 2035
- Parking: Maintain ferry terminal parking

# EXISTING AM INTERSECTION LEVELS OF SERVICE



# EXISTING + PROJECT AM INTERSECTION LEVELS OF SERVICE



# EXISTING PM INTERSECTION LEVELS OF SERVICE



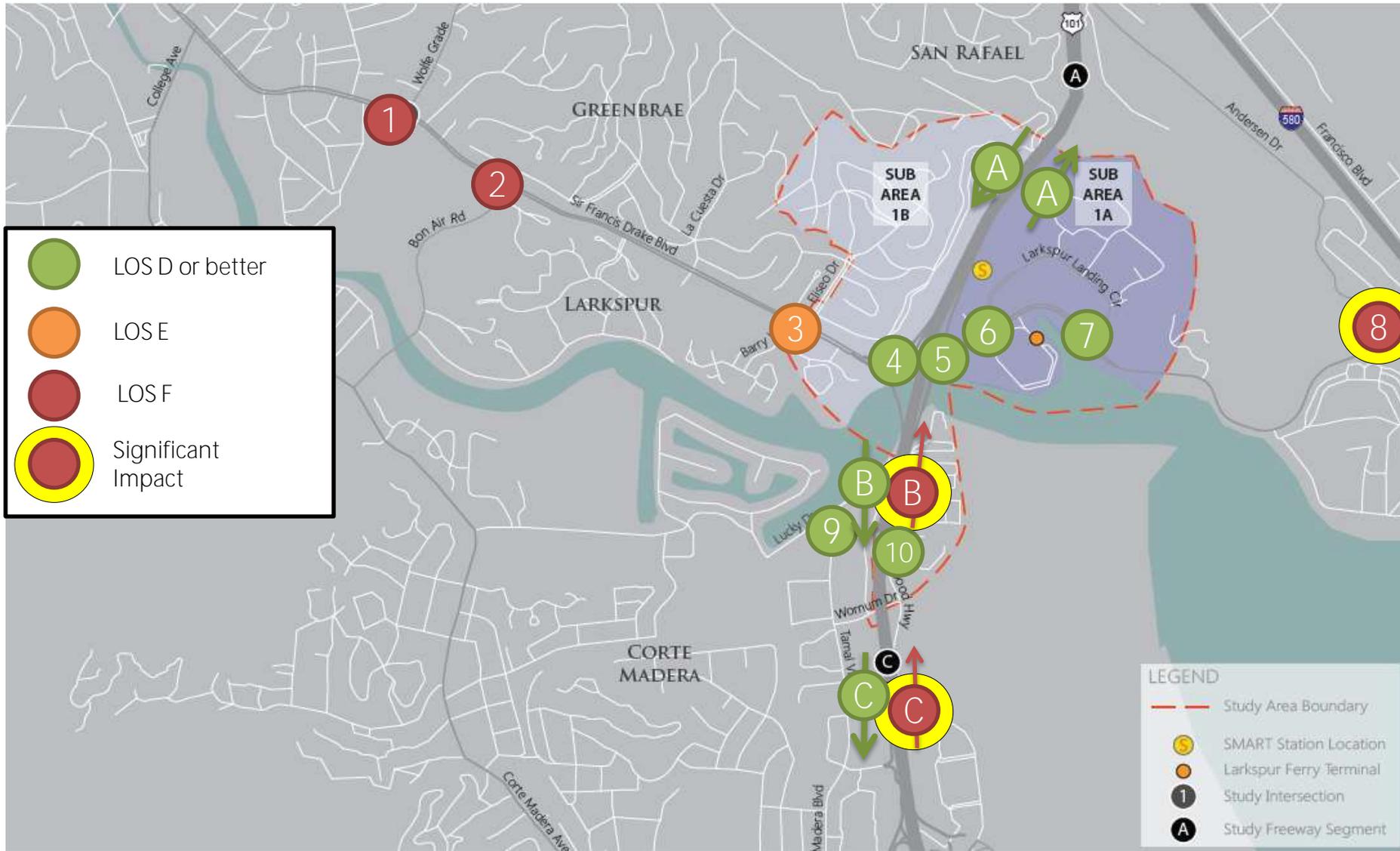
# EXISTING + PROJECT PM INTERSECTION LEVELS OF SERVICE



# 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.
- Would require modification of General Plan – Circulation Element Policy C.

# 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

# IMPLEMENTATION

---

# ADDITIONAL STUDIES AND AGENCY COORDINATION



SMART: study extension of the SMART rail line.

- Will require significant additional study and community input.



GGBHTD: ensure coordination with GGBHTD parking, ferry and bus plans.



TAM, Caltrans, and the Town of Corte Madera: ensure safe, multi-modal access in the Twin Cities Greenbrae Corridor.



Bay Area Joint Policy Committee of ABAG and other regional agencies: address regional adaptation and mitigation strategies for sea level rise.

## NEXT STEPS

- December 2013: Publish Draft Plan and Draft EIR
- December 2013 – February 2014: Public Review of Draft Plan and DEIR
- February 2014: DEIR hearing – public comments
- Summer 2014: PC and CC hearings for adoption of plan and certification of EIR

# Q & A SESSION

---