

June 2, 2014



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

Re: Larkspur SMART Station Area Plan Draft Environmental Impact Report

Dear Mr. Toft:

The Golden Gate Bridge, Highway and Transportation District (District) has reviewed the Larkspur SMART Station Area Plan Draft Environmental Impact Report (DEIR) and offers the following comments pertaining to its contents and the analysis conducted therein.

The District owns the Larkspur Ferry Terminal, included in the analysis as Opportunity Site 1 to include a parking garage, incorporating mixed use development. 300 Larkspur Landing Circle, which is owned by the District and leased to Marin Airporter, is included in the analysis as Opportunity Site 2. It is identified as the location of a “potential” parking facility that would exist in addition the existing Marin Airporter use.

The District would like to clarify that both sites have been the subject of presentations to our Board of Directors regarding developing parking garages in support of ferry operations. The Ferry Terminal parking lot operates at capacity the majority of weekdays. Paid parking at the Ferry Terminal and a dedicated transit shuttle, The Wave, in addition to existing transit routes serving the Terminal have not altered the demand for parking. The Marin Airporter site, to some degree, serves as ferry overflow parking. These facts, in combination with peak commute ferries operating at capacity, as discussed below, are cause for the District to pursue multiple solutions to improve operational capacity. Thus, while the District is willing to consider incorporating other uses into the parking garages planned for both sites, an overriding consideration is that such uses not conflict with the operational need to provide increased parking capacity.

Under Impact TRANS-6 (page 153), it is indicated that proposed development will increase demand for Golden Gate Ferry service, but it will be built over a period of time that allows the District to adjust ferry service levels accordingly. The EIR states that this is a less-than-significant impact. However, the District’s ferry service already operates at capacity in the peak direction. Any cumulative increase in demand for service in the traditional commute direction (i.e., to San Francisco in the morning, to Larkspur in the afternoon) will result in the need for additional crossings (trips). Increases in the number of crossings will trigger the need for a full environmental review of the additional ferry service.

Thank you for providing the District the opportunity to submit comments on the Larkspur SMART Station Area Plan DEIR. You may contact me, Norma Jellison or David Davenport, if you have any questions about these comments.

Yours sincerely,

A handwritten signature in blue ink that reads "Ron Downing" followed by the initials "KR". The signature is written in a cursive style.

Ron Downing  
Director of Planning

c: D. Davenport, D. Mulligan, J. Swindler, N. Jellison, J. Widmann