PARKING STRUCTURE
CONSIDERATIONS

- Iconic Ferry Building
- Electric Vehicle Charging
- Bicycle Storage
- Solar Panel Lighting
- Sea-level Rise

- Bay and Environmental Impacts
- Visual Impacts
- Pedestrian Access
- Multimodal and Multiuse

- Seismic Stability
- Displacement During Construction
- Demand Management
- Phased Approach: Near-, Medium-, and Long-Term Needs
**LANDSIDE ACCESS**

**EXISTING LANDSIDE ACCESS FOR ALL MODES**

**SMART Train Connection**
- 12-17 mins walk (0.5-0.65 miles)
- 4-5 mins bike (0.65 miles)

**Transit**
- Extend the existing **bus island** to 200’ (can accommodate three buses at the same time) by relocating motorcycle parking spaces to the new garage.

**Bicycle**
- Add 100 additional **bicycle parking** spaces in the Terminal area to accommodate increased bicycle demand.
- Convert the existing bike racks outside the Terminal to secured bicycle boxes.

**IMPROVEMENT CONCEPTS**

**Pedestrian**
- Create safe and direct pedestrian paths in the parking lot behind the Marin Transit bust stop as well as the ADA parking lot.
- North lot access: Add a crosswalk on Larkspur Landing Circle.
- Streamline the pedestrian connection between the garage and the Terminal.

**LEGEND**
- Drive/Pick-up/Drop-off
- Bus
- Bike
- Pedestrian

**Distance to the ferry terminal:** 0.25 miles
**MAIN PARKING LOT A CONCEPT**

**4 Stories**

- **MEETS 2040 Program Demand**
- **DOES NOT NEED** the North Parking Lot
- **CLOSEST to Ferry Terminal**
- **SIGNIFICANT IMPACT During Construction**

4 STORIES (3 decks above grade) approximately 42'-0" to top of parapet

FERRY TERMINAL BUILDING

ADDITIONAL SOLAR PANEL ARRAY shown on top level, setback from building edge

FERRY TERMINAL BUILDING

**Larkspur Ferry Service Expansion and Parking Study**
MAIN PARKING LOT B CONCEPT

3 Stories

MEETS 2040 Program Demand

DOES NOT NEED the North Parking Lot

CLOSE to Ferry Terminal

LARGEST IMPACT During Construction

3 STORIES (2 decks above grade) approximately 30'-0" to top of parapet

FERRY TERMINAL BUILDING

ADDITIONAL SOLAR PANEL ARRAY shown on top level, setback from building edge

FERRY TERMINAL BUILDING

DOES NOT NEED the North Parking Lot

CLOSE to Ferry Terminal

LARGEST IMPACT During Construction

MEETS 2040 Program Demand

Larkspur Ferry Service Expansion and Parking Study
MAIN PARKING LOT C CONCEPT

3 Stories

- DOES NOT MEET 2040 PROGRAM DEMAND
  Unless Combined with the North Parking Lot

- NEEDS the North Parking Lot

- CLOSEST to Ferry Terminal

- REDUCED IMPACT During Construction

3 STORIES
(2 decks above grade) approximately 30'-0" to top of parapet

FERRY TERMINAL BUILDING

ADDITIONAL SOLAR PANEL ARRAY shown on top level, setback from building edge
NORTH PARKING LOT CONCEPT

5 Stories

DOES NOT MEET 2040 PROGRAM DEMAND
Unless Combined with the Main Parking Lot

NEEDS the Main Parking Lot

FARTHEST to Ferry Terminal

VERY LOW OR NO IMPACT During Construction

FERRY TERMINAL BUILDING

NORTH PARKING LOT STRUCTURE

5 STORIES (4 decks above grade) approximately 55'-0” to top of parapet

FERRY TERMINAL BUILDING
PHASING OPTIONS AND CONSTRUCTION IMPACTS OF PARKING CONCEPTS

MAIN PARKING LOT CONCEPTS ONLY
A single structure on Main Parking Lot

PARKING SUPPLY VERSUS PARKING DEMAND – MAIN PARKING LOT ONLY

- ✔ - Parking Demand
- Main Parking Lot – A
- Main Parking Lot – B
- Main Parking Lot – C
- Parking Oversupply
- Parking Shortage

PARKING SUPPLY – MAIN PARKING LOT ONLY

<table>
<thead>
<tr>
<th>MAIN PARKING LOT ONLY</th>
<th>DURING CONSTRUCTION</th>
<th>AFTER CONSTRUCTION</th>
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</thead>
<tbody>
<tr>
<td>Main Parking Lot – A</td>
<td>600</td>
<td>3,800-4,000</td>
</tr>
<tr>
<td>Main Parking Lot – B</td>
<td>200</td>
<td>3,600-3,800</td>
</tr>
<tr>
<td>Main Parking Lot – C</td>
<td>600</td>
<td>3,000-3,200</td>
</tr>
</tbody>
</table>

MAIN PARKING LOT – A
- Four-story structure on Main Parking Lot close to the Terminal
- Tallest structure among all options on Main Parking Lot

MAIN PARKING LOT – B
- Three-story structure on Main Parking Lot covering the full area
- Biggest parking shortage during construction

MAIN PARKING LOT – C
- Three-story structure on Main Parking Lot close to the Terminal
- Could not meet 2040 demand without TDM strategies
PHASING OPTIONS AND CONSTRUCTION IMPACTS OF PARKING CONCEPTS

MAIN PARKING LOT C + NORTH PARKING LOT CONCEPTS
Three-story structure on Main Parking Lot C + five-story structure on North Parking Lot

PARKING SUPPLY VERSUS PARKING DEMAND – MAIN PARKING LOT C FIRST

-◆- Parking Demand  Red: Main Parking Lot C First Parking Supply  Light Green: Parking Oversupply  Pink: Parking Shortage

PARKING SUPPLY VERSUS PARKING DEMAND – NORTH PARKING LOT FIRST

-◆- Parking Demand  Blue: North Parking Lot First Parking Supply  Light Green: Parking Oversupply  Pink: Parking Shortage

MAIN PARKING LOT C FIRST
Minimizes parking shortage during construction

NORTH PARKING LOT FIRST
Minimizes parking over supply after construction