



THE CITY OF
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CALIFORNIA

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September 15, 2014

Mr. Farhad Mansourian, General Manager
SMART
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

RE: City of Novato Comments on Novato Station Design 65% Design Submittal

Dear Farhad,

The City of Novato has completed its review of the submitted "*Contract Package #4 for Design Build Contract CV-DB-12-001*", the 65% Design Review Submittal for the two proposed SMART Stations within the City of Novato. The City's review includes the comments generated at the recent presentation by City Staff of the plans to the City Council at their regular meeting of September 9, 2014.

While the City acknowledges that the opportunity to review the onsite plans was provided by SMART as a courtesy, there are several EIR mitigations and design challenges within City right-of-way that have yet to be addressed in the plans. We are confident at the staff level we will be able to work through these issues with you and the SMART staff prior to construction in those areas. We are committed to helping SMART be successful in this critical venture. By addressing some of the issues below, we believe the experience of the future commuter will be enhanced.

The comments generated at the City Council meeting centered around several common areas of concern, namely:

1. The Council was unified in their desire to have the station names more clearly designate their presence and location in Novato, i.e. "*Novato/San Marin Station*" and "*Novato/Hamilton Station*" names. We would be interested in understanding what role the City can have in the final determination of the names and any constraints we may need to know.
2. Circulation in and around the stations needs to work efficiently and effectively for the several modes of transportation that will converge at

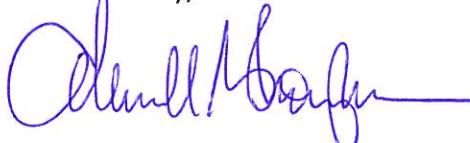
the sites. The lack of installation and thorough vetting of pedestrian, bicycle, passenger drop-off and transit bus facilities is concerning. Additional coordination is needed between the project design consultant, City Staff and transit agencies serving the site to ensure SMART's customers have effective and seamless multi-modal options.

3. The station shelter architecture is of particular concern, and should more closely reflect classic architectural elements of the other transit facilities in Novato. Specifically, the Hamilton area has established architectural design standards required of land development projects. Council requests SMART work with City Staff in exploring options, including identification of costs to City for upgrades or enhancements.
4. Site lighting should conform with City standards for LED lighting limiting impacts on night sky and eliminate increases in offsite light levels. Light levels should be reduced outside of the normal train operation hours.
5. The Council would like SMART to provide the "security plan" for the stations in coordination with the Novato Police Department to ensure public safety. Use of video surveillance is encouraged.
6. The Council was concerned over the lack of proposed restroom facilities at the two station sites, and encouraged SMART to be creative in potential options to fund these facilities – i.e. advertising revenue to fund small European style restroom units.
7. Landscape screening / visual mitigation of station improvements along housing east of the Novato-Hamilton Station is critical and we appreciate SMARTS previous efforts to reach out to us regarding this issue.

The Council was also supportive of the staff comments contained in Attachment "A". We look forward to working with SMART staff to resolve and problem solve the issues and concerns expressed here, and will continue to be active participants in working with SMART in achieving the success of the project.

Should you have any questions or concerns please contact me at (415) 899-8963, and thank you again for your willingness to receive input from the local agencies along the project.

Sincerely,



Russell S Thompson, PE
Director of Public Works

Attachments:

A: City of Novato Staff Comments (as modified pursuant to City Council Meeting 9-9-14)

Cc: Novato City Council
Michael Frank, City Manager
Bob Brown, Community Development Director
Tony Williams, Sr. Civil Engineer

ATTACHMENT "A"

(Items in **BOLD** type relate to key issues mentioned in the staff report)

SMART 65% Hamilton & Atherton Station Designs
City of Novato Community Development and Public Works Departments
Design Review Comments
August 2014

Below are the review comments from the City of Novato Community Development and Public Works Departments on the SMART 65% Design Submittal entitled "Design Package 4 (DP 4): Station Platform Finishes & Park-N-Ride Lots" dated February 11, 2014. Design reviewers included: Russ Thompson, Public Works Director; Bob Brown, Community Development Director; and Tony Williams, Senior Civil Engineer.

Novato/Hamilton Station

1. Sheet 4C300: Provide traffic engineering specifically addressing the need for a left-turn pocket in Main Gate Road at the driveway connection
2. Provide ridership estimates, peak hour passengers, and how the number of parking spaces was established.
3. Sheet 4C350: Use City Standard curb ramp details.
4. Curb and gutter work on Main Gate Road will require a 2-foot wide dig-out and patch of the existing AC roadway to allow form work placement per City Standards.
5. Crosswalk at Main Gate Road driveway shall use pavement marking to be white thermoplastic per City standards.
6. Provide spandrel and cross gutter where existing curb and gutter is removed for driveway.
7. Sidewalk within City right-of-way shall be concrete per City standards.
8. Relocate existing street light to the westerly side of the project driveway connection to Main Gate Road.
9. Provide a temporary erosion and sediment control plan (or a copy the relevant SWPPP documents pertaining to this site), as it relates to the City's existing storm drain system and tracking controls at Main Gate Road. The BMPs for the current contract work on the main line in the Hamilton area are not effectively controlling sediment tracking onto Hamilton Parkway.
10. Sheet 4C361: Provide additional details on storm drain system and outlet, and required daylight grading of outlet swale.
11. The bio-retention basin shall be designed in accordance with the new BASMAA Post Construction Manual (July 2014). Submit a Storm Water Control Plan as outlined in the manual.
12. Provide more detail for the bio-retention basin design including a cross-section showing the required media and drainage layers.

General:

13. **Landscaping and buffer mitigation is required in the EIR and should be included in this phase of work.**
14. **The station shelter architecture appears to provide minimal weather protection to riders. The City would request SMART improve architectural elements that enhance weather protection.**
15. **The project EIR identified traffic impacts (specifically Impact T-5) and mitigations (see Mitigation Measure T-1) that includes modification of local streets as needed to mitigate traffic impacts. The City requests that the design consultants meet with City Engineering staff to address peak hour turning movements in and out of the station site, and identification of appropriate improvements.**
16. **Driveway widths and on-site turning radii appear to be insufficient for bus circulation through the site. See Golden Gate Transit and Marin Transit comments.**
17. Lighting photo-metrics are needed to verify lighting levels and adequate shielding.
18. Provide way-finding signage from Nave Drive to the site.
19. Drinking fountains, housekeeping hose bib connections, and onsite fire hydrants are recommended.
20. Provide Novato Fire Protection approved facilities for onsite fire protection.
21. Show utility points of connection in City right-of-way.
22. Provide Novato Sanitary District review of plans if sewer facilities are installed.
23. Provide additional detail of how existing signs, utility boxes, etc. within City right-of-way and proposed sidewalk/driveway area will be modified, and or relocated to maintain required horizontal and vertical clearances.

Novato/San Marin (Atherton) Station

1. **Additional pedestrian improvements are needed to connect the site to the surrounding neighborhood / commercial office area. Provide crosswalk(s) layout and striping, and associated curb ramps across Redwood Blvd and potentially Rush Landing (to existing curb ramp).**
2. Sheet 4G400: Submit a comprehensive Color Site Plan (similar to the one for Hamilton) at the next submittal.
3. Sheet 4C451: Plans do not address modification to existing striping on Redwood Blvd.
4. Show signage and pavement marking onsite at driveways.
5. Show proposed monument signage at the entry, and way-finding signs at Atherton and Redwood.
6. Show parking blocks or modify sidewalk width to prevent parked vehicles overhanging public sidewalk along Redwood Blvd.
7. Widen 6-ft wide sidewalk near onsite crosswalk to be consistent with the 8-ft width to the south or the 10-ft width to the north.
8. Clarify location of existing storm drain facilities under the proposed bike rack area.
9. Sheet 4C452: Sections 4A & 4B – 8-ft pathway to be concrete per City standards.
10. Cross-slope of sidewalk shall drain towards Redwood Blvd curb and gutter.
11. Sheet 4C460: Storm drain pipe piping design is unclear as it begins off the sheet on Atherton Drive. Additional design information needed.
12. Submit the Hydrology / hydraulics report.

13. Cross culvert at Sta 1428+00 lacks detail, headwall, slope protection, erosion control, pipe inverts, etc.
14. Sheet 4C461: Provide a pedestrian barricade at the end of the proposed sidewalk on Rush Landing Road, and or delineate where site fencing is proposed at or near City right-of-way.
15. The bio-retention basin should be designed in accordance with the new BASMAA Post Construction Manual (July 2014). Submit a Storm Water Control Plan as outlined in the manual.
16. Provide more detail for the bio-retention basin design including a cross-section showing the required media and drainage layers.
17. Provide a temporary site specific erosion and sediment control plan, (or a SWPPP documents relevant to this site), especially as it relates to the City's existing storm drain system and tracking controls at Redwood Blvd.
18. Sheet 4E400: The base map/layout plan for this electrical plan does not match the plan shown on Sheet 4C451.
19. Future submittals should show the light fixtures on the platforms.
20. Please add an additional light fixture within the bike parking area.
21. We strongly recommend that all lighting fixtures have LED lamps.

General:

22. **The station shelter architecture appears to provide minimal weather protection to riders. The City would request SMART improve architectural elements that enhance weather protection.**
23. **The project EIR identified traffic impacts (specifically Impact T-5) and mitigations (see Mitigation Measure T-1) that includes modification of local streets as needed to mitigate traffic impacts. The City requests that the design consultants meet with City Engineering staff to address peak hour turning movements in and out of the station site, and identification of appropriate improvements.**
24. **Driveway widths and on-site turning radii appear to be insufficient for bus circulation through the site. Modifications should be made to facilitate a left turn movement at the middle driveway, including modifications to existing street striping.**
25. **Parking is very limited, please provide justification for parking configuration and count. What is plan for future expansion if needed?**
26. Lighting photo-metrics are needed to verify lighting levels and adequate shielding.
27. Traffic analysis is needed as to the pedestrian and bicyclist safety from the site to the west side of Redwood Boulevard.
28. Are drinking fountains, housekeeping hose bib connections, and onsite fire hydrants proposed? Show utility points of connection in City right-of-way.
29. Novato Sanitary District should be allowed to review plans for impacts on existing sewer facilities.
30. Provide additional detail of how existing signs, utility boxes, etc. within City right-of-way and proposed sidewalk area will be modified, and or relocated to maintain required horizontal and vertical clearances.