

X URBAN DESIGN GUIDELINES

This chapter of the Larkspur SMART Station Area Plan focuses on the character, livability, and nature of the public and private realms of the station area. The chapter discusses the area's existing character and the direction for the design of future improvements and development. The guidelines provided in this chapter add intent to the Land Use and Transportation sections of this report and will aid property owners, residents, tenants, the broader community, and decision-makers in considering proposals for change in the station area. The guidelines fall into three categories:

- Building and Site Design
- Public Environment
- Accessibility

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URBAN DESIGN PRINCIPLES

The Station Area Plan envisions reinforcing and enhancing the nature of the station area as a vibrant mixed-use neighborhood. Downtown Larkspur has historically been and is still characterized by a mix of retail, office, and residential uses.

Discussions with the CAC, community and stakeholders have resulted in the following key principles to guide future development in the station area:

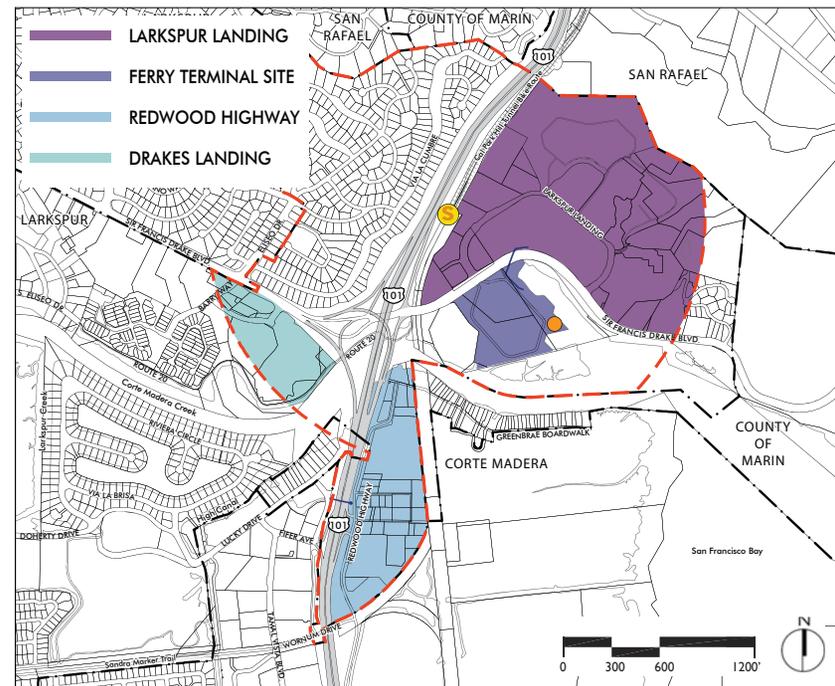
- Complement Larkspur's unique built and natural environment and further the "villages" pattern.
- Incorporate exemplary urban design ideas from other communities.
- Enhance the neighborhood character of the station area.
- Support TOD densities and multi-modal circulation to support transit ridership.
- Ensure safe, attractive and efficient access to sites within the station area.
- Maintain views of natural resources from public places.
- Protect existing and provide additional public open space amenities.
- Protect and enhance the natural environment and enhance connections to the water.
- Ensure that building scale is appropriate to context and building massing, alignment and heights are varied.

URBAN DESIGN ZONES

There are four geographic zones within the station area which have a particular character that should result in somewhat different approaches to site planning, and building and site design. These design zones, illustrated in Figure X.1, are:

- Larkspur Landing
- The Larkspur Ferry Terminal Site
- Redwood Highway
- Drakes Landing.

Figure X.1: Design Zones



LARKSPUR LANDING

Larkspur Landing consists of the mix of properties and uses north of Sir Francis Drake Boulevard, east of U.S. 101, within the station area. Today, the area includes residential, office, retail, transit (Marin Airporter), and entertainment (cinema) uses, as well as a limited amount of publicly accessible park space. At the same time, there is a preponderance of surface parking lots in the area, and many buildings are surrounding by these lots, which detracts from and discourages pedestrian access and walkability. Buildings in the area range from one to five floors in height, with most in the two to three floor range.

This area immediately adjoins the planned SMART station, which lies at the edge of U.S. 101 and which will adjoin the rail tracks, about 15 feet above the nearest use or parking.

As discussed in the Land Use section of this plan, there are a number of potential development sites within this area, generally corresponding to existing surface lots. In some cases it may someday be financially feasible to replace existing structures with entirely new development.

From a design point of view, an important characteristic of the area is its geographic/topographic form: on the north the site backs up to a large embankment and hillside which protects it from view from most directions. The site slopes down to the edge along Sir Francis Drake Boulevard, which is approximately 15 feet above the street at its highest point near the pedestrian bridge that links the area to the ferry terminal site. This site topography provides opportunities to sensitively site taller buildings adjacent to the taller landforms.



The Marin Country Mart (top), a collection of 1- and 2-story buildings, is a lively regional retail destination with boutique shops, a Bed, Bath & Beyond, and offices. The Courtyard Marriot (bottom) is a successful hotel located just north of Larkspur Landing Circle.

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The Larkspur Landing design zone has a mix of uses, including (clockwise from upper left): the Larkspur Landing Offices, Serenity at Larkspur Landing rental apartments, and the Marin AirPorter transit service. A large amount of space is dedicated to surface parking.

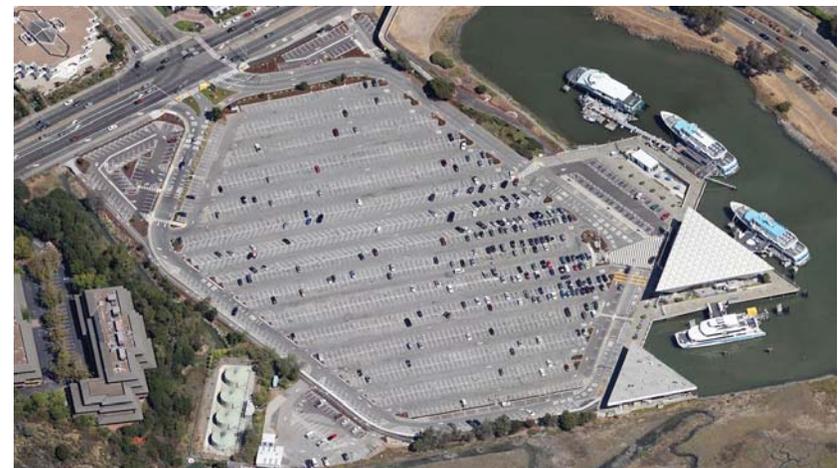
LARKSPUR FERRY TERMINAL

Owned and operated by the Golden Gate Bridge and Highway District, the ferry terminal site is a flat, approximately 17-acre site which accommodates an 1,800 car surface parking lot, the ferry terminal itself (ticketing, waiting, office and support spaces), and general maintenance and support areas. The parking lot is filled to capacity by 10:00 am and throughout the day, although on weekend days the lot is lightly used. The site lies just south of and is accessed via Sir Francis Drake Boulevard, as well as by a pedestrian bridge across the arterial.

Immediately adjoining the site to the west is Wood Island, an original landform, on which is located a four-story office building. The hillside of the “island” is heavily covered with trees and shrubs. In total the height of the island and office building is approximately 35 feet above the ferry terminal.

While the ferry terminal site is visible from many nearby locations, the dominance of the cars in the parking lots currently detracts from views over the area. Development in this subarea would require addressing replacement of the ferry parking while simultaneously protecting and enhancing views.

A multi-use path encircles the ferry terminal site, and continues east along the shoreline to Remillard Park. This stretch of path forms a section of the larger San Francisco Bay Trail. The portion along the shoreline is in need of an upgrade, lacking adequate lighting and amenities such as landscaping, furniture and wayfinding.



The Larkspur Ferry Terminal site with Mount Tamalpais in the distance, as viewed from the Drakes Way residential community (top). The vast parking lot (bottom) presents an opportunity for future development. (Photo source: Google maps)

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REDWOOD HIGHWAY

The Redwood Highway area has not been identified as a viable opportunity area for land use changes in this plan. The significant infrastructure improvements that would be required present an impediment to an intensification of uses in this area. In addition, the area currently provides a range of supporting light industrial uses to residents and businesses in the city. The area is also not currently well-connected to the planned SMART station or to the ferry terminal; however, improved connections may occur through the planned Central Marin Ferry Connector project and Greenbrae Corridor Improvement Project. Such improvements are encouraged.

Although the area is not proposed for major change and development, there are access improvements that are needed today to enhance the area as an employment, retail and residential area. These are shown in the Public Environment section of this chapter.

DRAKES LANDING

The Drakes Landing area lies west of U.S. 101 and south of Sir Francis Drake Boulevard. While there are limited development opportunities in this area it has good connectivity to the two stations via a multi-use trail which follows the shoreline and passes under the freeway overpasses. Any new development in this area must be mindful of the waterfront location, of protecting views, and ensuring good pedestrian access to the trail and waterfront.



The Redwood Highway design zone consists of a combination of mobile home parks (top), 1- and 2-story light industrial uses (bottom), and the Cost Plus Plaza (facing page, top left).



The Drakes Landing design zone consists of a number of 1- and 2-story office uses (top and bottom right), and the Drakes View residential development (bottom left). (Photo source top right: Google Street View)

BUILDING AND SITE DESIGN

Building and site design establish the pattern of the environments in which we live, work and play. These patterns are important in defining the character of a place and are critical to creating a livable, enjoyable setting. In the Larkspur SMART station area, the existing development provides a context which should be respected but also presents opportunities to improve the area's livability.

The components of building and site design are:

- Development Pattern
- Building Heights, Massing and Articulation
- Parking Location and Design

DEVELOPMENT PATTERN

Development sites within the station area will continue to be accessed from the existing roadway infrastructure, consisting primarily of Sir Francis Drake Boulevard, Larkspur Landing Circle and Redwood Highway. New local-serving streets will be constructed with new development on private parcels.

The proximity of parcels in the station area to transit and to a wide range of uses and activities makes this area particularly suitable to walking and bicycling. Within each parcel in the station area attention will need to be paid to establishing a small-scale pattern of development that supports pedestrian movement and bicycle access. Today this is made difficult by the prevalence of surface parking lots that lack pedestrian walkways. In the future, interior, small-scaled streets and walkways should be incorporated into development. These can serve as the locations for storefronts, building lobbies, and for access to residential units.

The diagrams in Figure X.2 illustrate how this more pedestrian-oriented pattern might be provided on site in the station area as improvements to existing conditions or new development occur.

Guidelines

- New development should build upon the existing pattern of vehicular circulation while focusing on improving pedestrian and bicycle circulation throughout the station area.
- New development should maximize public access via pedestrian-scaled streets and pathways; this finer scale of development pattern will provide multiple routes for walking to services or to train or ferry sites.
- Where possible, parking should be consolidated in structures at the edges of the site, readily accessible from adjacent streets, or incorporated into the ground floor of buildings (with pedestrian podiums above). Ground-floor parking should be set off the street façade so that retail or other active uses will line the pedestrian way.

Figure X.2: Existing and Proposed Development Pattern



White lines indicate a conceptual development pattern, where solid lines are vehicular streets, and dotted lines illustrate bicycle and pedestrian pathways.

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BUILDING HEIGHTS, MASSING AND ARTICULATION

Building heights, massing and articulation are the key determinants of building form and are important elements contributing to the image and character of a place. The relationship between building form and the scale of the adjoining public spaces (streets, sidewalks, walkways, plazas) affects the pedestrian experience of place.

The following guidelines for building height, massing and articulation are key elements that establish a comfortable, walkable, enjoyable environment.

Building Heights.

Appropriate building heights depend on the building and geographical context in which new development may occur. As shown on the following diagram, topography has particular relevance in the area east of U.S. 101. Hillsides on the northern edge of the station area reach heights of 260 feet.

Larkspur Landing Circle. The Larkspur Landing area has a wide diversity of existing building heights, including one story (the Marin Airporter facility), two floors (much of the Marin Country Mart), and up to four floors over a parking level (Serenity apartments). The topography of the area – bowl-shaped with the higher sides formed by the hillsides to the north and the U.S. 101 corridor berm to the north and west – has influenced the siting of existing buildings, with taller structures nestled into the northern sites adjacent to the hillsides. Near the south end of the site, buildings are typically two-to-three floors in height, but many of the Marin Country Mart buildings are one story (although with peaked roofs they appear somewhat taller). Future development in this area should continue to follow this pattern with taller buildings adjacent to the higher sites and lower buildings encouraged closer to Sir Francis Drake Boulevard.

Ferry Terminal Site. Although on the waterfront, the ferry terminal is adjoined by Wood Island, which is approximately 35 feet above the terminal site and has a four-story building on it, resulting in an overall height of about 85 feet (see Figure X.5). Although building heights in this area should be particularly sensitive to maintaining views to the water, taller buildings

may be massed adjoining the Wood Island hillside. Buildings located along the waterfront edges should not exceed two floors in height at their waterfront edge. Additional stepped back floors may be incorporated.

Redwood Highway. Buildings in this area are predominantly one story in height, with limited numbers of two-story buildings. Current zoning allows buildings up to one story in height or 14 feet in the case of residential uses and 25 feet for industrial uses. No changes to existing building height standards are proposed in this plan.

Drakes Landing. This area includes one- and two-story buildings but could accommodate somewhat taller buildings, provided that visual and physical connections to the water remain possible. The residences in the Greenbrae Hills neighborhood to the north and on Drakes View Circle sit at significantly higher elevations so that their views would not be impacted. Taller buildings may also be appropriate against the backdrop of the large-scaled interchange structure to the east.

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Building heights east of U.S. 101 will be allowed to range from two to five stories. Buildings should step down in height from the higher elevations toward the bay, with portions of buildings immediately adjoining the bay-front not exceeding two floors in height. On sites with significant topography, taller buildings should be sited against hillsides to minimize impacts to views through the site.

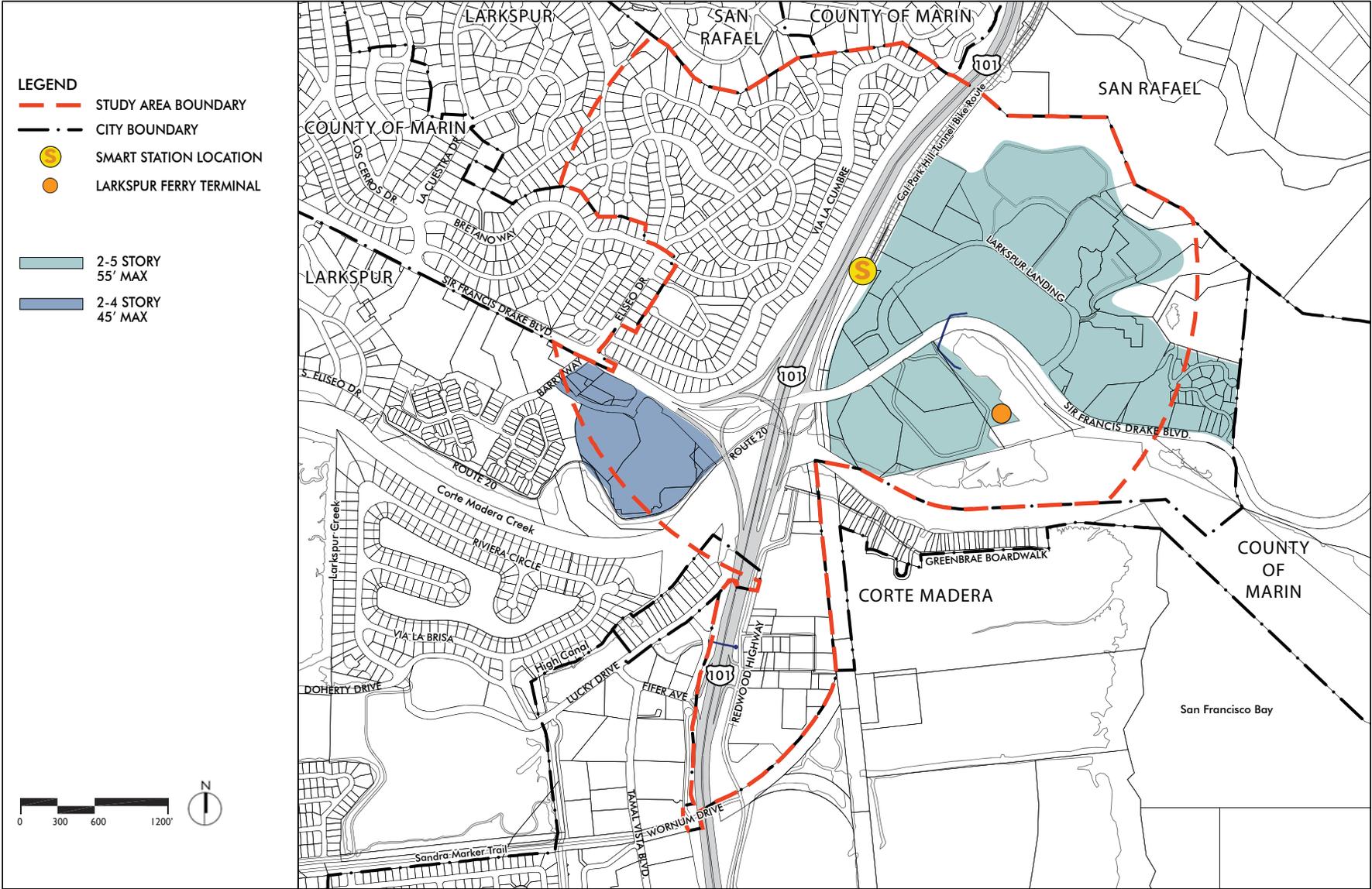
Guidelines

- Design buildings to conform to the height zones shown in Figure X.4.
- Modulate building heights along public walkways and sidewalks to provide a comfortable pedestrian scale.
- Scale buildings to assure maximum daylight into public open space areas.
- Incorporate taller building elements at gateways to properties or sub-areas to help establish identity.
- Design buildings to avoid significantly blocking views to the bay, Mount Tamalpais, or other surrounding hillsides from public gathering places, parks, or event spaces.



The existing Serenity units are lower in height along Larkspur Landing Circle than further up the hill (top). The existing Larkspur Courts residential buildings are tallest at the higher elevations where the hillside steepens.

Figure X.4: Building Heights



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Figure X.5: Cross-sections through the Larkspur Ferry Terminal Site and Wood Island





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Building Massing and Articulation

Throughout Larkspur and in the station area there are a wide variety of building styles and forms. No one architectural style dominates; many relate to historic periods, as in the downtown, and newer office and residential developments have taken their cues from a variety of periods and styles. Downtown Larkspur's buildings are typically sited close to the street with parking to the rear or side. Buildings throughout Larkspur are generally set within a rich landscape environment of trees and large shrubs that moderate the apparent scale of structures. They also share a wide variety of roof and façade forms and articulation. Given the differences in topography in the station area, and the already diverse existing building stock, buildings in any new station area development should continue to be varied in form and style.

Guidelines

- Locate buildings along street edges and pedestrian walkways with minimal setback, especially in the Country Mart and Ferry Terminal area. These areas are intended to be intensely used by pedestrians. North of Larkspur Landing Circle, additional planted setbacks may be provided, consistent with the more park-like setting.
- Where possible locate residential uses across the street from one another to establish a connected neighborhood character.
- Reduce the apparent scale of buildings through articulation of building massing, height and roof form.
- Include features that add depth and architectural interest to façades. These may include step-backs, balconies, recesses, and bay windows.
- Orient building entries to pedestrian walkways and streets.
- Ground floors, especially where retail may be included, should be taller than higher floors to allow for generous visibility.



The architecture in Larkspur varies in design and style. This variety is part of what gives Larkspur its interesting and village-like character.



Articulated building massing and façade treatments are illustrated in the examples above. Variations in building massing, roof heights, balconies, and color help to break down the scale and add visual interest.

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- At the ground level, use building materials, colors and textures that will provide visual interest for pedestrians. In retail buildings and residential lobbies, provide transparency at the ground floor and limit blank walls.
- Where retail, café or restaurant uses occur, provide additional setbacks to accommodate outdoor dining or displays.
- Emphasize building entries through architectural elements such as porticos or awnings; distinguish between primary and secondary entries.
- Use durable architectural materials and finishes to convey a sense of quality and permanence.
- Break up building massing to ensure views from public spaces to the bay and to Mount Tamalpais.
- Design ground level residential units to have a direct relationship to the street and pedestrian walkways. Provide a raised ground-floor height (3-5 feet) or setback (10 feet) to ensure privacy for ground-floor residential units.
- Where there is new development in the Redwood Highway area, buildings should be brought up to the street edge with minimal setback; parking should be provided at the side or behind buildings in order to create more visual interest along pedestrian walkways.



Where there is ground-floor retail (top), façades should be largely transparent; outdoor seating and/or displays can also help activate the sidewalk. Where there are ground-floor residential uses (bottom), raised ground-floor heights and setbacks with attractive landscaping provide privacy for residents and beautify the street.





Parking should be located away from pedestrian walkways, for example next to or behind the adjoining development (top). Parking structures should screen parked cars and be architecturally compatible with adjacent development (bottom).

PARKING LOCATION AND DESIGN

Surface parking currently predominates in all parts of the station area whereas in many parts of Larkspur this is not the case. With intensification of development, parking is likely to be structured, either within the building envelope or in separate structures. In all cases, parking should be unobtrusive and, to the extent possible, oriented away from public streets and pedestrian walkways.

Guidelines

- Minimize curb cuts for access to parking and service areas.
- Locate parking under adjoining development, in parking structures, or away from the sidewalk and pedestrian walkways.
- Where surface parking is necessary, provide clearly marked pedestrian routes for access to transit and services.
- Incorporate an abundance of trees and other plantings into surface parking lots and screen edges from walkways with plantings and other screening devices.
- Provide abundant and secure bicycle parking in all developments.
- Design free-standing parking structures to be unobtrusive; incorporate ground level retail and/or provide landscape screening.
- Design parking structures to provide architectural interest, blend in with their surroundings and adjoining development, and screen parked cars.

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PUBLIC ENVIRONMENT

Streets and open space are the key elements of the public environment. This public environment, along with building design and placement, defines the character and functionality of a community or neighborhood.

These guidelines for streets and open space are intended to capitalize on the station area's unique setting, to guide future private development, and to identify opportunities for the City of Larkspur and other public and private entities to improve other elements of the public realm and visual landscape.

STREETS IN THE PUBLIC REALM

Streets provide the venue to most pedestrian, bicycle, transit and vehicular traffic and are the largest part of the civic realm. In the station area, primary public and private circulation routes occur on the following streets:

- Sir Francis Drake Boulevard
- Larkspur Landing Circle
- Redwood Highway
- Internal Neighborhood Streets
- Pedestrian Lanes

Larkspur has an attractive and functional public environment in its downtown and neighborhoods that can be a model for the station area. In most locations, streets in Larkspur are moderate in width, fostering reasonable traffic speeds. Most but not all streets include sidewalks; some have on-street parking, some do not. Sidewalks are generally not particularly wide, including in the downtown, but they are adequate to allow pedestrians comfortable access. Bicycles often share travel lanes with cars; the provision of additional multi-use, separated trails (Class 1 bicycle facilities) or bike lanes (Class 2) is desirable whenever possible (see Circulation chapter of this report).

The station area consists of moderately sized parcels located within an existing arterial and connector road system. The current pattern of major streets is adequate to serve the sites within the area. However, nearly all sites would require additional local access, vehicular, emergency, and service streets or lanes if new development occurs.

Figure X.2 illustrates the development pattern that would promote more ubiquitous pedestrian access in the station area. Figure X.6, Pedestrian Connections, illustrates the existing and proposed linkages provided by trails, streets, and pedestrian walkways. Needed improvements or proposed new elements are described in the paragraphs that follow.

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Sir Francis Drake Boulevard

Sir Francis Drake Boulevard is the major regional arterial that cuts through the station area and serves as access to communities to the west, to the ferry terminal, and to the Richmond Bridge and southern San Rafael to the east. West of Larkspur Landing Circle East, Sir Francis Drake Boulevard is two lanes wide in each direction with additional turn lanes at the freeway, and signalized intersections; east of the intersection with the east end of Larkspur Landing Circle it transitions to one lane in each direction leading to Interstate 580 and the Richmond Bridge. Sir Francis Drake Boulevard is a major traffic constraint in the station area and beyond, and can only be modified at great cost and with extensive review. Although some modifications will occur with the proposed implementation of the Greenbrae Corridor Improvement Project, it will remain a major traffic constraint. In addition, it divides the station area north to south, with limited pedestrian at-grade crossings and with one aerial pedestrian bridge leading from the Country Mart site to the ferry terminal. Fortunately, there are existing multi-use trails along the south side of the roadway.

Guidelines

- Continue to coordinate with local and regional agencies to pursue possible enhancements to Sir Francis Drake Boulevard that will mitigate potential long-term traffic impacts and improve pedestrian and bicycle circulation.
- Where feasible, add pedestrian amenities (seating, interpretive signage, lighting) to the multi-use trail along the south side of the road between the ferry terminal and Remillard Park to encourage biking and walking on this important waterfront route.
- Provide sidewalks where there are gaps currently on the north side of the road near the eastern edge of the station area and just east of U.S. 101 to allow pedestrian access to planned bus transit facilities on the west and the Drakes Cove and other sites on the east.



Sir Francis Drake Boulevard East (top) carries a large amount of traffic and creates a major barrier to pedestrian movement (top). Larkspur Landing Circle (bottom) provides access to many uses north of Sir Francis Drake Boulevard, including Marin Country Mart, Century Larkspur Landing Theater, various commercial and residential uses, the Marin Airporter, and the future SMART Station.

Larkspur Landing Circle

Larkspur Landing Circle is the only public street that provides access for all properties located north of Sir Francis Drake Boulevard east of U.S. 101. Driveways and private roads connect to it and provide access to the parking lots, building entries and open space in the area. The roadway varies from four lanes and extra turn lanes at its west end, to two lanes near its center, and three lanes at the east. At rush hours there is some cut through traffic which can result in speeding. At other times traffic levels and speeds are moderate.

As shown on Figure X.6, Pedestrian Connections, the street is considerably lacking in pedestrian amenities. Despite serving the entire northern area, it has sidewalks only intermittently and there are no bicycle lanes along its length. Crosswalks are missing at several intersections as well.

Guidelines

- Complete missing sidewalks on Larkspur Landing Circle, providing a minimum six feet in width within the public right-of-way and separating the pedestrian walkway from the roadway with a planting strip wherever possible.
 - On the north side of the street, improvements are needed at the east end to connect from Lincoln Village Circle to Sir Francis Drake Boulevard and to provide access to the Sanitary District parcel.
 - Sidewalks are missing on the entire south side of the circle with the exception of the far west extent. There is insufficient available width to accommodate sidewalks at present; however, as shown in Figure X.7, a slight narrowing of travel lanes would allow for a 6-foot sidewalk within the right-of-way. With a reconfiguration of the parking lots for the Marin Country Mart or construction of residential units an additional four feet of sidewalk is recommended to achieve a total sidewalk width of 10 feet. Further study is needed to determine whether bicycle lanes could be added. This would require cooperation with the Marin Country Mart owner and possibly dedication of frontage.
- Provide additional crosswalks so that each intersection along the circle has four-way crossing indicators, as shown in Figure X.8, Larkspur Landing Circle Improvements.
- With future redevelopment of parcels adjacent to the SMART station, consider providing additional pedestrian and bicycle access routes to surrounding destinations, including the ferry terminal.

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Figure X.7: Existing and Proposed Section of Larkspur Landing Circle at Serenity

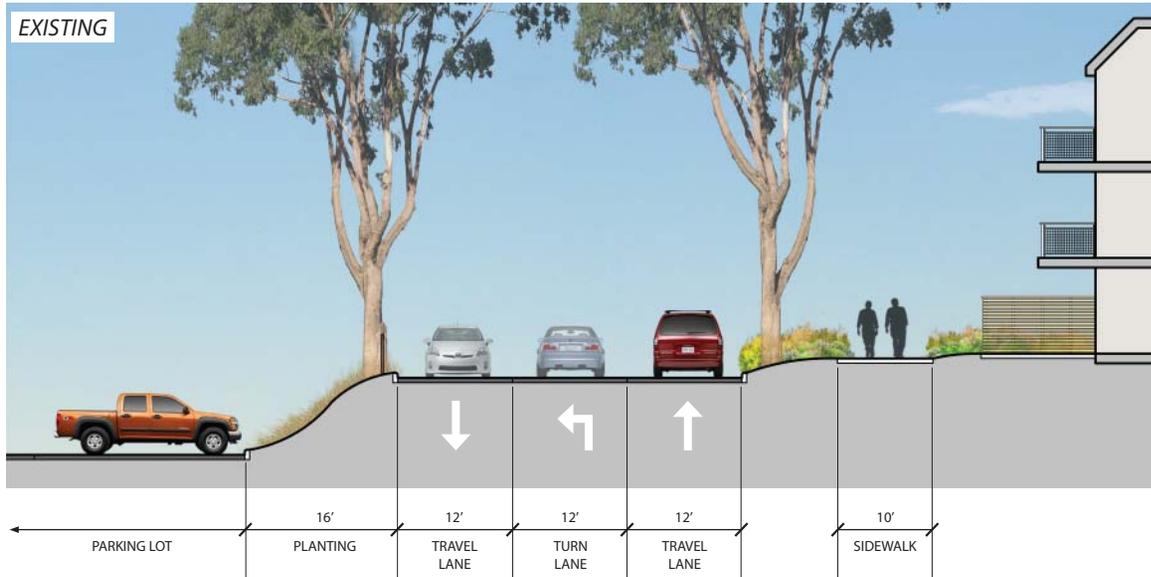
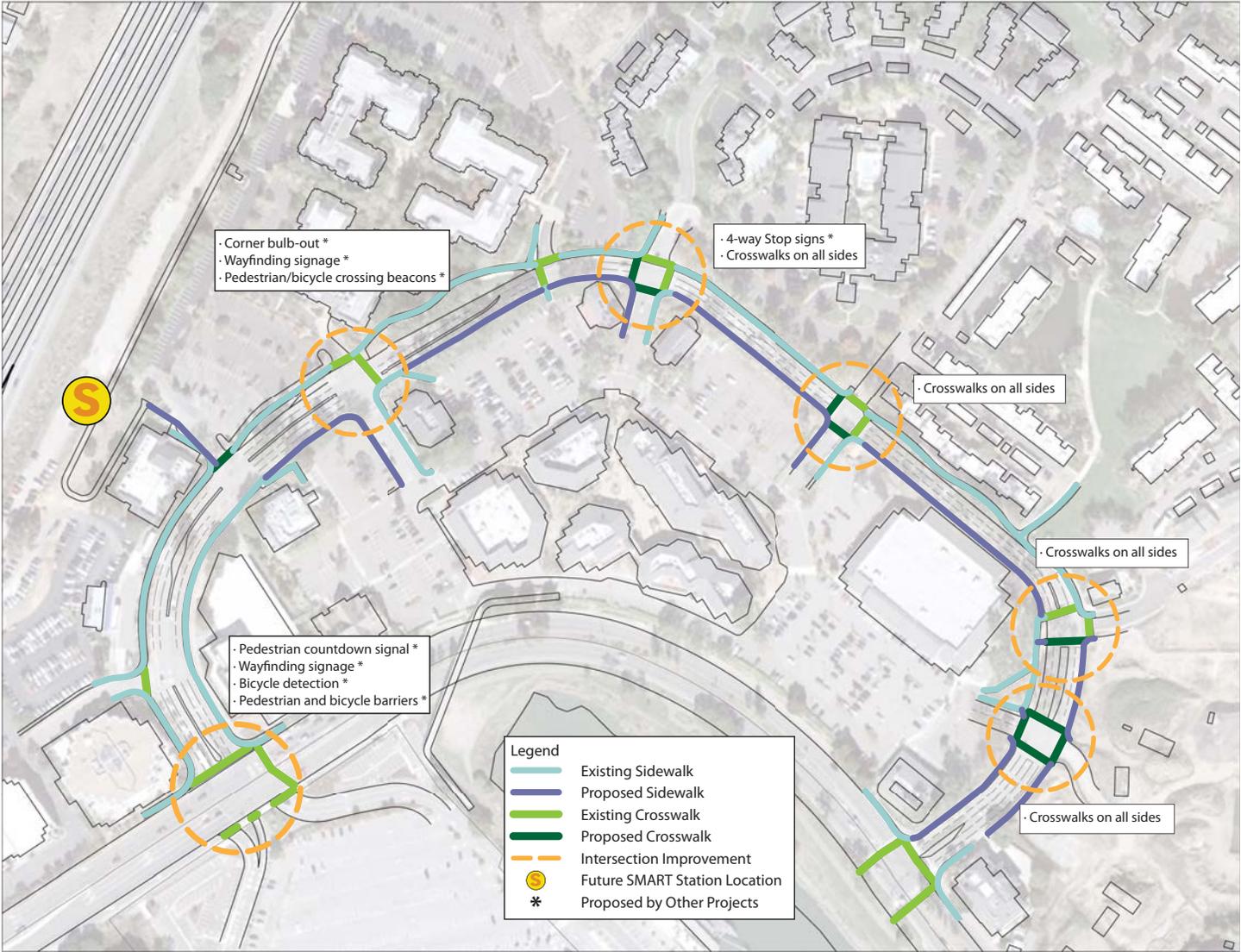


Figure X.8: Larkspur Landing Circle Intersection Improvements



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Redwood Highway

Though the Station Area Plan does not propose any changes in land use or encourage major new development in the Redwood Highway area, property owners may choose to improve their properties over time (see Figure X.9).

Guidelines

- Future development along Redwood Highway should create a more attractive and safe pedestrian environment, allowing residents, employees and patrons to better access transit stops and other destinations.
- Add sidewalks along the length of Redwood Highway on the east; in some cases this may require modification to surface parking that currently fronts the street.
- With further review of the Greenbrae Corridor Improvement Project, ensure that residents, employees and patrons have convenient access to both the east and west sides of U.S. 101 as well as connectivity between them.

Figure X.9: Existing and Proposed Redwood Highway Section

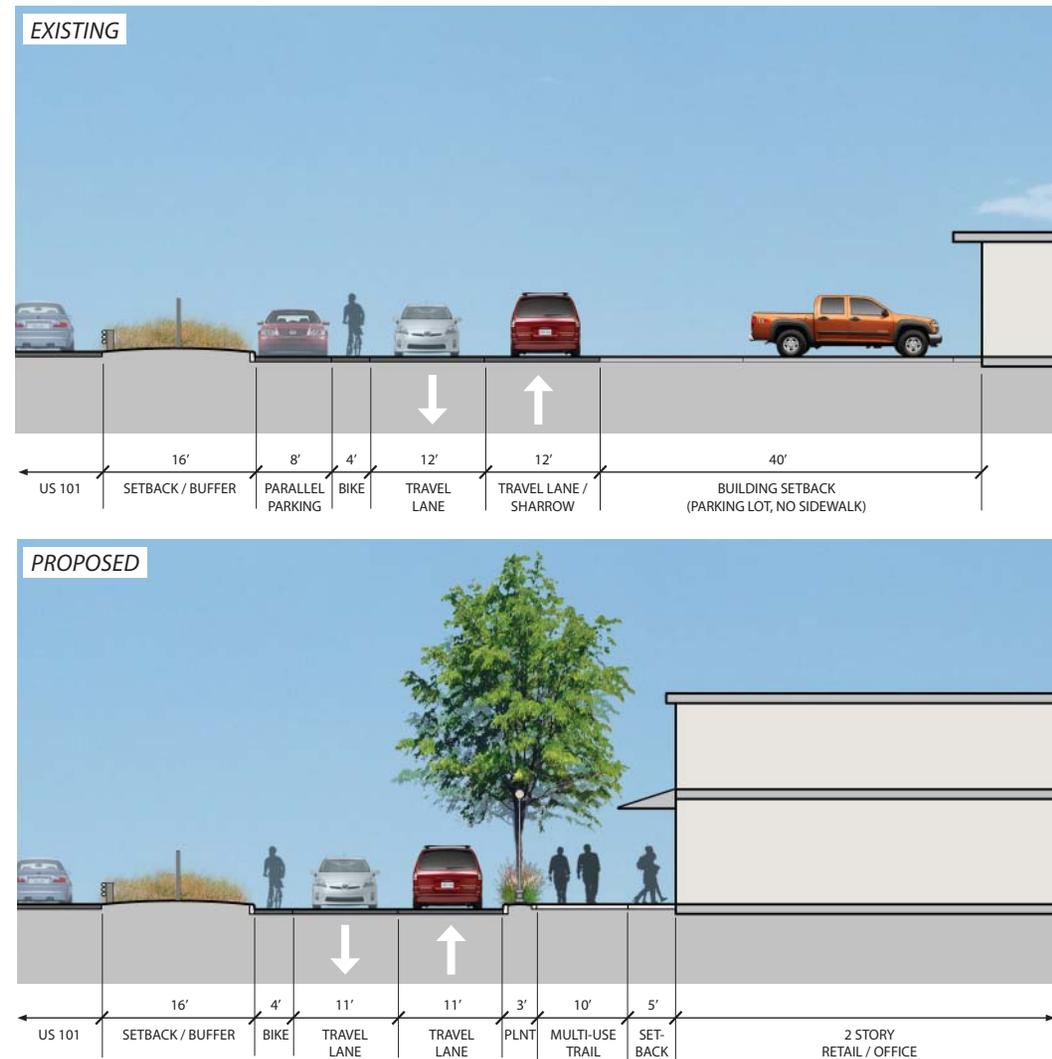
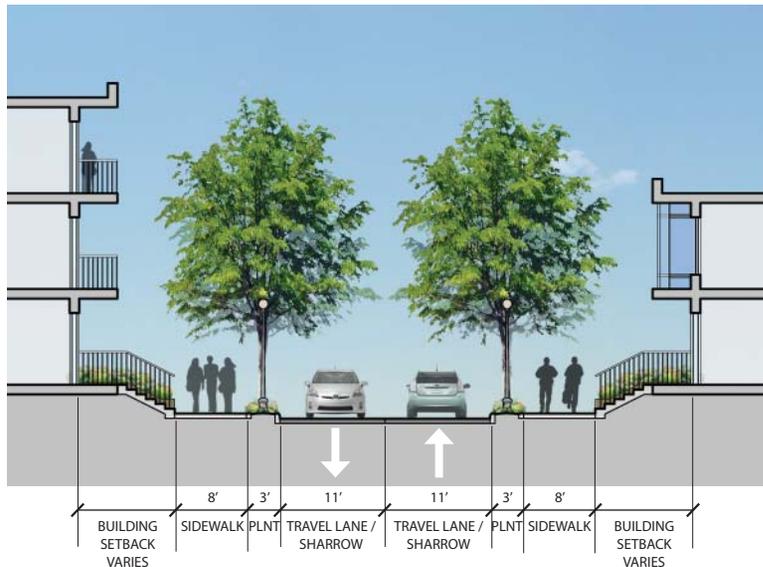
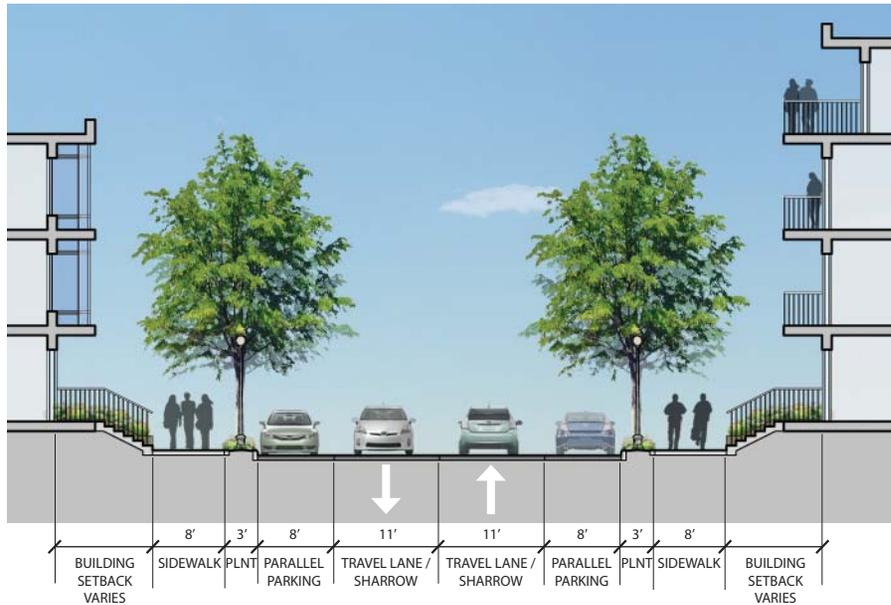


Figure X.10: Section of Typical Internal Neighborhood Street with On-Street Parking (top) and without Parking (bottom)



Internal Neighborhood Streets

Construction of new streets internal to private parcels will be required to provide access to new development for autos, service and emergency vehicles, bicyclists and pedestrians.

Guidelines

- Design new streets with the minimum necessary roadway width in order to calm traffic but allow safe access by bicycles, pedestrians and autos.
- Design new streets with or without parking; feasible dimensions are illustrated in Figure X.10.
- Additional intersections with Larkspur Landing Circle should be avoided.



Internal neighborhood streets should be relatively narrow, and should include ample sidewalks and attractive street tree plantings. Residential units should have entries facing the street.

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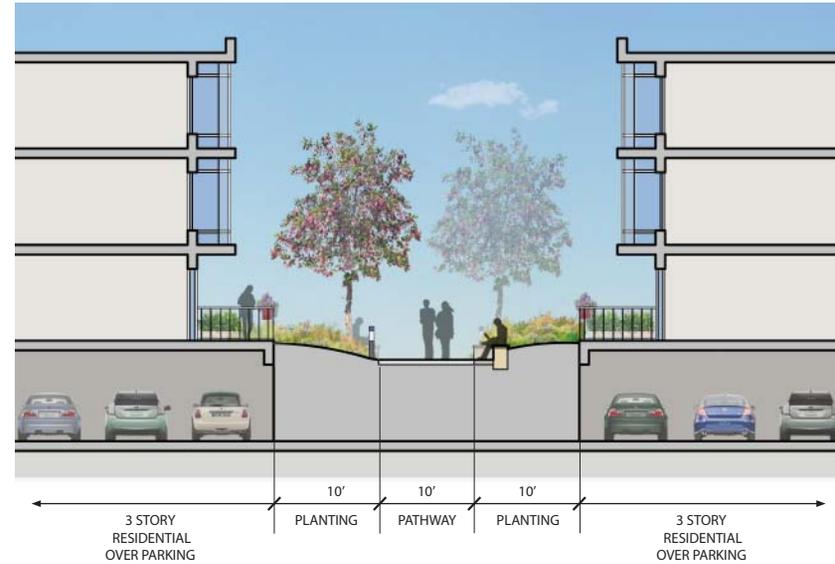
Pedestrian Lanes

In addition to new internal neighborhood streets that will accommodate pedestrians and bicyclists as well as vehicles, pedestrian lanes should be provided throughout new development areas. At present, pedestrians must often traverse parking lots and drive aisles to reach their destinations. Pedestrian lanes may be public, semi-public or private, and will allow convenient pedestrian movement within and through the station area, making access to transit, services and amenities more safe and convenient.

Guidelines

- Incorporate additional pedestrian lanes throughout new development. As illustrated in Figure X.2, Development Pattern, and Figure X.6, Pedestrian Connections, these should establish a finer grain of safe pedestrian access to shopping, office and residential uses.
- Explore the provision of additional at-grade pedestrian and bicycle routes from the SMART station to Sir Francis Drake Boulevard and the ferry terminal.

Figure X.11: Section of Typical Pedestrian Lane





Pedestrian paths can provide mid-block access through a site. These paths can become important community spaces for the residents living in the adjoining units.

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STREETSCAPES

The elements that support the street environment – plantings, furnishings, lighting and signage – also contribute to the character and attractiveness of neighborhoods and districts.

Larkspur occupies a dramatic site in Marin County, spreading from the base of Mount Tamalpais to the lowlands and shore of San Francisco Bay. This part of Marin County is characterized by a range of landscape imagery: red-woods, oak woodlands, and bayfront grasslands and marshes. Larkspur, like other Marin communities, feels like a village set into this landscape-dominated setting. Today, the station area has large areas of surface parking lots, major roadways, and cars, while at the same time, the residential areas above Larkspur Landing Circle have lushly planted grounds. Streetscape improvements along public and semi-public rights-of-way should take their cue from the City's and the station area's distinct landscape character while also ensuring a more safe and convenient multi-modal public environment.

Sir Francis Drake Boulevard

As a gateway to Marin County and Larkspur from the East Bay, Sir Francis Drake Boulevard would benefit from some streetscape improvements, particularly in terms of its landscape treatment. Currently, there are some scattered trees and shrubs in the median, but there is not a consistent streetscape treatment and the roadway does not contribute to creating a distinct identity for the station area.

Guidelines

- Provide a gateway element at the eastern end of the road, near Larkspur Landing Circle, to announce arrival to Larkspur.
- Work with the County and Caltrans to identify opportunities to improve median landscaping along the roadway within the station area. Planting such as that found along the same street west of U.S. 101 provides an attractive model. Use drought-tolerant species that will withstand the salt air of the bayfront. Consider inclusion of some seasonal color to provide year-round visual interest. Limit the expanse and size

of trees along the waterfront to maintain views and waterfront connection.

- Coordinate with the Marin Country Mart ownership to ensure maintenance of the new plantings along that frontage.
- Improve the multi-use trail located along the southern edge of the boulevard which connects to Remillard Park with lighting, attractive landscaping, wayfinding and furniture.

Larkspur Landing Circle

Larkspur Landing Circle has an informal character and a relatively narrow cross-section. Mature trees planted on either side include eucalyptus and sycamore; edges vary between grass and shrubs. The roadway does not have a consistent planted median nor is one particularly feasible. Recently, the south side bordering the Marin Country Mart has been improved with mulch and a white rail fence.

Guidelines

- Provide seating periodically along the circle, especially near intersections. Benches and other furniture should reflect the street's character, incorporating natural materials and respecting the style of adjacent buildings.
- Maintain the relatively informal nature of planting along the circle; prioritize the use of native and drought-tolerant species over turf and other ornamental species.
- With any modifications to the configuration of the circle, such as adding sidewalks along the south edge, utilize the same planting palette and avoid impacts to any existing trees.
- Consider implementing special lighting around the circle to identify this central corridor and give a unique character to the surrounding parcels as a coherent neighborhood. A fixture that is classic, not historic but not too modern, would be appropriate.



Medians along Sir Francis Drake Boulevard should consist of low plantings (above top) to protect views to the waterfront. Public seating in Larkspur varies by location (above left and right), with wood a common material. Lighting fixtures should be consistent within the station area, though they need not necessarily match existing fixtures (right). Bicycle racks should be provided at all major destinations. U-shaped bicycle racks are preferred (far right).

Private Streets and Pedestrian Lanes

As new development or redevelopment occurs on private parcels, new private streets and lanes will be needed.

Guidelines

- Provide ample sidewalks for pedestrians along all new streets and incorporate accommodations for bicyclists.
- Provide adequate lighting to ensure a safe pedestrian environment.
- Utilize a range of plantings to ensure visual interest to pedestrians and to provide a landscaped buffer between the streets and lanes and residences.
- Provide safe and convenient bike parking at destinations along each route.



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Signage and Public Art

Throughout the station area, there is intermittent signage directing vehicles and pedestrians to destinations. Incorporating both wayfinding and interpretive signage would enhance station area connectivity and contribute significantly to its identity within the City of Larkspur.

Guidelines

- Implement a family of signage designed for both vehicles and pedestrians.
- Coordinate signage design with existing signs in the larger Larkspur public realm.
- Consider a diverse demographic (residents, visitors, tourists, seniors) when designing the signs.
- Use signage to brand the station area and build on the unique qualities of Larkspur Landing and the waterfront.
- Incorporate public art to enhance visual interest and educational opportunities.

Sustainability

The City of Larkspur is committed to incorporating sustainability into its operations and practices. Streetscape treatments throughout the station area should include a variety of sustainable elements.

Guidelines

- Provide trees and landscaped areas along pedestrian walkways, in parking lots, and in public spaces.
- Specify low maintenance, non-invasive plantings.
- Integrate stormwater management into landscape design and install pervious paving where appropriate.
- Utilize recycled and recyclable materials.
- Prioritize pedestrians and cyclists in streetscape treatment.



Interpretive signage (top) can be attractive, informative and educational. Public art, such as the Sir Francis Drake sculpture (bottom), can add visual interest and highlight the history of an area.



Sustainable streetscape practices can include stormwater management strategies (top left & top right), drought-tolerant planting (bottom right), and pervious paving (bottom left).



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OPEN SPACE

Open space is critical to quality of life within a transit-supportive environment. With future development at the Marin Country Mart and at the ferry terminal parking lot, there are two opportunities to provide new publicly-accessible plazas and parks. In addition, there is a need to improve some of the existing parks in the station area to provide better access and public accommodation.

Currently, although there are public trails that provide access along the waterfront, there are no significant public spaces on the bay that offer venues for quiet contemplation or public events. In addition, in the station area there are no public plazas or parks north of Sir Francis Drake Boulevard that provide views to the bay, Mount Tamalpais, and to the surrounding hillsides.

Marin Country Mart Promenade

The southern edge of the Marin Country Mart property has recently been improved, with removal of aging trees and new plantings that have opened up views both to the Country Mart buildings but also from the Country Mart to parts of surrounding Larkspur and Marin County. The edge includes service docks and some retail storefronts, and is also the location for the Saturday Farmers Market and for the Sunday food truck event. The success of public use of this space suggests that a more formalized public plaza and event space at this location, as shown in Figure X.12, would be highly desirable.

Guidelines

- Explore partnerships with property owners to create a public plaza along the southern edge of the Marin Country Mart that would be accessible at all times and would continue to host special events.
- Provide enhanced paving, lighting and seating in this new plaza area.
- Reconfigure loading and service access as needed to minimize pedestrian-vehicular conflicts.
- Design the plaza to provide views across Sir Francis Drake Boulevard to the waterfront as well as long views to the surrounding hillsides and larger bay.

Figure X.12: Marin Country Mart Promenade Location





View from Marin Country Mart Promenade location (top). View from the pedestrian bridge back to the Marin Country Mart Promenade (bottom).

Special programming can help activate a public space (top). Pedestrian amenities such as planting, trash receptacles, and seating could make the Marin Country Mart Promenade inviting and restful (bottom).

X | DESIGN GUIDELINES

Ferry Terminal Plaza

Although there are currently some public areas near the ferry terminal site and a multi-use trail along the site's perimeter, a public plaza or park at this waterfront edge (see Figure X.13) would provide Larkspur with a venue for larger public gatherings and events, and convenient shoreline access.

Guidelines

- Coordinate with the Golden Gate Transportation District as improvement plans for the parking lot and any redevelopment of the site are discussed, to set aside a waterfront site for public use.
- Provide lighting, seating and other amenities.
- Utilize special paving and plantings, suitable to the waterfront edge, to establish a unique image for this public amenity.
- Include public art and interpretive elements to add visual interest, highlight Larkspur's waterfront identity, and provide educational opportunities.
- Highlight views to the water and be careful not to block views with tall trees or other site elements.

Figure X.13: Ferry Terminal Plaza Location





Amenities such as seating along the waterfront (top left) will allow visitors to appreciate the views. Special paving (top right) can help delineate the extents of the plaza. Features such as public art or fountains (bottom left and right) can further enhance and enliven the site.

X | DESIGN GUIDELINES

Miwok Park

Miwok Park is an existing public park situated east of Larkspur Landing Circle (see Figure X.14). It includes natural areas of informal vegetation, including grasses, shrubs, and trees, as well as Tubb Lake and a dam. There is currently no public access to the park and limited accommodations for visitors.

Guidelines

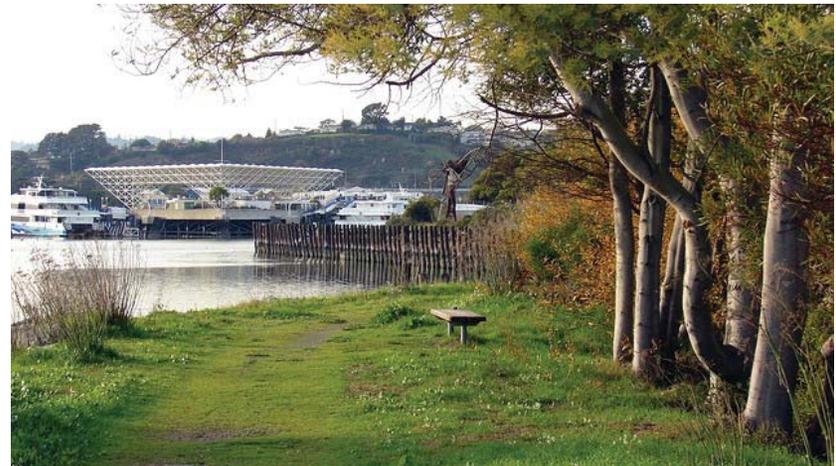
- Provide vehicular and pedestrian access to the park from adjoining parcels and proximate streets.
- Provide pathways throughout the park and to Tubb Lake, including emergency access routes.
- Install picnic areas, seating, and restrooms to better accommodate visitor activities.
- Incorporate wayfinding and interpretive signage.
- Enhance the landscape with native plant material and manage invasive plants.
- Complete needed improvements to the dam.

Remillard Park

Remillard Park is located on the water's edge, south of Sir Francis Drake Boulevard on the eastern edge of the station area boundary (see Figure X.14). The community has expressed interest in improving this park to make it a more attractive destination.

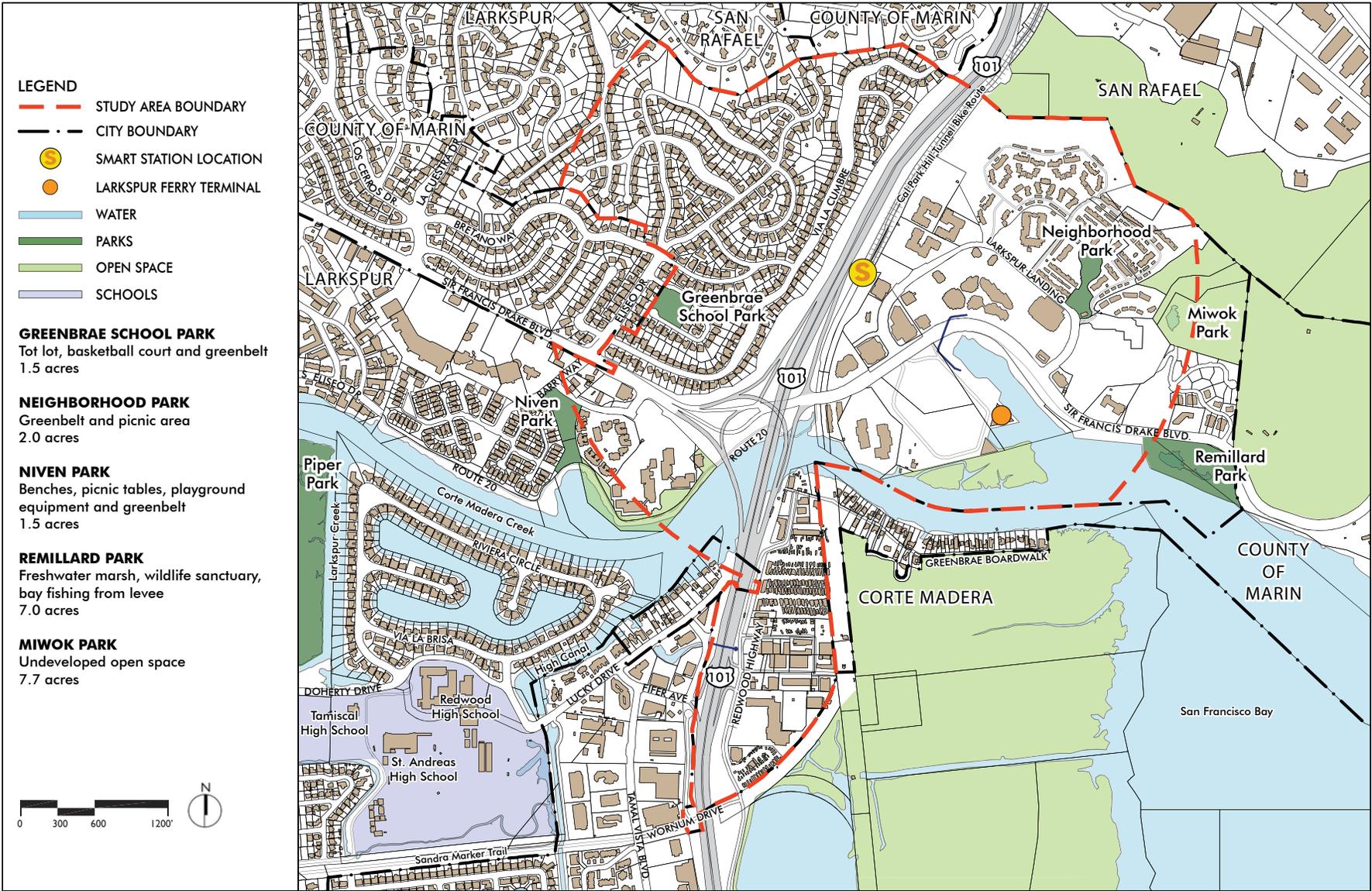
Guidelines

- Restore the tree canopy and enhance landscape throughout the park to manage invasive plants, promote native species, and provide seasonal color.
- Provide additional pathways and replace existing path materials to improve stability and accessibility.
- Provide additional seating and a restroom.
- Address drainage issues.
- Repair or rebuild the viewing platform.
- Enhance turtle habitat.



Remillard Park provides direct waterfront access, and visitors enjoy spectacular views.

Figure X.14: Public Parks and Open Spaces



X | DESIGN GUIDELINES

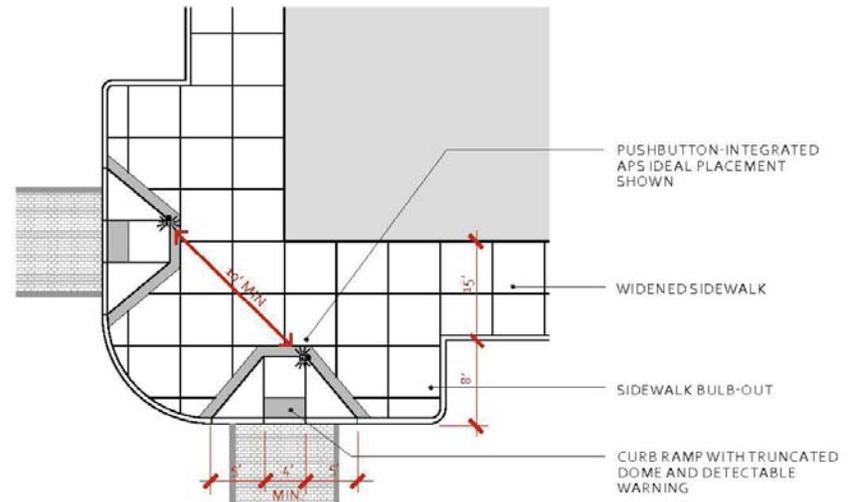
ACCESSIBILITY

A network of accessible routes is a critical component of any transit-supportive environment. This is particularly true for disabled and older residents and patrons who may desire to walk to destinations but need better accommodations on trails, sidewalks and pathways than do the young or able-bodied.

Figure X.15 illustrates corridors within the station area that should be considered priority accessible paths of travel. These routes provide access to the major transit facilities in the station area and consist of slopes of less than 5%. They should be improved with controlled crosswalks, curb ramps, corner bulb-outs and medians, and clear signage. Accessibility improvements to Sir Francis Drake Boulevard, Larkspur Landing Circle, and other public streets will be the responsibility of the City or other public agencies. Accessible routes will also be needed on private properties.

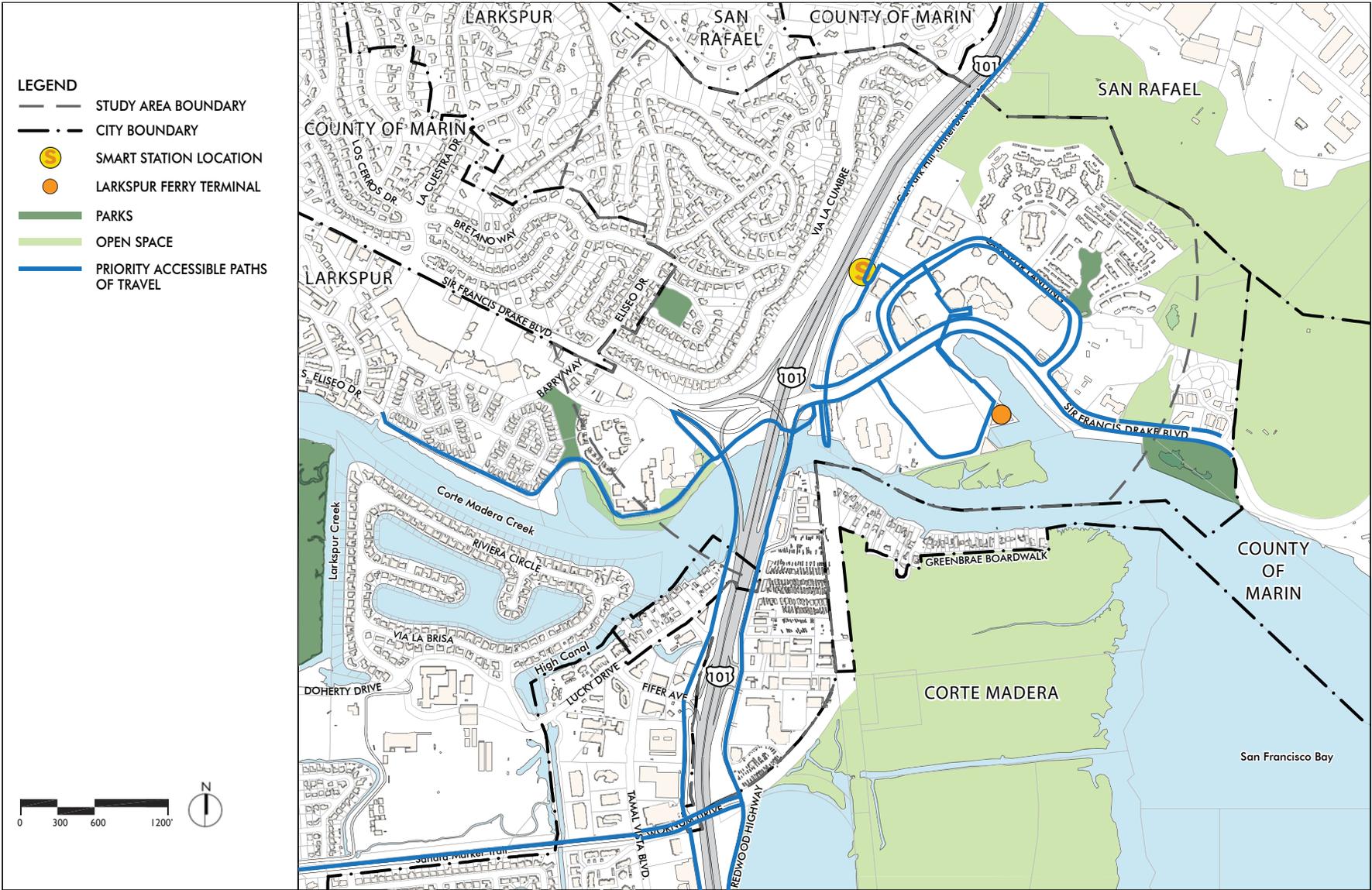
Guidelines

- Implement improvements along priority accessible paths of travel to ensure access to existing and planned transit facilities from surrounding areas.
- Provide accessible curb ramps and crossing technology at street crossings.
- Shorten crossing distances with corner bulb outs and medians.
- Accommodate a diverse demographic by providing seating, lighting, and accessible paving materials.
- Provide pedestrian walkways through parking areas.
- Integrate traffic calming elements along accessible routes to ensure pedestrian safety.
- Ensure that any senior housing or housing specifically for the disabled is located in close proximity to convenient pedestrian walkways and connections to services and amenities, particularly the Marin Country Mart and transit (ferry, SMART and bus).



Crosswalk signals (top left) and lighting (top right) can make crossings safer for all users. Accessible curb cuts (bottom) should be installed and can include bulb-outs where feasible.

Figure X.15: Priority Accessible Paths of Travel



APPENDIX

APPENDIX

REQUIRED AMENDMENTS TO PLANNED DEVELOPMENT DISTRICTS TO ACCOMMODATE THE PREFERRED LAND USE AND CIRCULATION SCENARIO

Several opportunity sites identified in the Preferred Land Use and Circulation Scenario are located within Planned Development (PD) zoning districts. PD districts accommodate a mixture of uses, building intensities and design characteristics that would not normally be permitted in any single-use zoning district of the City. Generally, PD Districts are applied to tracts of land “subject to potential development and where coordination of such development is essential to achieve unique and innovative community design.”¹

While any land uses permitted in any other zoning district may be permitted in the PD district, all proposed uses must be in harmony with each other and serve to fulfill the function of the planned development, and must comply with the density or intensity of development prescribed for the property in the General Plan. Development standards in PD districts (e.g. lot coverage, floor area ratio (FAR), yards, building heights, landscaping and parking) for the proposed uses are dictated by the zoning district deemed to govern uses most similar in nature and function to the proposed uses. Exceptions to zoning standards are often permitted, providing for a more flexible development approach and allowing more desirable development (e.g., clustered

housing, reduced setbacks, or shared parking).

ESTABLISHING A PLANNED DEVELOPMENT DISTRICT

Establishment of a PD zoning district may be initiated by the City of Larkspur or by the owners of the subject properties. If the property owners initiate the zoning process, the PD zoning classification is not established until a preliminary development plan is approved or a specific plan is adopted. A preliminary development plan shows the proposed land uses and densities and their interrelationship; however, it does not establish the precise location of uses, configuration of parcels or the engineering feasibility of the proposed development.

If the City initiates the process, the PD zoning district may be applied to the subject properties prior to the approval of a preliminary development plan, or concurrently with, or subsequent to, the adoption of a specific plan. The uses permitted in this interim period are limited to all legally established existing uses, and uses permitted in the R-1, first residential zoning district. Temporary uses found to be compatible with existing uses may be conditionally permitted, with a maximum permit life of five years.

In order for the Planning Commission to recommend approval of a preliminary development plan, the Commission must be able to find that:

- 1) The proposed PD district, or a particular phase thereof, can be substantially completed within four years;

¹ Larkspur Municipal Code §18.55.010

(2) Each phase of development, as well as the total development, can exist as an independent unit capable of creating an environment of sustained desirability and stability and that the uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which could not adequately be achieved under other zoning districts;

(3) The proposed roadways are suitable and adequate to carry anticipated vehicular traffic, and increased densities will not generate vehicular traffic in such amounts as to overload the street network outside the PD districts;

(4) Any proposed commercial development can be justified economically at the locations proposed;

(5) Any exception from zoning ordinance requirements is warranted by the design and amenities incorporated in the site design;

(6) The area surrounding the proposed PD district can be planned and zoned in coordination and substantial compatibility with the proposed development;

(7) The proposed PD district conforms to the City's General Plan; and

(8) Existing or proposed utility services are adequate for the population densities proposed.

Approval of the preliminary development plan is completed by adoption of an ordinance by the City Council and

amendment of the zoning map as such. The PD zoning designation may also be adopted concurrently with preparation of a specific plan.

ADOPTION OF PRECISE DEVELOPMENT PLAN AND DEVELOPMENT ENTITLEMENTS

Following approval of a preliminary development plan or specific plan, a precise development plan is required showing in detail the design and location of all buildings and their relationship to functional areas (parking, recreation or open space, landscaping, etc.) and multi-modal circulation. The precise development plan may also include anticipated project phasing, deed covenants of parcel ownership, and a subdivision improvement agreement committing to the completion of public infrastructure improvements. The precise development plan must be in substantial conformance with the approved preliminary development plan or specific plan. If recommended for approval by the Planning Commission and approved by the City Council, the precise development plan is incorporated into the previous ordinance approving the preliminary plan and further amendments to the zoning map may be adopted as necessary.

Modifications to an adopted PD district must go through the same application process as required for establishment of the district.

NECESSARY AMENDMENTS TO PD-DESIGNATED OPPORTUNITY SITES IN THE STATION AREA

The following narrative summarizes the existing PD approvals for each applicable opportunity site and provides general direction for necessary amendments required in order to allow the uses proposed in the Preferred Land Use and Circulation Plan. It is assumed that the amendments to the PD approvals will be analyzed and any impacts mitigated in the SMART Station Area Plan Environmental Impact Report. Additional environmental review may be required at a project level as site development moves forward.

Opportunity Site 2: Sanitary District #1 (2000 Larkspur Landing Circle)

Governing Ordinances:

- Ordinance 948 (Preliminary Development Plan for 2000 Larkspur Landing Circle Mixed-Use Development Project; 2005)
- Ordinance 951 (Precise Development Plan and Design Review for the Residential Component of the 2000 Larkspur Landing Circle Mixed-Use Project; 2006)
- Ordinance 954 (Precise Development Plan and Design Review for the Hotel Component of the 2000 Larkspur Landing Circle Mixed-Use Project; 2007)

As approved under the governing ordinances listed above, the permitted land uses at Opportunity Site 2 include 126 multi-family residential units in nine structures, including at least 25 affordable units, a hotel, and an administration and maintenance facility for the Ross Valley Sanitary District. Development standards for the residential portion of the development are as listed in the R-3, Multiple Family zoning district and C-2, Commercial zoning district with the

following exceptions:

	Residential	Hotel	District Offices
Min. Lot Area	700-2,000 ft ²	n/a [†]	-
Building Height	55 ft	51 ft	33 feet
Floor Area Ratio	0.85	1.0	-
Off-Street Parking	257 spaces	102 spaces (26 shared)	-
Setbacks	Varies	Varies	-
Lot Coverage	50-100%	n/a [†]	-
[†] The C-2 Zoning District does not require minimum lot areas or lot coverage maximums.			

An Initial Study/Mitigated Negative Declaration was adopted by the City Council in 2005.

Amendments Required

Proposed Uses:

- 250 dwelling units
- Hotel
- Office

To accommodate the proposed development of approximately 250 dwelling units on this site (retaining substantially the same hotel and office uses), the property owner could submit an application to amend the preliminary development plan to reflect the increase in residential density, provided the new units would be located similarly

on the property as shown in the preliminary development plan. Alternatively, a new application could be submitted for a preliminary development plan should the residential portion of the development be proposed in alternate locations or configurations as compared to the approved preliminary plan. An application for either a new or amended preliminary development plan would move through the PD zoning district establishment process described above. An initial study would be required to determine if additional environmental review is necessary prior to adoption of the amended or new preliminary development plan.

Following City Council approval of the amended or new preliminary development plan, a revised precise development plan would be required for the residential portion of the site and potentially for the hotel and office portions, depending on how the higher density residential development may impact the location of the non-residential uses. Amendments to development standards (e.g. building heights, floor area, setbacks) would be necessary to the extent required by the proposed development.

Opportunity Site 3: Marin Airporter

Though zoned PD, development standards for the site upon which the Marin Airporter is located were not addressed in any other Planned Development plans. In Ordinance 537 (1975), the City granted a waiver to non-participating property owners from the PD district regulations. The General Plan designates the site "Public Facilities."

A use permit was granted in 1985 to the Golden Gate Bridge

Highway and Transportation District to construct a temporary, modular building and parking area to house the Marin Airporter, which was displaced from its original location in the Bon Air shopping center with development of the Bon Air Master Plan. An updated use permit was granted in 1996 to allow construction of a new approximately 1,600 ft² modular office building and remains in force.

Amendments Required

A new Use Permit would be required to allow additional parking or parking structure at the Airporter as proposed. A new use permit would also be required if any changes to the physical offices were additionally proposed.

Opportunity Site 4: Marin Country Mart

Governing Ordinances:

- Ordinance 537 (Preliminary Development Plans for Lincoln Village, Wood Island Office Complex, and Remillard Brick Kiln; 1975)
- Ordinance 563 (Precise Development Plan for Phase 1 Development of Lincoln Village; 1977)
- Ordinance 955 (Most recent amendment to the Precise Development Plan, 2007)

Environmental Document:

- San Quentin Peninsula Development Environmental Impact Report (1975)

As approved under the governing ordinances listed above, the permitted land uses at Opportunity Site 4 include retail,

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personal services, instructional services, financial services, medical practitioner services, and professional offices, and other uses of similar nature as determined by the Planning Director. Uses subject to a use permit include any a gross leaseable tenant space of 4,000 ft² or more, regardless of use; public or public service uses; and, in certain buildings, retail, instructional services, medical services, and professional offices. A minimum 2,800 ft² dedicated to a grocery store use is required, and is currently being satisfied by the provision of multiple retail stores selling various food and sundries and a weekly farmer’s market.

Development standards for the above permitted uses are as follows:

Building Height	30 ft
Floor Area Ratio	Appx. 0.24 [†]
Off-Street Parking	800 spaces
Setbacks	Varied
[†] The Precise Development Plan approved 168,500 net square feet of retail commercial floor area on the site in a building configuration as adopted at the time. While a floor area ratio was not established, the approved building square footage on an approximately 693,000 square foot parcel results in an FAR of approximately 0.24.	

The Precise Development Plan also establishes a maximum average on-hour PM peak trip rate to 6.6 PM Peak hour trips per 1,000 gross square feet, or 1,147 overall PM peak hour trips.

Amendments Required

Proposed Uses:

- 300 residential dwelling units
- Retail (existing to remain; additional 40,000 ft²)
- Parking structure (square footage to be determined)

To accommodate the proposed development of 300 residential dwelling units, an additional 40,000 ft² of retail floor area, and a parking structure, a new application for a Planned Development zoning designation pursuant to LMC 18.55 must be submitted due to required amendments to the general establishment of permitted land uses in the Preliminary Development Plan. The Preliminary Development Plan must show the location of the new proposed residential uses and parking structure in relation to the existing development on the site. Assuming the application of R-3, Third Residential zoning district development standards to the new residential uses, and C-1, restricted commercial to the retail commercial uses, amendments would be necessary to height limits, setbacks, floor area, and lot coverage (where applicable in each zoning district).

While the Station Area Plan EIR will provide a program-level analysis of the impacts resulting from implementation of the Preferred Plan, an initial study would be required to determine whether additional project-specific impact analysis would be necessary.

Opportunity Site 5: Larkspur Landing Offices and Cinema

Governing Ordinances:

- Ordinance 537 (Preliminary Development Plans for Lincoln Village, Wood Island Office Complex, and

Remillard Brick Kiln; 1975)

- Ordinance 563 (Precise Development Plan for Phase 1 Development of Lincoln Village; 1977)

Environmental Document:

- San Quentin Peninsula Development Environmental Impact Report (1975)

As approved under the governing ordinances listed above, the permitted land uses at Opportunity Site 5 include office and commercial (theater) uses. Due to a shared parking arrangement established in the preliminary plan, the theater is limited to four screens with weekday operations beginning after 5 p.m. (weekends and holidays excepted).

The applicable zoning districts are the A-P, Administrative and Professional and C-2, Commercial (which allows theaters with a use permit) zoning districts. The Precise Development Plan prescribes the following development standards to the site:

	Building A	Building B	Building C	Theater
Building Height	32 ft	32 ft	41 ft	
Floor Area	161,760 ft ² net			14,175 ft ²
Floor Area Ratio	-			0.4
Off-street Parking	644 spaces (shared)			
Setbacks	Varies			

The Precise Development Plan further prescribes building

size, floor plans, vehicular circulation, and parking amounts and locations.

Amendments Required

Proposed uses:

- Existing cinema and office to remain
- Addition of 50,000 ft² of office uses
- Addition of 35,000 ft² of retail uses

To accommodate the proposed development of an additional 50,000 ft² of office floor area and 35,000 ft² of new retail space, a new application for a Planned Development zoning designation pursuant to LMC 18.55 must be submitted due to required amendments to the general establishment of permitted land uses in the Preliminary Development Plan. The Preliminary Development Plan must show the location of the proposed retail uses and additional office uses in relation to the existing development on the site. Assuming the application of A-P, Administrative Professional zoning district development standards to the office uses, and C-1, restricted commercial to the retail commercial uses, amendments would be necessary to height limits, setbacks, floor area, and lot coverage (where applicable in each zoning district).

Opportunity Site 9: Drakes Landing Office Park

Governing Ordinances:

- Ordinance 663 (Preliminary Development Plan for the Bon Air Project, 1981)
- Ordinance 711 (Amending Ord. 663 for Phase C and

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Approving the Precise Plan for the Drake’s Landing Office Project, Phase C of the Bon Air Project; 1984)

- Ordinance 716 (Precise Development Plan for the Drake’s Landing Residential Project, Phase B of the Bon Air Project; 1984)

Environmental Document:

- Bon Air Area Plan EIR (1981)
- Larkspur Fashion Mall EIR (1978)

As approved under the governing ordinances listed above, the permitted land uses at Opportunity Site 9 include retail commercial, office, residential (42 townhouse units), and public open space (park). The applicable zoning districts are the A-P, Administrative and Professional, C-1, Restricted Commercial, R-1, First Residential, R-2, Second Residential zoning districts. The Precise Development Plan prescribes the following development standards to the site:

	Residential	Office	Restaurant	Community Room
Building height	35 ft	35 ft [†]	35 ft	35 ft
Floor area maximum	-	122,000 ft ²	2,000-3,280 ft ² (indoor)	2,400 ft ²
Setbacks	30 ft from City-owned bike path	-	-	-
Parking^{††}	168 spaces	448 spaces		

[†] The Precise Plan allows for variation in the heights of the buildings to provide variety in the roof form.

^{††} The Precise Plan does not specify how many spaces must be provided off-street.

Of the 448 required parking spaces for non-residential uses, 50 spaces must be provided for commuter parking. A community room is required to be maintained on the site, to be made available to local and public community groups during the evening hours at little to no charge.

Amendments Required

Proposed uses:

- Office to remain
- 70 residential dwelling units

In order to accommodate the proposed addition of residential uses at this opportunity site, a new application for a Planned Development zoning designation pursuant to LMC 18.55 must be submitted due to required amendments to the general establishment of permitted land uses in the Preliminary Development Plan. The Preliminary Development Plan must show the location of the proposed residential uses in relation to the existing development on the site. Assuming the application of R-3, Third Residential zoning district, amendments may be necessary to height limits, setbacks, floor area, and lot coverage. A parking study would be required to determine the parking demand of the new residential uses.