

2 EXISTING CONDITIONS



The area studied in this Plan encompasses most of the northeastern part of Larkspur. Understanding the characteristics of this area is essential to crafting a viable and appropriate future for it.

Information regarding existing conditions proved to be highly useful in the evaluation of alternative strategies for the station area. In particular, the diversity of existing land uses, circulation and traffic issues, infrastructure constraints, and the character of the area and the larger Larkspur community greatly informed this Plan's land use and circulation vision.

This chapter describes:

- Land Use Context
- Transportation, Circulation and Parking Context
- Regulatory Context
- Demographics and Market Context

LAND USE CONTEXT

The land use context of the station area includes existing land uses, development and property ownership patterns, planned projects, and neighborhood character.

LAND USES

Based on land use data received from the City of Larkspur and on-site investigations, existing land uses in the area are discussed below. The discussion is presented in three sections corresponding to three geographic sub-areas:

- Larkspur Landing Area
- Greenbrae Area
- Redwood Highway Area

A wide range of land uses exist within the overall station area. The areas east of the freeway are dominated by the ferry terminal and parking lot, Marin Country Mart and its parking, and nearby office, entertainment, hotel and higher density residential uses. West of the freeway, the station area is dominated by single-family residential, with a small amount of office.

The primary roadways—the freeway and Sir Francis Drake Boulevard—and Corte Madera Creek act as major barriers between land uses and destinations in the station area. Important goals of this study will be to investigate ways to knit these land uses more closely together, making them more accessible to one another (e.g., connecting transit to work or home), and identifying potential infill or development opportunities to support or enhance transit ridership.

Table 2.1 illustrates the overall breakdown of land uses within the station area, as well as the total numbers of dwelling units and approximate square footage of existing non-residential development. Figure 2.1 illustrates the existing land use pattern.

Larkspur Landing Area

The Larkspur Landing area contains a broad mix of land uses. The future SMART station is located within the SMART rail right-of-way parallel to High-

Table 2.1: Existing Land Use in the Station Area

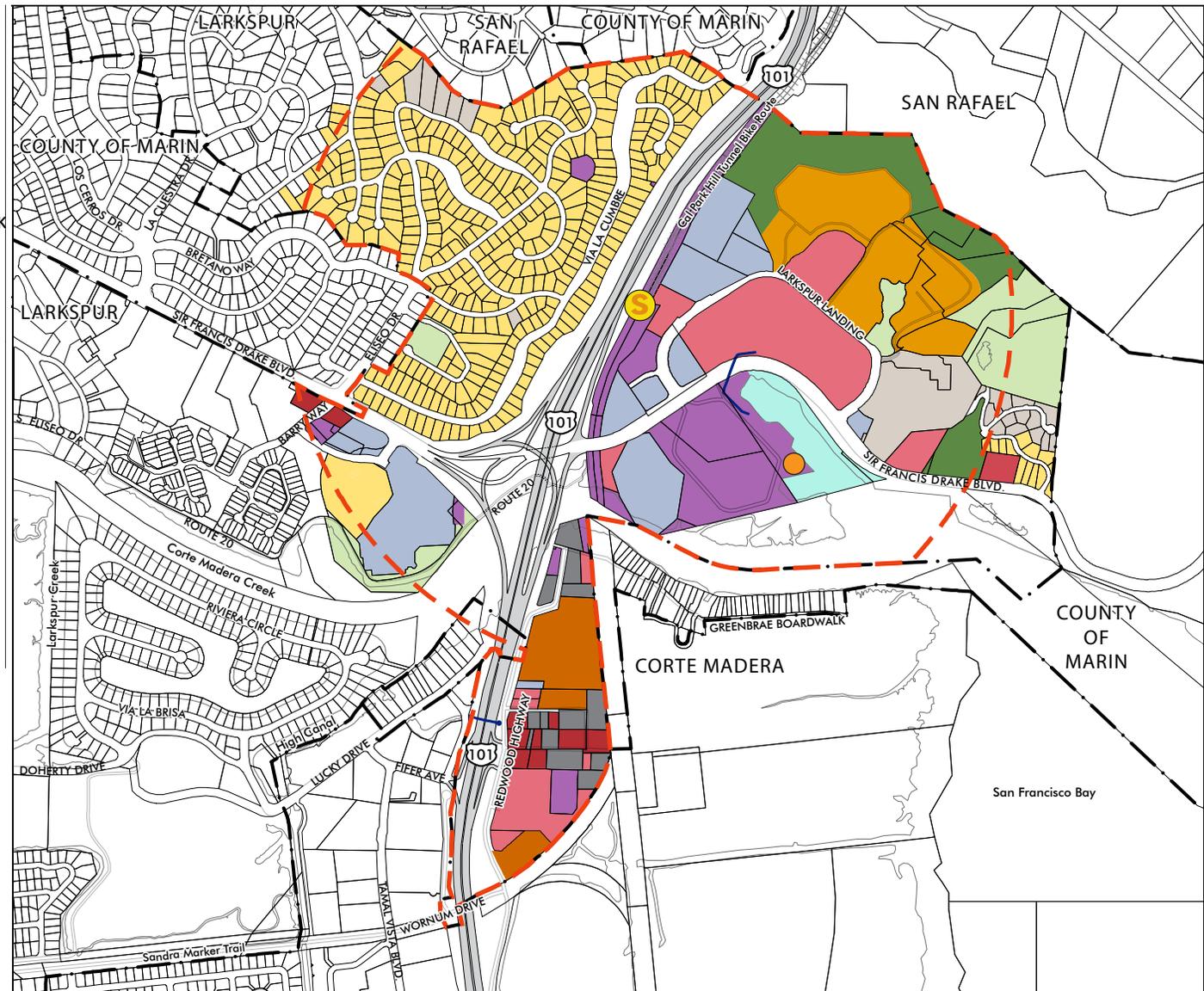
EXISTING LAND USE	ACRES	DWELLING UNITS	SQUARE FOOTAGE
Residential - Low Density	93	453	
Residential - High Density	11	614	
Residential - Mobile Home Park	11	279	
Administrative & Professional	31		645,000
General Commercial	33		509,000
Auto-serving Commercial	6		68,000
Industrial & Service	7		184,000
Vacant	17		
Public Facilities/Utilities	26		28,000
Public Park/Open Space	8		
Private Open Space	19		
Shoreline & Marsh Conservation	12		

Note: All figures are estimates.

Figure 2.1: Existing Land Use

- LEGEND**
- STATION AREA BOUNDARY
 - CITY/COUNTY BOUNDARIES
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 - RESIDENTIAL-SINGLE-FAM/DUPL
 - RESIDENTIAL-MULTI-FAMILY
 - RESIDENTIAL-MOBILE HOME PARK
 - ADMIN. & PROFESSIONAL
 - GENERAL COMMERCIAL
 - AUTO-SERVING COMMERCIAL
 - INDUSTRIAL & SERVICE
 - VACANT
 - PUBLIC FACILITIES / UTILITIES
 - PUBLIC PARK / OPEN SPACE
 - PRIVATE OPEN SPACE
 - SHORELINE & MARSH CONSERV.

Note: Land use categories in legend do not necessarily coincide with General Plan land use categories, but reflect actual existing land use for purposes of station area planning.



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way 101. To the east of the SMART station is a complex of three-story office buildings, and to the south is the Century Theater cinema and the Marin Airport. In the center of the Larkspur Landing area, the Marin Country Mart is a one- and two-story shopping center consisting of over 35 shops, restaurants, services and professional offices in 12 buildings. It attracts residents from the greater region with its shops and events, such as the popular farmers' market on Saturday, the Off the Grid food truck event on Sunday, and other special events. In the summer months from June through August, the Marin Country Mart also hosts a Wednesday evening summer movie series.

Northeast of Marin Country Mart is the three-story Marriott Courtyard Hotel, a public park called Neighborhood Park, and three multi-family housing developments ranging from two to four stories in height: Larkspur Courts Apartments (248 units), Serenity at Larkspur (342 units) and Drake's Way (24 units). All three developments are comprised of rental units. Drake's Way is an affordable housing development managed by EAH and providing housing to extremely-low and very-low income households.

Further east along Sir Francis Drake Boulevard are several office and commercial uses, ranging from two to four stories, the parcel owned by Sanitary District No. 1, and the partially built-out single-family residential development of Drake's Cove, two-story homes with elevated facades on hillside sites. Above these parcels is a large expanse of privately-owned hillside open space.

South of Sir Francis Drake Boulevard, the largest use is the Larkspur Ferry Terminal and its associated parking lot. The ferry terminal is clearly identifiable by its tall, white, triangular gridded steel frame structure on the water's edge. Just west of the ferry terminal site are four stories of office uses atop Wood Island, and two one- and two-story retail establishments adjacent to U.S. 101. East of the ferry terminal is an area of shoreline conservation. At the eastern edge of the station area along the waterfront is Remillard Park.



The Marin Country Mart features numerous shops, restaurants, services and professional offices, and enjoys a regional draw.



The Larkspur Courts Apartments, with 1- to 3-bedroom apartments, are among several multi-family residential complexes in the Larkspur Landing area.



Several regular and special events take place at Marin Country Mart including the Off the Grid food truck event on Sundays.



The three buildings that make up the Larkspur Landing Office Park accommodate many professional offices.



The Marin Airporter provides private shuttles to and from Marin and the San Francisco International Airport. It is headquartered on Larkspur Landing Circle, and includes an office, waiting station and parking lot.



The Larkspur Ferry Terminal's tall, white, triangular truss structure is uniquely identifiable from a distance.

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Greenbrae Area

The Greenbrae area consists predominantly of the residential Greenbrae Hills neighborhood north of Sir Francis Drake Boulevard, and a mix of commercial, office, residential and parkland uses south of the boulevard at Drake's Landing. The Greenbrae Hills neighborhood is a community of one- and two-story single-family homes built in the 1940s and 50s on small lots that wind up the hillside. Within the station area are approximately 500 single-family homes. The Greenbrae School Park serves the neighborhood. There are a few vacant residentially-zoned lots near the northern edge of the station area.

South of Sir Francis Drake Boulevard at the western edge of the station area are multi-family residential uses and the Bon Air Shopping Center, comprising a grocery store and over 50 shops and restaurants. East of Bon Air are two gas stations, Larkspur Fire Station No. 16, two one- and two-story office buildings, the Drake's Landing Office Park and the Drake's View townhomes (42 units). The Drake's Landing Office Park and Drake's View townhomes are both two stories in height, and are set back from the waterfront, which is developed with the Corte Madera Creek multi-use path and parkland. The Corte Madera Creek multi-use path connects to Niven Park at the western edge of the station area, and continues east under the highway to Sir Francis Drake Boulevard and the ferry terminal.



The homes of Greenbrae Hills are nestled in the hillside. (View from the top of Drake's Cove)



Greenbrae Hills is made up of single-family homes that wind their way up the steep and curving roads.



The Drake's Landing Office Park includes professional offices and Jason's Restaurant.



One of two fire stations in the city, Larkspur Fire Station No. 16, is located just off Sir Francis Drake Boulevard on Barry Way.



Many of the Drake's View Townhomes have waterfront or park views.



The multi-use path that wraps around Drake's Landing and continues under the freeway to Sir Francis Drake Boulevard is well used by both pedestrians and bicyclists.

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Redwood Highway Area

The Redwood Highway area consists of a mix of industrial, commercial and residential uses. The industrial uses, located at the northernmost point and in the center of the neighborhood, consist of storage facilities, light industrial manufacturing facilities, including a concrete manufacturing operation, and several auto-serving shops. The Cost Plus Plaza includes several large retailers, including a Cost Plus, BevMo and Trader Joe's, making it a regional draw. The residential communities in this area consist of three mobile home and RV parks. The buildings in this area are generally low in scale and height, predominantly one and two stories.

The Greenbrae Boardwalk neighborhood lies just east of the station area, along the Corte Madera Creek, within the County of Marin's jurisdiction. Though the community lies outside of the City of Larkspur's jurisdiction, its residents have an interest in any planned development around the SMART station due to their proximity to the station area.



The three mobile home parks in the Redwood Highway area accommodate both mobile homes and RVs, providing affordable housing for city residents.

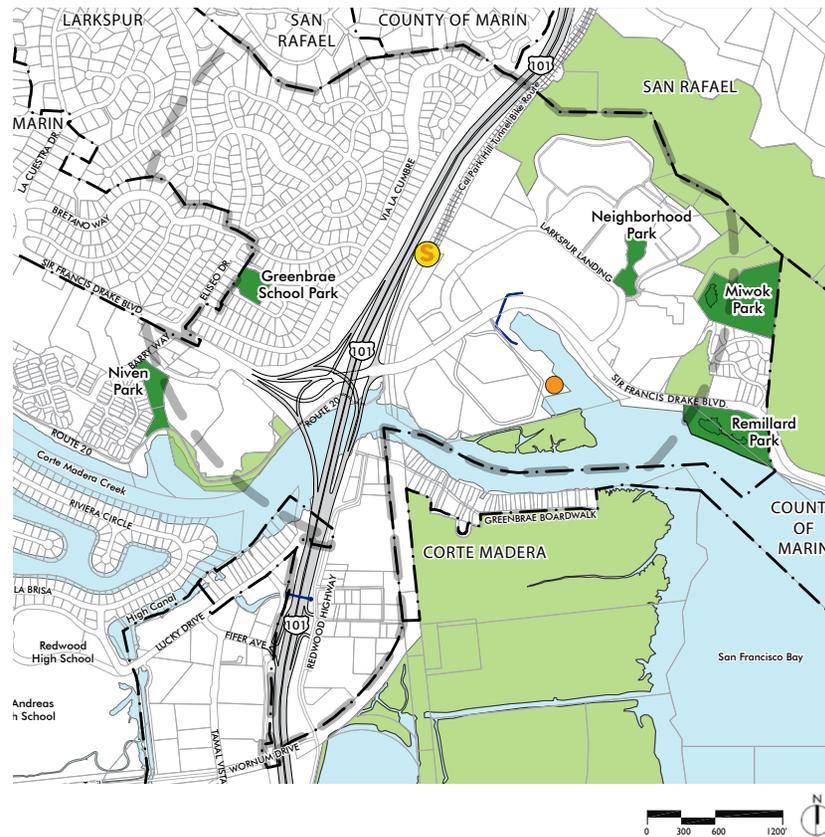


The residences of Greenbrae Boardwalk are just outside the station area, and maintain a strong connection with the waterfront.



There are several storage facilities in the Redwood Highway area.

Figure 2.2: Station Area Parkland and Open Space



LEGEND

- STATION AREA BOUNDARY
- CITY/COUNTY BOUNDARIES
- SMART STATION LOCATION
- LARKSPUR FERRY TERMINAL
- PARKS
- OPEN SPACE

GREENBRAE SCHOOL PARK

Tot lot, basketball court and greenbelt

NEIGHBORHOOD PARK

Greenbelt and picnic area

NIVEN PARK

Benches, picnic tables, playground equipment and greenbelt

REMILLARD PARK

Freshwater marsh, wildlife sanctuary, bay fishing from levee

MIWOK PARK

Informal vegetation, Tubb Lake

PARKS & OPEN SPACE

There are five publicly-owned parks and public open spaces in proximity to the station area and access to some of them is challenging. The parks in the vicinity of the station area are shown in Figure 2.2, and total 12.0 acres:

- Greenbrae School Park: 1.5 acres
- Neighborhood Park: 2.0 acres
- Niven Park: 1.5 acres
- Remillard Park: 7.0 acres
- Miwok Park: 7.7 acres

Greenbrae School Park, Neighborhood Park and Niven Park primarily serve the residents in their immediate vicinity. Remillard Park is a larger waterfront park with a regional draw. Though Sir Francis Drake Boulevard creates some access challenges, a multi-use path from the ferry terminal parking lot along the shoreline connects to Remillard Park. Miwok Park is an undeveloped open space area owned by the City. It currently lacks convenient access, trails and amenities; however, these improvements are planned¹.

The Corte Madera Creek multi-use path—curving around Drake’s Landing and continuing east of US 101 along Sir Francis Drake Boulevard East—provides a highly used amenity for pedestrians and bicyclists.

Remaining open space in the vicinity of the station area includes the hillside land above the Larkspur Landing residential communities, which is privately owned and not permitted for public use, and the Corte Madera marshland—federally and state protected habitat that can’t be accessed for most recreational purposes.

SCHOOLS

Four public school districts serve students in the station area: Larkspur-Corte Madera School District, Kentfield School District, San Rafael City Schools, and Tamalpais Union High School District. No schools are located within the station area, and some students, especially those living in the Larkspur Landing area, have to travel long distances or cross significant barriers—major roads, highways or Corte Madera Creek—to get to school.

¹ Larkspur Mini Parks Master Plan, 2000.

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Enrollment has increased significantly in all school districts serving station area residents in the last 20 years, in particular within the Larkspur-Corte Madera School District. To accommodate the growing enrollment, the Larkspur-Corte Madera School District obtained funding for a new elementary school. The new school will be located at the San Clemente School site, in Corte Madera, east of Highway 101.

PROPERTY OWNERSHIP

Several property owners, including public entities, own large or multiple properties within the station area (see Figure 2.3).

- Golden Gate Bridge Highway and Transportation District (GGBHTD) owns both the large ferry terminal site and the Marin Airporter site, a total of 27 acres. A portion of the Marin Airporter parking lot is within the SMART right-of-way; these parking spaces will be lost when the station is built.
- A 10-acre, mostly vacant site in the Larkspur Landing area is owned by Sanitary District No. 1.
- Marin Country Mart LLC owns the 16-acre Marin Country Mart site.

DEVELOPMENT PATTERN

Figure 2.4 illustrates the development pattern of the station area, showing the relationship of building and non-building areas. The buildings are shown in black, while the non-building areas are shown in white, and may include roads, parking lots, unbuilt areas of parcels, and open space.

The development pattern in the Larkspur Landing area reveals a large-scale pattern of office and commercial buildings in the southern portion of the area, and a smaller-scale pattern of residential buildings to the north. The non-building areas surrounding the office and commercial uses are predominantly occupied by surface parking lots or roads, while those to the west and north of the residential developments are a combination of Neighborhood Park, the steep hillside open space and ridgeline, and the parcel owned by Sanitary District No. 1.

Figure 2.3: Property Ownership

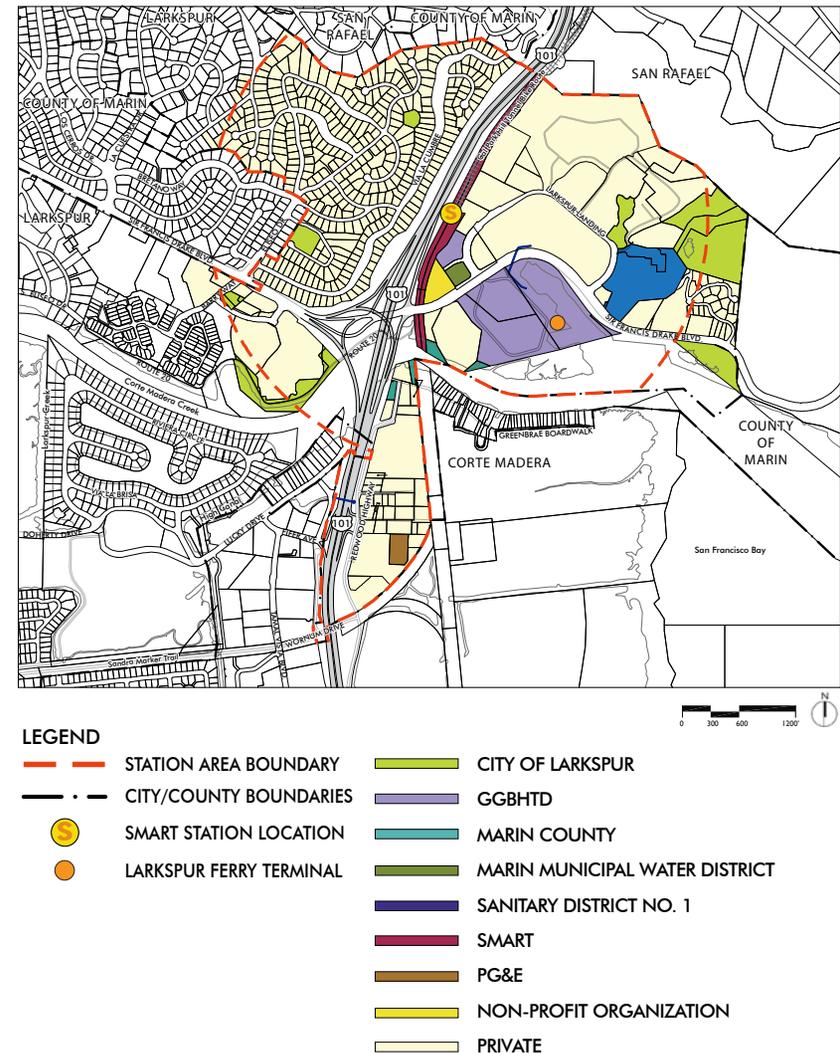
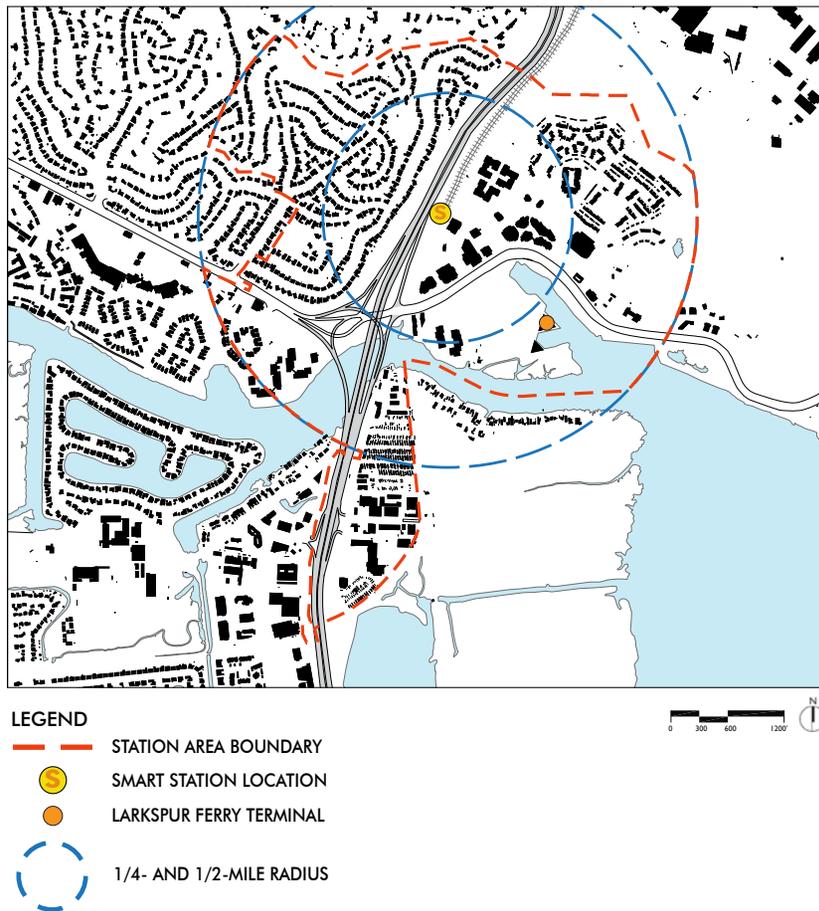


Figure 2.4: Station Area Development Patterns

The Greenbrae area north of Sir Francis Drake Boulevard has a small-scale development pattern typical of suburban residential neighborhoods. South of Sir Francis Drake Boulevard, the development pattern is more spread out, with office and commercial buildings set around parking lots. There is a significant amount of park and open space in this area with Niven Park, the shoreline, and park space associated with Drake's View.

The Redwood Highway area has a diverse development pattern. In the north are some mid-sized buildings with associated parking lots. In the south are large-scale buildings again with associated parking lots. In contrast, the residential components in the area (the three mobile home communities) have a very tight and small-scale pattern.

The development pattern varies depending largely on use. The residential uses are typically small-scale with open space comprising much of the non-building use, while the commercial, office and transit uses tend to be larger scale, with the non-building use consisting predominantly of parking lots.

PLANNED PROJECTS

Two projects in the station area have been approved or permitted by the City:

- Drake's Cove is located at the eastern edge of the station area. Construction of this 23-unit residential project, at a gross density of 2.2 dwelling units/acre, began in 2009. To date eleven homes have been built.
- A precise development plan for the Sanitary District No. 1 site was approved in 2007. The plan proposed 126 dwelling units in nine structures, as well as a hotel, community clubhouse, and offices for the District. To date no development activity has occurred and the District uses portions of the site for storage and support activities.

NEIGHBORHOOD CHARACTER

Natural Features

South of Sir Francis Drake Boulevard the station area is predominantly flat, with the exception of Wood Island. North of Sir Francis Drake Boulevard, however, the land rises up to meet the ridgeline. In the Larkspur Landing area, the Marin Country Mart shopping center sits upon a flat terrace approximately 10 feet above Sir Francis Drake Boulevard. North and east of the terrace, the hillside ascends at a steep slope creating a bowl shape. The ridgeline, referred to as the Southern Heights Ridge, is preserved as private open space and runs along the northern boundary of the station area.

Corte Madera Creek flows down to the San Francisco Bay from the foothills of Mt. Tamalpais in San Anselmo. It is at its most naturalized and widest breadth through Larkspur where it meanders through mostly residential areas until it reaches the station area, where the waterfront properties transition to a mix of residential, office, retail and finally the ferry terminal. The Corte Madera Creek reaches the bay just east of the ferry terminal.

The marshes just outside the station area at Madera Bay Park Site, Corte Madera Shorebird Marsh, and Corte Madera Marsh State Ecological Reserve provide open space and sanctuaries that serve as important habitat for plants and wildlife. Trails and observation areas run along the border of the reserve.

The creek, marshes and bay give this area a distinct water-oriented character. Residents living in the area have a strong connection with the waterfront, with the winds from, scents and views of, as well as direct access to the waterfront. This is especially true from the higher elevations in the Larkspur Landing and Greenbrae areas. Many residents living along Corte Madera Creek, for example, have built boat docks to take advantage of the waterfront resource it provides.

The water and marshlands do, however, also create barriers to movement in the area. Roads and pedestrian pathways must bridge over Corte Madera Creek, for example, making connectivity for pedestrians, bicyclists and motorists challenging.

Views

The elevated areas in the station area – the higher elevations in the Larkspur Landing and Greenbrae areas – command tremendous views of the San Francisco Bay, the Corte Madera Marsh and Mt. Tamalpais. From the Greenbrae Hills neighborhood, clear views over the station area are limited to those houses located along the US-101 corridor. Others may have filtered views of Mt. Tamalpais. With any future development in the station area, these views should be preserved, and any new buildings should be designed in such a way as to not block or detract from views to the bay from areas to the west. The hillside in the Larkspur Landing area has an advantageous bowl-shaped topography that generally prevents it from being visible from the east as well as from most of the Greenbrae area to the west. The knoll west of the ferry terminal screens the area from view from the west.

Architectural Character

Buildings in the station area exhibit a relatively consistent architectural form and design that is appropriate for the setting and for the Larkspur community. New development should take cues from the existing development context and fabric.

Larkspur Landing Area

The buildings in the Larkspur Landing area have a generally consistent architectural style, with many having gabled roofs, white trim, and board and batten siding. The buildings are appealing, in good condition, and visually interesting with articulated facades and balconies.

Greenbrae Area

In the Drake's Landing Area, the Drake's View townhome community adheres to a style reminiscent of Larkspur Landing, with the horizontal board and batten siding, white trim, and articulated facades with terraces and balconies. The Drake's Landing Office Park buildings have metal roofs, and a low, horizontal form. The single-family Greenbrae Hills neighborhood north of Sir Francis Drake Boulevard consists mostly of mid-century ranch-style homes.



View southeast over the Bay from the top of Via La Cumbre in Greenbrae Hills. The white ferry terminal structure is just visible behind the trees on the right.



The buildings of Marin Country Mart have a uniform architectural character, painted in either white or gray.



View of Mt. Tamalpais from the Corte Madera Creek Trail multi-use pathway that runs along the shoreline around Drake's Landing.



The Larkspur Courts Apartments have some similar architectural features as the buildings at Marin Country Mart, such as wood siding and white trim.

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Redwood Highway Area

The Redwood Highway area has a mix of building types. There are several one- and two-story industrial buildings and storage warehouses, some small stand-alone freeway retail businesses, and the larger Cost Plus Shopping Center. The three mobile home parks consist of a combination of RVs and more permanent trailer homes.

Landscape Character

The landscape character of the station area is dominated by natural resources: water, grassland and wooded hillsides. The Corte Madera Creek and the San Francisco Bay are a major focus of the area. Many residents have an intimate connection to the waterfront, by living directly on the creek's edge, walking or bicycling along the waterfront multi-use paths, walking on the trails in the Corte Madera Marsh, kayaking on the creek, or taking the ferry. Others connect with the water by means of the spectacular views from higher elevations.

The hillsides to the north of the station area slope up to the Southern Heights Ridge that marks the border between Larkspur and San Rafael. Above the residential communities in the Larkspur Landing area, the lower portions of the hillside reveal its history as a former rock quarry. Beyond that and further west, the hillside is typical of northern California, with grasslands and oaks forming an attractive backdrop to the residential developments. Future buildings should complement the existing architectural and landscape character, retaining a small town feel.



The landscape character of the station area is based on the water, marsh and hillsides. Native grasses have been planted along the creek edge near Drake's Landing.



The marsh at the Madera Bay Park Site and Corte Madera Marsh State Ecological Reserve is an amenity visible from many locations throughout the station area.

LAND USE SUMMARY: ISSUES & OPPORTUNITIES

The intent of this Plan is to evaluate the potential for development within the station area. Conversations with the CAC and community, and observations of the area, resulted in this summary of issues and opportunities that would influence any proposed changes in land uses in the area:

Issues

- Overall, the station area is not developed at intensities that would be optimal given the proximity to a diverse transit environment. However, portions of the Larkspur Landing area are currently developed with moderate density multi-family housing and moderate density office uses. Locating additional residential and employment uses in the area would likely increase transit ridership.
- Larkspur is by and large a low density, suburban town, which includes a predominance of single family dwellings and low scale employment and retail uses. This “village” character must be a reference point for long-term development in the station area.
- The areas closest to the future SMART station are dominated by surface parking lots, most notably the ferry terminal lot, the lots at Marin Country Mart, and lots serving the office buildings just northwest of Marin Country Mart. Parking lots present barriers and safety considerations for pedestrians and bicyclists attempting to access transit or other destinations.
- Highway 101, Sir Francis Drake Boulevard, and the Corte Madera Creek all create barriers to pedestrian and bicycle connectivity within and between the sub-areas and to the SMART station and ferry terminal. These barriers effect transit accessibility as well as access to trails, retail amenities, and other destinations.
- Sites in the station area are largely already developed; only one site remains vacant (owned by Sanitary District No. 1). Any new development would occur at the initiation of the current land owners, who would have to find that the economic return on investment would warrant a change or intensification of use.

Opportunities

- The station area already comprises a remarkably diverse mix of land uses, including retail, entertainment, hotel, office, residential and open space and has evolved into a robust local destination.
- With the future SMART rail service, the ferry line, several bus routes, and the Marin Airporter, the station area has a number of transit options to serve employees and residents.
- The views from the hillsides over the marsh, wetlands, creek and bay are attractive and give this area a strong sense of connection with the waterfront. The topography of the Larkspur Landing area in particular, gives it a unique identity and cohesiveness. The topography and site landscaping also shields taller buildings such as Serenity and Larkspur Courts, from general view.
- This area stands at the gateway to Larkspur from the east. Those who come by car across the Richmond-San Rafael Bridge on Interstate 580, and who exit onto Sir Francis Drake Boulevard, enter Larkspur through the station area. Capitalizing on the existing village character of the area and adding open space and landscape improvements where possible, can enhance the visitor’s experience of Larkspur.
- There are several large parcels under single ownership in key locations. These include the Sanitary District No. 1 property, the ferry terminal site owned by the Golden Gate Bridge Highway and Transportation District (GGBHTD), the Marin Country Mart, and office parcels in the Larkspur Landing area. While no future development is required, any of these property owners might decide to consider an intensification of use at some point in the future.
- The extensive parking lots and the vacant Sanitary District site are all logical candidates for long term change, at the discretion of each property owner.

TRANSPORTATION, CIRCULATION & PARKING

The station area includes a network of local and regional streets and highways, on- and off-street pedestrian and bicycle facilities, and transit facilities. The primary regional access to the station area is provided through along U.S. 101, Interstate 580 (I-580), Sir Francis Drake Boulevard, and the Larkspur Ferry Terminal. Local access within the station area is provided along local roadways such as Sir Francis Drake Boulevard, Larkspur Landing Circle, Redwood Highway, and through a network of sidewalks, bicycle lanes, and off-street multi-use pathways.

TRAVEL CHARACTERISTICS

The transportation system in this area of Larkspur includes roadways, bicycle and pedestrian facilities, regional ferry service, public bus transit systems, and the future SMART rail system.

Table 2.2 compares the commute characteristics of Larkspur residents to those of Marin County, the State of California, and the U.S. based on the 2006-2010 American Community Survey (ACS) Five-Year Estimates data. Approximately 77 percent of Larkspur residents commute by automobile (including single occupancy and carpool). This is similar to County patterns and lower than statewide averages.

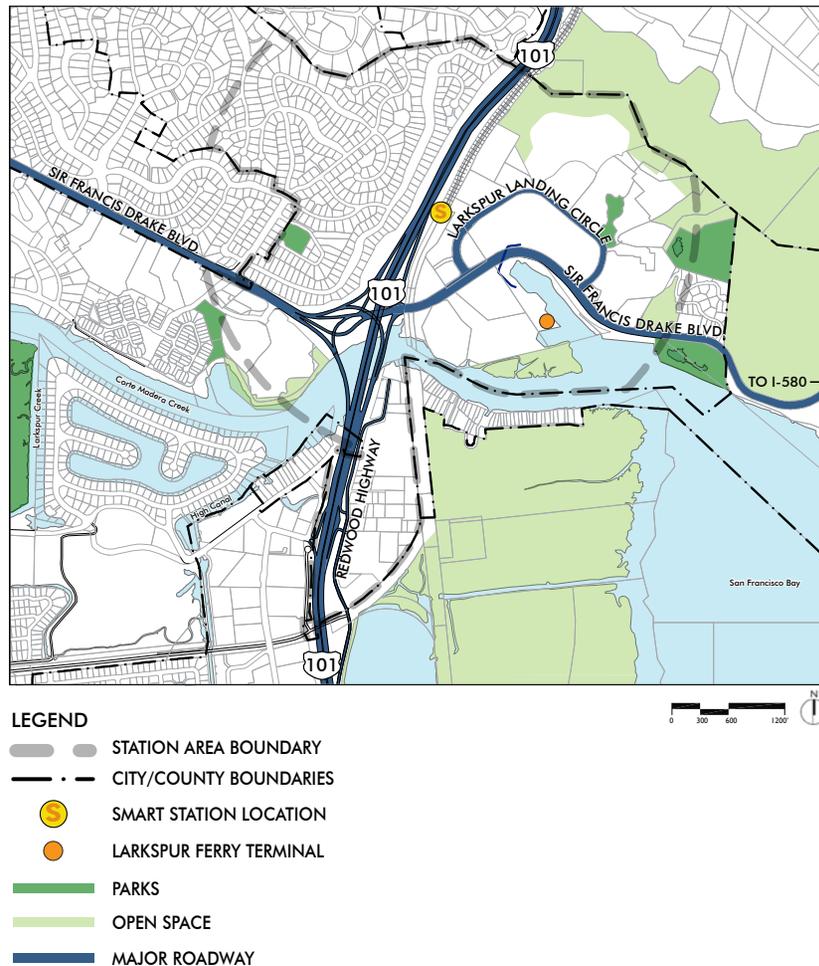
Larkspur’s 8.9 percent transit usage is slightly higher than transit usage across Marin County and significantly higher than the state and U.S. average. 2.1 percent of Larkspur residents walk to work, which is lower than the county, state and national average. The percent of Larkspur residents who commute by other means, including by bicycle, is on par with the county as a whole as well as the state. The ACS results also indicate that Larkspur is comparable to Marin County in the work-from-home category.

It should be noted that the ACS data only illustrates one aspect of travel patterns (i.e. commuters); however, it is important to understand because commute trips make up a significant proportion of traffic volumes during peak periods. The data also describes only trips that originate in Larkspur. Much of the travel that takes place in the station area originates outside of Larkspur, due to significant regional arterial roadways that pass through the station area.

Table 2.2: Commute Mode Characteristics

COMMUTE MODE CHOICE	LARKSPUR	MARIN COUNTY	CALIFORNIA	UNITED STATES
Single-Occupant Automobile	71.1%	66.7%	73%	76.6%
Carpool	5.9%	9.5%	11.9%	9.7%
Public Transit	8.9%	8.3%	5.1%	4.9%
Walk	2.1%	3.3%	2.8%	2.8%
Other Means (includes Bicycle)	2.5%	2.5%	2.3%	1.7%
Work at Home	9.4%	9.7%	5.0%	4.3%

Source: 2006-2010 American Community Survey Five-Year Estimates

Figure 2.5: Major Roadways

ROADWAY NETWORKS

The station area includes a network of local and regional streets and highways for automobile circulation (see Figure 2.5). Local roadways include Larkspur Landing Circle, and Redwood Highway. Regional roadways in the station area include U.S. 101, Interstate 580 (I-580), and Sir Francis Drake Boulevard.

Regional Roadways

U.S. 101

U.S. 101 is an eight-lane freeway passing through the station area. U.S. 101 is the only continuous north-south roadway in Marin County, connecting the communities of Marin and Sonoma counties to job centers and major destinations in San Francisco to the south and Contra Costa County to the east. Within the station area, U.S. 101 bisects the City of Larkspur and serves both as the primary connection to regional destinations as well as the largest north-south barrier within the communities themselves. Local access interchanges are provided in Larkspur and neighboring Corte Madera at Sir Francis Drake Boulevard, Lucky Drive/Fifer Avenue, and Industrial Way. Regional bus service travels on U.S. 101 between the counties of Marin, Sonoma, and San Francisco, with local stops at Fifer Avenue and Industrial Way and at Sir Francis Drake Boulevard and Eliseo Drive (Route 24).

U.S. 101 in Marin County currently experiences heavy traffic congestion in the southbound direction during the AM peak hour and in the northbound direction during the PM peak hour. This congestion is due to the high on- and off-ramp volumes, closely spaced ramps between Sir Francis Drake Boulevard and Tamalpais Drive, and commute traffic between Sonoma, Marin, San Francisco, and Contra Costa counties. Plans to reduce congestion through the station area have been considered as a part of the Greenbrae Corridor Improvement Project and subsequent improvements proposed for study by the Transportation Authority of Marin through the Regional Measure 2 funding provided by the MTC.

Interstate 580

I-580 is a four-lane freeway that runs approximately one mile to the northeast of the station area. I-580 links U.S. 101 in San Rafael to the East Bay via the Richmond-San Rafael Bridge. Although U.S. 101 and I-580 connect in

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San Rafael, many vehicles traveling to or from southern Marin County or San Francisco on U.S. 101 use Sir Francis Drake Boulevard through the station area to reach the Richmond-San Rafael Bridge, a significant contributor to peak hour traffic congestion in the corridor.

Sir Francis Drake Boulevard

Sir Francis Drake Boulevard is a 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-San Rafael 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 and signalized intersections. East of Larkspur Landing Circle (East), Sir Francis Drake Boulevard transitions to one lane in each direction leading to I-580 and the Richmond-San Rafael Bridge.

Sir Francis Drake Boulevard divides the station area north to south, with limited pedestrian and bicycle at-grade crossings and with one aerial pedestrian bridge leading from the Marin Country Mart site to the ferry terminal. Golden Gate Bridge Highway and Transportation District (GGBHTD) operates bus stops with local bus service on the north and south side of Sir Francis Drake Boulevard adjacent to the existing pedestrian bridge. Sidewalks are provided along portions of the north side of Sir Francis Drake Boulevard between just west of Larkspur Landing Circle (West) to just east of Larkspur Landing Circle (East), and along the south side of Sir Francis Drake Boulevard between the US-101 interchange and Barry Way. The Corte Madera Creek Class I multi-use path runs along the south side of Sir Francis Drake Boulevard and provides pedestrian and bicycle access parallel to Sir Francis Drake Boulevard.

Sir Francis Drake Boulevard operates near to or at capacity during the morning and evening peak periods. Vehicles traveling westbound between Larkspur Landing Circle (East) and Eliseo Drive, and eastbound between Eliseo Drive and U.S. 101, currently sit through one or more signal cycles and experience reoccurring queues. At the intersection of Larkspur Landing Circle (West), traffic congestion on Sir Francis Drake Boulevard increases substantially before each ferry departure in the morning and after ferry arrivals in the evening. The primary causes of the peak congestion on East Sir Fran-



Sir Francis Drake Boulevard, shown here at the Marin Country Mart, is a heavily used regional corridor within the station area.



Larkspur Landing Circle is a loop road from Sir Francis Drake Boulevard East that serves several office, retail and residential developments.



Redwood Highway provides access to a variety of commercial, industrial and residential uses.

cis Drake Boulevard through the station area are the combination of pass-through volumes, traveling between U.S. 101 and the Richmond-San Rafael Bridge, and vehicles traveling to and from the Larkspur Ferry Terminal as presented in the Chapter 5.

Local Roadways

Larkspur Landing Circle

Larkspur Landing Circle is the main public street that provides access for all properties located north of East Sir Francis Drake Boulevard. 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 East Sir Francis Drake Boulevard cut-through traffic which can result in excessive vehicle speeds. At other times traffic levels and speeds are moderate.

Larkspur Landing Circle is considerably lacking in pedestrian and bicycle 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.

Redwood Highway

Redwood Highway is the only north-south local street on the east side of U.S. 101, south of Corte Madera Creek. This two-lane roadway provides local access to a variety of commercial, industrial, and residential land uses in the station area to the north of Wornum Drive as well as regional access to northbound U.S. 101 via the Industrial Way on- and off-ramps. Regional and local transit stops are located at the bus pad in between the Industrial Way on- and off-ramps. Pedestrian and bicycle amenities include sidewalks along the east side of Redwood Highway between Industrial Way and just north of Wornum Drive, crosswalks at the signalized Industrial Way on-ramp intersection, and on-street bike facilities north of Industrial Way. In addition, several pedestrian bridges connect to Redwood Highway including the Lucky Drive pedestrian bridge over U.S. 101 and the northbound U.S. 101 off-ramp pathway over Corte Madera Creek. Both crossings are inadequate for multi-use pathways as they are narrow or not American with Disabilities Act (ADA) accessible.

TRANSIT NETWORK

Public transit services at Larkspur Landing include local buses, express buses, shuttles, ferry service, and will include commuter rail with completion of the Larkspur SMART station. Local and regional bus service is provided by the GGBHTD and Marin County Transit District (Marin Transit). A majority of the public transit trips through the area are commuters who use the bus stops at Lucky Drive, students heading to and from school, and people using the corridor along Sir Francis Drake Boulevard. In addition to the bus service, ferry service is provided via the Larkspur Ferry Terminal, which provides commuter service to San Francisco. The Larkspur Ferry Terminal is heavily used by commuters, with an average of over 5,000 people passing through the terminal each day. This section summarizes all existing and proposed transit modes in Larkspur Landing. Existing transit ridership counts at stops within the station area are presented in Table 2.3.

In addition to the public transit services in the area, the Marin Airporter is a privately-operated bus service that offers service between Marin County and the San Francisco International Airport seven days a week, 365 days a year. There is scheduled bus service from six locations in Marin County, including Larkspur Landing. The Larkspur Terminal is located at 300 Larkspur Landing Circle, next to the Larkspur Landing Century Theater. Buses leave from Larkspur every 30 minutes, on the hour and half-hour, from 4:00 AM until 11:00 PM.

Extension of the SMART line from Downtown San Rafael into Larkspur, in addition to additional regional bus stops proposed for the Sir Francis Drake Boulevard / U.S. 101 interchange, will increase regional transit access to the station area. This will increase the transit accessibility to the station area through new service and by reducing the walking distance between the major land uses and transit stops. TAM has proposed accessible pedestrian pathways along Sir Francis Drake Boulevard to connect to the new bus stops and Larkspur Landing.

Table 2.3: Existing Public Transit Daily Ridership in Station Area

Transit Stop	Weekday ¹	Weekend ¹
Larkspur Landing Circle (Route 29)	39	0
Larkspur Ferry Terminal (Routes 24 & 29)	59	19
Eliseo Drive/Barry Way (Routes 24, 29 & 222)	107	9
Lucky Drive Bus Stops (Routes 17, 24, 36, 70, 71 & 80)	447	307
Trader Joe's (Route 222)	4	0
Larkspur Ferry Terminal ²	5,065	--

Notes:

1. Transit ridership counts are from Fiscal Year 2011-12, which were the most recent counts available.
2. Estimated based on total number of passengers per year divided by number of service days. Therefore, one transit ridership estimated was provided by GGT for both weekdays and weekends.

Source: GGT, 2011 Ridecheck and November 2012 APC data.

BICYCLE CIRCULATION

Like many communities around the United States, Marin County continues to experience a strong growth of bicycling as a means of transportation. Marin County has a network of signed bicycle routes consisting of several different types of facilities. These facilities are based on Caltrans standards, which provide for three distinct types of bikeway facilities, as generally described below, and shown in Figure 2.6.

Off-Street

Off-street facilities are also known as Class I bikeways or multi-use paths. Class I bikeways have independent rights-of-way physically separated from vehicle travel lanes. Motorized vehicle activity is prohibited. Paths are typically 10 to 12 feet wide. Multi-use paths located adjacent and within the station area include Route 20 along the Corte Madera Creek, and Route 5, which uses the Cal Park Hill Tunnel. Immediately south of the station area is the Sandra Marker Trail (Route 16), and Route 17 along Redwood Highway.

On-Street

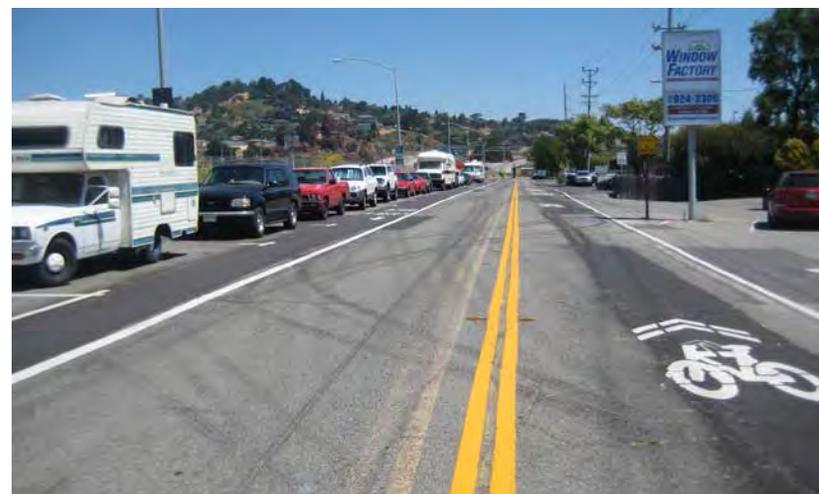
On-street facilities include Class II bike lanes and Class III bike routes. Class II bike lanes are on-street lanes dedicated and demarcated for bicycle travel. A bicycle lane is a portion of a road or highway that is designated by striping, signing, and pavement markings to provide preferential or exclusive use of the lane by bicyclists. Bike lanes are typically four to six feet wide. A new bicycle lane was recently added to the west side of Redwood Highway between the Corte Madera Creek overcrossing and Industrial Way, serving southbound bicyclists.

Class III bicycle routes provide for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. These are often located along roadways where dedicated bicycle lanes cannot fit or are not needed (for example, on a low volume street), but where providing continuity in a bicycle system is nevertheless important. Currently, the only Class III bicycle route in the station area is on northbound Redwood Highway, south of the Sir Francis Drake Boulevard interchange.

The bicycle and pedestrian networks gaps are shown on Figure 2.8 and include sidewalk gaps, missing crosswalks, and inadequate crossings across major barriers.

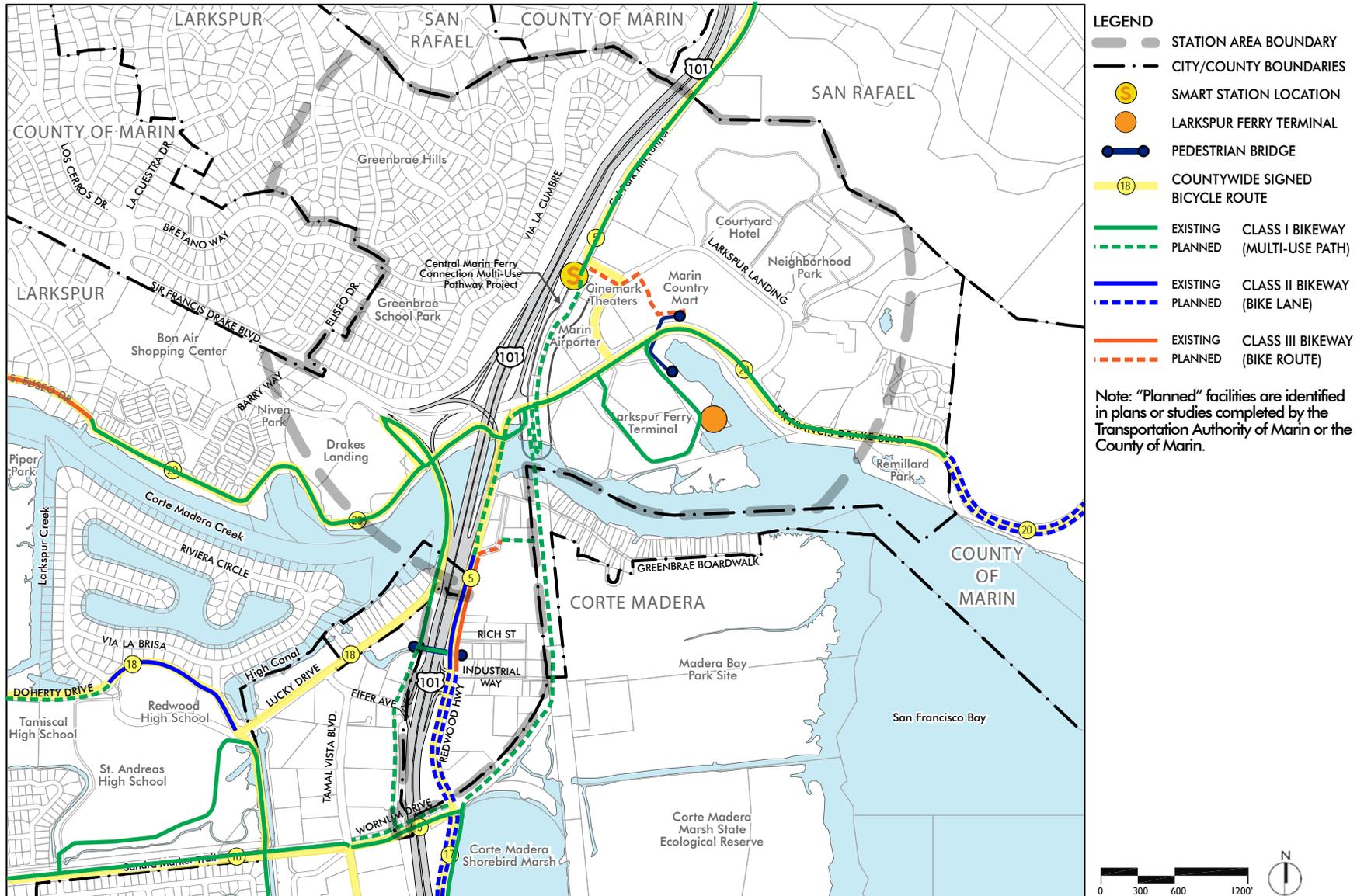


The bicycle and pedestrian path on the northbound US-101 on-ramp connects the Redwood Highway area to Sir Francis Drake Boulevard.



Class II and Class III bicycle lanes have recently been installed on Redwood Highway.

Figure 2.6: Existing and Currently Planned Bicycle Facilities





Redwood Highway near Wornum Drive is missing sidewalks, creating a challenging pedestrian environment.



Larkspur Landing Circle lacks sidewalks between Drake's Way and Sir Francis Drake Boulevard.

PEDESTRIAN CIRCULATION

In addition to the sidewalks on local roadways described previously, there is an extensive network of off-street pathways in the station area (see Figure 2.7). The Corte Madera Creek path, a dedicated pedestrian and bicycle pathway that runs along Sir Francis Drake Boulevard East, starting near Drake's Cove and continuing west past the Larkspur Ferry Terminal, under the freeway overpass to Drake's Landing and the communities to the west. This path also connects to two Corte Madera Creek multi-use path crossings, one on the U.S. 101 northbound off-ramp and the other on the southbound on-ramp. The Cal Park Hill Multi-Use Pathway is the other major pedestrian connection in the station area, linking Larkspur to San Rafael. Two multi-use pathways - the Sandra Marker Trail and the trail along Redwood Highway (south of Wornum Drive) - connect the station area to nearby schools and residential communities to the south. Lastly, two pedestrian bridges in the station area include the bridge connecting the Marin County Mart to the ferry terminal and the Lucky Drive pedestrian overcrossing. These paths are all heavily used by commuters and recreational users alike to access such destinations as the Larkspur Ferry Terminal and the shopping centers located south of the station area.

Although the station area has a number of sidewalks and multi-use paths, several obstacles limit the connectivity for pedestrians. These network gaps are shown on Figure 2.8.

- There are limited sidewalks on Redwood Highway between Wornum Drive and Industrial Way. This is a heavily used connection between the Lucky Drive pedestrian bridge and Corte Madera Creek crossing to the multi-use trails at Redwood Highway and Wornum Drive.
- Crosswalks across Sir Francis Drake Boulevard are long and across multiple travel lanes serving high traffic demands. This is an issue for Greenbrae Hills residents accessing the Corte Madera Creek trail, as well as pedestrians and bicyclists getting off at the Cal Park Hill Tunnel and crossing at Larkspur Landing Circle West.
- The sidewalk on the north side of Larkspur Landing Circle terminates at Drake's Way, i.e., there is no sidewalk between Drake's Way and Sir Francis Drake Boulevard.
- Additional community concerns regarding pedestrians include improving access to regional bus stops and local schools.

Figure 2.7: Existing and Currently Planned Pedestrian Facilities

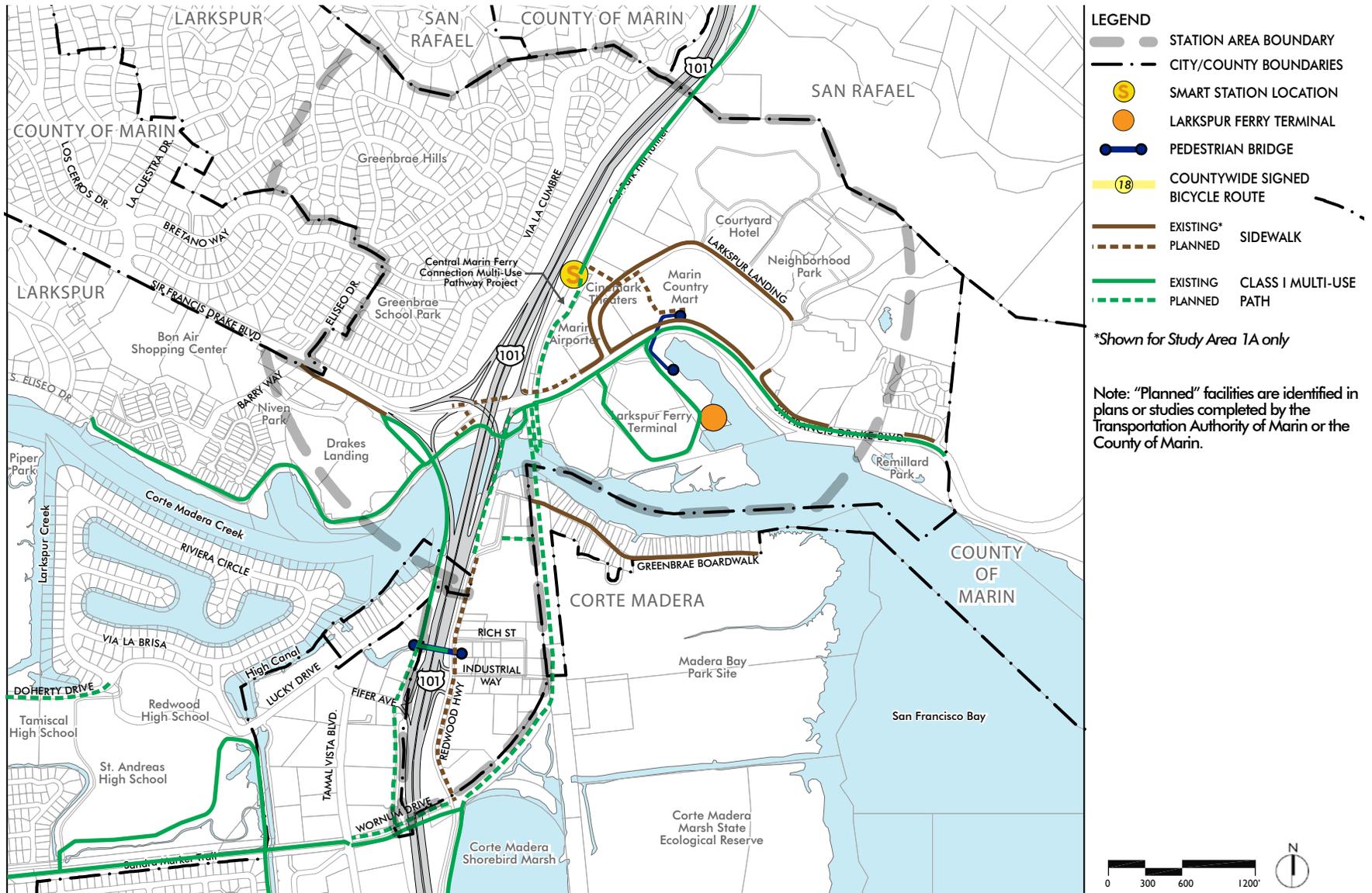
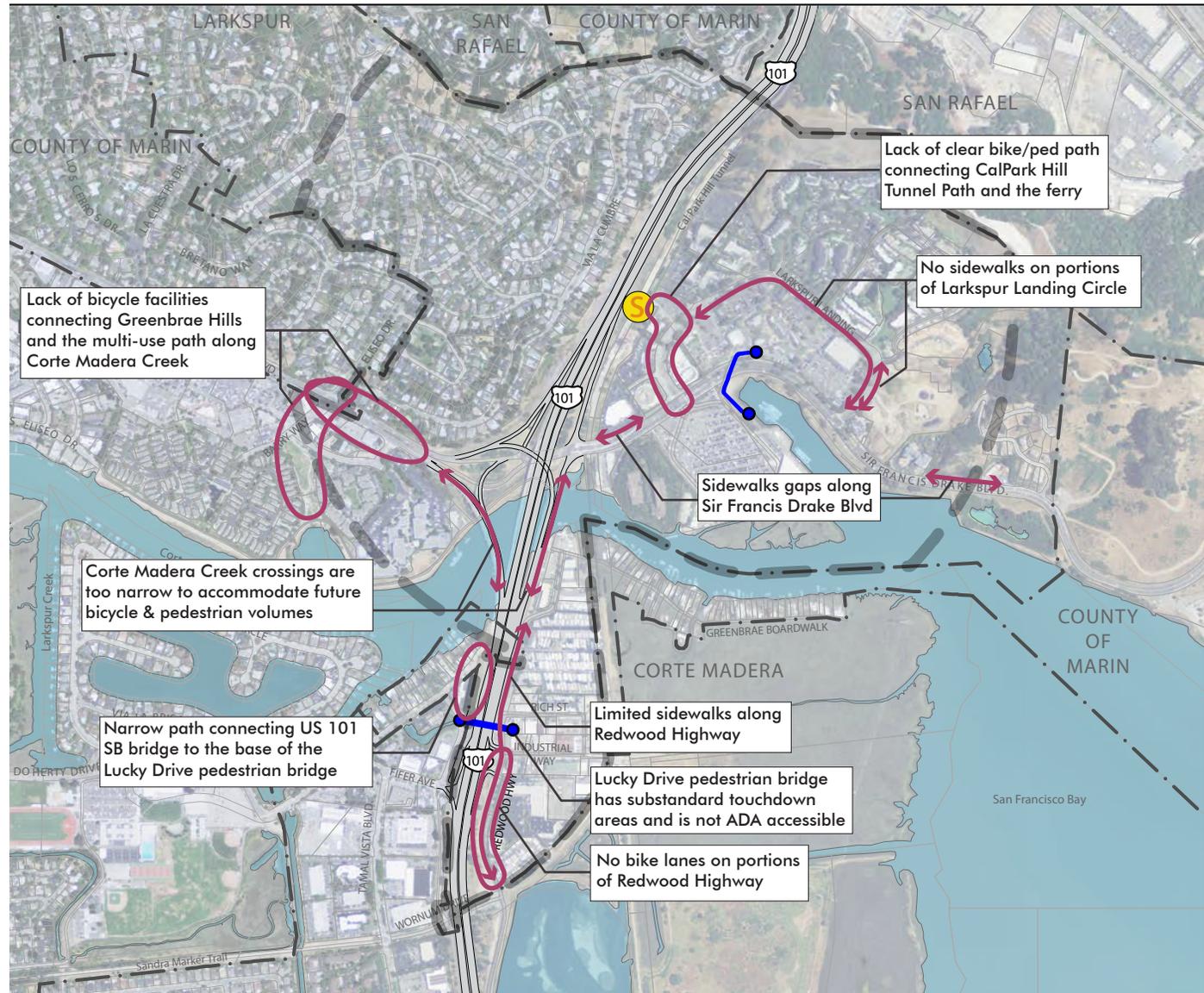


Figure 2.8: Bicycle and Pedestrian Network Gaps

- LEGEND**
-  STATION AREA BOUNDARY
 -  CITY/COUNTY BOUNDARIES
 -  SMART STATION LOCATION
 -  PEDESTRIAN BRIDGE
 -  NETWORK GAP



2 | EXISTING CONDITIONS

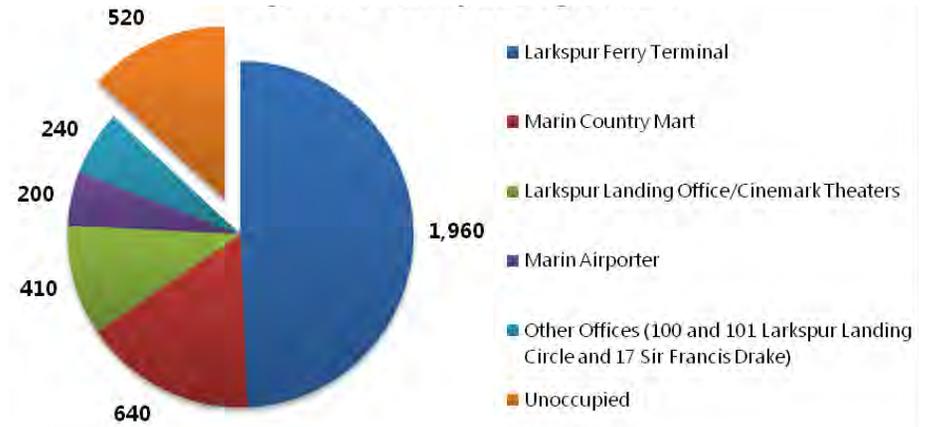
PARKING

Parking supply was inventoried throughout Larkspur Landing in September 2012. As shown in Figure 2.9, the existing peak parking demand (adjusted to 100 percent occupancy) in the station area fills up 87 percent of the total parking capacity. This peak parking demand occurs during the mid-day, around 1:00 PM when the collective parking needs of the offices, ferry terminal, and Marin Country Mart are highest. The Larkspur Ferry Terminal accounts for over half of the peak demand in Larkspur Landing. The Marin Country Mart and Larkspur Landing offices each account for roughly 20 percent of the demand. The Larkspur Ferry Terminal demand for parking currently exceeds the capacity of the 1,800 space surface parking lot and overflow parking spills onto adjacent parking lots.

Despite the overflow parking demand from the ferry terminal, there is currently excess parking in the station area, especially around the Larkspur Landing offices. This indicates that many of the existing retail and office uses within the station area have lower parking demand levels than similar uses in a typical suburban site and that there is available parking to accommodate increased demand from intensified land uses.

Weekend parking demand is significantly less than demand during the week. On the weekends, the peak parking occupancy is 44 percent at 1:00 PM. The majority of the excess parking supply on the weekends is at the ferry terminal and the offices in the Station Area. The parking at the Marin Country Mart is nearly 100 percent full due to the popular food trucks and farmers market events on the weekends.

Figure 2.9: Weekday Parking Demand



There are a number of surface parking lots in the Larkspur Landing area, including those at Marin Country Mart.

PLANNED PROJECTS

Sonoma-Marín Area Rail Transit (SMART)

Sonoma-Marín Area Rail Transit (SMART) is a passenger train and multi-use pathway project that runs along 70 miles of the historic Northwestern Pacific Railroad alignment. The rail line will serve 14 stations from Cloverdale in Sonoma County to Larkspur, Marin County.

The SMART rail parallels Highway 101, providing an alternative to this already-congested corridor. The rail project is projected to take more than 1.4 million car trips off Highway 101 annually and reduce greenhouse gases by at least 124,000 pounds per day. SMART's environmental studies project 5,000 to 6,000 passenger trips per day will be made on the train and 7,000 to 10,000 daily trips will be made on the bicycle/pedestrian pathway.

Commuter-oriented passenger train service will be provided by an estimated 14 round-trip trains per day, operating at 30-minute intervals in the morning and evening peak commuting hours during the week. Bicycles will be allowed on board the trains; weekend service also is planned.

Larkspur Station

The future SMART Larkspur Station will be located within the SMART corridor right-of-way behind the Century Larkspur Landing Cinema. It will be a double-track, two-platform station. Current plans show provision of 80 parking spaces. It is approximately 1,500 feet north of the existing Larkspur Ferry Terminal. In order to access the ferry terminal, passenger rail riders will use the Cal Park Hill Tunnel Multi-use Pathway to reach Larkspur Landing Circle, cross Larkspur Landing Circle in an improved crosswalk and utilize the existing sidewalk and crosswalks at Sir Francis Drake Boulevard to reach the ferry terminal. Alternatively, SMART riders will be able to utilize the new bridge and improved connections implemented as part of the Central Marin Ferry Connection Multi-use Pathway project.

Shuttle System

A local shuttle system, using small 12-25 passenger vehicles, is proposed to distribute SMART passengers at the work-end of their trip. The shuttles would be free, and would operate during the same hours as trains, in the

morning and afternoon peak commute periods. There are nine proposed shuttle routes, each designed to complete a one-way loop in less than 30 minutes or the headway of the train. The shuttle route for Larkspur Ferry Station will serve three major activity centers—San Quentin Prison/Marin Country Mart and nearby offices, Marin General Hospital, and College of Marin.

Transportation Authority of Marin Proposed Studies

The following are improvement projects recommended for Regional Measure 2 funding by the Transportation Authority of Marin Board in the September 26, 2013 meeting, for consideration by MTC².

- Study feasibility of widening East Sir Francis Drake Boulevard from one to two lanes where lane drop occurs. This study would include an Andersen Drive evaluation of intersection improvements.
- Study feasibility of building a freeway to freeway connector between northbound U.S. 101 to eastbound I-580.
- Create new regional and local bus stops at the Sir Francis Drake Boulevard/U.S. 101 interchange. Install new pedestrian-friendly intersection improvements and access routes (including new sidewalks) to existing and new bus stop locations.
- Widen the existing pedestrian and bicycle path along the northbound off-ramp to provide 10-12 foot Class I multi-use pathway.
- Conduct further study on Phase 2 of the Central Marin Ferry Connector to continue the structure in Phase 1 across the Corte Madera Creek and extend the multi-use pathway along the railroad right-of-way to Wornum Drive to connect with the existing multi-use trails at Wornum Drive and Redwood Highway. These studies include potential intersection undercrossing along Wornum Drive.
- Construct a sidewalk on the east side of Redwood Highway between Wornum Drive and Industrial Way.

² Transportation Authority of Marin Board Resolution 2013-14.

2 | EXISTING CONDITIONS

- Construct a Class I multi-use path along Nellen Avenue on the west side of U.S. 101 between Wornum Drive and Fifer Avenue.
- Enhance pedestrian and bicycle crossings of U.S. 101 at Wornum Drive.
- Widen eastbound Sir Francis Drake Boulevard to three lanes from just west of Eliseo Drive to the southbound U.S. 101 on-ramp.
- Extend Sir Francis Drake Boulevard eastbound auxiliary lane to eastbound I-580.
- Re-direct Regional Measure 2 funds to SMART for the extension to Larkspur.

The Transportation Authority of Marin is currently studying these improvement projects which are expected to be complete in 2015-2016.

Central Marin Ferry Connection Multi-Use Pathway Project (CMFC)

In 2004, a plan examined the feasibility of constructing a bicycle and pedestrian bridge over the Corte Madera Creek to improve connections to destinations south of the creek with the Larkspur Ferry Terminal and the Cal Park Hill Tunnel multi-use trail. This site is located at the crossroads of many bicycle trips between central and southern Marin County and will improve pedestrian and bicycle connectivity and safety throughout the station area.

Subsequent to the feasibility study, the Transportation Authority of Marin (TAM) initiated an effort to develop and refine recommendations for the CMFC. This process has involved an additional feasibility study and a series of workshops to solicit public input.

As shown in Figure 2.10, the CMFC includes construction of a pedestrian and bicycle bridge across Sir Francis Drake Boulevard to connect the southern terminus of the Cal Park Hill Tunnel to the south side of Sir Francis Drake Boulevard where the existing Route 20 multi-use path of the Marin County bicycle network is located. This overpass will provide connections from the Cal Park Hill Tunnel and the proposed SMART terminus to the Larkspur Ferry Terminal and locations south of Corte Madera Creek. It will also increase

bicyclist and pedestrian safety as it will allow them to avoid crossing Sir Francis Drake Boulevard. This project also includes modifications to Redwood Highway to improve bicycle connectivity south to Wornum Drive from the existing Corte Madera Creek crossing. Construction for this phase is expected to be completed in 2014.

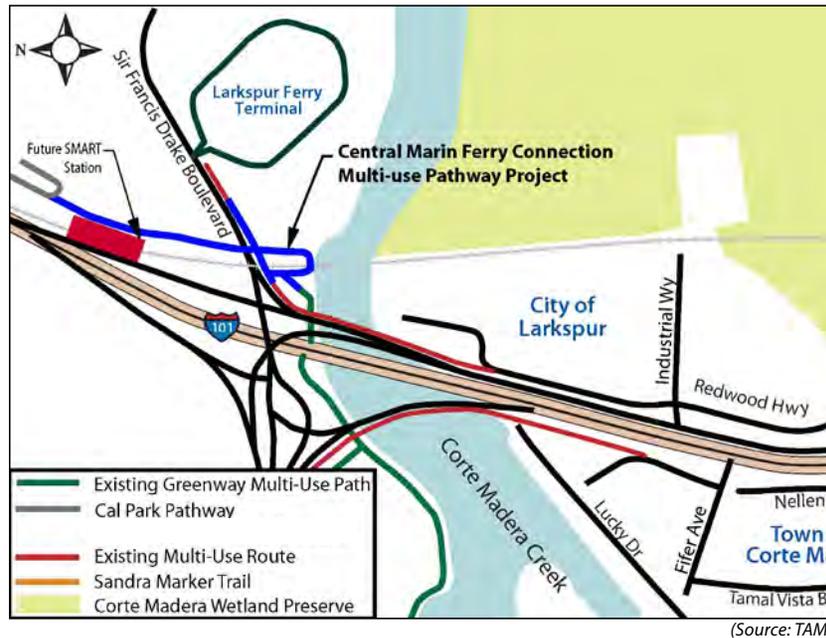
In November 2011, TAM held an open house to solicit public input on the type of structure crossing over Sir Francis Drake Boulevard. The preferred design was the Warren Truss, which was accepted by TAM and the Larkspur City Council.

Larkspur Landing Circle Pedestrian and Bicycle Improvements

In 2012, Parisi Associates was engaged by the City of Larkspur, in partnership with the Transportation Authority of Marin, to identify a pedestrian and bicycle route from the current terminus of the Cal Park Hill Pathway near the Century Larkspur Landing Theaters to the Larkspur Ferry Terminal. The plan, currently under design, makes the following recommendations:

- Enhanced sharrows within the SMART easement in front of the Theater, connecting the Cal Park Hill Pathway to Larkspur Landing Circle.
- Wayfinding signage along the identified route.
- Physical improvements such as curb extensions, crossing beacons, barriers, and pedestrian countdown signals.

Figure 2.10: Central Marin Ferry Connection Multi-Use Pathway Project



A Warren Truss was selected as the recommended bridge type for the Central Marin Ferry Connection Multi-use Pathway project. (Source: TAM)

TRANSPORTATION, CIRCULATION, AND PARKING SUMMARY: ISSUES & OPPORTUNITIES

Analysis conducted during preparation of this Plan and comments from the community suggest this summary of key issues and opportunities.

Issues

- Traffic congestion along US-101 and Sir Francis Drake Boulevard is recurrent, particularly during weekday peak periods. Regional traffic continues to grow along Sir Francis Drake Boulevard East since it acts as a bypass between the Richmond Bridge and US-101; traffic levels are periodically at near-capacity conditions, resulting in delays and back-ups, particularly at the Larkspur Landing Circle/ferry terminal intersection during peak times. There are no capacity improvements currently planned for Sir Francis Drake Boulevard within the station area.
- Several obstacles limit connectivity for bicyclists and pedestrians, including the limited sidewalks on Redwood Highway, poor east-west connections across US-101, and limited north-south connections across Corte Madera Creek and Sir Francis Drake Boulevard. The lack of dedicated north-south facilities through the station area creates a gap in the proposed regional bicycle network that stretches from the Golden Gate Bridge in the south to the border of Sonoma County to the north.
- The Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2008) notes that Sir Francis Drake Boulevard has the highest occurrence of bicycle and pedestrian collisions in Marin County. Several of the bike and pedestrian master plans in the corridor observe that a majority of bicycle collisions through the corridor are not due to collisions involving vehicles, but instead due to collisions with stationary objects, other cyclists, or pedestrians. The Twin Cities Police Authority has been able to reduce the number of these collisions through enforcement of hazardous bicycle violations, but further work needs to be done.
- Access to north-south bus routes serving the US-101 corridor can be challenging due to the distance to bus stops and lack of sidewalks. Most of the bus stops themselves are basic and lack modern protective shelters, real-time travel information, crosswalks, or other amenities.

2 | EXISTING CONDITIONS

- The Larkspur Ferry Terminal parking demand continues to increase. Most ferry users access the terminal via private automobiles and parking demands typically exceed on-site supply. Construction of the SMART station will result in the loss of 200 ferry overflow parking spaces in the railroad ROW.
- Connecting bus service is primarily limited to Route 29, which stops on Sir Francis Drake Boulevard outside the terminal. Bicycle and pedestrian access is limited by the Corte Madera Creek and US-101.
- Bicycle parking at the ferry terminal consists of racks inside and outside the terminal, which may not be sufficiently secure for commuters who need to leave their bike at the terminal for a whole day. Limited bicycle parking is located throughout other parts of the station area.

Opportunities

- Implementation of planned projects, such as the Greenbrae/Twin Cities Corridor Improvement Project and SMART rail, offer opportunities to improve regional and local travel conditions along US-101 between Corte Madera and San Rafael.
- The size, relatively flat topography, and mild climate of the station area make it ideal for walking and bicycling. Bicycles, in particular, are a convenient means of transportation for short trips within cities, especially those less than three miles in length. The use of bicycles for short trips within the station area and central Marin County could reduce the amount of similar trips by automobiles, which would subsequently improve air quality. Recent national and local surveys find that more people are willing to cycle more frequently if better bicycle facilities are provided.
- Many improvements to pedestrian and bicycle facilities in the station area are planned. The Greenbrae/Twin Cities Corridor Improvement Project and Central Marin Ferry Connection Multi-Use Pathway Project will seek to close the gaps, improve safety, and ensure adequate bicycle and pedestrian access throughout the station area.
- As a part of the Greenbrae/Twin Cities Corridor Improvement Project, several bus stops will be relocated to more convenient

access locations. Improved amenities in and around bus stop locations would help encourage use of public transportation and improve connections between local and regional buses.

- Increased indoor and outdoor bicycle parking can encourage additional bicycle use.
- SMART will provide an alternative to Highway 101 traffic and is estimated to remove more than 1.4 million car trips from Highway 101 annually. Integrating the new Larkspur SMART station with bicycle and pedestrian connections, local buses, and the Larkspur Ferry Terminal will greatly enhance transit mobility between Larkspur and the rest of Marin and Sonoma Counties.
- The Sir Francis Drake Boulevard corridor is one of the most heavily used transit and bicycle corridors in Marin County. Route 29 runs along it connecting the communities of San Anselmo, Fairfax, and Greenbrae/Twin Cities to the Larkspur Ferry Terminal. This location would be ideal to provide a connection to commuters from these communities to the regional bus service.

REGULATORY CONTEXT

The following section is a summary of key regulations, policies and plans relevant to the Larkspur Station Area Plan. These plans, policies and regulations govern and guide development within the station area today.

CITY POLICIES AND PROGRAMS

City of Larkspur 2010-2030 General Plan Update

California law requires that all cities prepare and maintain a General Plan. The General Plan is the City's official policy document describing the City's vision and goals for the future, including the general location of future housing, office, commercial, industry, transportation facilities, parks and other land uses throughout the City. The Larkspur General Plan was adopted in 1990. Its elements include Land Use, Circulation, Community Character, Community Facilities and Services, Natural Environment and Resources, Health and Safety, Bicycle and Pedestrian Paths and Trails, and Housing. Within each of these elements the City has established goals, policies and action programs. All local government programs and decisions are required to be consistent with the General Plan by California state law.

The City of Larkspur is currently in the process of updating its 1990 General Plan. The recommendations of the adopted Larkspur SMART Station Area Plan will be reviewed for incorporation into the General Plan Update.

Work completed on the 2010-2030 General Plan to date includes several themes that are particularly relevant to the station area. These include:

- Preserve and enhance Larkspur's unique built and natural environment, while accommodating suitable new development and redevelopment. Maintain the City's overall residential character and the scale of its neighborhoods. Encourage a diverse demographic mix (especially age, family and income).
- Enhance the attractiveness and viability of existing commercial areas. Ensure that they provide neighborhood-serving businesses and that they are accessible by means other than automobiles.
- Provide safe and efficient transportation facilities for all circulation system users. At the same time, give quality of life and pro-

tection of the environment a higher priority than vehicular traffic mobility, and ameliorate the negative impacts of local and regional vehicular traffic on Larkspur to the maximum extent feasible.

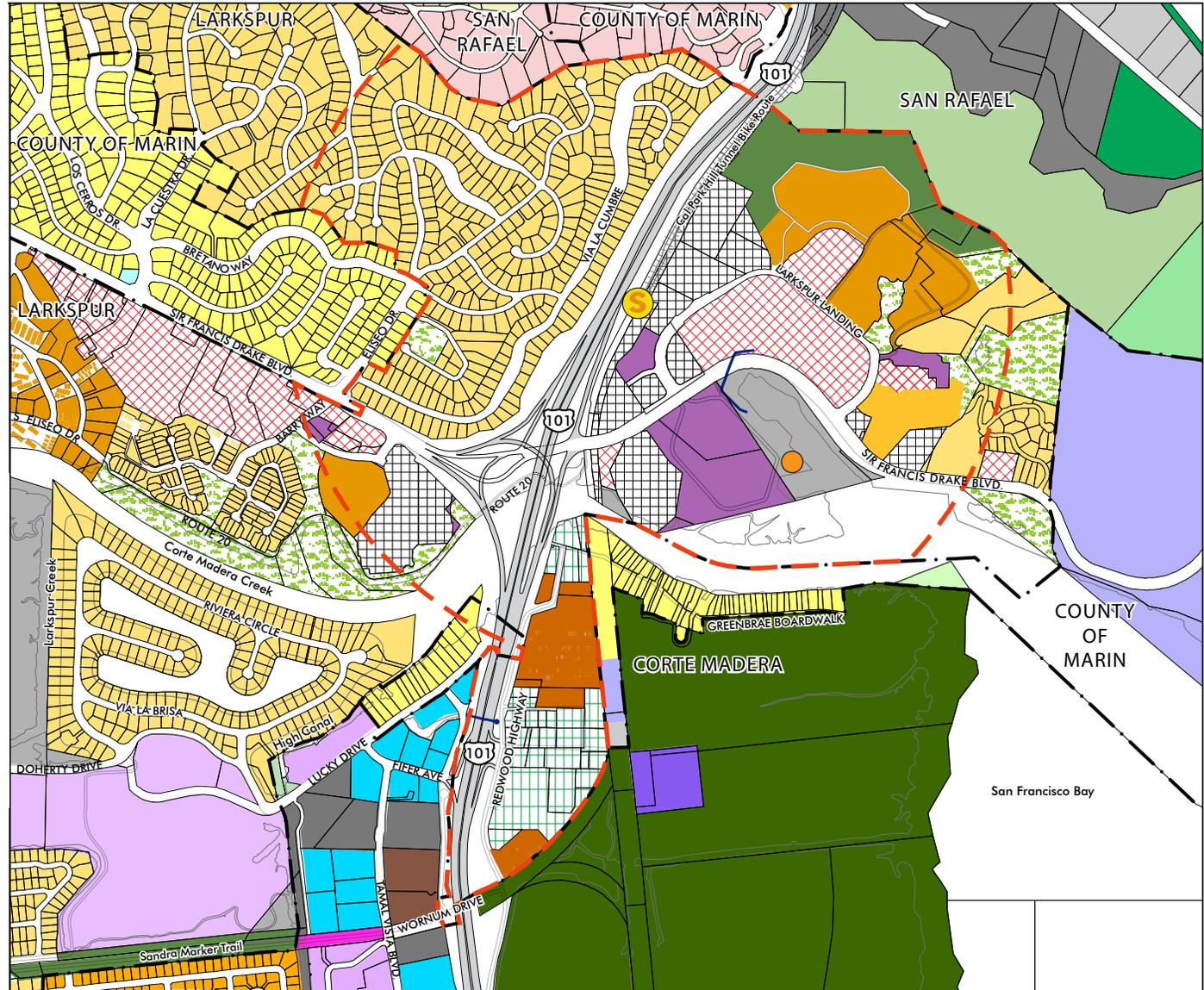
- Assure adequate public transit service in Larkspur (commuter rail, bus, ferry, Airporter) as alternatives to the automobile.
- Improve multi-modal connections (i.e., pedestrian, bicycle, and automobile) between the various parts of Larkspur and neighboring communities. Improve access from Larkspur to Highway 101.
- Make it easier to move around Larkspur without using a car. Provide bicycle and pedestrian paths to schools, shopping areas, recreation facilities, open space preserves, and other common destination points. Improve traffic safety for bicyclists and pedestrians.
- Preserve, enhance, and strengthen Larkspur's livable and attractive environment, its community identity, and its special "sense of place."
- Provide park and recreation facilities and programs for Larkspur residents of all ages and abilities.
- Do what the City can, within reason, to protect the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions. Increase public awareness of flooding, seismic, landslide, fire, and other natural hazards, and of methods to avoid or mitigate their effects. Deter development in areas prone to such hazards.

Land Use

Figure 2.11 shows the current 1990 General Plan land use designations pertaining to the station area and neighboring jurisdictions. A brief description of relevant Larkspur land use designations follows.

Figure 2.11: General Plan Land Use Map

- LEGEND**
- STATION AREA BOUNDARY
 - CITY/COUNTY BOUNDARIES
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
- LARKSPUR**
- LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - MOBILE HOME PARK
 - COMMERCIAL
 - ADMINISTRATION & PROFESSIONAL
 - INDUSTRIAL & SERVICE
 - SCHOOLS
 - PUBLIC FACILITIES
 - PARKLAND
 - OPEN SPACE
 - SHORELINE & MARSH CONSERVATION
- CORTE MADERA**
- LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY MULTIFAMILY
 - MIXED-USE COMMERCIAL
 - MUG
 - OFFICE
 - PUBLIC/SEMI-PUBLIC FACILITIES
 - PARKS
 - WETLANDS & MARSHLANDS
- SAN RAFAEL**
- HILLSIDE RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - LIGHT INDUSTRIAL/OFFICE
 - INDUSTRIAL
 - PUBLIC/QUASI/PUBLIC
 - HILLSIDE RESIDENTIAL RESOURCE
 - OPEN SPACE
 - CONSERVATION
- COUNTY OF MARIN**
- SINGLE FAMILY RESIDENTIAL
 - MULTI-FAMILY RESIDENTIAL
 - OFFICE/COMMERCIAL/MIXED-USE
 - INDUSTRIAL
 - PUBLIC FACILITY
 - OPEN SPACE



*Residential***Low Density**

The low density residential designation, which pertains to single-family neighborhoods and which allows up to five dwelling units per acre, applies to limited existing developments in the Larkspur Landing areas as well as to the entirety of Greenbrae Hills.

Medium Density

Medium density residential allows up to 12 dwelling units per acre. This land use designation is currently shown on the Sanitary District site since the previously approved plan called for residential uses calculated to be of this density.

High Density

The high density residential designation in Larkspur allows between 18 and 21 dus/acre. In the Larkspur Landing area, the Serenity and Larkspur Courts developments, which include extensive open space, have been calculated to fall in this category. Some of the buildings within these developments, however, exceed General Plan

Mobile Home Park

The mobile home park designation, which applies only in the Redwood Highway area, allows only mobile homes and accessory uses, up to 14 dus/acre. Recreational vehicle parks are allowed with a conditional use permit.

*Commercial/Industrial***Administrative and Professional Offices**

The administration and professional offices designation allows administrative, executive, medical, dental and business offices, some service establishments, medical supply sales, and laboratories. Some community-serving retail and service businesses may be permitted with a conditional use permit. It is intended that these uses be low intensity and have landscaped grounds. The floor-area-ratio (FAR) maximum is 0.35, and landscaped areas should cover at least 30% of the site. Mixed-use office/residential may be allowed at a higher intensity (0.35 FAR for office/21 dus/acre for residential) with approval of a conditional use permit. Studios and one- and two-bedroom units are encouraged. This designation is applied along the eastern

edge of the U.S. 101 corridor, although this is not an optimal location for residential uses.

Commercial

The commercial designation is currently applied to the Marin Country Mart, Marriott Courtyard, a small part of the Sanitary District site, and a small area along west Sir Francis Drake Boulevard. Upper-story residential units over first-story commercial uses are encouraged and are exempt from FAR restrictions, although none have been implemented to date. Senior housing is also encouraged. Upper-story residential density is limited by parking and height restrictions, and may not exceed a density of 21 dus/acre. Studios and one-bedroom units are encouraged. Live/work units may be conditionally permitted. Buildings have a maximum FAR of 0.40. Hotels may be allowed to a maximum of 1.0 FAR where specific or master plans are required.

Industrial and Service Commercial

The industrial and service commercial designation allows a variety of commercial, wholesale, service, and processing uses that benefit the community. It allows warehousing, heavy commercial, auto and truck sales and repair, food and drink processing, construction yards, print shops, artist studios, and similar uses. Live/work may be conditionally permitted. The maximum FAR may not exceed 0.40. Industrial and service designations are found only in the Redwood Highway area.

Circulation

The goals and policies of the Circulation Element of the 1990 General Plan intend to provide safe and efficient transportation facilities for moving people and goods within Larkspur. At the same time, quality of life and environmental protection are given higher priority than traffic mobility. The Element's policies further aim to assure adequate transit service in Larkspur as alternatives to the automobile, and to improve the connections between the different parts of Larkspur and between Larkspur and neighboring communities. Various factors considered in the Circulation Element that are relevant to the station area include:

- Existing vehicular congestion on Sir Francis Drake Boulevard.

2 | EXISTING CONDITIONS

- Existing unsafe on- and off-ramp configurations in the Greenbrae/Highway 101 corridor and associated congestion on local streets.
- The likelihood of public transit built along the railroad of-way parallel to Highway 101, which would provide benefits for regional travel but may have potential to increase local traffic congestion.

Policy C of the Circulation Element of the 1990 General Plan was intended to address congestion; it reads: “To minimize traffic increases on Sir Francis Drake Boulevard, properties north of Corte Madera Creek shall not generate additional PM peak traffic over existing levels by a change of use or building addition. Singly-developed single-family homes and vacant properties are exempt from this policy. TSM (transportation systems management) may be used to maintain existing levels of traffic generation, where feasible.”

City of Larkspur Housing Element

The Larkspur Housing Element, updated in 2011, reaffirms the City’s General Plan goals. It acts as a guide for municipal decisions regarding the quantity and quality of housing, encourages housing growth within limits of available services, and encourages a balance of housing, quality of life, and environmental considerations. The Housing Element recommendations include the following:

1. **Housing Design.** Assure that new housing is well-designed and of an appropriate scale to enhance our neighborhoods and community as a whole.
2. **Housing and Jobs Linkage.** Promote the creation of housing near the workplace and, if it makes sense in the future, establish non-residential use contributions to affordable workforce housing.
3. **Variety of Infill and a Balance of Housing Choices.** Maintain a diverse population by providing a variety of choices in the type, size, cost and location of new housing and more efficient use of existing housing, including the creative and efficient use of vacant land and the redevelopment of built land within established development areas to support local transit and services,

maximize sustainability, and help maintain our environment and open space.

City of Larkspur Zoning Code

Whereas the General Plan establishes the overall land use policies for the City, zoning is the regulatory mechanism that implements the policies of the plan. Zoning codes designate specific land uses permitted and restricted within a zone or district, and the development standards, such as density, setbacks and height limits, associated with that district. Where General Plans tend to emphasize the vision for how a community will develop over time, zoning codes prescribe the details for how development projects are to be implemented.

Figure 2.12 illustrates the boundaries and extents of the zoning districts in Larkspur within and adjacent to the station area. Table 2.4 summarizes the zoning standards, including the allowable and conditional uses, density, height limit, setbacks and parking requirements.

The Larkspur Landing area north of Sir Francis Drake Boulevard is a Planned Development (PD) zoning designation. The Planned Development district is designed to allow a mixture of uses, building intensities or design characteristics which would not normally be permitted in any single use district. PD development must comply with the General Plan, and standards (setbacks, FAR, building heights, etc.) within the zoning code; however, exceptions may be allowed where the project would result in a more desirable development as determined by the City Council.

The Larkspur Ferry Terminal is in a Study District (S) zone. The SMART Station Area Plan process provides an opportunity to study the parcel and recommend its future zoning designation.

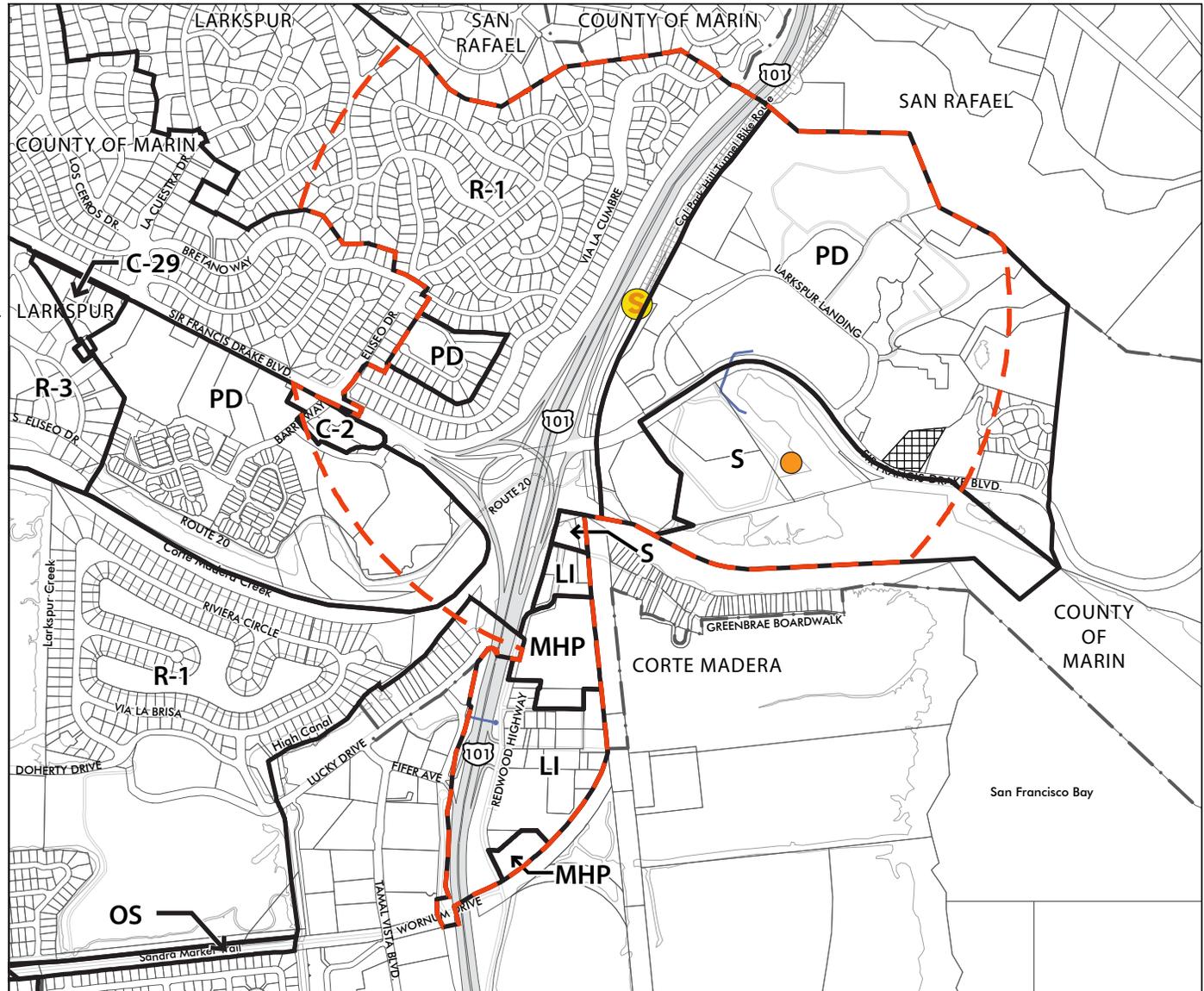
Elements of the zoning standards of particular relevance to planning for the SMART Station Area include the following.

Density

Density and intensity standards in the zoning code are consistent with that of the suburban, low intensity community environment that characterizes much of Larkspur. However, they are not particularly supportive of a

Figure 2.12: Zoning Districts

- LEGEND**
- STATION AREA BOUNDARY
 - CITY/COUNTY BOUNDARIES
 - SMART STATION LOCATION
 - LARKSPUR FERRY TERMINAL
 -
 - ZONING BOUNDARIES
 - R-1 RESIDENTIAL FIRST
 - R-2 RESIDENTIAL SECOND
 - R-3 RESIDENTIAL THREE
 - MHP MOBILE HOME PARK
 - AP ADMINISTRATIVE PROFESSIONAL
 - C-2 COMMERCIAL
 - LI LIGHT INDUSTRIAL
 - OS OPEN SPACE
 - PD PLANNED DEVELOPMENT
 - S STUDY DISTRICT
 - HERITAGE PRESERVATION COMBINING DISTRICT (H)



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Table 2.4 :Zoning Code Standards

ZONING DESIGNATION	PERMITTED USES	CONDITIONAL USES	ALLOWABLE DENSITY	HEIGHT	SETBACKS	PARKING REQ'S	
R-1 First District Residential	One-family dwellings; accessory structures; public parks/playgrounds, incl. rec. bldgs; group home (handicapped and non-hc); day care home (small); resid. 2 nd units	Churches; colleges/school; community clubhouses; day care home (large); public utility/service uses/buildings; child care center; bed-and-breakfast inns; dog boarding	0.40 FAR; 7,500sf min lot GP equivalent: 5 du/ac	30 ft	Front: 20 ft; Side (corner): 10 ft; Side (other): 6 ft Rear: 15 ft	2/unit + guest pkg ³ ; res 2 nd unit: 1	
R-3 Third District Residential	One-family, two-family, and multi-family dwellings; dwelling groups; accessory structures; public parks & playgrounds, incl. rec.; churches; colleges and schools; group home (handicapped); group home (non-handicapped); residential 2 nd units	Community clubhouse; day care home (small); day care home (large); day care center; public utility/public service uses/public buildings; business incidental to an apt house; bed-and-breakfast inns; dog boarding; residential care facility	0.60 FAR; 7,500sf min lot (1 unit) OR 8,000 sf min lot (2 units) OR 2,000 sf/family (mult units) GP eqvlt: 21 du/ac	35 ft	Front: 15 ft; Side (corner): 12 ft; Side (other): 8 ft Rear: 15 ft	<u>Rental</u> Stud/1-br: 1 2-br: 1.5 3-br: 2 4-br: 2 + guest pkg ³	<u>Condo</u> Stud/1-br: 1 2-br: 2 3-br: 2.5 4-br: 2.5 + guest pkg ³
MHP Mobile Home Park	Mobile home parks; accessory structures; one-family dwelling for owner and a one-family dwelling for park operator; rec. uses for exclusive use of occupants; incidental non-commercial uses (e.g. community clubhouse); public parks/playgrounds; group home (handicapped and non-hc)	RV parks; public utility/service uses/buildings; commercial and service uses incl. but not limited to barbershop, grocery, laundry, snackbar; small day care home, large day care home, day care center	Shall not exceed the current density (if rebuilt); GP equivalent: 14 du/ac	One story or 14 feet (whichever is less)	N/A	N/A	
RMP Residential Master Plan (not incl. in study area)	One-family dwellings; two-family dwellings; mult. family dwellings; accessory structures; public parks & playgrounds, incl. rec.; home occupation; group home (handicapped and non-handicapped); other uses considered by the Planning Commission to conform to the intended uses of the zoning district	Day care home (small); day care home (large); day care center; churches; colleges and schools; community clubhouse; reserved	The ordinance adopting any RMP may specify the maximum density or density range.				
L1 Light Industrial	Wholesale, light manufacturing and heavy commercial uses and services which are not objectionable by reason of odor, dust, smoke, gas, noise or vibration.	Commercial recreation facilities; concrete and asphalt mixing plants; trailer courts; other retail commercial uses as permitted in C-1 or C-2; caretaker quarters; commercial car/truck washes; live/work unit; retail/service business	0.40 FAR	One story or 25 ft (whichever is less)	None	<u>Wholesale warehousing:</u> 1/750 sf + 1 service vehicle + 1/1,500 sf exterior storage. <u>Mini or self-storage warehouses:</u> 1/employee, 4 min., one of which must meet handicap stall dimensions.	
A-P Administrative & Professional	Admin & executive offices; medical & dental clinics; professional offices; business offices (no retail component); service establishments (photo/design studios); medical supplies, medical/optical/dental labs; accessory buildings; other office uses; emergency shelters	Churches; colleges & schools; hospitals & residential care facilities; mortuaries; public utility/service; retail or service business, consistent with the intent of the district, conducted out-of-doors or in non-permanent structure; retail or service business primarily community serving (ie: generally accessed by bike or foot) and compatible with admin and prof uses, excluding restaurants, retail food service, alcohol service, entertainment, groceries, liquor stores and supermarkets (and shall not abut residential uses)	0.35 FAR	Two stories or 25 ft (which-ever is less) ¹	Front: 15 ft; Side (corner): 10 ft Side (other): 6 ft + 4 ft for each floor above one where abuts residential; Rear: 20 ft	<u>Business/Prof. Offices:</u> 1/250 sf <u>Medical Offices:</u> 1/200sf + 1/office <u>Convalescent hospital, rest homes:</u> 1/4 beds + 1/employee position	

NOTES:

Overall Building height limit exceptions:

- Elevator and stairwell roof enclosures, chimneys, flues, and vents may exceed the height limit to the minimum extent necessary to allow for normal function.
- Towers or cupolas, occupying no more than 20% of the total building footprint, may exceed height limit by no more than 8 feet. Subject to design review.
- Church spires and flag poles and monuments located on non-residential properties may exceed the height limit by 50%.

draft

Table 2.4: Zoning Code Standards (cont.)

C-1 Commercial Restricted	All uses permitted in the A-P district except those subject to use permits and emergency shelters; Retail stores and shops; residential units above first-story commercial	Auto courts/motels; banks; churches; colleges and schools; gasoline service stations (not including auto repair); public utility/public service; hospitals; laundry and cleaning; liquor stores/taverns/bars; live entertainment; outdoor dining; day care centers; live/work units; out-of-door retail or service business	0.40 FAR; 2 nd story residential units (over commercial) are exempt from FAR ²	Two stories or 25 ft. Exceptions: height is consistent with nhood ¹	Front: 10 ft; Side (corner): None except adjoining R or A-P district (10 ft) Side (other): None except adjoining R district (40 ft); adjoining A-P district (20 ft) Rear: None except adjoining R or A-P district (20 ft)	<u>2nd story residential:</u> <u>1/unit</u> <u>Retail:</u> <5,000 sf: 1/165 sf 5,000-10,000 sf: 1/180sf >10,000 sf: 1/200sf <u>Retail food/bevs:</u> 1/3 seats or 1/80 sf <u>Medical, dental & veterinarian offices & clinics:</u> 1/200 sq. ft. +1/office
C-2 Commercial	Stores and shops; offices; public/public service; accessory uses; group home (handicapped); group home (non-handicapped)	Auto courts/motels; auto garage/ sales/ service/ repair/storage; auto sales lot; auto service station; contractor office/storage yards; boar berthing facility; churches; colleges & schools; community clubhouses; medical/dental offices; mult. dwellings and resid. units above 1 st -floor commercial; small or large day care home, day care center; recreation; restaurant; restaurant (fast food); outdoor dining for restaurants; trailer courts; theatres; retail/service business; pet shops; live entertainment; banks; small-scale manufacturing; live/work	0.40 FAR; 2 nd story residential units (over commercial) are exempt from FAR ³ GP states: 2 nd story residential = 21 du/ac max.	Two stories or 25 ft. Exceptions: height is consistent with nhood ¹	<u>Multi-family residential uses</u> <u>only:</u> Front: 15 ft; Side (corner): 10 ft; Side (other): 10 ft Rear: 15 ft <u>Non-residential uses:</u> None	<u>2nd story residential:</u> 1/unit <u>Retail:</u> <5,000 sf: 1/165 sf 5,000-10,000 sf: 1/180sf >10,000 sf: 1/200sf <u>Bulk Merch (furn store, auto):</u> 1/600 sf <u>Retail food/bevs:</u> 1/3 seats or 1/80 sf <u>Hotel/motel:</u> 1/unit+1/20 unit
OS Open Space	Public park, rec or open space; regional park or open space; ridgeline preservation area; habitat/species pres area; public access to open space; areas of historic and cultural value; water bodies	Public uses ancillary to open space; structures incl. shelters, restrooms, storage sheds, etc.; development of new trail systems; parking lots, driveways, roadways, transit lines; utility lines; grading, dredging, filling.	0.10 FAR maximum ²	15 ft	N/A	N/A
PD Planned Development District ⁴	Follows General Plan designations; preliminary development plan or specific plan must be adopted.					
H Heritage Preservation Combining District	Structures, sites, areas and natural phenomena that have historical or architectural significance. The Heritage Preservation Board reviews and makes a recommendation for all projects subject to this overlay.					
S Study District	Agriculture; Alteration, rehabilitation, or extension of existing structures, not to exceed \$1,000 in value in the case of each separate structure, the value to be determined by the City Bldg. Inspector. Uses other than permitted uses require use permit and are subject to design review requirements.					

Slope and hillside development regulations apply to all areas with a slope greater than 10%.

Affordable Housing/In Lieu Fee Requirements:

In a residential development 5-14 units, at least 15% of all dus shall be affordable (for-sale housing: affordable to low- and moderate-income households).

In a residential development 15+ units, at least 20% of all dus must be affordable (same for-sale criteria as above)

In subdivisions of 2+ parcels, where 5 or more additional housing units could be developed, developable parcels shall be set aside to allow future development of the equivalent percentages of affordable units as described above.

¹ Exceptions: height of building will be consistent with the pattern of development in the neighborhood; height exception will result in a building that is either functionally or aesthetically superior to what would have been allowed without the exception; the exception will not result in a building with a floor area that is significantly larger than would have been achieved without the exception; proposed exception will not be detrimental to health, safety, morals, comfort, convenience or general welfare of persons residing or working in the neighborhood (does not block significant views from adjoining properties, does not impair adjoining properties to light, air or insulation nor significantly impair privacy).

² Exceptions: architectural space is an amenity and publicly accessible, such as an atrium lobby; architectural space will not increase traffic generation; the design of the proposed building is consistent with design review

³ Guest Parking: R-3 requires 4 spaces for the first 5 units and 1 additional space for each additional 5 units or portion thereof; R-2 requires 3 spaces; R-1 requires 2 spaces.

⁴ The planned development (P-D) district is designed to allow a mixture of uses, building intensities or design characteristics which would not normally be permitted in any single use district. Requiring a precise development plan, PD development land uses must comply with the General Plan, and standards (setbacks, FAR, building heights, etc.) with the zoning code, however exceptions may be allowed where the project would result in a more desirable development.

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walking and bicycling environment since the result of their application is a spread out development pattern with a significant roadway infrastructure. This issue is particularly apparent in the station area, where access to the Larkspur ferry and to existing commercial and office uses is necessarily almost entirely by automobile. .

Commercial and administrative/professional designations are 0.40 and 0.35 FAR, respectively, which typically results in low scale buildings surrounded by surface parking. Allowed residential densities are no higher than 21 dwelling units per acre, typical of single-family or townhouse densities. Mixed-use office/residential developments are encouraged at similar densities.

Building Heights

Consistent with density standards, commercial and administrative/professional designations have a building height limit of two stories or 25 feet, while a maximum of 35 feet is allowed for residential development.

Existing residential and office uses in the Larkspur Landing area exceed these density and height standards, consistent with the development standards approved in each site's respective planned development approving ordinance.

Setbacks

Setbacks of buildings from public sidewalks required in the zoning code vary depending on the relevant zoning category. For office or multi-family residential, front setbacks are 15 feet; retail setbacks range from none to 10 feet. Where high levels of pedestrian activity are desired and mixed uses may be found, including ground floor retail, no or a minimal setback is desirable.

Parking Requirements

Providing significant housing and employment uses near transit can reduce vehicle miles traveled (VMT) since residents and workers are more likely to ride transit than those living or working with no transit nearby. It may be possible to modify current parking requirements somewhat to avoid an oversupply of parking and match parking supply to demand.

City of Larkspur Climate Action Plan (June 2010)

The City of Larkspur developed a Climate Action Plan with the understanding that climate change may significantly impact Larkspur's residents and businesses, as well as other communities around the world, and that local governments play a role in reducing greenhouse gas emissions and mitigating the potential impacts of climate change.

The Climate Action Plan consists of strategies that the City and the community can take to address climate change, for example, increasing building energy efficiency, encouraging less dependence on the automobile, and using clean, renewable energy sources. In tandem with the City's 2005 Greenhouse Gas Emissions Inventory, the Climate Action Plan acts as the beginning of an ongoing planning process that includes assessing, planning, mitigating and adapting to climate change.

Of specific relevance for the Station Area Plan, the Climate Action Plan calls for planners to "Study the Larkspur Landing Circle area and enhance the opportunities presented by the location of the Larkspur ferry, the Marin Air-Porter, and eventually the SMART train station."

City of Larkspur Bicycle & Pedestrian Master Plan (August 2004)

The Larkspur Bicycle and Pedestrian Master Plan examines existing bicycle and pedestrian facilities within the City of Larkspur and lays the framework for development of future facilities and policies that will make bicycling and walking an integral part of daily life in Larkspur. Recommendations include improving the visibility of pedestrians around Sir Francis Drake Boulevard and local schools, providing secure bicycle parking at key destinations within the City, improving east-west connections across US-101, and making bus facilities safer and more accessible to pedestrians.

The master plan identifies priority bicycle and pedestrian improvements. Those located within the station area follow:

- Larkspur – San Rafael Gap Closure. This consists of a structure over Sir Francis Drake Boulevard. This is now part of the Central Marin Ferry Connection, Phase 1 project. TAM is the lead agency. Final bridge design is underway and is expected to be completed in 2013.

- Central Marin Ferry Connection Project – Corte Madera Creek Crossing. This is now Phase 2 of the Central Marin Ferry Connection project. Environmental analysis is complete and design is on hold due to lack of funds.
- Sign/stripe the route from East Larkspur to the west side of US-101 via Wornum, over the west side of the Greenbrae interchange, linking up the lighted path under US-101 and eastward to the ferry terminal. This project is in progress.
- Establish paths/routes from the High Canal Bridge from the Corte Madera town limits to link up to a new bike route over, through or around Cal Park Hill. Not underway at this time.
- East Sir Francis Drake Pathway Upgrade Project – Greenbrae sign/stripe existing route to improve safety. From US-101 to the Larkspur City limits. This project is in progress. See additional information below under East Sir Francis Drake Pedestrian/Bicycle Multi-Use Bridge.
- Sign a Class III Route from Sir Francis Drake Boulevard at Eliseo through Greenbrae to San Rafael. Not underway at this time.
- For new or rehabilitated developments, emphasize or require sidewalk access and connections for pedestrians.
- Upgrade pedestrian access between the east and west sides of Larkspur.
- Improve pedestrian connections by striping, adding curb cuts and signage, particularly at and near schools, transit stops and shopping centers/commercial areas.

Additional bicycle and pedestrian improvement projects (not listed in 2004 Larkspur Bicycle and Pedestrian Master Plan) are listed in the adopted Capital Improvement Program FY 2012-2013 and include the following projects in progress:

- Cal Park Hill to Sir Francis Drake overcrossing (orig. FY 2011-2012).

Extension of Cal Park Hill Pathway at Larkspur Landing Circle to the entrance driveway/pedestrian route to the Marin Coun-

try Mart. This project will create a Class III bicycle route that includes installation of wayfinding signage, pavement markings, curb extensions, crossing beacons, barriers, ramps, minor retaining walls and other enhancements, as appropriate, along the identified route.

- East Sir Francis Drake Pedestrian/Bicycle Multi-Use Bridge (orig. FY 2006-2007)

This project is in progress and will provide a bridge connection between the existing CalTrans Greenbrae/101 Interchange bicycle/pedestrian pathway by the highway and the City-owned pathway to the south side of Sir Francis Drake Boulevard, leading to the ferry terminal. The project has been awarded and the work began in June 2012.

- Redwood Highway Sidewalk/Bike Lane/Roadway Improvements (orig. FY 2009-2010)

This grant-funded project will provide pedestrian access along Redwood Highway and will provide a needed connection to other local and regional pathways. The money for this project is from Regional Measure 2 and will pass through TAM. Construction will begin in 2012-2013.

STATE POLICIES AND PROGRAMS

While not directly related to the station area planning process, two state-wide legislative efforts are shaping policy that will be influencing land use and transportation policy and actions at the regional and local level.

Assembly Bill 32: Global Warming Solutions Act (2006)

The 2006 Global Warming Solutions Act (AB32) requires specific actions for California to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020, a reduction of approximately 25% statewide. A key focus of the measures is the reduction of total vehicle miles travelled (VMT) and a potential corresponding shift to alternative travel modes, including transit and bicycling.

Senate Bill 375: Sustainable Communities Act (2008)

SB375 further implements the goals of AB32 by directly linking land use planning with greenhouse gas emission reduction targets. The California Air Resources Board is required to set specific emissions reduction goals for metropolitan planning organizations, which in the Bay Area, is the Metropolitan Transportation Commission (MTC). The GHG reduction targets for the Bay Area are a 7% reduction in per capita emissions by 2020 and a 15% reduction by 2035. SB375 also requires regional planning agencies to create a Sustainable Communities Strategy (SCS) that includes a land use and transportation plan to meet the GHG targets.

AB32 and SB375 will have direct influence on the future of public and multi-modal transportation and land use planning in Larkspur through state and regional mandates and funding programs.

REGIONAL AND COUNTY PLANS, PROGRAMS AND POLICIES

Regional Housing Needs Allocation (RHNA)

The Regional Housing Needs Allocation (RHNA) is a state mandated process for determining how many housing units, including affordable units, each community must plan to accommodate in a given planning period. The California Department of Housing and Community Development (HCD) determines the total housing need for a region, and it is ABAG's responsibility

to distribute this need to local governments. Working with local governments, ABAG developed an allocation methodology for assigning units, by income category, to each city and county in the nine-county Bay Area. This allocation of need shows local governments the total number of housing units, by affordability, for which they must plan in their Housing Elements. Allocations for each jurisdiction are published in an annual housing report. The Sustainable Communities Strategy (SCS) is required to incorporate the RHNA housing allocation statistics. In 2012, ABAG began developing a methodology for the next RHNA cycle for the period 2014-2022.

Sustainable Communities Strategy (SCS)/Plan Bay Area

Pursuant to SB 375, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), in partnership with the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC), have prepared the Bay Area's Sustainable Community Strategy (SCS). Named "Plan Bay Area," this is the regional blueprint for transportation, housing and land use with a focus on reducing driving and associated GHG emissions.

Plan Bay Area has three principal objectives:

4. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years (incorporates RHNA numbers)
5. Develop a Regional Transportation Plan that meets the needs of the region
6. Reduce greenhouse-gas emissions from automobiles and light trucks.

A key focus of this effort is the reduction of greenhouse gas emissions through transportation and land use policies, and funding incentives that would be implemented at the local level.

2007 Marin Countywide Plan

The Marin Countywide Plan guides the conservation and development of unincorporated Marin County. [Note: the Countywide Plan does not

apply to lands within incorporated cities, including Larkspur.] The Plan has a strong focus around sustainable development and climate change, and sets a longer-term goal of reducing its ecological footprint by at least half. The Plan is organized in three sections focusing on nature, the built environment, and people.

The Countywide Plan identifies some key trends and issues.

- Investment in transportation has focused on automobile, leading to fewer public transit alternatives, congested roadways, and poorly designed pedestrian/bicycle infrastructure.
- Investment in housing has led to low density and expensive single-family houses, often inadequately connected to older neighborhoods and downtowns. This has consumed large amounts of land to house a small number of residents, is affordable only to those with high incomes, and generates a significant proportion of vehicle trips countywide.
- Investment in retail and office space has resulted in low density, single-use buildings, each surrounded by parking. Such buildings are inflexible in responding to a changing economy, do not create places compatible with Marin's heritage and character, and generate automobile trips.
- Investment in schools, libraries and other civic and cultural facilities has not always been focused in traditional town or neighborhood centers, but rather on the edges of town.

Countywide Goals:

- A preserved and restored natural environment
- A sustainable agricultural community
- A high-quality built environment
- More-affordable housing
- Less traffic congestion
- A vibrant economy
- A reduced ecological footprint
- Collaboration and partnership

- A healthy and safe lifestyle
- A creative, diverse, and just community
- A community safe from climate change.

Marin County Unincorporated Bicycle & Pedestrian Master Plan

This master plan was developed to analyze the bicycle and pedestrian facilities in unincorporated Marin County. Although the master plan focuses on unincorporated Marin County, it contains countywide recommendations for best practices and proposed facilities. Key recommended facilities include the north-south bikeway, which is covered more thoroughly in following studies, an east-west bikeway along Sir Francis Drake Boulevard, and the potential use of abandoned railroad tunnels and rights-of-way for multi-use paths. Several best practice recommendations include locating vital infrastructure improvements near key destinations to promote and encourage increased bicycle and pedestrian activity and using state of the practice infrastructure, such as colored bike lanes to increase pedestrian and bicycle safety.

As proposed in the 2001 plan, the County has developed, and is in the process of, implementing a number countywide bicycle route sign system. This system of bicycle route signs guides cyclists along the safest and most accessible routes between cities and towns throughout the county.

Moving Forward: A 25-Year Vision for Marin County

Moving Forward: A 25-Year Vision for Marin County was produced by the Marin County Congestion Management Agency, Marin County Board of Supervisors, and Marin County Transit District. In response to growing congestion in Marin County, Moving Forward creates a framework for future decisions regarding transportation investments and improvements in the county. This first transportation vision for Marin includes the following key goals:

- Increasing travel choices is the only way to manage congestion and improve mobility.
- All modes will be linked together in a seamless, comprehensive transportation network.

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- Local trips will be served by a variety of new and expanded options, improving mobility for all Marin County residents.
- Regional and interregional trips will be served by completion of the HOV system on Highway 101, the implementation of a new commuter rail line, increased express bus service and increased ferry service.

Many of these goals build on current and planned projects and programs, such as the SMART system and Safe Routes to Schools. However, existing transportation funds only cover a fraction of the \$1.6 billion in projects described in Moving Forward. In order to fill this funding gap, the report recommends developing an implementation plan that will prioritize projects, specify funding amounts, provide a phased implementation strategy, and establish performance measures.

San Quentin Area Bicycle and Pedestrian Access Study

Completed in February 2011, the San Quentin Area Bicycle and Pedestrian Access Study looks at potential ways to improve bike and pedestrian access in the area surrounding San Quentin State Prison. As a key gap identified in the San Francisco Bay Trail Gap Analysis Study, the area is also one of the top priority projects in the county as described in the 2008 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan. The 1.5-mile long study corridor runs along East Sir Francis Drake Boulevard and I-580, connecting the Richmond-San Rafael Bridge to the east and the existing bicycle path at Remillard Park to the west.

The western edge of the corridor abuts the eastern edge of the SMART Station Area Plan area. The San Quentin Study presents three alternatives for bicycle and pedestrian facilities along East Sir Francis Drake Boulevard, ranging from a Class I or II bike route along the south side and Class II or III bike route on the north side of East Sir Francis Drake Boulevard.

REGULATORY SUMMARY: ISSUES & OPPORTUNITIES

Current regulatory policies offer guidance for evaluating alternate futures for the station area. A brief summary of key issues and opportunities follows.

Issues

- The low scale pattern of development that characterizes much of the Bay Area and Marin County, including Larkspur, results in a high dependence on automobiles; roadway infrastructure is likely to remain inadequate to serve this pattern of development without increased utilization of transit that is already in place or can be provided in the future.

Opportunities

- City policies, such as those embodied in the General Plan and Housing Element, encourage an environment that supports transit ridership and improved pedestrian and bicycle access.
- The PD zoning in the Larkspur Landing area ensures a high degree of scrutiny and review by City staff and decision-makers prior to approval of any new development.
- Regional planning agencies, particularly MTC and ABAG, provide potential sources of significant funding for local improvements such as infrastructure related to transit, bicycle and pedestrian access.

UTILITIES AND INFRASTRUCTURE

This section documents the existing characteristics and conditions of the storm drainage, wastewater conveyance, and wastewater treatment infrastructure that serve the SMART station area.

Where existing infrastructure is in conflict with the proposed improvements, is in disrepair, or does not meet the demands of the redevelopment, it would need to be replaced and upgraded with new infrastructure that is adequately sized and meets current specifications.

STORM DRAINAGE

Major storm drainage infrastructure within the station area is owned, operated, and maintained by the City of Larkspur. The City is responsible for maintaining the drainage infrastructure from drain pipes to flood channels to natural creeks. Specifically, the City is responsible for protecting its citizens from flooding. Local collection systems consisting of underground pipes, concrete channels, culverts, and swales collect and convey storm drainage to the creeks and San Francisco Bay.

The City's policy with respect to storm drainage addresses both storm water conveyance and quality. Facilities are typically designed and constructed such that a storm event that would statistically have a 10-percent chance of occurring each year (often referred to as the "ten year storm") would be conveyed in pipes without flooding streets or property.

The station area consists of parcels that range from developed land with high percentages of impervious areas (Larkspur Landing area and Redwood Highway area) to parcels that contain more landscaping and open space (Greenbrae area north of Sir Francis Drake Boulevard). It is assumed that the majority of storm water runoff currently flows from these parcels directly into the public storm drain infrastructure with little to no retention or treatment. This can have negative impacts on downstream capacity as well as water quality in the creeks and Bay. As development occurs, changes in the amount of impervious surface within each parcel will also impact the runoff characteristics of the region. Both new development and redevelopment projects that increase the amount of storm water runoff may be subject to

mitigating these increases if the receiving drainage facilities are negatively impacted.

Storm water quality also needs to be taken into consideration if the station area redevelops. New developments that create or replace more than 10,000 square feet of impervious surface must comply with the County Stormwater Pollution Prevention Program and with the California State Water Board. Both individual project level as well as regional level storm water management programs should be considered to achieve overall storm water quality compliance.

WASTEWATER FACILITIES

Sanitary District No. 1 (Ross Valley Sanitary District) is responsible for wastewater collection and maintenance of the sewer facilities in the Larkspur Landing and Greenbrae areas. Sanitary sewer facilities located within the Redwood Highway area fall under the jurisdiction of Sanitary District No. 2. Both districts ultimately convey their sewage to the CMSA sanitation treatment plant located in San Rafael through the large 54" transmission force main in Sir Francis Drake Boulevard.

Sanitary District No. 1's sewer facilities within the Larkspur Landing and Greenbrae areas consist of gravity and pressure force mains of various sizes and materials including polyvinyl chloride (PVC), vitrified clay (VCP), high density polyethylene (HDPE), and cast iron (CIP).

Sanitary District No. 1 also owns and maintains four sewer pump stations within the station area. These pump stations and associated force mains convey sewage within areas of flat topography where it is not feasible to provide gravity flow and to convey sewage to the CMSA facilities.

Much of the sewer infrastructure within the station area is relatively old with some of the facilities having been installed prior to 1950. In order to identify and address potential deficiencies in their sewer system, Sanitary District No. 1 prepared a Sewer System Replacement Master Plan in January of 2007 that analyzed the existing sewer infrastructure and provided recommendations for mitigation.

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As properties within the station area are developed, project specific capacity and condition analysis of the applicable sewer facilities adjacent to the project should be performed to identify any impacts to the system. Impacted facilities may require mitigation, which could include modifications to the pump stations, slip lining of existing sewer mains, and pipe replacement. Extensions of the main lines and construction of new services may also be required for the areas that have limited existing infrastructure.

The Central Marin Sanitation Agency (CMSA) wastewater treatment plant completed improvements to their treatment facilities in 2010 that increased their treatment and hydraulic capacity. Redevelopment of properties within the station area is not anticipated to significantly impact the capacity of the CMSA treatment plant.

WATER FACILITIES

Marin Municipal Water District (MMWD) owns and operates the existing domestic water facilities within the station area. MMWD provides water to an area of 147 square miles within south and central Marin County. The majority of water supplied to this region consists of rainfall stored in seven reservoirs. The balance of the water, approximately 25% of the total supply, comes from the Russian River in Sonoma County under a contract with the Sonoma County Water Agency (SCWA).

The district has three water treatment plants that treat and purify the water prior to distribution to the district's service area customers. Surface water that fills the reservoirs is treated at either the San Geronimo Treatment Plant in Woodacre or the Tempe Treatment Plant on Mt. Tamalpais. The balance of the water supply imported from the Russian River is treated at MMWD's Ignacio treatment facility. After purification the water is treated to control corrosion as well as fluoridated.

MMWD's water storage capacity, treatment capacity, and distribution systems have been functioning within normal operating ranges. MMWD defines its service in the station area as very good with sufficiently sized pipes, modern construction, and good service pressures. Standard water

service extensions and relocation of existing infrastructure would likely be necessary to support new development in the station area.

MMWD provides recycled water to portions of their district for non-potable uses. A portion of the treated recycled water is currently used for landscape irrigation purposes in areas north of San Rafael and will likely be extended south over time.

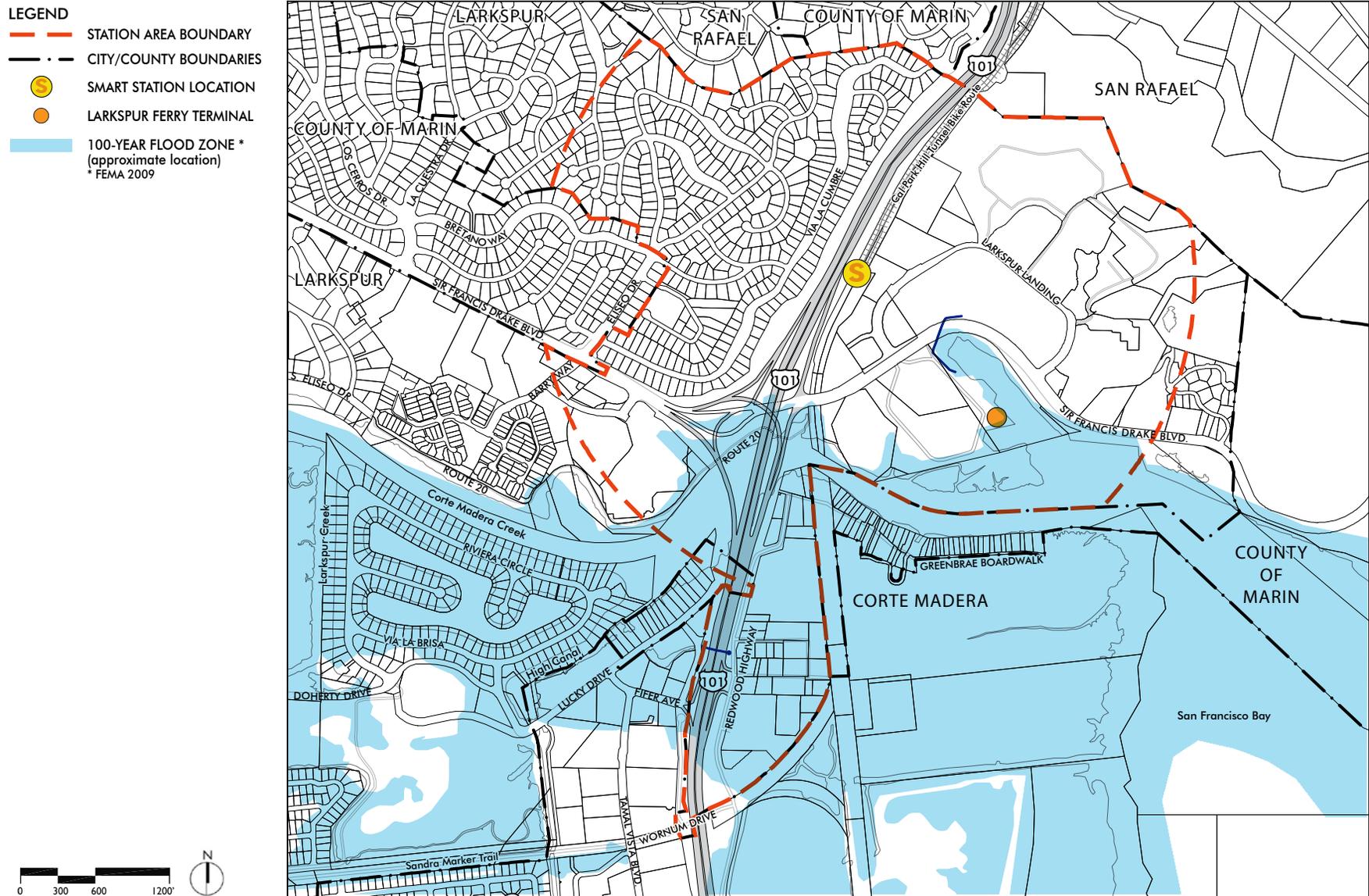
Long-term water supply for most communities within the San Francisco Bay Area region continues to be a significant concern, particularly given current drought conditions. In recent years the MMWD Board of Directors has investigated a number of options to ensure reliable long-term water supply. The Board adopted an Urban Water Management Plan in 2010 that includes water conservation methods, improvements to the existing reservoir system as well as recycled water expansion. Although MMWD is currently meeting the statewide water conservation targets, which requires a reduction in water use of 20% by 2020, further increases in conservation and reductions in water availability may be required.

FLOODING

Flooding is of great concern in Larkspur. Four historic floods have occurred in Larkspur during the last 60 years, resulting in significant flood damage. These occurred in December 1955, April 1958, January 1973, and January 1982. During the 1955 and 1982 floods, the area was designated a disaster area and received federal aid. Many streets were flooded and residents had to be evacuated. During the 1982 flood, most of the damage was due to mudslides which were caused by extreme precipitation.

Larkspur is located in the Ross Valley watershed, which experiences much higher rainfall intensity than the Bay Area average. Flooding in Larkspur may be caused excessive rainfall, tidal action along Corte Madera Creek, and from sea level rise due to climate change. These factors, paired with deficiencies in the City's aging drainage system and the lack of effective flood control improvements to the Corte Madera Creek, all contribute to flooding events in the City.

Figure 2.13: 100-Year Flood Zone



2 | EXISTING CONDITIONS

Localized flooding has occurred in many parts of the City due to inadequate drainage systems, with the most significant flooding occurring near Corte Madera Creek, and in particular in the Redwood Highway area.

Large areas of Larkspur south of Corte Madera Creek are within the 100-year flood zone, as determined by FEMA. The boundaries of the 100-year flood zone in the station area are shown on Figure 2.13. The entire Redwood Highway area, as well as the southern portions of the Larkspur Landing and Greenbrae areas fall within the 100-year flood zone.

When heavy rains coincide with unusually high tides, tidal flooding can occur. Low-lying areas close to Corte Madera Creek are particularly susceptible. A combination of low barometric pressure, winds, and rain can raise tide levels by as much as 3 feet. If the tide level exceeds the height of the Creek banks, which is possible during severe events, traditional responses to flooding such as pumping are ineffective until the tide recedes.

As part of the Larkspur 2050 Capital Expenditure Plan, the City plans to implement a system of levees, floodwalls, pumps, and flood control gates that would prevent tidal flooding. Any new or significant redevelopment in areas prone to flooding, in particular the Redwood Highway area, is subject to building elevation requirements per FEMA regulations.

Anecdotal evidence from mobile home park and Greenbrae Boardwalk residents report seasonal flooding of the northern portion of Redwood Highway (the street itself) during inclement weather, especially when combined with the high tide. In addition, the US-101 off-ramp to Sir Francis Drake Boulevard in the west direction has a low-point that floods during significant storms.

Flood Control in Larkspur Waterways

The Marin County Flood Control and Water Conservation District (the Flood Control District) was established by the State legislature in 1955. The Marin County Board of Supervisors serves as the Flood Control District Board. The Flood Control District oversees the County's eight watersheds, which are classified into "flood zones." Larkspur is part of Flood Zone 9 (the Ross Valley Watershed). Each flood zone has an advisory board of zone residents, appointed by the Board of Supervisors, responsible for reviewing the bud-

get and master plan for their respective zones and providing recommendations to the Board of Supervisors.

Several flood control improvement projects for Corte Madera Creek have been identified or initiated by the Flood Control District and the U.S. Army Corps of Engineers (USACE) and include the U.S. Army Corps Corte Madera Creek Flood Control Project, and the County of Marin Corte Madera Creek Flood Control Project; dredging of Corte Madera Creek and storm drain improvements have been identified but not implemented.

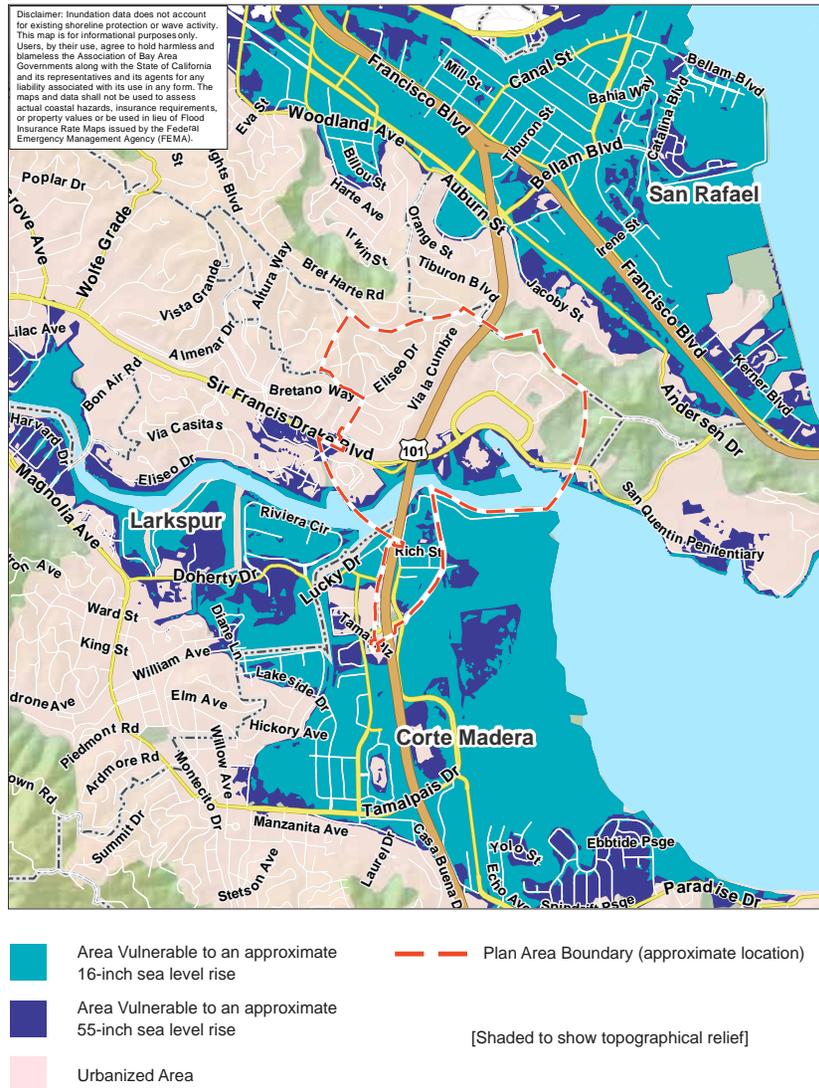
SEA LEVEL RISE

A predicted rise in sea levels will exacerbate already existing coastal flooding hazards. Two of the primary causes for a sea level rise are the thermal expansion of ocean waters (water expanding as it heats up) and the addition of water to ocean basins by the melting of land-based ice.

The San Francisco Bay Plan from the San Francisco Bay Conservation and Development Commission (BCDC) anticipates a rise in Bay waters of 16 inches by 2050 and 55 inches by 2100. The BCDC in partnership with the federal National Oceanic and Atmospheric Administration (NOAA) is sponsoring the Adapting to Rising Tides (ART) pilot program which aims to aid local governments in planning for sea level rise over the next century. The ART policy model is anticipated to be completed in late 2012.

Sea level rise of this magnitude would have dramatic impacts on residences, businesses, schools, and public infrastructure located near the shoreline. Inundation maps created by BCDC integrate geographic information system software data from the U.S. Geological Survey and sea level rise projections to assess the vulnerability of Bay Area communities to different level rise scenarios. A 16-inch rise in sea level would result in the flooding of 180,000 acres of shoreline, which is roughly equivalent to today's 100-year floodplain. A 55-inch rise in sea level would flood over 213,000 acres of shoreline, putting billions of dollars of private and public development at risk. Figure 2.14 shows shoreline areas vulnerable to sea level rise.

Figure 2.14: Shoreline Areas Vulnerable to Sea Level Rise



UTILITIES AND INFRASTRUCTURE SUMMARY: ISSUES AND OPPORTUNITIES

Issues

- Given current drought conditions throughout the state, water supply will be an issue for all communities, and further restrictions and conservation efforts are likely.
- Seasonal flooding impacts development in the station area and nearby communities; any new development within the 100-year flood zone will need to be designed to accommodate future period flooding.
- Sea level rise may exacerbate seasonal flooding impacts in the future; regional cooperation will be required to accommodate this trend in the long term.
- Pending more detailed study, any development in low lying areas prone to flooding, such as the Redwood Highway area, must be carefully reviewed; as a consequence, this Plan does not make specific recommendations for new development in the Redwood Highway area.

Opportunities

- Conveyance and treatment facilities for water and wastewater systems are generally adequate for additional development.

AREA DEMOGRAPHICS AND MARKET DEMAND

A profile of the station area was prepared to inform this Plan, providing background information on demographic and employment trends in the station area, the City of Larkspur, Marin County and the Bay Area.

Larkspur and the station area have several demographic and economic characteristics that can inform planning and land use policy:

- An older than average population in Larkspur relative to Marin County and the Bay Area, with a median age of 48.5 relative to 37.8 in the Bay Area; and a higher proportion of people over 65
- A small share of people in the station area between the ages of 25 and 34 (10%) relative to the Bay Area overall
- High household incomes in the station area relative to the Bay Area, but also a large number of households earning \$25 – 35,000 annually
- Housing costs in Larkspur exceed affordability thresholds for most households

In addition, a market analysis was prepared that assesses market trends for new residential, office, industrial and retail development in the station area. Key findings included the following:

Residential Market. Larkspur has a strong housing market for both for-sale and rental properties, with prices well above the average sale price in other cities. While these conditions signify favorable conditions for the construction of new housing, the high cost of housing in Larkspur also raises concerns about affordability.

Office Market. Information available suggests that market demand for existing office properties is fairly strong, with high rental rates and low vacancy.

Retail Market. The County has a low vacancy rate and rents that are above average. Both the Bon Air shopping center and Marin Country Mart currently exhibit low vacancy rates. Additional demand for retail in the station area could be driven by growth in the resident or worker population, or due to additional persons commuting through the area such as through increased use of public transit.



Larkspur has a strong housing market for both for sale and rental properties.



The high cost of housing in Larkspur, such as in Greenbrae Hills (above) presents challenges for affordability.



Market demand for existing office properties is fairly strong in Larkspur, with high rental rates and low vacancy.

DEMOGRAPHIC AND MARKET DEMAND SUMMARY: ISSUES AND OPPORTUNITIES

Issues

- An aging population in Marin County will increase demand for various types of senior housing.
- High costs of housing in Marin County create significant challenges for affordability.

Opportunities

- New rental and for-sale housing should experience strong demand.
- Housing types catering to an aging population could be very successful.
- There is strong demand for affordable and workforce housing.
- Office demand is limited in the short run due to recent saturation, but in the longer run could be supported.
- Growth in retail uses, building upon the already successful Marin Country Mart and Cost Plus projects, could follow and capitalize on development of residential or office uses.