

APPENDIX A

**NOP, SCOPING LETTERS, AND
SUMMARY OF SCOPING SESSION**



**NOTICE OF PREPARATION (NOP) OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE LARKSPUR SMART STATION AREA PLAN**

To: State Clearinghouse
Marin County Clerk
Responsible Agencies
Interested Individuals and Organizations

From: Neal Toft, Director of Planning and Building
City of Larkspur
400 Magnolia Avenue
Larkspur, CA 94939

The City of Larkspur will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Larkspur SMART Station Area Plan. The City is requesting comments from responsible agencies regarding the scope and content of the environmental document. The public is also invited to submit comments regarding the scope of the EIR.

Project Location: The Larkspur SMART Station would be located in the SMART right-of-way east of Highway 101, north of Sir Francis Drake Boulevard, near the terminus of the Cal Park Hill Tunnel bike path. The station lies above and just west of Larkspur Landing, a mixed use area that includes residential, office and retail uses. As shown in Figure 1, the 405-acre study area is defined by an approximately ½ mile radius circle around that station, with the addition of an area to the south known as the Redwood Highway area (see Plan Map below)

Project Description: The City of Larkspur is preparing the Larkspur SMART Station Area Plan. The SMART (Sonoma-Marin Area Rail Transit) is a passenger train and multi-use pathway project planned to extend 70 miles from Cloverdale in Sonoma County to Larkspur in Marin County. The Larkspur SMART Station Area Plan will identify potential land use and regulatory changes that are intended to support transit oriented development in the area surrounding the planned SMART station. More information on the SMART Station Area Plan can be found on the City of Larkspur website at:
<http://www.larkspurcityhall.org/index.aspx?nid=157>.

Potential Environmental Effects: It has been determined that an EIR will be necessary to analyze potential environmental impacts associated with the proposed project. Specific areas of analysis will include, but will not be limited to the following topics: Land Use and Planning Policy; Transportation and Circulation; Air Quality; Greenhouse Gas Emissions; Noise/Vibration; Biological Resources; Hydrology and Water Quality; Geology; Hazards and Hazardous Materials; Utilities and Public Services; and Cultural Resources.

Due to the time limits mandated by State law, your response to this NOP must be submitted by Friday, February 15, 2013. Please address your written comments to: Neal Toft, Director of Planning and Building, City of Larkspur, 400 Magnolia Avenue, Larkspur, CA 94939 or ntoft@cityoflarkspur.org

A scoping session for the preparation of the EIR will be held at 7:30 p.m. on January 22, 2013 at Larkspur City Hall, City Council Chambers, 400 Magnolia Avenue, Larkspur. The public and public agencies are invited to attend the scoping session to provide comments regarding the scope and content of the EIR.

Neal Toft, Director of Planning and Building, City of Larkspur

1/4/2013

Date

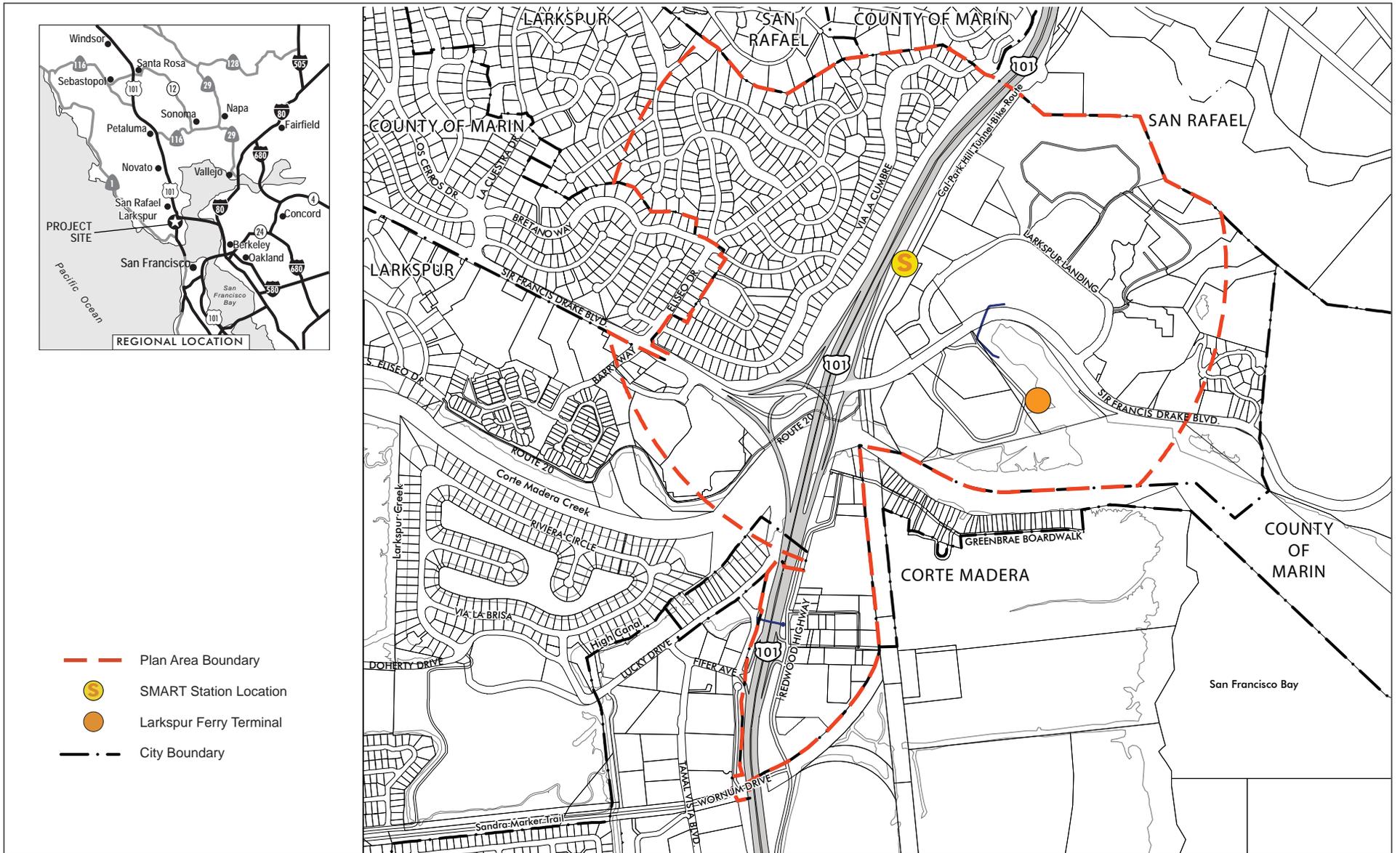


FIGURE 1

LSA



SOURCES: CALIF. GOVERNOR'S OES; CITY OF LARKSPUR, 2011;
BMS DESIGN GROUP; LSA ASSOCIATES, INC., 2013.

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Larkspur SMART Station Area Plan NOP
Project Location and Regional Vicinity Map

Notes- SAP EIR Scoping Session 1/22

Cindy Winter, Greenbrae

- She favors higher density in Larkspur Landing and if it is done right it can be a model of land use planning to be proud of
- She is worried most new residents will bring cars with them into a geographically confined area
- Without excellent multi-modal facilities there will be gridlock and more GHG emissions
- One way to reduce congestion in Larkspur Landing is to encourage people who live outside it to walk and bicycle into it
- The bike/pedestrian overpass over 101 will be demolished and not replaced as part of the Highway 101 project contrary to the wishes of many
- She worked out an alternative overcrossing design and discussed it with Bill Whitney and Neal Toft. An independent engineer says he believes it works
- The next steps is a conference with Caltrans engineers
- The Caltrans proposed route through Wornum and along Redwood Highway will discourage biking and walking
- She is an experienced cyclist and the sections are disagreeable at best and at worst dangerous
- Not all walkers and riders will find it possible to go north of CM Creek to avoid these inconveniences and will jump in their car instead
- Station Area planners need to consider these issues because in Sub-area 1a connectivity to the station is critical
- There is no use for a CMFC if it is separated from the popular and beautiful Sandra Marker Trail by the freeway.
- Not sure whether the SMART station planners can take a position as a group and ask TAM to reconsider some of their designs but at least you can reflect on it

Sandy Guldman, Larkspur

- As an individual who bikes, she strongly supports retaining the overpass over 101
- As president of Friends of Corte Madera Creek Watershed, she is concerned about proximity of development at ferry terminal to a hotbed of clapper rails in the tidal marsh south of the terminal
- Very environmentally sensitive area and any development there will be constrained by the need to protect that habitat

Alisha O'Loughlin, Planning Director of Marin County Bicycle Coalition

- Preferred plan supports moderate to higher density residential development, new retail and employment and acknowledges the area's older demographic; all of these support the need for alternative transportation options
- The report calls for improving connections between Redwood Highway North, Larkspur downtown and Larkspur Landing
- The report notes congestion is already an issue and will likely be exacerbated with build out in the Preferred Plan; with additional higher density development comes more traffic
- Plan supports mode shift measures and identifies improvements to bike/pedestrian connections
- Simultaneously TAM and Caltrans are developing the Hwy 101 GB improvement project that calls for demolition of overpass and no replacement
- Removal will undoubtedly affect bike and pedestrian connectivity safety and perceived safety within and adjacent to the SAP planning area
- Imperative the SAP EIR take into account the removal of the overpass on bike and

- pedestrian circulation in the Station Area
- Will Caltrans improvements adequately provide for future development intensity and pedestrian and bike goals and objectives identified in SAP?
- Imperative that SAP EIR evaluates what future pedestrian and bike conditions will be once TAM project is built with current design rather than evaluate conditions as are currently on the ground
- TAM project includes bike and pedestrian enhancements to Wornum drive but they will not substitute for the safety of the existing separated from traffic overcrossing
- Too much to ask for timid, young, or less-abled walkers and bikers
- Existing overcrossing is used by locals and is the primary north-south greenway from Golden Gate Bridge to Novato
- County has goal for 20% of all trips to be made by biking and walking by 2020 and we need safe separate facilities to achieve that
- Removal of overcrossing will divide community
- Proposed TAM project is inconsistent with General Plans of Larkspur, Corte Madera, and the County with regards to fostering connectivity within and between communities and policies encouraging an increase in bike and pedestrian modes
- SAP EIR should evaluate future bike/pedestrian needs and impacts as relate to TAM project given current design

Mike Hooper, Larkspur

- Member of SAP CAC
- Project description on NOP is not adequate; needs to be succinct, but needs to provide the community with a reasonable chance of understanding what this project is
- Project is not just the preferred alternative but the range of mitigation measures being proposed
- Those measures include reduced parking at ferry terminal and paid parking at the terminal, shuttle buses and trolleys to get to the ferry terminal, and other traffic mitigation measures
- Need clear examples of mitigation measures
- Numbers are not enough; examples that we can be comfortable with are required
- The SAP EIR needs to provide for a range of densities
- When the Plan comes to PC in future with specific projects, he hates to think PC and Council will get stuck with approving a particular project for a particular density
- SAP EIR should provide for a range of alternatives, in between “no project” and the preferred plan
- SMART station needs to come to the terminal and shouldn’t come to Larkspur at all unless it goes to terminal; SAP EIR needs to analyze that
- SAP EIR should include a growth control plan; analyze the time these developments should occur and allow development to move forward only if the mitigation measures are brought to bear
- Told at last CAC meeting this was a long-range plan, not to worry about it because it won’t happen in his lifetime or the consultant’s lifetime. He does worry, he has kids
- Project is \$600,000 and it needs to be a worthwhile \$600,000 and needs to consider a wide range of alternatives
- “Transferable development rights” allow one property owner to purchase from another property owner development rights; a degree of flexibility
- Frequently developers find that projects don’t work in the context they’re given
- Transferable development rights accomplish many things- e.g. if excess capacity on ferry site, owner could sell the development rights to the apartment owners on the hill and they could double their density

- He thinks the densities are too high
- Traffic mitigation won't work without extraordinary effort
- Perception will be 40 du/ac on some locations is just too much

Don Graff, Greenbrae

- SAP CAC member
- Should create transportation hub in this area- ferry, Airporter, SMART, and buses in a single location which would enhance usage of SMART and ferry
- Would cause changes to preferred plan in terms of uses at ferry terminal that may have to be decreased in size or moved up to where the SMART station is proposed currently
- Would be a good process for the SAP EIR to include as a part of an alternative

Jean Severinghaus, Greenbrae Boardwalk

- Involved with GP and Station Area Plan process for several years
- Excited about increased development and density near transit
- Lives across creek to the south and can walk to the Airporter or ferry
- Can ride a bike to west Marin or north Marin in a short time
- She hasn't seen very much planning of circulation for multi-modal circulation around the station itself
- Major environmental problem is the congestion of Highway 101 that the SMART train is trying to address
- Sonoma residents will be most likely users going south to jobs in Marin
- County Bike and Pedestrian Plan from 2008 notes a major opportunity to get people going 15 minutes or less in car to switch mode to walking or biking by improving connections
- Need to improve the "last mile" after getting off transit
- In regards to the Highway 101 improvement project, the community is being offered what's expedient to accommodate a freeway expansion, not been looked at by local groups
- Need to ask for at least 2.5 miles of looking at bike and pedestrian trails and connections
- Removal the overcrossing: if you go by the north route under the creek and loop around to get to Lucky drive it's ¾ mile- across overpass it's ½ mile. Increase for walkers of 5 minutes; that's the time it takes to drive from Tamalpais highway on-ramp to Terra Linda in a car. It will impact people's choices
- EIR should look at impacts of 1.5-6 in of Sea level rise in Redwood Highway north particularly to analyze impacts on circulation in area

Planning Commissioner Comments

Commissioner Jeff Stahl

- Surprised the two existing apartment in Larkspur Landing weren't identified as opportunity sites given their low density
- That's an area that could tolerate more height without visual impacts
- Lost opportunity to consider re-densification there- not just about vacant parking lots
- Analysis of challenges to the area neglects to mention the geographic isolation of Larkspur Landing area from the rest of the city, including public services.
- Mike Hooper's comments about a range of densities were worthwhile
- Seems to be a a good idea to apply an aggregate density to the entire area and then allow for flexibility in distributing that density across different sites

- Ferry terminal parking lot is a ripe opportunity for increasing parking; adding housing with its own parking requirement would be a monster building
- Should be designed to transfer density from one opportunity site to another within an aggregate limit
- The SAP EIR should look at what proposed mix of uses and densities it will achieve will support in terms of retail; not what Marin Country Mart is becoming
- Need grocery services in the area; restaurants; how support?
- Marin Country Mart is not becoming a neighborhood supporting venue
- Isolated character of the area is counterintuitive to hosting a senior demographic
- Walking and biking is great for active and able people, but seniors need assistance with access; shuttles would help, or wordsmith language about supporting an older demographic
- Geographic hazards should be analyzed; the ferry site is probably on fill
- Climate change impacts should be analyzed; seems important especially regarding sea level rise
- Notion of a parking district makes sense; look at allowing parking along Larkspur Landing Circle
- Supports serious consideration of potential of creating an alternative in the EIR that considers the SMART station at the ferry terminal

Commissioner Monte Deignan

- SMART station location makes no sense
- If we are going to study TOD, why leave the Airporter and SMART train in a tiny landlocked section of the Larkspur Landing area?
- The SAP EIR should study how to move the station over to ferry terminal as a transit hub
- Can SMART's hand be forced in this?
- As a long-range plan, will it look at potential impacts of San Quentin's closure? The end of the peninsula would be ideal transit hub; does that enter into the study?
- Would like to see bike connections improved; crossing the highway at Larkspur Landing is a disaster

Planning Director Toft

- Relocating the SMART station has been raised by the CAC and public
- The SMART train was planned and voted on in its configuration and the extension from San Rafael phase 2 is not funded at this time
- SMART, one of partner agencies, has indicated they don't have funding right now to study an alternative
- Identifying a desire to consolidate transportation options and such a policy will be in the Plan
- SMART has indicated that station itself is a simple platform and should in the future it be relocated it wouldn't be substantially costly to relocate

Commissioner Mark Sandoval

- Agrees with commissioners about possible loss of opportunities
- To have a transportation hub at the ferry is common sense and we are skirting the issue with planning efforts that could be focusing on that.

Commissioner Kevin Haroff

- Impressed with quality of public comments tonight

- Shares a lot of concerns from public and commissioners
- There is a consensus among the community to encourage the transportation hub as a preferred alternative
- Do the funding constraints and decisions of other agencies truly constrain what the preferred alternative would be for CEQA purposes?
- Can we present a preferred alternative that is more of what the community wants, while it may not be the alternative that moves forward?
- For planning purposes a preferred alternative should incorporate those concepts at the outset and to the extent necessary back away if they are not feasible; at least set up in preferred alternative sends a message to the partner agencies
- Significant mixed use and residential development proposed in Plan for current ferry terminal parking lot
- Current parking needs of terminal need to be addressed. Structured parking there is financially infeasible
- Worries that planning assumes actions that aren't feasible
- It would be helpful if the other agencies that will play an important role in funding are involved as early as possible; commitments and assurances will be important to success of this plan
- Does CEQA analyze the economic feasibility of the different planning elements proposed going to be taken into account

Planning Director Toft

- Next planning phase will analyze infrastructure and funding needs and will inform us on what funding opportunities are available and how additional parking needs from new development could be balanced
- Will identify impacts and issues in conjunction with refining the plan
- Opportunity for funding will come with supportive densities and uses

Planning Commission Chair Richard Young

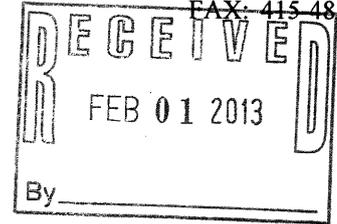
- Heard tonight concerns about loss of overpass and that connectivity particularly for residents on Redwood Highway area
- Station should be relocated
- Isolation of Larkspur Landing area should be considered
- Parking needs should be analyzed and integrated parking is essential
- Should be a diversity of densities, a range
- Growth control of development



MAYOR GARY O. PHILLIPS
VICE MAYOR BARBARA HELLER
COUNCILMEMBER KATE COLIN
COUNCILMEMBER DAMON CONNOLLY
COUNCILMEMBER ANDREW CUYUGAN McCULLOUGH

COMMUNITY DEVELOPMENT DEPARTMENT
PHONE: 415-485-3085
FAX: 415-485-3184

January 30, 2013



Neal Toft
Director of Planning and Building
City of Larkspur
400 Magnolia Avenue
Larkspur, CA 94939

Subject: Larkspur SMART Station Area Plan- Notice of Preparation

Dear Mr. Toft:

The City of San Rafael has received the published Notice of Preparation addressing the scoping of the EIR to be prepared for the Larkspur SMART Station Area Plan. As a neighboring local jurisdiction, San Rafael offers the following comments for consideration in scoping and preparing this plan EIR:

1. Transportation/Traffic. The Plan will recommend changes in land use and density/intensity, which will have the potential to significantly impact traffic along the Sir Francis Drake Boulevard corridor. We request that the EIR assess projected AM and PM peak hour traffic (arterial analysis) along the Sir Francis Drake Boulevard corridor between US101 and I-580. Further, we request that the EIR assess projected traffic during the AM and PM peak hour at the intersection of Sir Francis Drake Boulevard and Andersen Drive. The San Rafael General Plan 2020 recommends that this intersection be widened and signalized (coupled with widening the eastbound I-580 ramps) to accommodate planned and projected growth. As much of this intersection is located within the corporate limits of the San Rafael, the timing and implementation of improvements at this intersection will be closely coordinated by us.
2. Public Services. Larkspur and San Rafael share a mutual aid agreement for shared fire services. As noted above, the Plan will recommend changes in land use and density/intensity, which: a) will increase the need for fire service; and b) could impact emergency response time along the Sir Francis Drake Boulevard corridor. We request that the EIR assess potential impacts on fire services and emergency response time.

Should you have any questions please do not hesitate to contact me at 415.485.5064 or paul.jensen@cityofsanrafael.org.

Sincerely,

A handwritten signature in cursive script that reads "Paul A. Jensen".

Paul A. Jensen, AICP
CITY OF SAN RAFAEL
Community Development Director

cc: Nancy Mackle, City Manager
Nader Mansourian, Public Works Director
Chris Gray, Fire Chief

February 15, 2013

Neal Toft
Director of Planning and Building
City of Larkspur
400 Magnolia Avenue
Larkspur CA 94939



Re: Scoping Comments for the Larkspur SMART Station Area Plan

Dear Mr. Toft:

We are assuming that all of the concerns conveyed by members of the Citizens Advisory Committee and summarized in the Plan will be evaluated in the DEIR. If they are not already being included in the scoping comments, we ask that they be analyzed in the DEIR that is being prepared for the Larkspur SMART Station Area Plan. The Plan has the potential for substantial environmental impacts that need to be carefully analyzed and considered.

SEA LEVEL RISE

Some of the development contemplated by the Plan is located in areas that will be subject to sea level rise associated with global warming. The DEIR should fully address the impacts of sea level rise over the decades long life of any projects, and should bar development and/or impose mitigation measures to deal with it.

BIOLOGICAL RESOURCES

The area south of the ferry terminal, particularly the Heerdt Marsh, which is part of the Corte Madera Ecological Reserve and home to the endangered Clapper Rail, is an environmentally sensitive area that is likely to suffer adverse impacts if the proposed high-density development plan is implemented. The nature and extent of these impacts needs to be analyzed and mitigation measures should be included in the DEIR.

TRANSPORTATION AND CIRCULATION (1)

The proposed high-density development will certainly contribute to congestion on Sir Francis Drake, which will add to greenhouse gas emissions and adversely impact air quality. The DEIR needs to fully analyze these impacts and go beyond suggesting that it will be necessary for major improvements and capacity increases to be made to Sir Francis Drake Boulevard in order to accommodate the development proposed in the Plan. The plan should state specifically that any density increase in the area shall be conditional on at least maintaining the LOS on Sir Francis Drake(SFD) and the EIR should reflect that approach. As the LOS is currently at F in this area during peak hours, the DEIR should preferably stipulate a mitigation requirement that improvements to SFD must be in place prior to any increases in density in the area, so as to bring the LOS to an acceptable level. Likewise, the Plan assumes the construction of a SMART station, but it is not clear when or even if such a station will be built. Implementation of the plan should be contingent the confirmed presence of a SMART station, and if not, then the DEIR should analyze

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the impacts of the Plan if the station is not built and all of the new residents, instead, are limited to presently available transportation systems.

TRANSPORTATION AND CIRCULATION (2)

Although the project areas designated for both the Larkspur SMART Station Area Plan and the Highway 101 Greenbrae/Twin Cities Corridor Improvement Plan proposed by the Transportation Authority of Marin are overlapping, there is barely any acknowledgment of that fact by either sponsoring entity in their own project's documentation. What are the impacts of TAM's proposed plan for a massive highway construction project within the same project area? What impacts will it have on the Larkspur SMART Station Area Plan? What impacts will Plan implementation have on 101 traffic? Does highway 101 have capacity to accommodate the large increase in population in an already congested freeway corridor? Again, the answers to these questions address the possibility that a SMART station will not be built.

TRANSPORTATION AND CIRCULATION (3)

Despite uncertainties about whether the proposed Highway 101 Greenbrae/Twin Cities Corridor Improvement Project will ever be constructed, removal of the pedestrian-bicycle highway overpass between Lucky Drive and Industrial Way would have a significant impact on pedestrian and bicycle circulation routes in the Plan area. What are the ramifications of the overpass removal on the Plan's anticipated benefits of multi-modal options for pedestrians and bicyclists?

TRANSPORTATION AND CIRCULATION (4)

As there are no similarly situated, comparable, transit-oriented developments of this scale in the Bay Area, the DEIR should provide reliable data that documents the assumption that a combination of bicycle, transit, and ferry options available will actually result in a significantly demonstrable decrease in the residents' use of automobiles. The DEIR should provide data demonstrating that (1) most residents of the 948 new housing units will work in the City and take the ferry to work each day, (2) that bus service will be available to take them to wherever else in the County they work, shop, go to school, socialize, exercise, and/or play sports, (3) that many jobs in the immediate Plan area will be held by residents of the immediate Plan area, who will walk or bicycle to work. Will the plan include any controls that insure that residents rely on public transit, biking or walking?

TRANSPORTATION AND CIRCULATION (5)

It is obvious that the large number of new residents will not use public transit/biking/walking 100% of the time, and, therefore, there will be some increase in vehicular traffic. What is the expected increase in vehicular traffic and what are the impacts? The DEIR should provide reliable, relevant data to show that the net increase in vehicle miles traveled (VMT) as a result of this high-density project would not have a demonstrable adverse impact on air quality and greenhouse gas emissions.

TRANSPORTATION AND CIRCULATION (6)

A high-density development of this scale involves parking issues that should be fully examined in the DEIR, with mitigations proposed. Will it be necessary to construct a double-deck parking

structure at the ferry terminal parking lot? Will it be necessary to create a parking district that would construct parking in other parts of the development? Is there some other means of providing sufficient parking? The preferred alternative should include recommendations for resolving the parking problem as part of the DEIR.

TRANSPORTATION AND CIRCULATION (7)

The issue of transit scattering versus a transit hub warrants examination in the DEIR, as many concerns have been expressed about the SMART station being located so far from the ferry terminal. Although the proposed extension of SMART has no funding and is not included in the current phase of SMART construction, the feasibility of relocating the station should be examined in the DEIR as part of the preferred alternative.

TRANSPORTATION AND CIRCULATION (8)

An older demographic will likely require some sort of shuttle service to meet the needs of residents who require services not available in the immediate area and are unable to reach such services by walking or bicycling. Is it feasible to require a shuttle service as part of a development plan? What are the costs such a service and where will the funding come from? If private developers are required to provide this service, what measures will be imposed to insure compliance?

TRANSPORTATION AND CIRCULATION (9)

The Plan correctly assumes that older people don't drive as much, but they do require most support and care workers who will need parking close to residences. Also, older retired people who can still drive are more likely to make multiple mid-day trips. How is this being addressed in the Plan?

TRANSPORTATION AND CIRCULATION (10)

If new residents are expected to use the Larkspur Ferry, what will be the impact of the Plan on ferry service, which is currently operating at or near capacity during commute hours? Will it be necessary to add new ferries to provide added capacity? If so, what will it cost, and is there funding available?

HYDROLOGY/DRAINAGE

Although the proposed areas for development all appear to be above elevations that currently flood, all access roads in the Plan area are shown to be below the level of 100-year floods, which seem to occur every few years, even without considering sea-level rise. It is now generally recognized that one result of global warming is to produce storm events of greater intensity and severity. How often will access to newly developed areas be impeded due to flooding? The DEIR should explain how to mitigate the lack of ingress and egress for residents and workers, as well as its impact on the ability of police, firefighters, and paramedics to respond in case of medical emergencies and disasters of various kinds that occur when access is unavailable due to flooding.

LAND USE CONSISTENCY AND COMPATIBILITY (1)

The project description needs to provide the community with a better understanding of what the project actually includes, and what kinds of mitigation measures are being proposed. Because it is being made an integral part of the Larkspur General Plan Update we understand that no additional DEIR will be required at the time one or more developers come forward to implement the approved plan. Therefore, it is very important to describe and analyze each component of the Plan in the DEIR so that appropriate mitigations can be required at this time, before the Plan is approved.

LAND USE CONSISTENCY AND COMPATIBILITY (2)

The Plan indicates that housing in the Plan area will likely be affordable only to households earning less than 120 percent of AMI, and that Federal, state, and local financing sources will be needed to develop housing that is affordable to households with lower incomes. It goes on to state that the gap between subsidies provided by low-income housing tax credits, bond financing, and other typical sources and construction costs will probably be in excess of \$100,000 per unit. That gap would have to be filled by local financing sources, housing trust funds (which are not currently available) and in-lieu fees. The Plan states that the Local Housing Subsidy needed would range between \$41,972,519 and \$57,448,800. The DEIR should explain how this deficit, which would likely make implementation of the proposed Plan impossible, would be mitigated. Where will these funds come from and is it realistic to assume that such funding will be available? What will happen if no funding is available?

LAND USE CONSISTENCY AND COMPATIBILITY (3)

The growth projections indicated in various parts of the Plan are based on the Bay Area Jobs-Housing Connection Strategy estimates issued in May 2012 by ABAG and MTC that are inconsistent with the recent projections published by the California Department of Finance, which state that growth in Marin County will be essentially stagnant between now and 2050. That should be taken into account in evaluating the alternatives studied in the DEIR, particularly regarding the market for retail and employment in the area.

LAND USE CONSISTENCY AND COMPATIBILITY (4)

Neighborhood-supporting retail is a significant need in an area separated from the rest of the community by a major freeway, and the DEIR should examine the economic viability of locating businesses such as a grocery store there. The Larkspur "Country Mart" has attempted, without success, to provide grocery services. Is it realistic to assume that groceries and other day-to-day retail services will be provided? What level of population is needed to support these services? If they are not provided, will residents use automobiles to travel for basic necessities?

LAND USE CONSISTENCY AND COMPATIBILITY (5)

In an area where high-density development is so tightly focused on use of multi-modal transit such as the ferry terminal, the ramifications of liquefaction in event of a major earthquake should be studied and discussed in the DEIR.

PUBLIC SERVICES (1)

The Marin Municipal Water District has a longstanding deficit in its ability to provide all of the water needed within its jurisdiction on a long-term basis that is likely to include drought years. The DEIR should explain the how the proposed high-density development would obtain the water it requires without impacting existing water users.

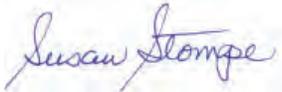
PUBLIC SERVICES (2)

As the majority of housing units in the Plan area lie within the San Rafael School District, the DEIR should discuss the impacts of transporting students to elementary, middle, and high school locations that are a considerable distance from the Plan area. How will students get to and from schools? Will public transit, such as school buses, be provided? If so, what will it cost and how will it be funded? If not, how many students will be driven to and from school, and what will be the impacts of the additional traffic?

COMMUNITY COHESIVENESS

Geographic isolation of the Larkspur Landing area from other parts of the Larkspur community is a factor that should be evaluated, with mitigation and adaptation strategies identified in the DEIR.

Respectfully submitted,



Susan Stompe, President
Marin Conservation League



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Safe Routes to Schools Director

Laura Kelly

Safe Routes Volunteer Liaison

Peggy Clark

Safe Routes Project Coordinator

Share the Road Program Manager

Gwen Froh

Safe Routes Teen Coordinator

James Sievert

*Safe Routes Teen Coordinator
and Instructor*

February 15, 2013

Neal Toft

Director of Planning and Building

City of Larkspur

400 Magnolia Avenue

Larkspur, CA 94939

Subject: Larkspur Station Area Plan/General Plan Update
Environmental Assessment Scoping Comments

Dear Mr. Toft:

On behalf of the Marin County Bicycle Coalition (MCBC), we would like to take this opportunity to provide scoping comments on Larkspur Station Area Plan environmental assessment.

MCBC has been active in advocacy for 15 years in Marin County and has the primary goal of making the roads safer for cyclists and pedestrians. We achieve this end by working to ensure that any and all road or road-related projects consider the needs of cyclist and pedestrian safety as a top priority. It is within this context that MCBC submits the following comments.

Local and Regional Connectivity

The SAP encourages higher-density residential and transit oriented development, new retail and additional employment. This higher-density development in combination with public transit and key transportation facilities in the area necessitates the need for safe and interconnected active transportation facilities that will successfully provide for, as well as encourage, an increase in biking, walking and use of public transit within and through the Station Area.

East Sir Francis Drake Boulevard: Highway 101 to East Francisco

The Station Area Plan calls for improving connections between Redwood Highway North, Larkspur Downtown and Larkspur Landing, yet it fails to address much needed non-motorized transportation improvements between Larkspur Landing and areas to the east. This area was identified as a key gap in the San Francisco Bay Trail Gap Analysis Study and is also one of the top priority projects in the county as described in the 2008 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan.

Opportunities to maximize bicycle and pedestrian travel for areas to the east of Larkspur Landing include: (1) both the east and west directions on the north and south sides of

Interstate 580, (2) the connection of the existing Shoreline Bay Trail in San Rafael to both the new viewing area near the Richmond/San Rafael Bridge and Remillard Park in Larkspur, (3) from the south side of the I-580 on-ramp at Main Street to the intersection of Andersen Drive with Sir Francis Drake Boulevard, (4) the Andersen Drive/Sir Francis Drake Boulevard intersection itself to determine the feasibility of improvements that would enable cyclists and pedestrians to safely cross the intersection, (5) access from the I-580 on-ramp to the San Quentin Prison entrance through San Quentin Village, (6) access/egress to/from existing bus stops that provide service across the bridge (which is closed to bicycles and pedestrians), (7) Main Street under I-580, and (8) the connection from the I-580 onramp to East Francisco Boulevard.

The intersection of Sir Francis Drake Boulevard and Andersen Drive presently proves challenging for motorists, bicyclists and pedestrians alike. This area is also physically bisected by I-580, which runs along the northern edge of the study area. Bike access is permitted on the shoulder of I-580 from the Sir Francis Drake Boulevard onramp to Main Street. There is a partially paved, rustic pathway connecting the I-580 flyover to East Francisco Boulevard. This pathway serves several office buildings, residences and recreational destinations located off of East Francisco Boulevard. At this time, bikes are not permitted on the Richmond/San Rafael Bridge, but regional transit buses equipped with bike racks make the connection to the East Bay. The San Francisco Bay Trail is improved on the northern and southern edges of the study area, thus it represents a key gap in the continuity of the regional trail system. San Quentin prison visitor use and employees also generate pedestrian traffic along Main Street.

The area includes several medium- to large-sized office buildings, a State penitentiary, a private recreational club, public recreational facilities and residential housing. In close proximity are several residential neighborhoods, large neighborhood shopping centers, hotels, the Larkspur Ferry Terminal, the future SMART Station, future high-density development at Larkspur Landing, Marin County Mart, Sanitary District #1 and the Ferry Terminal, and several schools. **The MCBC strongly recommends that the SAP environmental assessment includes a thorough assessment of existing bicycle/pedestrian connectivity and safety issues and needs between the SMART Station and destinations to the east via Sir Francis Drake Boulevard East, including the I-580 flyover, Anderson Drive, Main Street and East Francisco Boulevard.**

West Sir Francis Drake Boulevard: Highway 101 to Wolf Grade

Under the Preferred Plan Alternative, the western extent of the Station Planning Area is currently near Eliseo Drive/Barry Way. By limiting the focus of bicycle/pedestrian improvements and connectivity to the defined Planning Area, the Plan fails to capture a significant portion of western Marin's cyclist and pedestrian community. Many cyclists that reside or work west of Eliseo Drive/Barry Way will be commuting to the SMART Station, the Ferry Terminal, Cal Park Tunnel, the Central Marin Ferry Connection, local commercial areas and businesses, and beyond. Furthermore, upon build-out of Larkspur Landing, Marin Country Mart, Sanitary District #1, the Ferry Terminal and Drakes Landing, there will be a significantly higher demand for safe bicycle facilities between the Planning Area and the commercial, business and recreational destinations to the west. Additionally, numerous cyclists already utilize Wolf Grade to access these destinations from the north and this number will only increase upon arrival of SMART and build-out of the Station Area. Furthermore, the Bon Air Road/Sir Francis Drake Boulevard intersection receives a significant amount of traffic and the provision of safe bicycle

facilities between the SMART Station and Bon Air Road could play a significant role in helping to entice commuters to bike/walk to their destinations instead of driving, thereby reducing traffic congestion at this intersection and beyond.

The Marin County Unincorporated Area Bicycle and Pedestrian Master Plan identifies Sir Francis Drake Boulevard, between Highway 101 and the Town of Ross, as a special Bikeway Study Area. This 2.1 mile segment is proposed in the Master Plan for Class II bicycle lanes.

Therefore, the MCBC strongly requests the SAP environmental assessment include an analysis of traffic operations and bicycle/pedestrian connectivity from the SMART Station to at minimum, Wolf Grade to the west, in order to provide for the current and anticipated growth of non-motorized demand to/from the Station, businesses and commercial centers, public transit facilities, residential areas and popular recreational destinations to the west.

Bay Trail Alignment

It has long been a MCBC intention to complete the North-South Greenway adjacent to the eastern edge of the Station Planning Area along the current SMART Right of Way (over Corte Madera Creek and to the south to Wornum Drive) for both transportation and recreation purposes. MCBC has long supported a separated bridge over Corte Madera Creek and a north/south pathway on the SMART right-of-way from Corte Madera Creek to Wornum Drive. Because of the opportunities that became available with the design of the Greenbrae Corridor Improvement Project, MCBC also supports the construction of a 12-foot wide bicycle/pedestrian pathway using the “bent caps” on the Northbound Sir Francis Drake Boulevard exit ramp that is planned as part of the Greenbrae Corridor Improvement Project.

MCBC supports the Central Marin Ferry Connection Project study Alternative 1C (Attachment A). This alternative provides a separated bike/pedestrian facility over Corte Madera Creek using the bent caps and continuing through the (first) mobile home park after touching down onto Redwood Highway (when heading south). The route then continues along the SMART railroad corridor heading south to Wornum at Redwood Highway. **The MCBC recommends that the SAP environmental assessment includes a feasibility assessment of the Central Marin Ferry Connection Project study Alternative 1C as an alternative for a bicycle/pedestrian crossing of Corte Madera Creek.**

Corte Madera Creek Crossings

Please see comments on “Bay Trail Alignment” above. The current crossings of Corte Madera Creek along both sides of Highway 101 are too narrow to safely accommodate current and future bicycle and pedestrian volumes. **The MCBC recommends that the SAP environmental assessment includes a discussion of alternatives for non-motorized crossings of the west and east sides of Corte Madera Creek.**

Redwood Highway North: Wornum Drive to Corte Madera Creek

The MCBC supports much needed bicycle and pedestrian improvements to Redwood Highway North between Wornum Drive and Corte Madera Creek. Currently, this area lacks continuous bicycle lanes and sidewalks and is of great hazard to cyclists and pedestrians. This corridor serves as a key connector for those wishing to access the

SMART Station, Ferry Terminal, Central Marin Ferry Connection, Cal Park Tunnel, Marin Airporter and commercial and business centers to the north from Larkspur and Corte Madera, as well as from locations further to the south and west. This corridor also serves as Marin's North-South Greenway, a mostly car-free north-south bikeway extending from Sausalito through Novato. The corridor receives a high level of existing non-motorized commuter and recreational traffic; and upon operation of SMART and development within and adjacent to the Station Planning Area, this corridor will be of increasing importance to non-motorized users. Therefore, a safe and interconnected bicycle/pedestrian network to serve current and future non-motorized needs is vitally important throughout this corridor. **The MCBC recommends that the SAP environmental assessment includes an analysis of bicycle/pedestrian connectivity and safety deficiencies along Redwood Highway North between Wornum Drive and Corte Madera Creek, and provides an evaluation of alternatives to alleviate the deficiencies identified.**

West Side of Highway 101: Wornum Drive to Corte Madera Creek

The MCBC supports bicycle and pedestrian improvements to the west side of Highway 101 between Wornum Drive and Corte Madera Creek. This corridor serves as a key connector for those wishing to access the SMART Station, Ferry Terminal, Central Marin Ferry Connection, Cal Park Tunnel, Marin Airporter and commercial and business centers to the north from Larkspur and Corte Madera, as well as from locations further to the south and west. In addition, the corridor provides a direct connection to the Corte Madera Creek Pathway for those wishing to travel westbound, including travel to the Bon Air Shopping Center, Marin General Hospital and College of Marin. The corridor receives a high level of existing non-motorized commuter and recreational traffic; and upon operation of SMART and development within and adjacent to the Station Planning Area, this corridor will be of increasing importance to non-motorized users. Therefore, a safe and interconnected bicycle/pedestrian network to serve current and future non-motorized needs is vitally important throughout this corridor. **The MCBC recommends that the SAP environmental assessment includes an analysis of alternatives for provision of a Class I multi-use pathway along the west side of Highway 101 between Wornum Drive and Corte Madera Creek.**

Separated from Traffic Crossing of Highway 101/SAP's Relation to Greenbrae Corridor Improvement Project

At the same time that this Plan is being developed, the Transportation Authority of Marin, in partnership with and Caltrans, has been developing the design plans and environmental assessment for the Twin Cities Greenbrae Corridor Improvement Project (GCIP), which calls for the removal of the bicycle/pedestrian overcrossing of Hwy 101 at Lucky Drive, without plans for replacement. Under the current design, the GCIP will reroute bicycle/pedestrian traffic needing to cross Highway 101 under the freeway via Wornum Drive. Cyclists and pedestrians using Wornum will be forced to navigate numerous lanes of heavy traffic, including multiple on/off-ramps. The planned Wornum Drive route will include crossing multiple right turn lanes, and in some cases double right turn lanes, which are notoriously dangerous for cyclists and pedestrians. The removal of this existing bike/ped overcrossing will undoubtedly affect bicycle/pedestrian connectivity, safety, and perceived safety within and adjacent to the SMART Station Planning Area. Therefore, it's imperative that the environmental assessment for the SMART Station Area Plan takes into account the impacts that the removal of the overcrossing and the subsequent rerouting of bicycle/pedestrian traffic onto the

dangerous and highly congested Wornum Drive will have on bike/pedestrian circulation within and adjacent to the Station Plan Area.

The removal of the overcrossing will result in the division of the local community without providing a friendly and "attractive" crossing point. This project is *inconsistent* with policies from the General Plans of Larkspur, Corte Madera and the County of Marin with regards to fostering connectivity within and between communities and between the east and west sides of the freeway. It also conflicts with policies and goals that encourage an increase in bicycle/pedestrian mode shift, including the Marin Countywide Plan's goal of 20 percent of all trips in Marin to be made by walking or biking by 2020. The existing overcrossing is heavily used by many local residents and it is also an important part of Marin's North-South Greenway, a mostly car-free north-south bikeway extending from Sausalito through Novato. **The MCBC strongly requests that the SAP environmental assessment includes an evaluation of not only the current bicycle/pedestrian transportation conditions, but also an evaluation of future bike/pedestrian transportation needs and impacts that will result from construction of the GCIP, given the project's current design.**

Application of a Pedestrian Environmental Quality Index

We urge the City of Larkspur to consider the application of a Pedestrian Environmental Quality Index (PEQI) when evaluating solutions for getting people safely across Highway 101 and through the Station Planning Area. Many of the intersections within the Planning Area represent typical routes pedestrians and bicyclists use to access nearby public transit, parks, schools, essential goods, and surrounding neighborhoods. Overall, existing conditions at the project area suggest substantial traffic hazards for pedestrians and bicyclists, both for area residents walking and bicycling to adjacent neighborhood amenities and for people coming to the project area via non-motorized means. Application of a PEQI, originally developed by the San Francisco Department of Public Health (SFDPH) in 2008 and now used nationwide, should be included as part of the study of intersection operating conditions.

The environmental assessment should evaluate existing conditions for pedestrian and bicycle safety and the cumulative effects on pedestrian and bicycle hazards and collision frequencies in the project area. The PEQI should quantify street and intersection factors empirically known to affect people's travel behaviors and be organized into the typical five categories: intersection safety, traffic, street design, land use and perceived safety. Within these categories should be 31 indicators that reflect the quality of the built environment for pedestrians which should comprise the survey used for data collection. SFDPH has aggregated these indicators to create a weighted summary index, which can be reported as an overall index. Table 1 indicates how the indicators fit into the broader domains of pedestrian comfort and security.

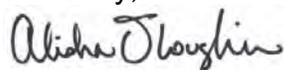
Table 1: PEQI 2.0 Indicators by Domain				
Intersection Safety	Traffic Volume	Street Design	Land Use	Perceived Safety
<ul style="list-style-type: none"> • Crosswalks • High visibility crosswalk • Intersection lighting • Traffic control • Pedestrian/ Countdown signal • Wait time • Crossing speed • Pedestrian refuge island • Curb ramps • Intersection traffic calming features • Pedestrian engineering countermeasures 	<ul style="list-style-type: none"> • Number of vehicle lanes • Posted speed limit • Traffic volume • Street traffic calming features 	<ul style="list-style-type: none"> • Continuous sidewalk • Width of sidewalk • Width of throughway • Large sidewalk obstructions • Sidewalk impediments • Trees • Driveway cuts • Presence of a buffer • Planters/ gardens 	<ul style="list-style-type: none"> • Public seating • Public art/ historic sites • Retail use and public places 	<ul style="list-style-type: none"> • Pedestrian scale lighting • Illegal graffiti • Litter • Empty spaces

The discussion of baseline conditions should include data on pedestrian-vehicle collisions in the project area. In addition to assessing where new resident populations will be introduced and their potential pedestrian routes, providing a map of the location of pedestrian-vehicle collisions in the project area over the past 10 years would be helpful in identifying high hazard locations that could benefit from focused pedestrian design efforts. The environmental assessment should also consider how improvements in the pedestrian environment in the area may be feasible and provide appropriate mitigations.

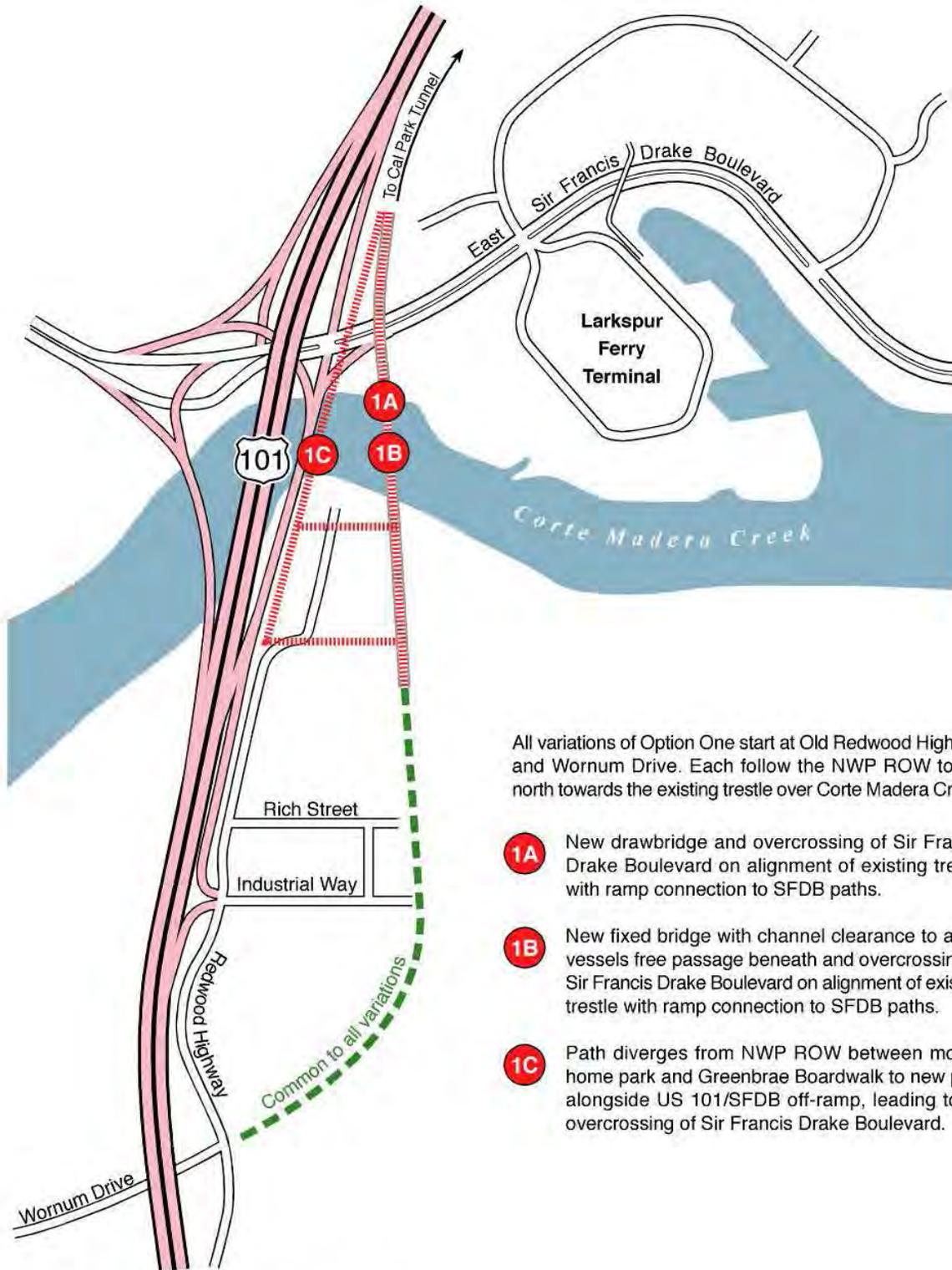
The MCBC requests that the SAP environmental assessment includes the application of a Pedestrian Environmental Quality Index based on the alternatives presented in order to ensure a safe, inviting and user-friendly bicycle/pedestrian environment within the Planning Area.

Thank you for your careful consideration of our comments.

Sincerely,



Alisha Oloughlin, Planning Director
Marin County Bicycle Coalition



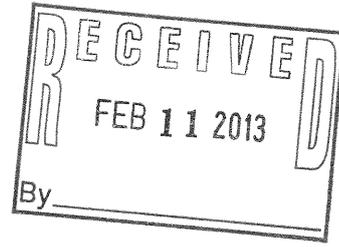
All variations of Option One start at Old Redwood Highway and Wornum Drive. Each follow the NWP ROW to the north towards the existing trestle over Corte Madera Creek.

- 1A** New drawbridge and overcrossing of Sir Francis Drake Boulevard on alignment of existing trestle with ramp connection to SFDB paths.
- 1B** New fixed bridge with channel clearance to allow vessels free passage beneath and overcrossing of Sir Francis Drake Boulevard on alignment of existing trestle with ramp connection to SFDB paths.
- 1C** Path diverges from NWP ROW between mobile home park and Greenbrae Boardwalk to new path alongside US 101/SFDB off-ramp, leading to an overcrossing of Sir Francis Drake Boulevard.

Larkspur Trestle Bike Path Option I

10/02

February 11, 2013



Neal Toft

Director of Planning and Building, City of Larkspur

400 Magnolia Avenue,

Larkspur, CA 94939

Subject: Environmental Impact Report, Larkspur SMART Station Area Plan

Dear Neal,

I am writing you to address my environmental concerns about the geographic area known as the Larkspur SMART Station Area Plan.

As a recent member of the Larkspur General Plan Citizens Advisory Committee, I was able to attend the October, 2012, National Oceanographic and Atmospheric Agency (NOAA) conference on "Adapting to Rising Tides". The conference was held to alert local governments about the pending impacts of climate change on the greater bay area.

1. I was stunned to learn about the large risk that 160,000 Bay Area residents residing along the bay's shore will face when the predicted increases in water level rise occur in the next ten to twenty years. The city of Larkspur has an enormous exposure to these potential impacts. Its citizens residing along Corte Madera Creek and on the San Francisco Bay are among those facing the increased vulnerability to flooding.

NOAA scientists also stated their prediction that the number of Bay Area residents facing the risk will continue to increase if further development on the 180,000 acres at risk is allowed to continue. Within the next dozen years or so, the NOAA scientists stated that "water has a memory" and Bay waters will return to the areas where water historically flowed before the construction of levies, dams, walls, dunes, and landfill, etc. "Today's Flood is Tomorrow's High Tide" is the title of one of the many information sheets handed out to conference participants. It is also predicted that, of the San Francisco Bay's extensive tidal marshes and tidal flats (which help reduce shoreline flooding and erosion), will be severely affected by steep water level rise by 2050. These predictions are supported by the San Francisco Bay Conservation and Development Commission (BCDC) as well as the Pacific Institute.

Environmental Impact Report, Larkspur SMART Station Area Plan

1. Continued: The United States Geological Survey (USGS) had created a flooding map which clearly shows the area under consideration, the Larkspur SMART Station Plan, will be seriously affected by water level rise and tidal flooding.
2. In addition, through the course of LGPCAC meetings, information was provided by area residents of a section under study, the people residing in the Redwood Highway, about chronic street flooding occurring during most regular rain storms. This area of our city is where a large number of affordable housing units are located. Many of these units are mobile homes and tidal marsh cottages.

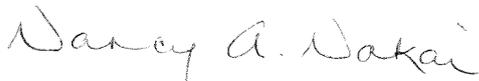
Currently the City of Larkspur is under increased pressure from MTC and ABAG to intensify the development – “densify” – of affordable housing within the Larkspur SMART Station Area of Larkspur Landing and perhaps even the Redwood Highway area. In consideration of the creek and bay front flooding predictions, construction of this housing violates the notion of environmental justice, as it places an inequitable distribution of the environmental burden upon future affordable housing residents. The purpose of the environmental justice is to ensure that every citizen enjoys the same degree of protection from environmental and health hazards. In addition, I am concerned that some segments of the population in need of affordable housing have no current meaningful involvement in the decision making process of the Larkspur SMART Station Area Plan.

3. Much of the existing documentation about the SMART Station Plan area, including the definition of the 100-year flood plain, are based on dated studies of past water flow and precipitation. Now faced with the fact of climate change in addition predictions of increased flooding, Larkspur must use all new USGS, NOAA, San Francisco BCDC, Pacific Institute, etc. data at its disposal in order to face the new challenges presented by natural forces. We ignore new scientific warnings at the risk of unequal peril to our citizenry.

Environmental Impact Report, Larkspur SMART Station Area Plan

We must adopt regulatory and development policies that support the safety of all citizens of Larkspur. We must prepare for the change that is coming and protect our citizens with imagination and penetrating vision - otherwise our community stumbles into the future unprepared. We must consider the possibility that intensified development of the SMART Station Area for Larkspur Landing is not such a smart idea after all.

Sincerely,

A handwritten signature in cursive script that reads "Nancy A. Nakai". The signature is written in dark ink and is positioned above the printed name.

Nancy A. Nakai

14 Cedar Avenue

Larkspur, CA 94939

February 14, 2013

Neal Toft
Director of Planning and Building
City of Larkspur
ntoft@cityoflarkspur.org

From: Cindy Winter, cinhiver@yahoo.com

Re: Larkspur SMART Station Area Plan
Response to Notice of Preparation (NOP) of EIR

My response concerns transportation and circulation only. Until the challenges raised by traffic, transit, and non-motorized transporters have been resolved, no other issues, including the design and placement of buildings, can be addressed satisfactorily.

The area of the Larkspur SMART Station plan is tightly constrained – by steep hills, by waterfront, and by U.S. 101 and Sir Francis Drake Boulevard.

Given these constraints, the only way to achieve higher-density is to construct taller buildings. Higher density means more people will be living, working and shopping at Larkspur Landing. Most of them will have cars. However, as time passes, and as additional higher-density construction occurs beyond Larkspur Landing, but near it, there will not be enough space to accommodate all these additional vehicles on the roadways and in parking lots. The inevitable outcome will be massive gridlock.

See list of new developments (actual, planned, discussed) attached as Exhibit "A."

SUGGESTED SOLUTIONS:

I find it discouraging to hear so much analysis of parking lot capacity, when we should be concentrating on the relief of traffic congestion on East Sir Francis Drake. Parking availability will only encourage driving into the area. We need to move beyond our 1950's-era focus on cars and turn our thoughts to the future, guided by SB 375 and worries about the effects of climate change.

(A) Bicycles, pedestrians and the disabled: The "Spider web":

As with the new residences, offices and shops, the only way to accommodate increased transportation volumes will be to build up. Heavy traffic, i.e. motor vehicles, should continue to use existing roadways, but light-weight transporters, i.e. cyclists, pedestrians and the disabled, must be encouraged in this mode of travel by their own network of elevated pathways. Here, they will be able to move safely and conveniently, without fear of being hit by trucks or cars and without having to compete with traffic for road space. Nor will they delay traffic by frequent use of traffic signals at road intersections.

The Central Marin Ferry Connector Project is a good first step. I also propose:

(1) A bike/ped overcrossing (POC) from the SMART station across Larkspur Landing Circle and the parking lots on either side, and connecting with the ferry. The "dog leg" on the north side of East Sir Francis Drake could remain, but it points in the wrong direction for efficient ferry-train connection and some remediation would be needed.

(2) A POC at the southeast end of Larkspur Landing Circle, at the signalized intersection with East Sir Francis Drake. The multi-use path along the water is a pleasant place to walk, and while pedestrians may access it from the CMFCP, if walking is to be encouraged there should be equal access near its eastern end. Many residents in the area, and in the Bon Air Center/South Eliseo area, are older people who often stroll along Corte Madera Creek. Larkspur Landing should have its own recreational walkway by the water.

(3) Free flow of motor vehicle traffic on West Sir Francis Drake could be improved by a POC connecting Eliseo Drive and Barry Way.

(4) At some time in the distant future, a POC should be designed and built across Highway 101, joining the Greenbrae Hills and the SMART station.

I envision this network of overcrossings as an extremely useful and potentially beautiful "spider web."

Yes, these POC's would be costly to build. However, remarkably small expenditures on active transportation ("small" compared to road building) can allow key roadways to operate the same for automobiles today as they did 20 years ago, despite increased traffic demand - which Larkspur Landing will have, inevitably. See Geller, Roger, Bicycle Coordinator, City of Portland, *"Build It and They Will Come,"* 2011; two pages of graphs from this report are attached as Exhibit "B."

(B) Support bike/ped infrastructure in the vicinity of Larkspur Landing:

The Larkspur SMART Station Area Plan includes U.S. 101 from Wornum Drive north to Corte Madera Creek. GCIP's proposed abolishment of the POC is (a) contrary to 23 CFR 652, (b) blatantly contrary to Policy f, Larkspur's General Plan, and (c) broadly detrimental to bike/ped circulation. My responses to the GCIP DED are lengthy, thus not attached. Please advise if you would like a copy of this document.

Regarding traffic congestion at Larkspur Landing, it is critical that the many walkers and cyclists who live and work outside the Landing be persuaded to leave their cars at home and walk and cycle into it. It is not sufficient to concentrate on traffic solutions only within the Landing.

Regarding the SMART station and train ridership, it is highly likely that on weekends numerous cyclists from San Francisco and southern Marin County will set out for Larkspur Landing, to catch the train north. A POC over 101 will provide convenient and safe access to the station (the GCIP plans for Wornum and Redwood Highway are dangerous for cyclists, walkers, children, the elderly, the disabled).

Higher-density development means that population density along 101 will increase. More people will be desirous of crossing 101 and accessing the Landing by using a POC. That is why the Fehr & Peers survey "Memorandum" fails. It is merely a snapshot in time, as of March 2012. Regarding future needs for a POC, it is irrelevant.

It is imperative that the Larkspur Station Area planning process fully support the inclusion in GCIP of a POC, roughly from Fifer Avenue to Industrial Way. It is also imperative that should additional bike/ped infrastructure be proposed in areas outside Larkspur Landing and within cycling and/or walking distance to it, that the Larkspur Station planners fully support that as well.

(C) Define the term "transit-oriented":

I believe that a more precise definition of what this term means would aid in planning.

We have a ferry, and there will be a train. Both qualify as public transit.

However, to the extent bus transit is to be relied on, more thought needs to be given to the details. If buses are to persuade residents to leave their cars at home, they must be efficient, safe, convenient, comfortable and inexpensive. I have been thinking about bus transit in connection with GCIP, where the bus stop arrangements have been poorly designed, in my view as a former long-time bus commuter.

Buses must stop to pick up passengers, which slows their progress, and as long as buses must share lanes with traffic, their speed will be further curtailed if traffic is slow. Logically, this means that buses should have their own dedicated lanes that cannot be used by any other kinds of vehicles, and buses should be given free-flow priority at intersections. That concept means taking a lane of freeway for buses only, which would no doubt be controversial. Nonetheless, the concept needs full and frank discussion.

If bus transit cannot be made efficient and popular, then what??? We have no reasonable space to widen our roadways in the Greenbrae/Larkspur Landing/Corte Madera area. Double-deck roadways could be built, but nobody wants that, and given sea level rise, it would be prohibitively expensive to raise two levels of traffic lanes above the waters as they rose.

(D) Old-fashioned elevated trams:

Sea level rise is occurring. That more will occur is guaranteed, even though the precise extent cannot be predicted. See the sobering Figure 2-22 contained in the GCIP DED. To prepare for this "sure uncertainty," we need a transportation system that does not rely on massive amounts of concrete that are difficult and extremely costly to raise and reconfigure as time passes.

As a possible solution, let's consider an old-fashioned elevated rail system. We know we're faced with having to eventually build a causeway, from Wornum Drive to the hills north of the creek. The causeway would be needed to elevate traffic above floods that will become longer-lasting, and then permanent, as time passes.

A relatively lightweight raised rail structure could be adapted fairly easily to changing conditions. The vehicles on the rail tracks would be small, not heavy like the SMART cars; instead they would be simple and inexpensive people pods that would run in a never-ending stream, at intervals of only a few minutes. Ideally, users would pay no fares.

The route: I propose that the route follow, roughly, the outlines of the station area plan, though omitting the Greenbrae hills. The elevated tramway would serve local residents, workers, and shoppers, by enabling them to travel easily, without driving, from, say, the Marin Country Mart to Bon Air Shopping Center and then on to Trader Joe's and home again. Ingenious engineering would be required, but we need to explore this option seriously.

(E) Traffic to/from Richmond Bridge:

This traffic might be tolled, hence somewhat diminished, by requiring the use of transponders, similar to FasTrack, at key points along the route. Would this be technically feasible? Legal?

(F) Meanwhile:

As soon as possible, let's build the very best bike/ped "spider web" that can be designed. Based on the Portland experience, good multi-use pathways should significantly restrict the rate of growth of traffic, thus buying us some time to plan for 2050 and beyond.

Respectfully submitted,



Cindy Winter
cinhiver@yahoo.com

Ms. Cindy M. Winter
336 Bon Air Ctr # 108
Greenbrae, CA 94904-3017

January 22, 2013

New developments under way/planned/discussed for GCIP area:

- *MND 1. MacFarlane Partners, 185 new units + mixed use, old Wincup site, Wornum and Tamal Vista.
- *MND 2. Rose Lane (also known as Rose Garden), Doherty Drive, Larkspur, 85+6 = 91 new units, The New Home Company.
3. Larkspur Library, Doherty Drive. Many amenities and activities are being planned. The new library will be so close to East Larkspur (as the crow flies) that it would seem a shame if patrons couldn't walk safely to it on a nice day.
4. Fifer Avenue: A large property owner is reported to be considering redevelopment similar to the MacFarlane project.
5. Higher-density development is under serious and on-going discussion for Larkspur Landing, in connection with SMART station planning. The GCIP freeway Mitigated Negative Declaration lists Drake's Way -- 24 residential units, and Drake's Cove -- 126 residential units + hotel and mixed use. See page 1-21 of the MND. However, since this portion of the MND was prepared, the Larkspur Landing discussions have expanded to include a number of additional sites and other changes.
- *MND
2 only
6. Higher-density development has been suggested for Bon Air Shopping Center.
7. Higher-density development has been suggested for Drakes Landing.
8. College of Marin is under reconstruction, to attract more students.
9. SMART train station and Central Marin Ferry Connector Project.
10. Alto Tunnel will open some day; geography, population, and evolving attitudes make it inevitable.
- Many drivers attracted to Nos. 11, 12 and 13 would probably use Tamalpais Drive, but some (an unknown number) would be attracted in the direction of Trader Joe's and Wornum:
11. Larkspur-Corte Madera School District, new elementary school, San Clemente Drive.

Continued...

*See MND, page 1-21.

12. The Village: Nordstrom's is under renovation, and the shopping center parking will be renovated to accommodate more vehicles more easily.

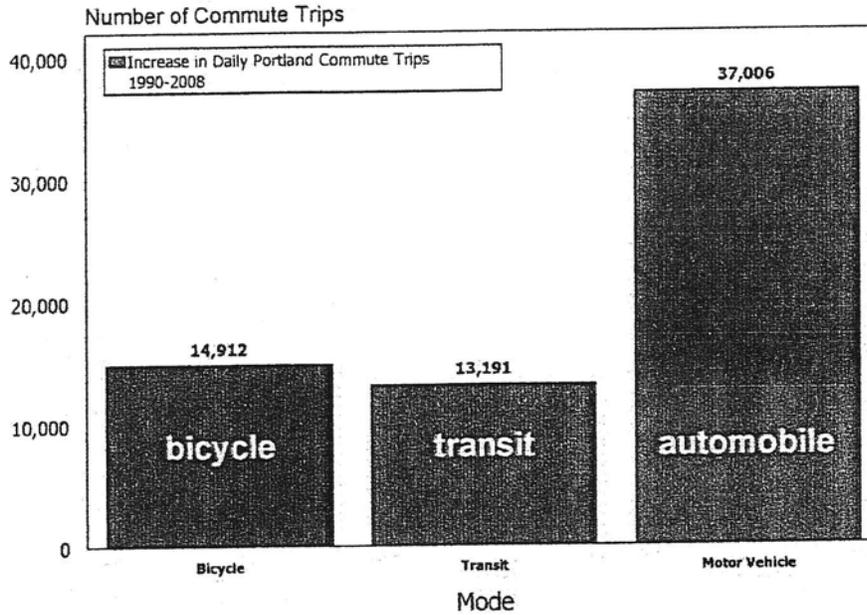
13. Madera Vista Apartments, off Paradise Drive in Corte Madera, 126 vacant units, to be renovated (building permit has been issued).

AND FINALLY:

14. What would traffic be like were San Quentin moved from Marin?

Prepared by Cindy Winter
cinhiver@yahoo.com
(Resident of Greenbrae)

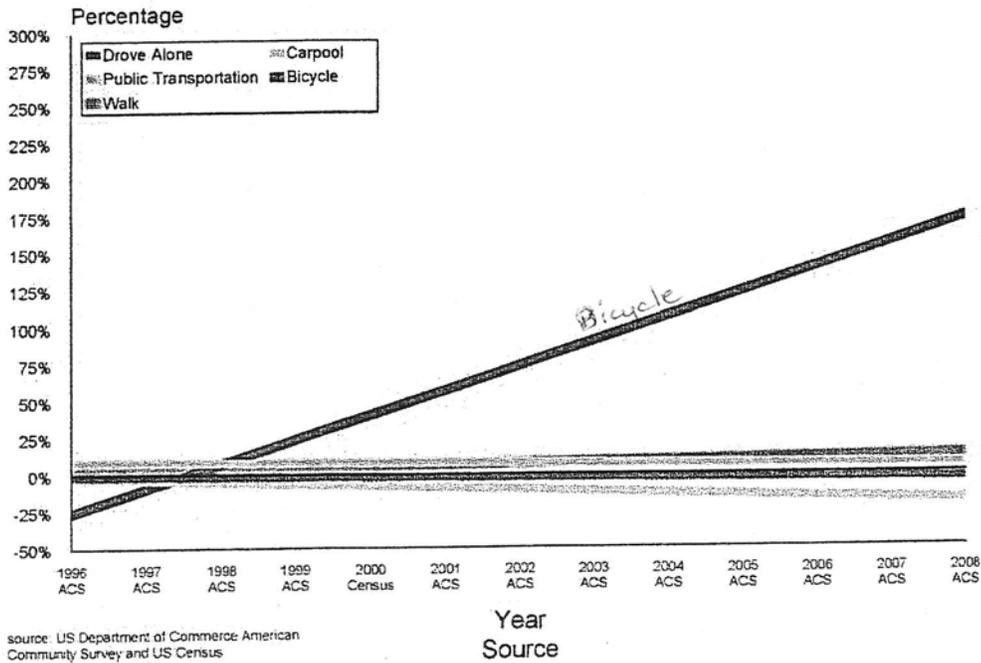
Increase in daily commute trips City of Portland 1990-2008 Bicycle, transit and automobiles



Note: Source of numbers: American Community Survey

Figure 11. Change in daily commute trips by mode 1990-2008

Change in Mode Split relative to 1996



source: US Department of Commerce American Community Survey and US Census
 Data displayed as trend lines

Figure 12. Change in mode split relative to 1996 (Trend Line)

Cumulative regional expenditures 1995-2010 Active transportation, transit and roadway

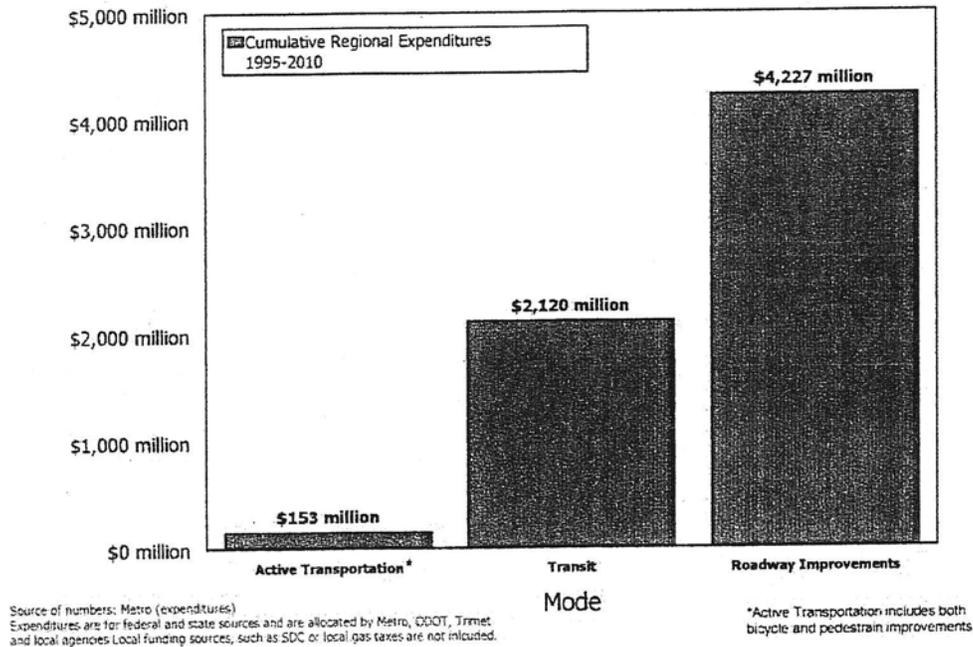


Figure 13. Cumulative regional capitol expenditures in transportation 1995-2010

Traffic on Portland's Four Principal Bicycle-Friendly Bridges 1991-2008

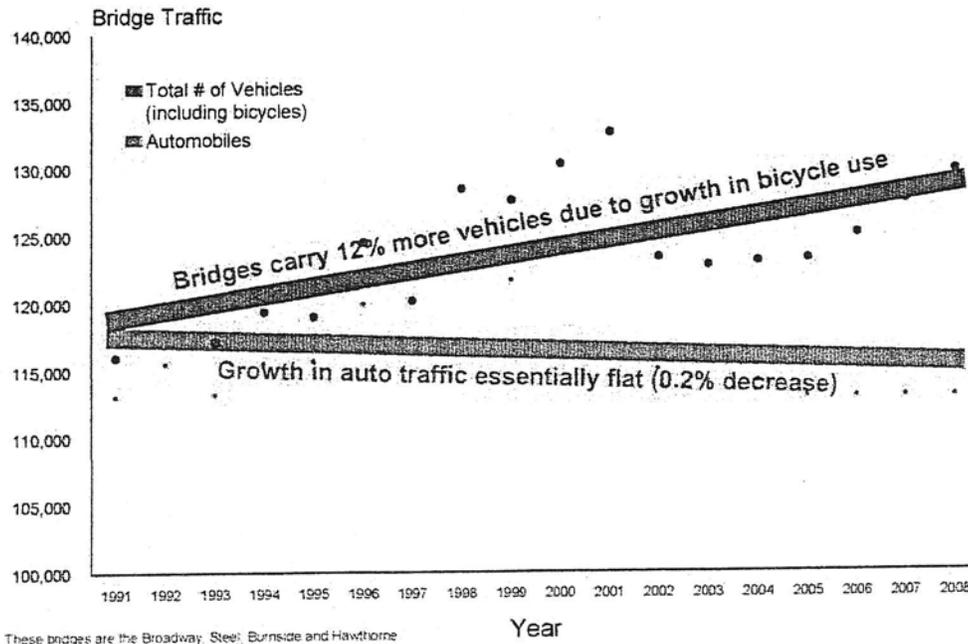


Figure 14. Increased demand for mobility largely met by bicycles on four principal Portland bridges

From: [Neal Toft](#)
To: [Julia Capasso](#)
Subject: FW: EIR scoping questions for SMART SAP
Date: Friday, February 15, 2013 4:11:59 PM

Julia,

Please add to NOP Comments

Neal

-----Original Message-----

From: Jean [<mailto:jsever117@gmail.com>]
Sent: Friday, February 15, 2013 3:45 PM
To: Neal Toft
Subject: EIR scoping questions for SMART SAP

Re NOP for EIR Scope, Larkspur SMART Station Area Plan(SAP)

Neal,

Please include these questions in the EIR for the SMART SAP.
Thank you!

1) Circulation SAP

This is the hub of the regional network. Within the narrow scope of the plan area, including Redwood Highway North, how can the plan make sure to accommodate all users accessing that area and that station by bike? On foot? By bus? What routes provide the conflict-free and fast connectivity within the area connecting to downtown Larkspur? To all major employment centers and likely destinations for the 60% of arriving users who are going to jobs, shopping and business in Central Marin? To the minority 40% going on to San Francisco by bus or ferry per the ridership studies?

Where will users coming to employment in Marin store their bicycles near the station overnight? Many may choose to store a car overnight near the station and take SMART rather than drive and sit in the demoralizing traffic jam coming south from Sonoma County that occurs every single morning. How can they best be encouraged to store a bike overnight instead of a car to reduce traffic capacity? Could a locked roofed secure bike parking shelter for 300 bikes be built near the corner of Larkspur Landing Circle on 4 spaces of Airporter Land central to ferry and train and Airporter? What will be the impact of not providing ample secure overnight bike parking?

Where will train users coming south store their cars overnight near the station? What will be the impact of that?

The fastest route to downtown Larkspur by bike and on foot is via the Pedestrian Overcrossing (POC) at Lucky drive: what can the SAP do to ensure that this fastest route remains accessible to SMART users, and is made ADA compliant? The route crossing under 101 north of the creek to the westside bridge is 3/4 miles from the RR ROW at SFD to Lucky Dr versus 1/2 mile from the RR ROW/SFD to Lucky Dr via Redwood Hwy and the Lucky POC.

Can SMART ask the GCIP/CALTRANS and TAM to meet SMART's needs for connectivity since the POC is within the Plan area and is critical for reducing traffic congestion by cars within the station area.

Can Larkspur ask the GCIP the same?

What changes can be made to code so that all new residential structures will build bicycle parking and pathway access and sidewalks to encourage reduced car use? Likewise code changes to require bicycle parking for all new businesses and hotels?

Can code be changed to offer housing with only 1 or some units with no car parking space at a reduced rate?

What kind of bicycle map could be provided to SAP users showing times by bike at 10mph speed and by foot at 3mph speed on each of the regional multi use paths(MUP) connecting to the station area to destinations within 15 minutes, 20 minutes and 30 minutes to educate and encourage area users to walk or bike rather than driving cars out of or into the station area, since traffic is already at or near capacity much of the day? At 10mph where could a user get from the station by bike on the MUP in going to work in 15 minutes? Where a walker? I think the Sonoma County train riders will be super

motivated to get to their destinations by any means because of the misery of the drive they will be avoiding. Can we ask them if they will walk or ride a bike at this terminus and how much time they would be willing to spend getting the distance from the train to their employment or other destinations? Where are their jobs in Central Marin? Are they close enough to get to in a 15 minute bike ride? A 15 minute walking trip? What can be done to make those trips better? What can be done to maximize the distance train riders are able to travel in that 15 minute time amount?

What impact would reducing cars by 300 and bike/walking trips have on capacity? Would it allow for more TOD housing units? The area is very attractive and will likely be desired by large numbers of seniors downsizing from big Marin houses; under supply will likely be a problem.

What aspects of the planned bicycle and pedestrian paths will be under FEMA's new 9' 100 year flood line? What will happen to the circulation during more frequent times of increased flooding with climate change?

Where does BCDC's 16" increase by 2050 flood line fall in the station area and connecting to the MUPaths users will be accessing on bike or foot from the train? From the ferry? In Redwood Highway area?

What would be the flooded condition advantage for SAP circulation of continuing the CMFC elevated above flooding across Corte Madera Creek and south on the SMART RR ROW?

How will fire-trucks and safety services circulate during high water conditions?

What can be done to make the Larkspur Landing area less isolated? The Redwood Highway area less isolated? Can Larkspur support building a recreational trail on the levees behind Redwood Highway North?

Station to ferry bike/ped access is currently planned via parking lots which provide numerous conflict points and are unsafe. What is the time to arrive from station platform to ferry entrance via this planned route? Would it be better and financially possible to make a dedicated stairs and path separate from cars between the Airporter and back of the Cinema building to the street from near the end of the top of the "U" ramp of the Cal Park path directly down to Larkspur Landing Circle(LLC), then continue on the street to the corner at the south corner of the Airporter, and a new crosswalk across LLC, then to the SFD pedestrian signal and on to the ferry? I walked this route and found it took 5.5 minutes. The planned route is circuitous via the shopping center and took 7.5 minutes; it is longer. Walkers tend to take the shortest path; what would it cost to build this route for walkers? What impacts would a faster walking path from station platform to ferry have on the SAP, and could it make shuttles or special bridges or moving the station to the ferry less attractive in cost/benefit ratio?

The SMART plan is a pathway as well as train. Once the pathway segments to the north are connected by SMART, do we know how many more bicyclists will come and go via the SAP area? What will be the impact if many recreational riders and tourists come by bike and ferry from San Francisco to go north on the train and path? Do the planned routes adequately serve numerous tourists coming north or Ballpark bound fans heading south from the Airporter/SMART parking lots?

What would be the impact on car traffic on East SFD, and can Larkspur work with GCIP/Caltrans to request this, to rename all "Richmond Bridge" signs on 101 NB as "East Sir Francis Drake?" Sausalito did similarly a number of years ago with "Alexander Ave" and successfully cut congestion on Bridgeway. Can housing density figures be tied to traffic capacity such that incentives are built in to pay for non-car features and thus make room for desired densities?

With good advance planning for circulation for all modes of users besides cars, we have a chance to fulfill the dream of walkable neighborhoods, attractive transit oriented high density housing, and regional travelers. Without careful attention to connectivity for multimodal users we will have traffic at capacity, reduced air quality, increased greenhouse gas emissions and increasing contributions to climate change.

Respectfully submitted by

Jean Severinghaus

2/15/13

Greenbrae Boardwalk Designated Representative to the Larkspur SMART SAP CAC Executive Board Member, Greenbrae Boardwalk

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