

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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TO: Design Review Board Members

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**SUBJECT: Central Marin Ferry Connection Multi-Use Pathway, City of Larkspur, County of Marin;
First Review**
(For Board consideration on October 8, 2012)

Project Summary

Project Applicant: Transportation Authority of Marin

Project Representatives: Bill Whitney, Project Manager with Transportation Authority of Marin.

Project Site. The proposed project is located near the Larkspur Ferry Terminal, north and south of the East Sir Francis Drake Boulevard, in the County of Marin. The north section is bound by East Sir Francis Drake Boulevard to the south, U.S. Highway 101 to the west, the Cal Park Tunnel Parkway to the north, and public and privately-owned land to the east. This section contains natural areas, developed landscaped areas with ruderal and non-native grasslands and native trees. The southern section is bound by Corte Madera Creek to the south, U.S. Highway 101 to the west, East Sir Francis Drake Boulevard to the north, and privately-owned land to the east. This section contains wetlands and upland habitat, ruderal grasslands, a tide channel, salt marsh and open waters of Corte Madera Creek and an existing boardwalk pathway that leads to the west over Corte Madera Creek (see Exhibits, pp. 2 - 3).

Proposed Project and Public Access. The proposed project involves constructing a new, approximately 25,455-square-foot multi-use pathway from the existing Cal Park Hill Tunnel Pathway and future Sonoma Marin Area Rail Transit (SMART) Larkspur station (to be located east of Highway 101 and north of East Sir Francis Drake Boulevard) to the existing multi-use pathway located south of East Sir Francis Drake Boulevard along the north bank of the Corte Madera Creek. The proposed pathway would consist of: (1) an at-grade pathway from the existing Cal Park Tunnel Pathway to East Sir Francis Drake Boulevard; (2) a ramp with retaining walls that connects the pathway to the north side of East Sir Francis Drake Boulevard; (3) an approximately 12-foot-wide Warren Truss Pedestrian bridge over East Sir Francis Drake Boulevard; and (4) an approximately 273-foot-long elevated access ramp structure connecting the bridge to the south side of East Sir Francis Drake Boulevard that would wrap around and through the existing wood trestle and provide an approximately 1,100-square-foot viewing platform overlooking Corte Madera Creek and the San Francisco Bay beyond (see Exhibits, pp. 2 and 13).

The proposed project would improve public safety, access and connectivity for non-motorized travel across East Sir Francis Drake Boulevard and east of U.S. Highway 101, and connect the future SMART Larkspur station and the Larkspur Ferry Terminal. The project would also improve public viewpoints for the public to view the Corte Madera Creek salt marsh area and San Francisco Bay by constructing an elevated path adjacent to the north bank of the Corte Madera Creek.



Making San Francisco Bay Better

Bay Plan Policies. The *San Francisco Bay Plan's* policies on Public Access state that "a proposed fill project should increase public access to the Bay to the maximum extent feasible" and that the public access improvements "...should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline..." The policies require that the *Public Access Design Guidelines* be used as a guide to siting and designing public access consistent with a proposed project. The Bay Plan policies on Appearance, Design and Scenic Views further state that "all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay" and that "maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore."

Board Advice. The Board's advice is sought on the following three topics:

1. **Lighting Concepts.** The Board should provide feedback to the Commission and the project applicant on the lighting options proposed (see Exhibits, pp. 14 – 16).
2. **Mesh Railing on Bridge.** The Board should provide feedback to the Commission and the project applicant on the two mesh options around the bridge structure (see Exhibits, p. 12).
3. **Public Access Amenities.** The Board should advise on where proposed public access amenities, such as seating and trash receptacles, would be appropriately sited to benefit public access users (such as near the viewing area).