

The LLCC Foundation is a grassroots effort to build consensus and support for fundraising, planning and building a new library community center at Rose Lane. The LLCC Foundation received unanimous votes for authorization to raise funds and collaborate with the City of Larkspur to design and build buildings in a phased approach from:

- ★ The Friends of the Library
- ★ The Library Board of Trustees
- ★ The Larkspur Library Foundation
- ★ The Parks and Recreation Commission
- ★ The Larkspur City Council

The LLCC Foundation's goal is to fulfill the recommendations in the July 2013 Larkspur Rose Garden Community Facilities Parcel Master Plan Report. The LLCC Foundation is independent of the Library and Parks and Recreation and their support organizations.

The Larkspur Library and Community Center Foundation

Post Office Box 846
Larkspur, CA 94977



www.thecommonsatlarkspur.org

The Commons at Larkspur



The New Larkspur Library and Community Center



LLCC Foundation
PO Box 848
Larkspur, CA 94977

www.thecommonsatlarkspur.org

The Commons at Larkspur

The Commons at Larkspur, located at Rose Lane and Doherty Drive, will be home to the new Larkspur Library Community Center, with outdoor landscaped gathering spaces and ample parking. Located close to three schools and to downtown Larkspur's shops and civic buildings, The Commons will be a hub for community life in our region, and provide welcome learning and community resources for Larkspur, Kentfield, Ross, Greenbrae, and Corte Madera.



Proposed site of The New Larkspur Library and Community Center, located at Doherty Drive and Rose Lane

Transformation

The new Larkspur Library Community Center will enable our communities and individuals to grow toward their greatest potential.

A larger lobby, market place, with a greater selection of best sellers, new books and media, free and available to all.

Offers **21st century technology**, state-of-the-art broadband, digital services, maker spaces and creative programs focused on innovation and learning.

More meeting space with greater flexibility will allow groups small and large to plan and conduct meetings and classes.

Access to **10+ million books** and media delivered to the Library for easy pickup.

A new city patio with a view of Mt. Tam that will create a year-round meeting place for people.

Expanded parking and improved access will make it easier and more convenient for everyone to visit.

The Larkspur Library Community Center

Foundation. The LLCC is a citizen-led 501(c)(3) organization, whose purpose is to raise the necessary funds, and collaborate with the City of Larkspur to construct the Commons at Larkspur and the new Larkspur Library Community Center. The LLCC Foundation is the exclusive fundraising agent for the City of Larkspur.

How to get involved:

- ★ Host a small group meeting
- ★ Donate
- ★ Volunteer

The Larkspur Library and Community Center Foundation

Post Office Box 846
Larkspur, CA 94977
www.thecommonsatlarkspur.org



Mobile Home Rent Protection in Marin County



June 5, 2019

RE: Larkspur Landing new parking garage

Please note Dick Spotswood's article in today's IJ., wherein he supports a garage design incorporating "future use architecture," meaning the garage should be seen as adapting to new uses over time, as automated vehicles reduce the need for parking. (Appended.)

Future use architecture seems to be a relatively new concept. However, in 2017 the approach merited the prestigious LaTrobe prize, awarded to a team from Northeastern University's School of Architecture. See AIA Architect, August 1, 2017, AIA feature, in architectmagazine.com.

<https://www.architectmagazine.com/aia-architect/aiafeature/ahead-of-their-time>

And again, this very morning, I saw a report about a major new development in AV technology from Duke University. Reported by IEEE, the Institute of Electrical and Electronics Engineers, May 16, 2019. See IEEE *Spectrum*, June 5, 2019.

I do not pretend to grasp the details, but the gist of the report is astonishing: there's now an incredibly faster way for the AV to decide what to do next.

There's only one comment, by a former amateur rally driver, who does indeed appear to understand the handling dynamics of motor vehicles. He describes the drawbacks of this new system in some circumstances. Nonetheless, he concludes on an optimistic note:

It is quite likely that these systems will be developed so that they will work in city situations with speeds up to 60 kph and perhaps augmented by inter-car communication (almost like dynamic flight plans being passed between cars). Still, pretty impressive stuff *and it will get better*. (Emphasis added.)

I am wondering now whether vehicle automation may develop faster than expected. For that reason, it would seem prudent to hedge one's bets by becoming familiar with this new "future use architecture."

Cindy Winter
Cindy Winter
cinhiver@gmail.com

3/4 Hz/second
VERSUS
1,000 Hz
PER
SECOND

How can Larkspur ferry keep up with demand?

Dick Spotswood

It's easy to write about government's failures, but it's wrong to ignore its achievements. Golden Gate Bridge, Highway and Transportation District's ferry division represent one such run-away success. During peak commute hours demand for fast ferry travel now exceeds the boats' capacity. Ditto for North Bay motorists — all potential ferry passengers — forced to commute to San Francisco by car since they can't park at Larkspur ferry terminal's jam-packed lots.

In 1970 the bridge district stuck its toe in San Francisco Bay inaugurating ferry travel on an old San Diego tour boat rechristened "Golden Gate" carrying tourists and Sausalito-based commuters. In 1976 the district seriously entered the ferry business when three then revolutionary "Spaulding 165" boats were acquired for the Larkspur to San Francisco route. Now high-speed catamarans make most of the commute runs.

When the Larkspur service commenced, many Marinites derided ferries as a boondoggle foisted by San Francisco politicians as a condition for allowing expanded commuter buses from the North Bay to San Francisco's old Financial District and Civic Center. While ferry ridership grew slowly, its reputation was greatly enhanced during disasters by providing city access when slides and earthquakes cut off the Golden Gate Bridge.

Fast forward 40 years and ferries are a beloved symbol of Marin.

Now with the Bay Area in the midst of a long economic boom, water transit's convenience is obvious. In the past 10 years ferry patronage increased 6.5% per year so that it now carries 2.6 million annual riders. Last year ridership stabilized after the boats reached their capacity. It's transit advocates' best case scenario.

In the fall, the bridge district commences an analysis of its 21st Century ferry needs. It'll include studying increased capacity by adding more high-speed boats, creating a new ferry route to the foot of 16th Street near San Francisco's booming Mission Bay and UC San Francisco medical center while expanding Larkspur ferry terminal parking.

Connecting Golden Gate Ferry with SMART's soon-to-open Larkspur station needs to be addressed. Ideally the tracks would have crossed Sir Francis Drake Boulevard ending at the dock; a step long-ago blocked by Larkspur City Council. That option is gone since building a rail link is now prohibitively expensive.

Adjacent to Larkspur Landing's theater and below the new rail station is Golden Gate Ferry's overflow parking lot. Once leased to Marin Airporter, during weekday peak periods and weekends when the Giants are playing, the 200-car lot is overflowing. While recently walking the site, I saw the obvious. Auto commuters use the overflow parking and then walk to the ferry terminal with little complaint.

All that's needed to fill the third-of-a-mile ferry-rail gap is a low-tech, low-cost covered pathway coupled with accessible vans for special needs passengers.

To increase ferry ridership additional parking is essential. A multistory parking facility should be built at the site of the overflow lot. Build it using new "future-use architecture" concepts so when self-driving cars and autonomous shuttles are the norm and parking needs decrease, it'll be economically convertible for new uses ... perhaps including workforce housing. As a bonus, this garage's location could provide SMART-ferry passengers with a covered escalatorequipped walkway to Sir Francis Drake.

Cycling activists contend if commuters would just hop on a bike or walk, more parking isn't needed. Biking to ferries works for some but Marin isn't like flat, compact Amsterdam. First class transit planning is practical, not ideological. Expanding ferry terminal parking remains a key element in providing access capacity for more water transit riders. That'll both mitigate auto traffic's growth across the Golden Gate Corridor and maximize utility of one of the Bay Area's best transit initiatives — Golden Gate Ferries. *Columnist Dick Spotswood of Mill Valley writes on local issues Sundays and Wednesdays. Email him at spotswood@comcast.net*

All that's needed to fill the third-of-a-mile ferry-rail gap is a low-tech, low-cost covered pathway coupled with accessible vans for special needs passengers.



Dick Spotswood



Hello, my name is Joan Dobkowski, and I have lived in Marin Park, A Mobile Home Community since 2006.

Most of my neighbors are folks who have found a way to remain in our beloved Marin County despite the economic challenges that face anyone attempting to stay in the Bay Area.

What if I told you that ours is a neighborhood — comprised of 88 homes — that is probably more diverse in terms of income level, profession, age, ethnicity, than any other neighborhood you can imagine in Marin. The people in this community have found a way to remain in Marin County despite the fact that

- (1) real estate is obscenely expensive,
- (2) more than 50% of the residents are of retirement age, and
- (3) there is no rent protection available to us.

I found mobile home living after my husband died when I quickly realized that living in Marin was absolutely a 2-income-household requirement. But I loved Marin and sought a solution that would keep me here and still allow me to pursue my professional goals.

In my mobile home neighborhood you will find teachers, nurses, architects, landscapers, young families, tradesmen, and your community elders. Here is what I have found out:

- 32% of the households have children under the age of 18
- 53% of the households have people over the age of 65
- 45% of the households exist on a fixed retirement income
- 31% of the households have a combined income between \$25-50,000 per year
- 14% of the households have income below \$10,000 per year
- 61% of the households pay more than 30% of their income for rent
- Languages spoken include English, Spanish, Khmer, and Vietnamese

We own our homes, but pay rent for the “parking space” upon which our homes are placed. And we are now in a stalemate — many can no longer afford to live in their OWN HOMES due to skyrocketing rental rates, and they cannot sell their homes (their only assets) because of the same skyrocketing rental rates. One of the last successful sales saw the monthly rent DOUBLED for the new owner.

Residents are stuck — and the landlords/owners know it.

Starting 18 months ago, and projecting into the 5-year future (length of a lease that is being offered to homeowners), the rent will increase between 62 - 80% for each household. I hope you feel along with us that this is outrageous. And unnecessary.

We can't afford to live here. We can't sell our homes.

Marin Park is truly a part of Marin's affordable housing solution for retirees, newcomers, and tradesmen, and we entreat you to help us to keep this our home for a long time into the future.

We love it here. And sincerely want to stay.