

# PARKING STRUCTURE CONSIDERATIONS



Iconic Ferry Building

Source: Jacobs



Electric Vehicle Charging

Source: DLR



Bicycle Storage

Source: iStock

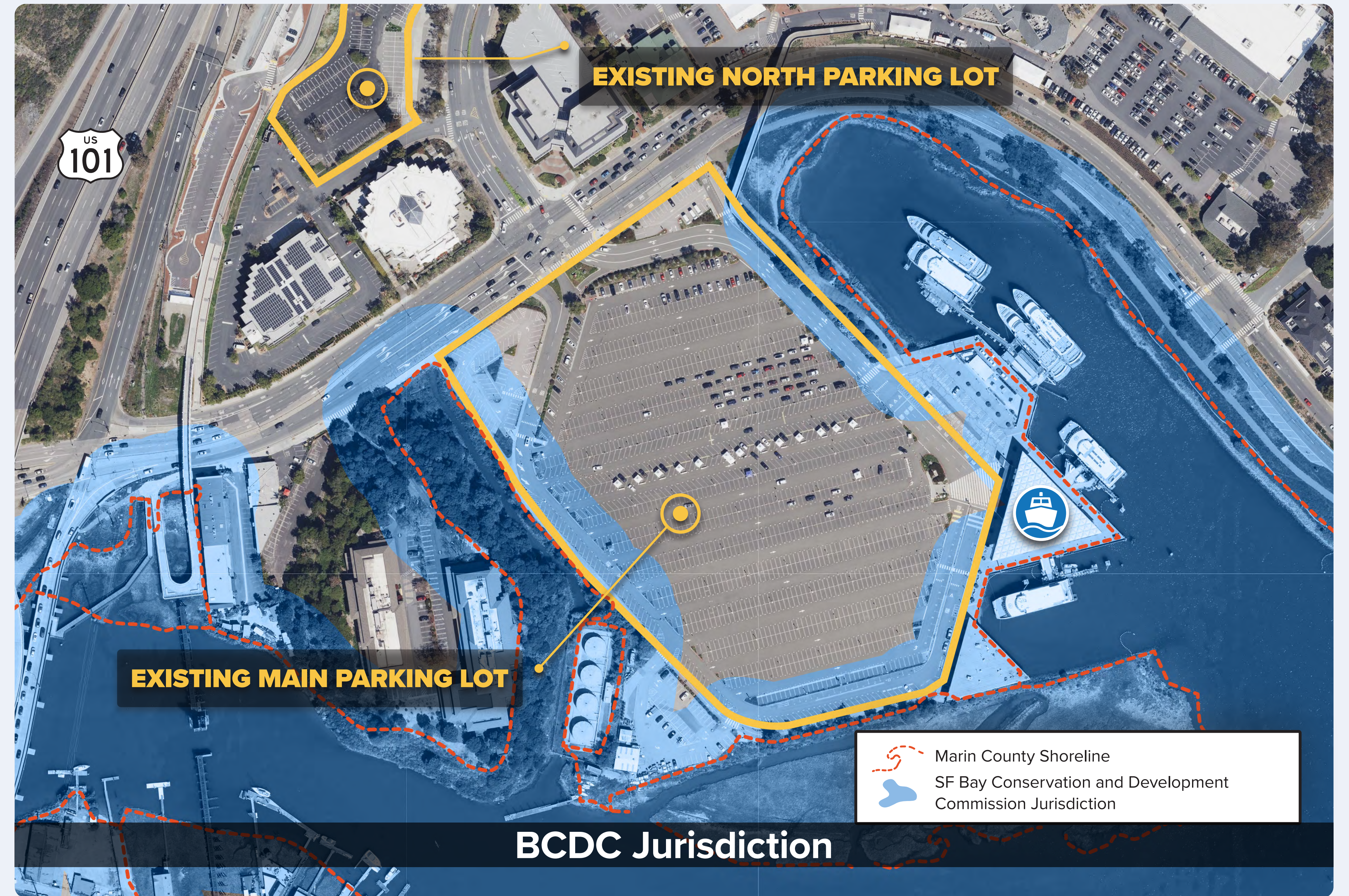


Solar Panel Lighting

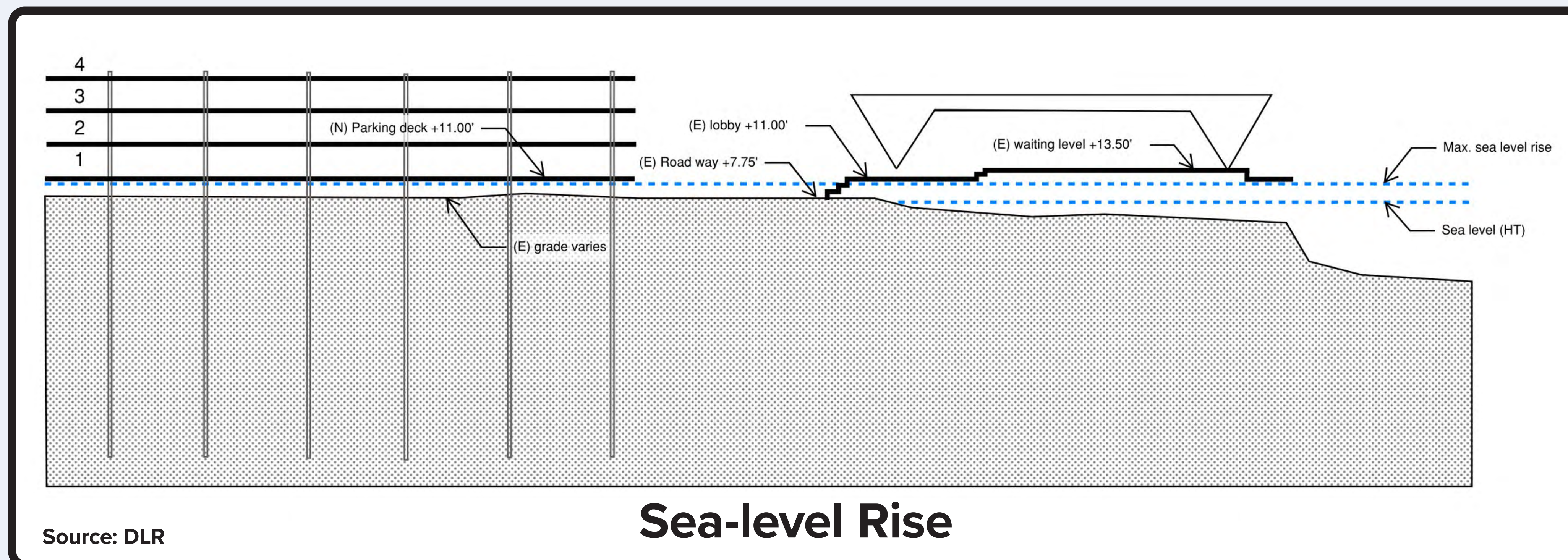
Source: DSC Spaceframes



Source: Jacobs



Source: Jacobs

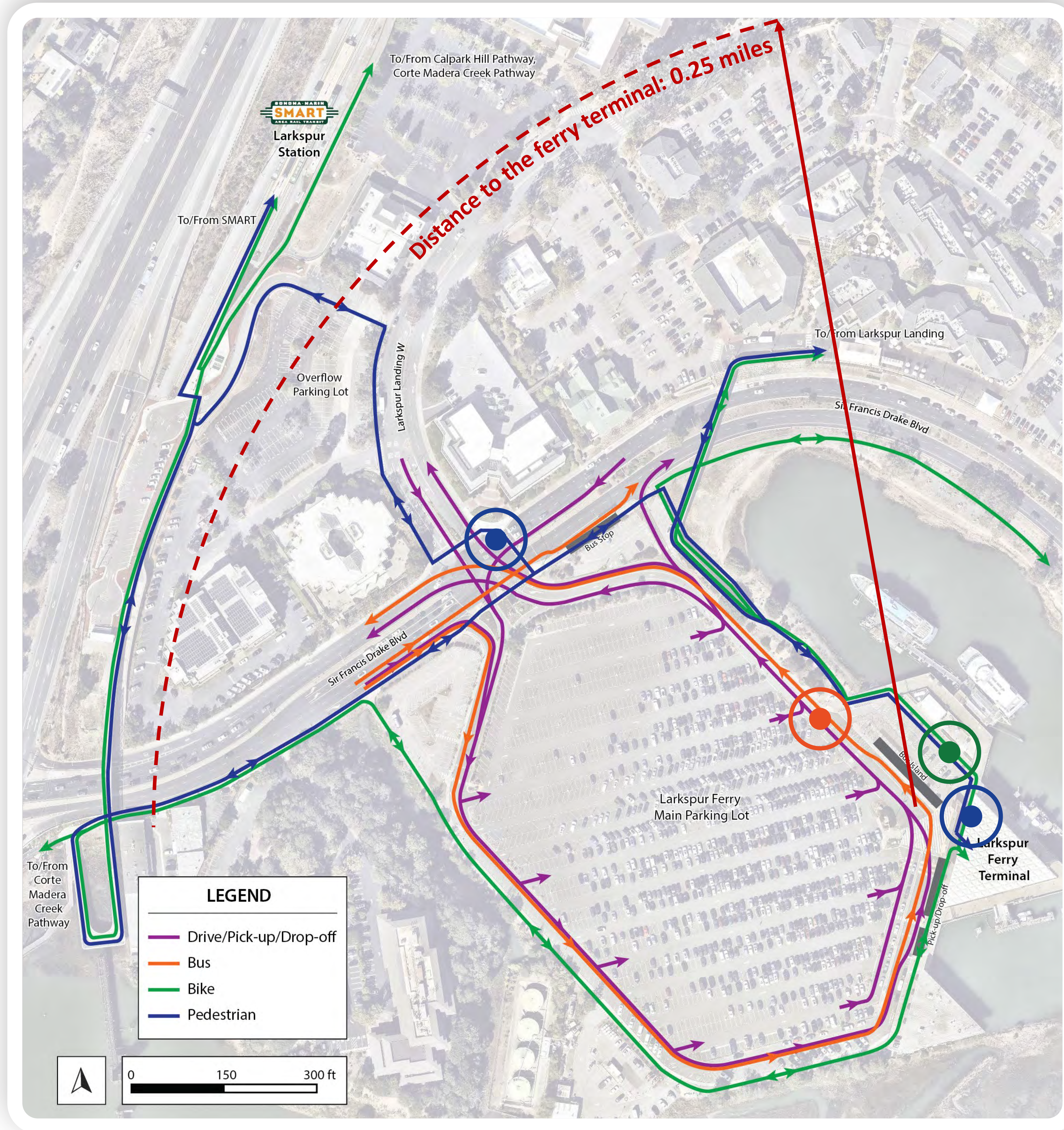


Sea-level Rise

Source: DLR

- ✔ 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



## IMPROVEMENT CONCEPTS

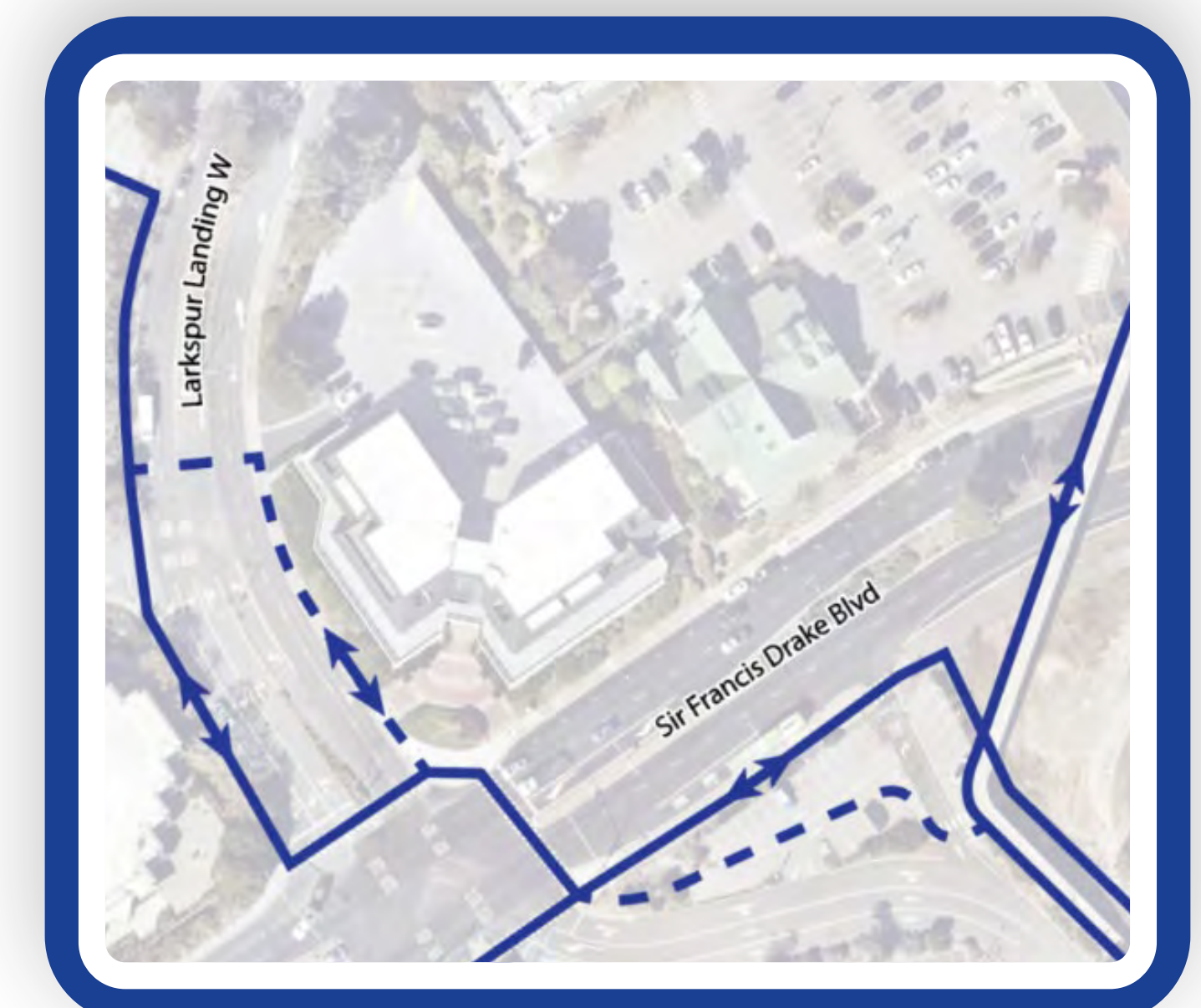
### Pedestrian

- Create safe and direct pedestrian paths in the parking lot behind the Marin Transit bus stop as well as the ADA parking lot.



Pedestrian Improvements

- North lot access: Add a crosswalk on Larkspur Landing Circle.
- Streamline the pedestrian connection between the garage and the Terminal



Pedestrian Improvements

## 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)

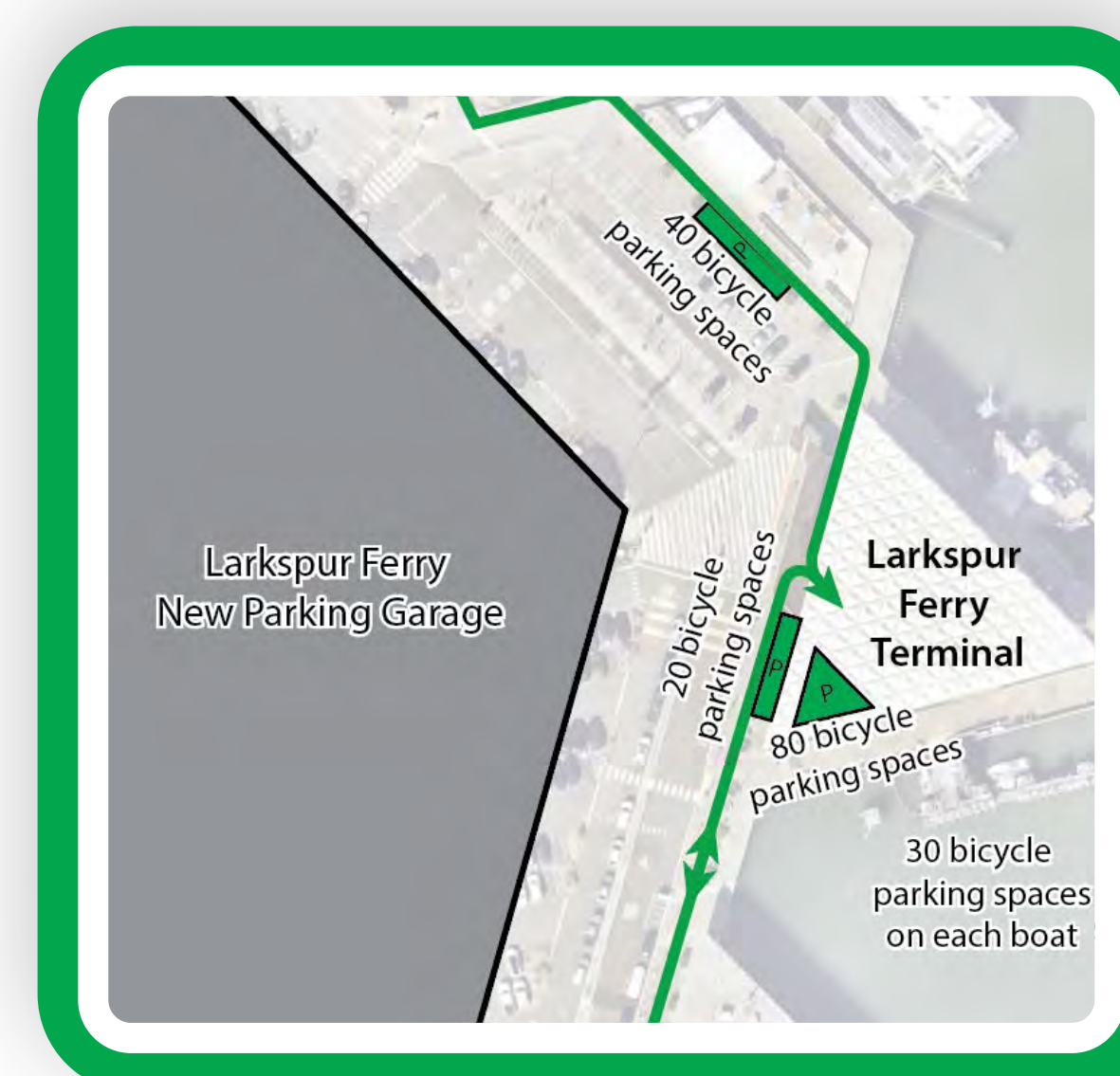
### Transit



Bus Island

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



Bicycle Parking

- 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

# MAIN PARKING LOT A CONCEPT

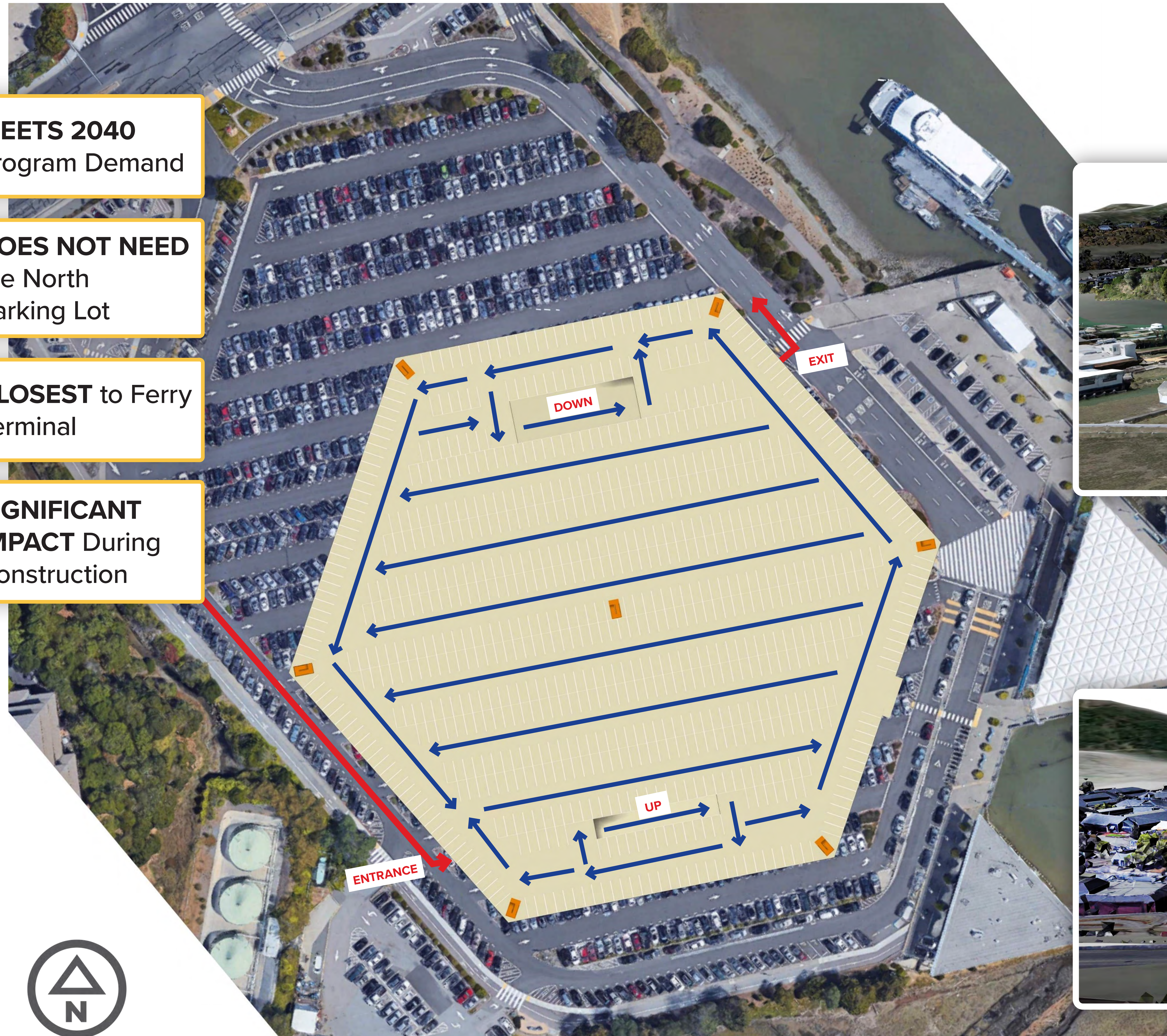
**4 Stories**

**MEETS 2040**  
Program Demand

**DOES NOT NEED**  
the North  
Parking Lot

**CLOSEST** to Ferry  
Terminal

**SIGNIFICANT**  
**IMPACT** During  
Construction



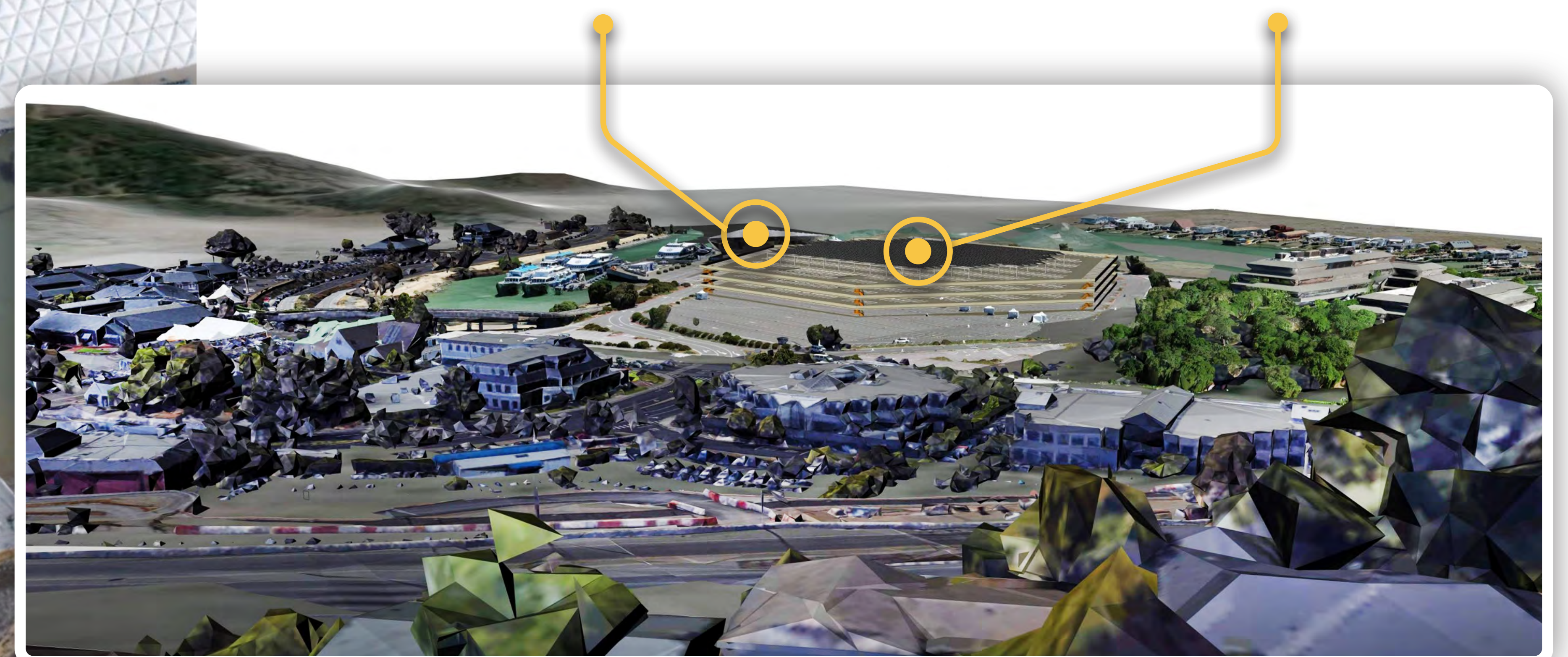
**4 STORIES**  
(3 decks above grade)  
approximately 42'-0"  
to top of parapet

**FERRY TERMINAL  
BUILDING**



**FERRY TERMINAL  
BUILDING**

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



# MAIN PARKING LOT B CONCEPT

**3 Stories**

**MEETS 2040**  
Program Demand

**DOES NOT NEED**  
the North  
Parking Lot

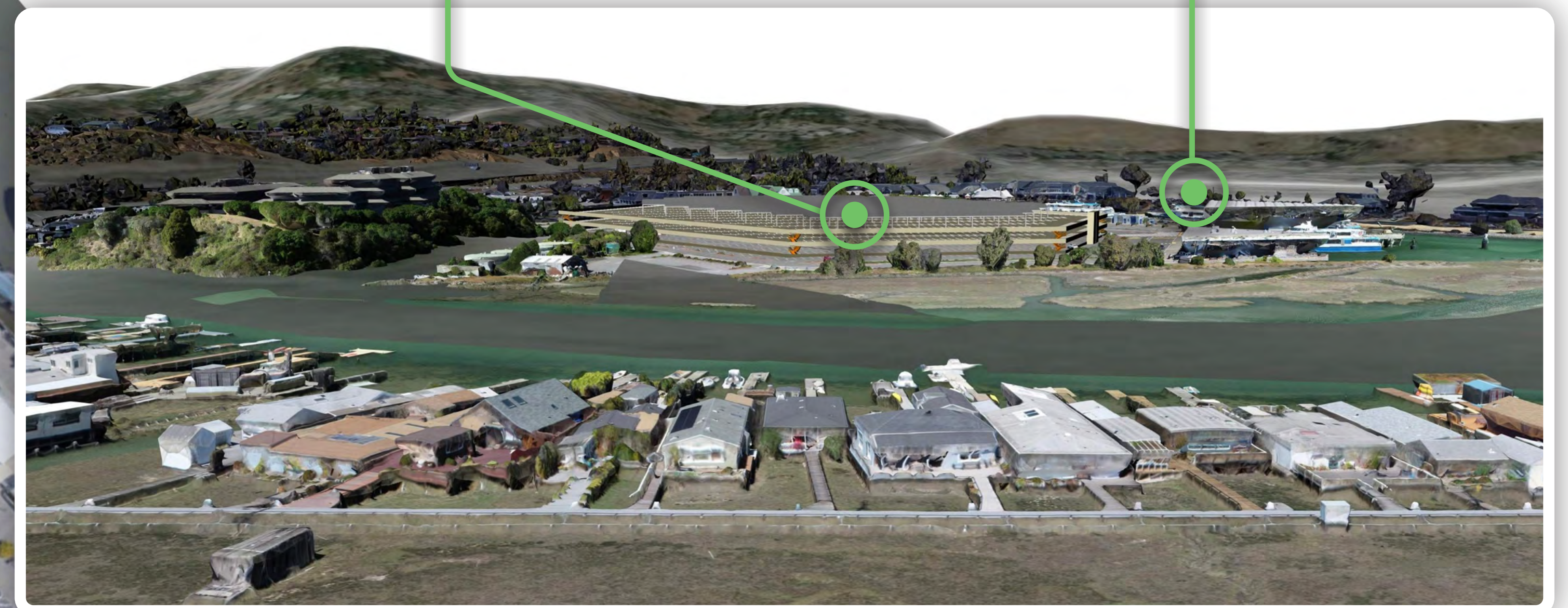
**CLOSE** to Ferry  
Terminal

**LARGEST**  
**IMPACT** During  
Construction



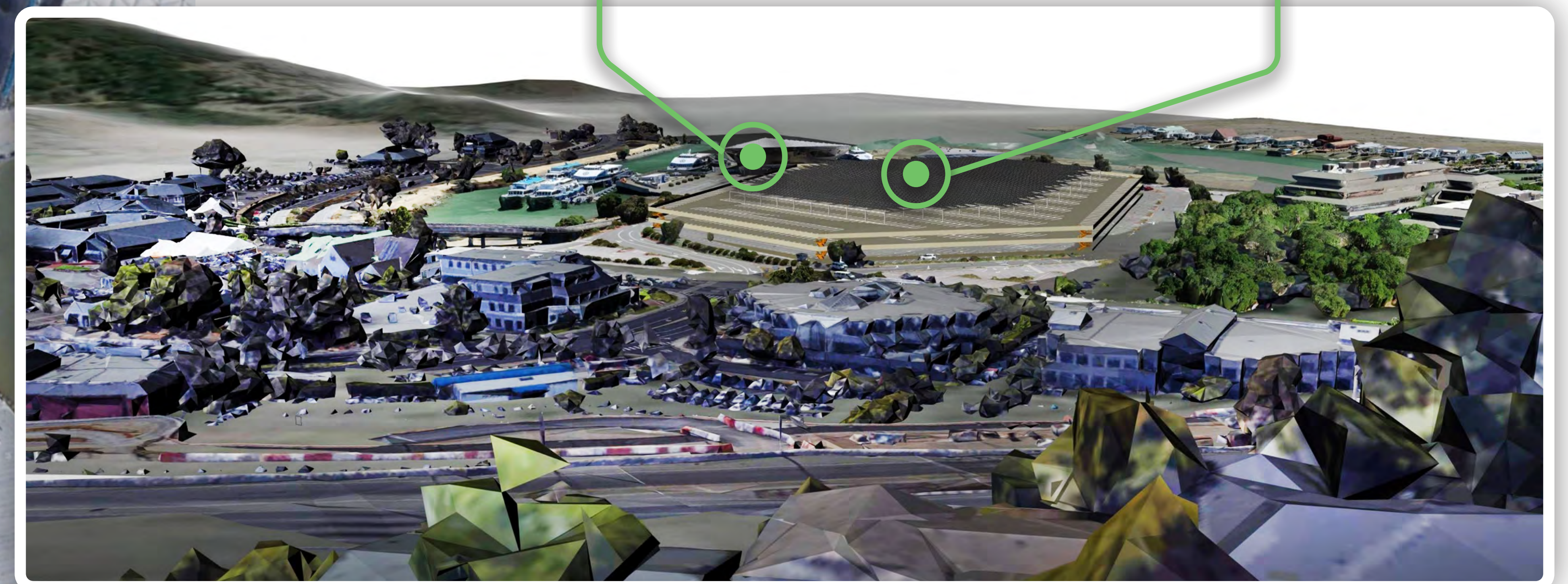
**3 STORIES**  
(2 decks above grade)  
approximately 30'-0"  
to top of parapet

**FERRY TERMINAL  
BUILDING**



**FERRY TERMINAL  
BUILDING**

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



# MAIN PARKING LOT C CONCEPT

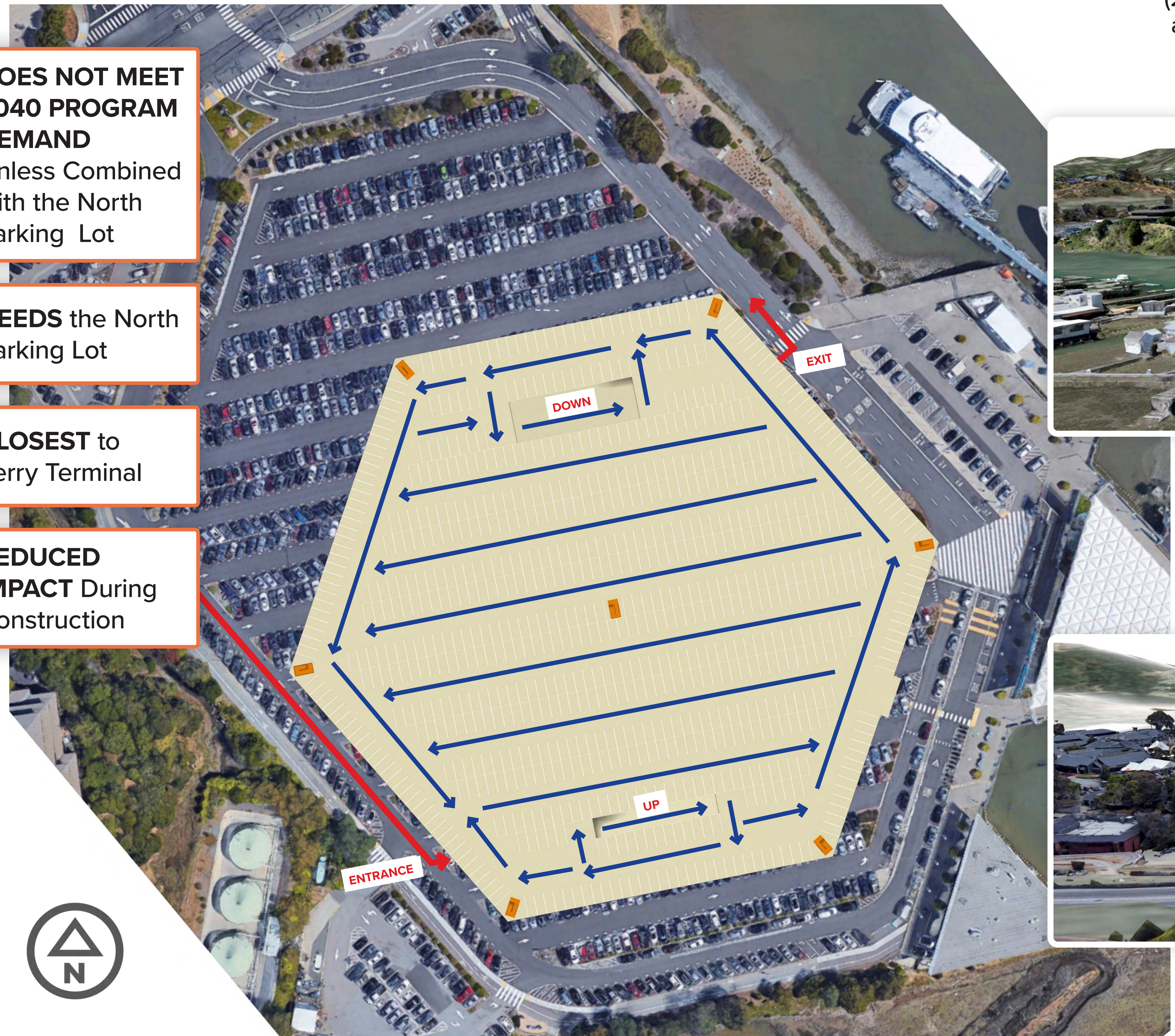
**3 Stories**

**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



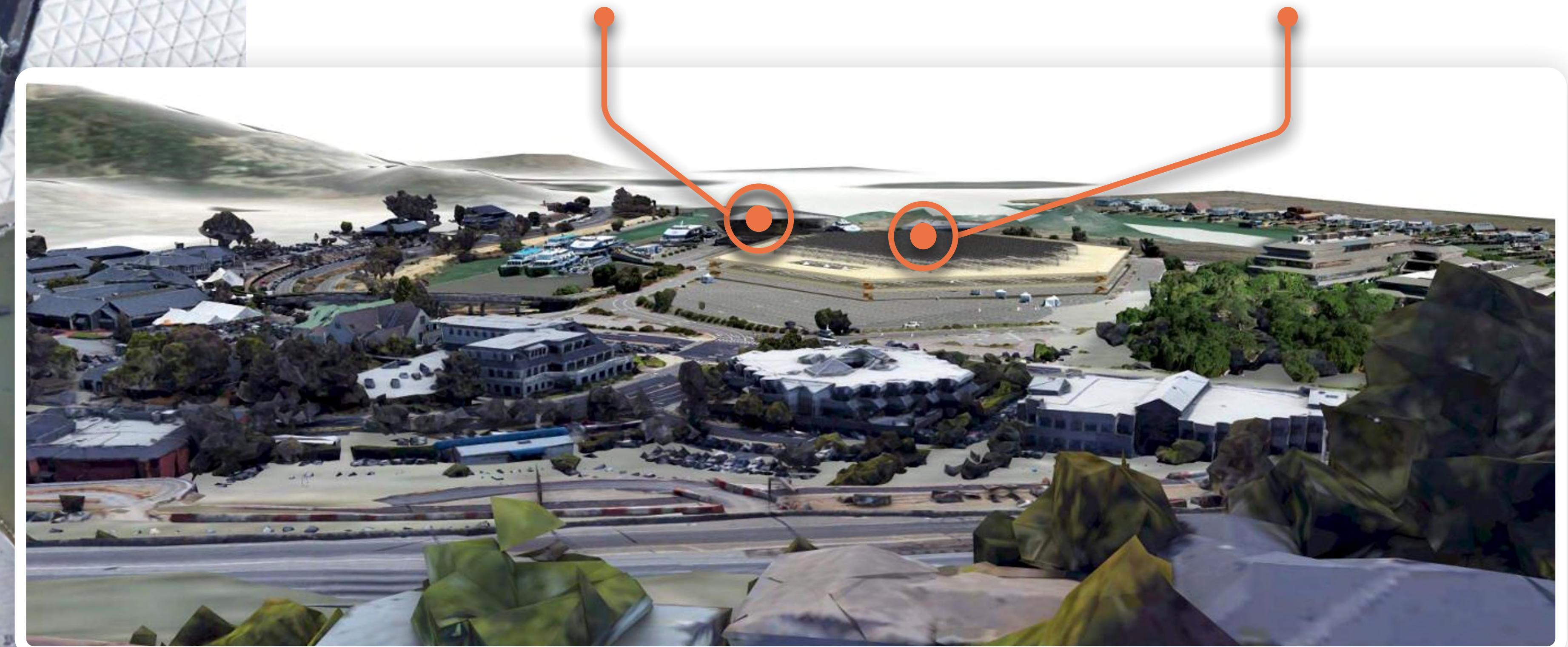
**3 STORIES**  
(2 decks above grade)  
approximately 30'-0"  
to top of parapet

**FERRY TERMINAL BUILDING**



**FERRY TERMINAL BUILDING**

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



# NORTH PARKING LOT CONCEPT

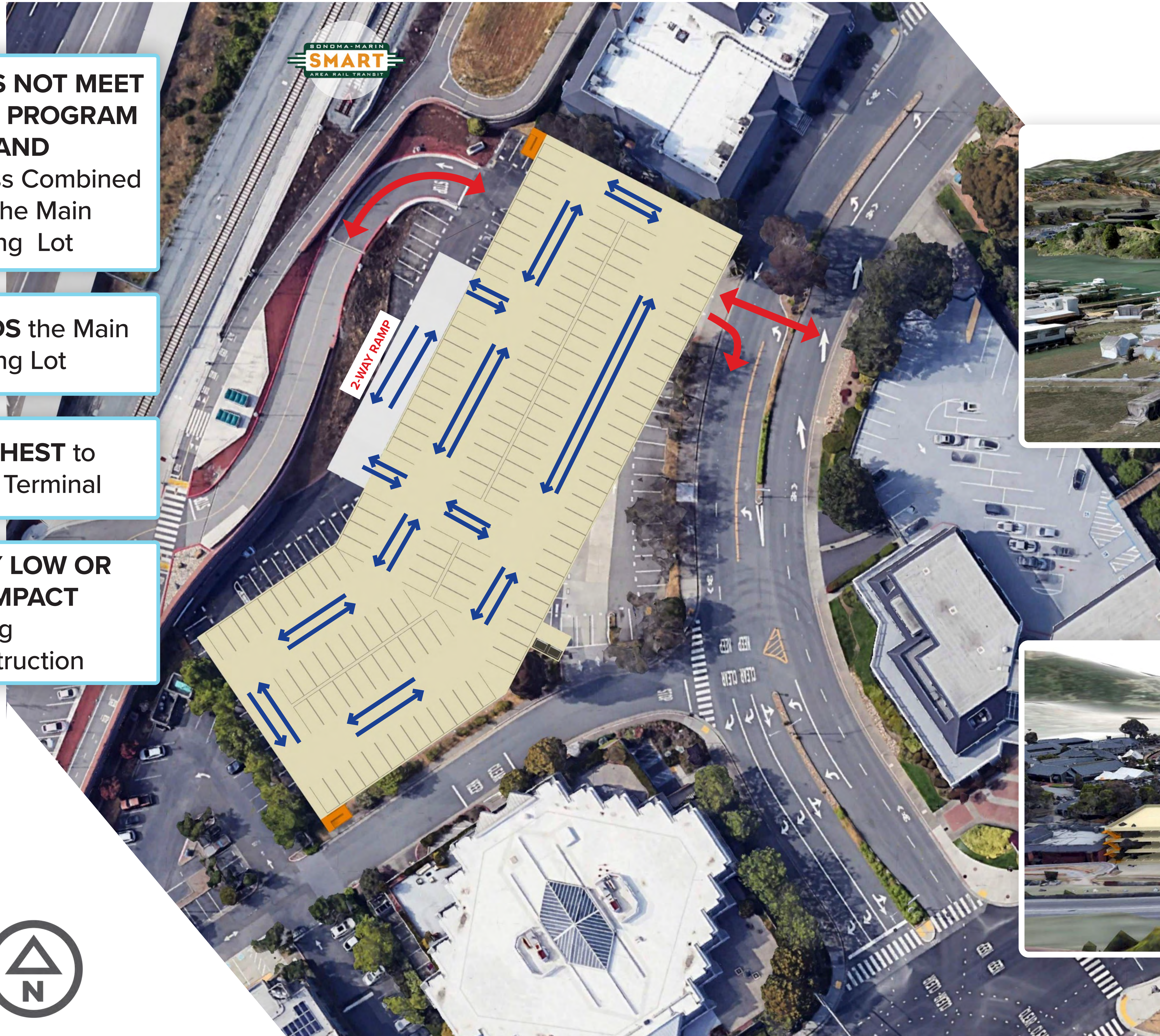
**5 Stories**

**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



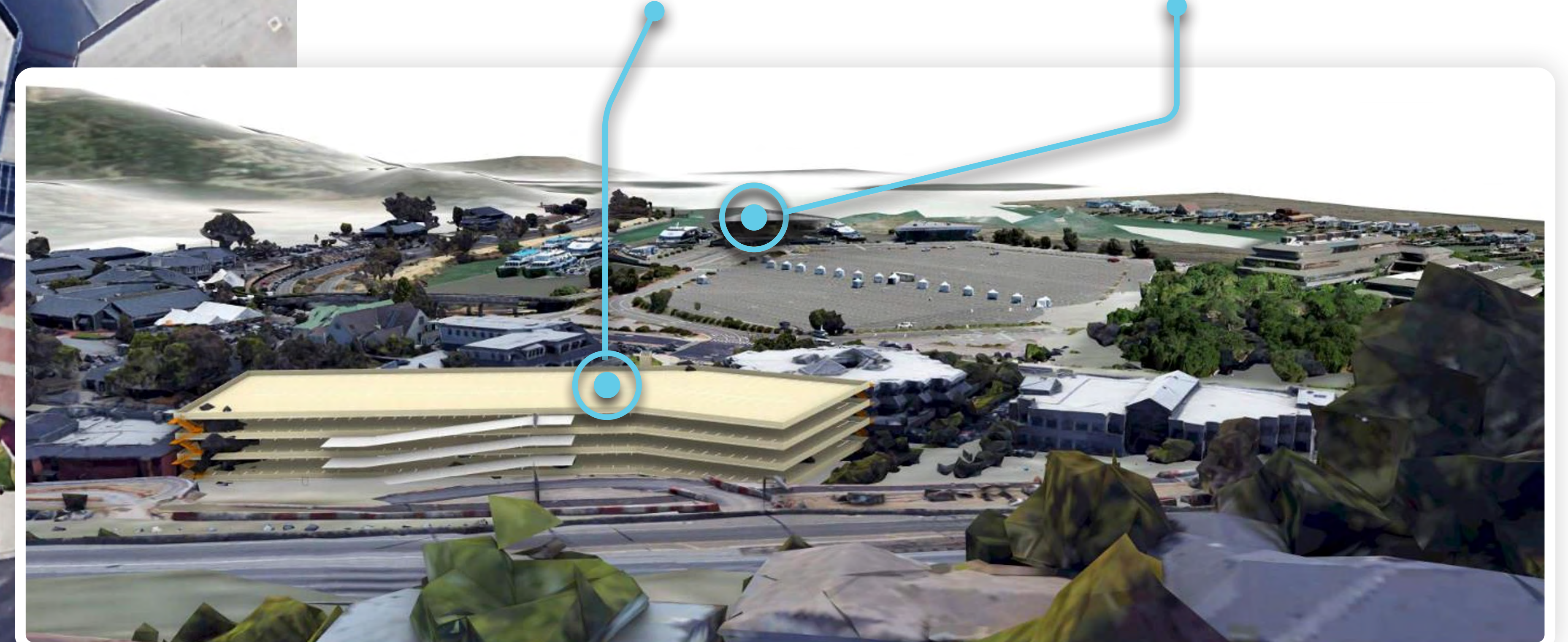
**NORTH PARKING LOT STRUCTURE**

**FERRY TERMINAL BUILDING**



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

**FERRY TERMINAL BUILDING**

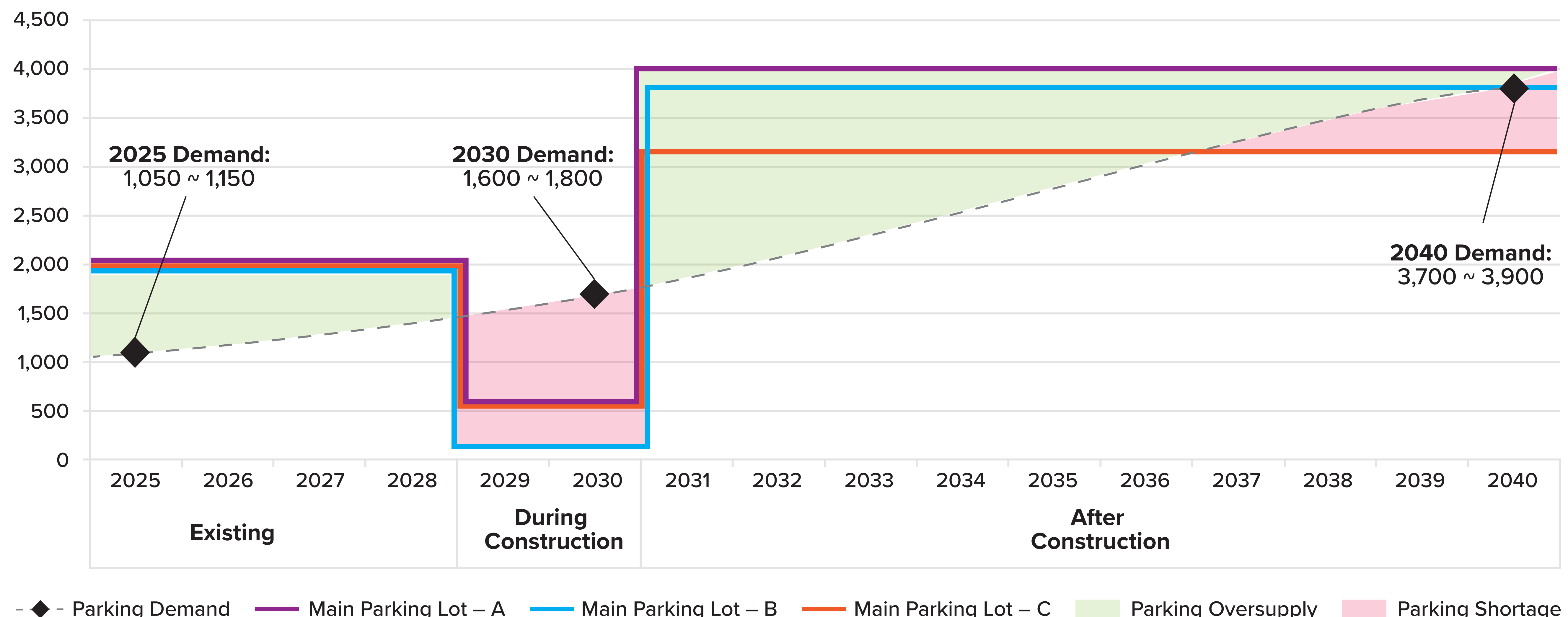


# PHASING OPTIONS AND CONSTRUCTION IMPACTS OF PARKING CONCEPTS

## MAIN PARKING LOT CONCEPTS ONLY

A single structure on Main Parking Lot

### PARKING SUPPLY VERSUS PARKING DEMAND – MAIN PARKING LOT ONLY



### PARKING SUPPLY – MAIN PARKING LOT ONLY

MAIN PARKING LOT ONLY	DURING CONSTRUCTION	AFTER CONSTRUCTION
Main Parking Lot – A	600	3,800-4,000
Main Parking Lot – B	200	3,600-3,800
Main Parking Lot – C	600	3,000-3,200



#### 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

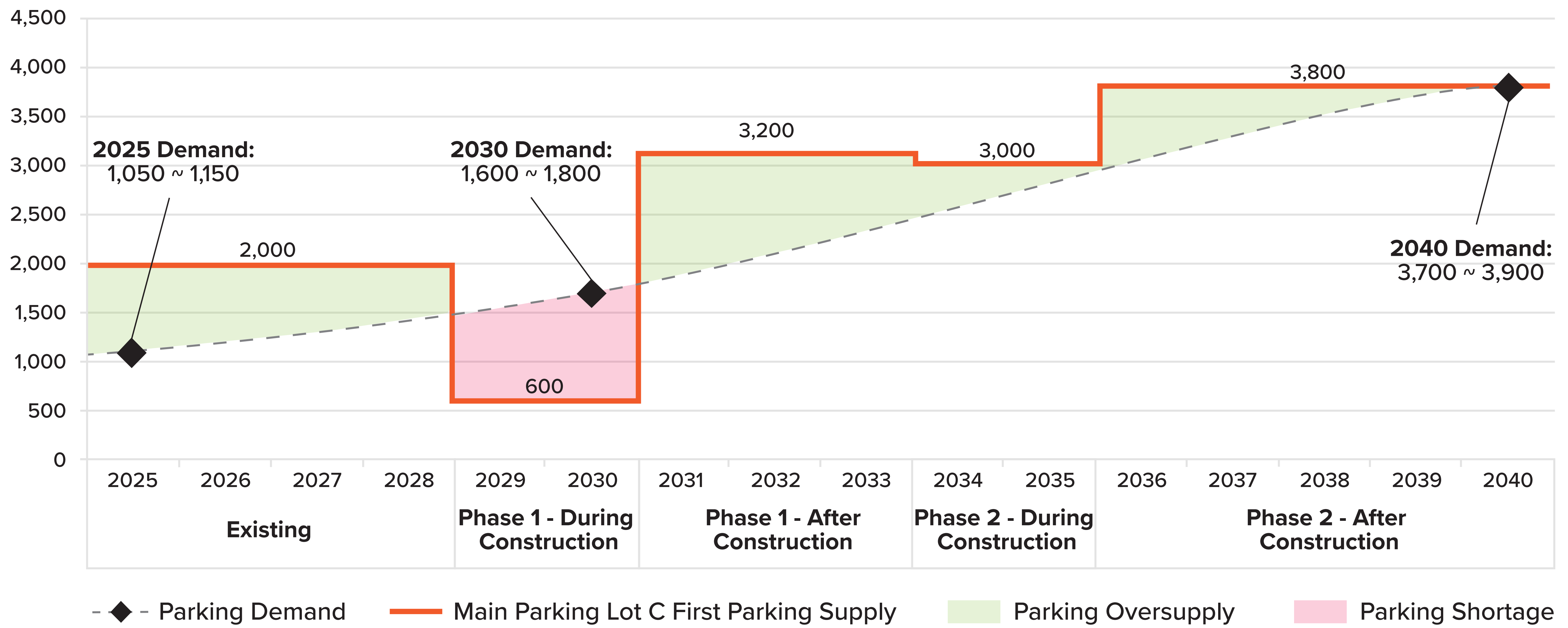


# PHASING OPTIONS AND CONSTRUCTION IMPACTS OF PARKING CONCEPTS

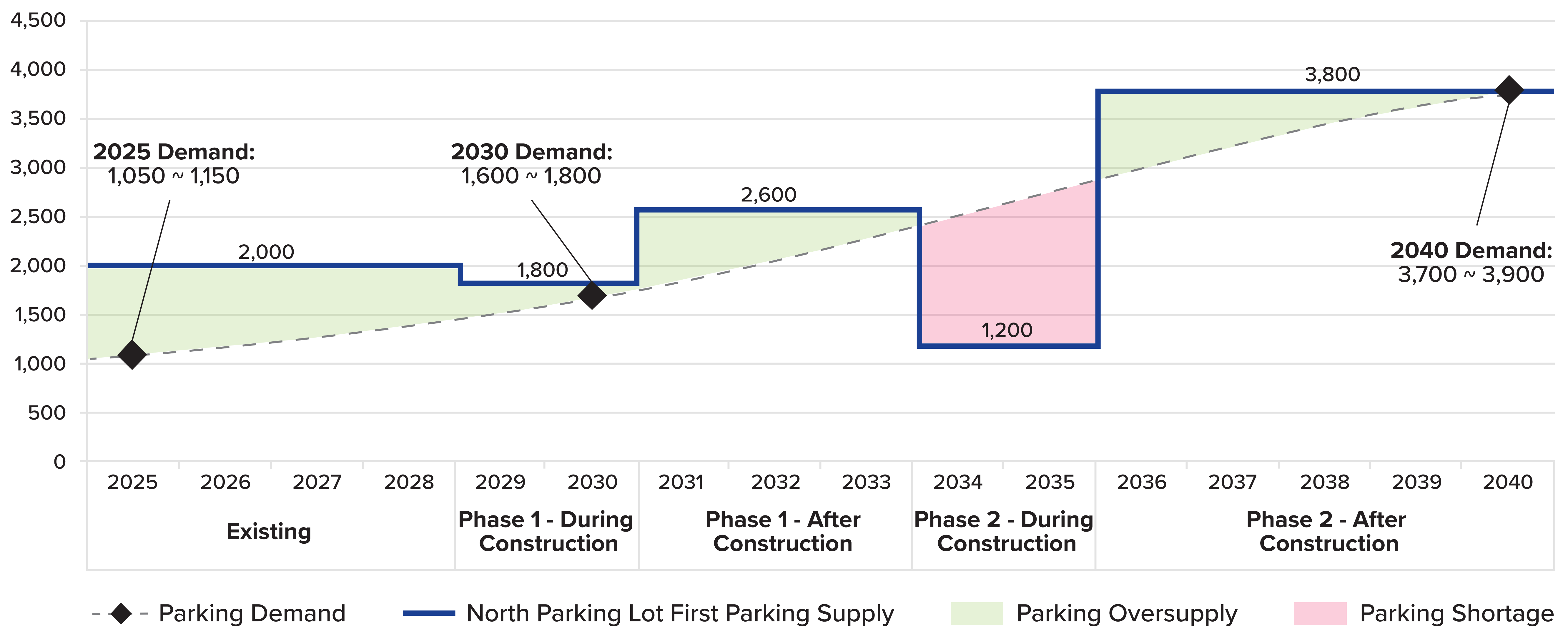
## MAIN PARKING LOT C + NORTH PARKING LOT CONCEPTS

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 SUPPLY VERSUS PARKING DEMAND – NORTH PARKING LOT FIRST



**MAIN PARKING LOT C FIRST**  
Minimizes parking shortage during construction



**NORTH PARKING LOT FIRST**  
Minimizes parking over supply after construction