

CITY OF LARKSPUR, CALIFORNIA GENERAL PLAN

CHAPTER 2, LAND USE

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Chapter 2. Land Use

This chapter describes the pattern of land development in Larkspur, identifies where change may occur, and presents Goals, Policies, and Programs to guide change. It defines land use categories and explains the General Plan "Land Use and Circulation Plan" map. This chapter brings together all land use issues, limitations, and opportunities, and balances them with community needs and desires.

The General Plan is the official policy guide for government decision-makers, within and outside Larkspur, on all matters related to land use. It is also a reference for Larkspur citizens, who want to know what is planned for

their city and to property owners, who want to know the potential use of their land.

THE LARKSPUR PLANNING AREA

According to State planning law, a city's general plan may cover "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." By this definition, the Larkspur Planning Area encompasses the adjacent unincorporated land in its "Sphere of Influence" (SOI)--the probable ultimate physical boundaries and service area of the city as determined by the Marin County Local Agency Formation Commission (LAFCO)[Larkspur's Urban Service area" (see definition in Glossary) is not coterminous with its SOI on the west. The urban service area encompasses only those lands outside the city to which the City is committed to supplying municipal services "now or in the next 5-10 years," and includes Murray Park, west Greenbrae, and the southeast portion of the San Quentin Peninsula.]. The lands within the SOI consist of well-established, built-up communities on one side, and a state prison on the other. None of the area within the SOI is interested in annexing to Larkspur. The established communities include Kentfield, Kent Woodlands, and part of Greenbrae. They curve around Larkspur's northwestern boundaries and cover a land area about two-thirds the size of Larkspur. The state prison (San Quentin) occupies most (432) of the 450 acres that lie between Larkspur's eastern boundary and the Richmond-San Rafael Bridge.

Kentfield, Kent Woodlands, Greenbrae, and the San Quentin Peninsula have strong social, economic, and transportation ties to Larkspur and could be covered in the Larkspur General Plan. However, Kentfield, Kent Woodlands, and Greenbrae prepared their own Community Plan (approved by the Marin County Board of Supervisors, May 1987). The Community Plan covers most of the subject areas typical of general plans. It presents clear statements of the goals and policies needed to preserve the single-family character and natural amenities of those communities. Generally, the Community Plan and the Larkspur General Plan are in harmony.

A clear statement of goals is not available for the San Quentin Peninsula. However, the State has no plans for closing San Quentin Prison or otherwise changing the use of land it owns in the area (Lt. Cal White, Public Information Officer, California State Prison, San Quentin, May 1989.). Nevertheless, this General Plan provides policy direction for development on the San Quentin Peninsula if the prison is ever closed or reduced in size.



LAND USE PATTERN IN LARKSPUR

Growth was gradual in Larkspur until the move to the suburbs that followed the completion of the Golden Gate Bridge in 1937. Figure 2-1, below,

illustrates the rapid increase in growth after 1940. Larkspur more than tripled in population between 1950 and 1970. Ninety percent of its housing was built after 1940 (*Larkspur Housing Element*, Table H-11, page H-21).

Figure 2-1
Larkspur Population, 1910-1980
 [to be inserted]

Reflecting its past as a summer home retreat and its more recent role as a "bedroom community," Larkspur is primarily residential. Thirty-eight percent of its almost 2,000 acres is devoted to single-family and multiple-family residential uses, while only 7 percent is commercial and industrial. Of the residential units, 56 percent are multi-family and 34 percent are single-family. The remaining developed land is in public use such as schools and fire stations (6 percent), City parks (3 percent), and utilities, roads, and railroad right-of-way (13 percent). As Figure 2-2 shows (next page), the distribution of land uses has remained about the same since the City began keeping track 25 years ago, except that the share of land devoted to residential use has gradually increased (from 25 to 38 percent), while undeveloped land dropped from 49 percent of the city in 1965 to 28 percent in 1989.

A little over half of Larkspur's undeveloped land is publicly-owned (the Northridge Open Space Preserve), and the other half is privately-owned. About 76 acres of the privately-owned land in Larkspur (Little King Mountain and saddle, and parcels on Redwood Avenue) are being acquired by the Marin County Open Space District. (As of September 1990, the property was in escrow.) Once those lands have passed into public ownership, the percentage of privately-owned undeveloped land in Larkspur will decline from 13 to 9 percent.

Figure 2-2
Existing and Approved Land Use
As a Percentage of Total City Acreage, 1965-89⁴

Land Use Category	1965	1973	1983	1989
All Residential	25	26	34	38
Retail Commercial, Offices	3	3	5	6
Industrial, Service Commercial	1	3	1	1
Public, Institutional	2	6	6	6
City Parks	1	3	2	2
Utilities, Roads, RR Right-of-Way	13	17	13	13
Water Area	7	7	6	6

<i>Subtotal, % Developed Land</i>	51	65	67	72
Public Open Space	n.a.	n.a.	15	15
Private Undeveloped	n.a.	n.a.	18	13
<i>Subtotal, % Undeveloped Land</i>	49	35	33	28
Total	100	100	100	100

⁴Larkspur in 1989 covered 1,957 acres of land and water, seven more acres than in 1983. The total acreage figures for 1965 and 1973 are not considered reliable and are not presented here, but the percentage of land in each category are viewed as reliable. *Note that percentage of "Developed Land" in 1989 include land area for which development was approved, but not yet built.*

Figure 2-3
Existing and Approved Land Use
As a Percentage of Total City Acreage, 1989
[to be inserted]

These percentages show that Larkspur is a mature city. The amount of land available for development or redevelopment is shrinking dramatically. In 1983, there were about 203 acres of vacant or marginally-used land. Between 1983 and 1989, about 105 acres were developed or approved for development, leaving about 52 acres of vacant land and another 46 acres with redevelopment potential. (Land designated for open space acquisition is not included in the figures above.)

Another way of looking at existing development is in terms of the amount of commercial and industrial floor area Larkspur has. According to the Marin County Planning Department, Larkspur had 1,707,625 square feet of commercial and industrial floor area in 1987. The square footage is divided among six major categories of land use.

Figure 2-4
Commercial and Industrial Floor Area in Larkspur, 1987

Land Use Category	Square Feet
Industrial	266,150
General Commercial	144,000
Commercial Office	525,175
Commercial Retail	525,900
Commercial Residential (Mixed uses)	193,600
Commercial Recreational	<u>52,800</u>
Total	1,707,625

The data in Figure 2-4, above, were developed by the Marin County Planning Department from the County Assessor's files, from Planning staff surveys of land use, and through review by city planning staffs.

LAND USE CATEGORIES

All land within Larkspur can be grouped into categories, as shown on the Land Use and Circulation map provided with this report. Listed below are the land use categories that appear on the Land Use map, along with their definitions. By law, "standards of population density and building intensity" must be determined. However, in the event of a discrepancy between residential units per acre and persons per acre, the unit (not the population) density shall govern. For residential uses, the densities shown (in dwelling units and in persons per acre) are maximums which are to be allowed only to those developments that successfully promote social and economic diversity. Even then, the figures do not constitute an entitlement, nor is there any guarantee that any individual project will be able or will be permitted to achieve the maximum densities shown. For the commercial and industrial categories, the specific uses mentioned are illustrative only.

Residential

Open Residential. This single-family residential category allows up to 0.2 units per gross acre, which translates into up to 2 people per 5 acres. Minimum lot size is 5 acres, but smaller existing parcels would not be precluded from developing one housing unit.

Very Low Density Residential. This single-family residential category allows up to 1 unit per gross acre (up to 2 people per acre). Minimum lot size is 1 acre, but smaller existing parcels would not be precluded from developing one housing unit.

Low Density. This category allows up to 5 dwellings per gross acre, which translates into approximately 10 persons per acre. One house is allowed on each lot, unless a use permit is granted for a second unit. The addition of second units could increase density up to 10 dwellings (20 persons) per gross acre. The lowest minimum lot size is 7,500 square feet on parcels that are flat or on slopes up to 10 percent. (Some lots predate zoning restrictions and do not meet these requirements, but they are legal building sites.) On slopes greater than 10 percent, minimum lot sizes increase to 43,560 square feet (one acre) where slopes are 45 percent or more. The City may require minimum lot sizes as large as 10 acres for areas with Residential Master Plan zoning. Maximum floor area ratio (FAR) for low density residential is 0.40 (lower for hillside properties with greater than 10 percent slope).

Medium Density. This category allows up to 12 dwellings per gross acre, which translates into about 24 persons per acre. Maximum density decreases with slope to a minimum of two units per gross acre for slopes greater than 45 percent. Maximum FAR for medium density residential is 0.50 (lower for properties with greater than 10 percent slope).

High Density. This category allows up to 21 units (about 42 persons) per acre on a flat site (less than 10 percent slope). Maximum density decreases with slope to a minimum of two units per gross acre for slopes greater than 45 percent. Maximum floor area ratio for high density sites is 0.60 (lower for properties with greater than 10 percent slope).

It is also the intent of this General Plan that single-family homes be allowed in medium and high density districts.

Mobile Home Park. This is a residential category that allows only mobile homes and accessory uses, up to 14 units (about 28 persons) per gross acre. Its primary purpose is to protect existing mobile home parks from being converted to other residential or non-residential use. (Recreational vehicle parks are allowed with a conditional use permit.)

Commercial/Industrial

Administrative and Professional Offices. This designation provides areas for office activities which serve local and regional needs. It allows administrative, executive, medical, dental, and business offices, some service establishments, medical supply sales, and laboratories. It is intended that Administrative and Professional Office areas will be characterized by buildings of low intensity and landscaped grounds. Floor area ratio should not exceed 0.35, and landscaped areas (including patios and walks) should cover at least 30 percent of the lot area.

Restricted Commercial. This designation provides for neighborhood shopping areas to meet the frequent and recurring needs of nearby residents. Customers can be expected to arrive on bicycle or on foot, as well as by car. This category allows "retail" - apparel, art galleries, florists, grocery stores, photo, sporting goods, shoes, and the like; "personal services" (e.g., laundry and dry cleaners, shoe repair); bars and restaurants; and finance, insurance, real estate, administrative, executive, and business offices, and the like. Second-story housing is encouraged. Buildings are low intensity (maximum two stories) and have a maximum floor area ratio of 0.4.

Commercial. This designation provides for neighborhood shopping needs and the broader goods and service needs of residents of Larkspur and adjoining communities. It is characterized by businesses that rely on customers making trips by car, and those uses which do not necessarily benefit from the high-volume pedestrian concentrations found in shopping

centers and Downtown. These include auto accessory stores, carpet stores, catering establishments, department stores, and the like, as well as uses allowed in *Restricted Commercial* areas. Second-story housing is encouraged. Buildings are comparable in scale to those in the Restricted Commercial category and have a maximum floor area ratio of 0.4.

Downtown. This designation applies to Larkspur's Downtown. It allows most of the same uses as those allowed in the Commercial designation, but with the goal of promoting personal services and retail sales of convenience goods while enhancing the vitality and character of the historic commercial area. All uses are to be compatible with the present mix of small-scale restaurants, drug stores, retail shops, book stores, and art galleries. Second-story housing is encouraged. The present two-story scale of buildings is to be maintained, and off-street parking is required for new development. Floor area ratio should not exceed 1.0.

Industrial and Service Commercial. This designation provides for a wide variety of commercial, wholesale, service, and processing uses which are of value to the community at large. It allows warehousing, heavy commercial, auto sales and repair, food and drink processing, construction yards, print shops, and similar uses. Floor area ratio should not exceed 0.4.

Public and Government

Schools. This designation applies to public schools and their grounds. Floor area ratios should not exceed 0.25.

Public Facilities. This designation applies to federal, State, County, special district, and publicly-owned City facilities, not including schools and colleges. Floor area ratio should not exceed 0.25.

Open Space

Parkland. This designation applies to active and passive parks, and linear parks (landscaped paths) in urban areas. The only structures allowed are shelters, restrooms, storage sheds, and other structures needed to accommodate public use or provide for maintenance of the land. Floor area ratio should not exceed 0.10.

Open Space Area. This designation applies to any parcel of land or water which is essentially unimproved and is devoted to the preservation of natural resources, views, and wildlife habitats, the managed production of resources, outdoor recreation and education, or public health and safety. It may include publicly-owned lands as well as privately-owned lands set aside as open space through conditions of development approval. The only structures allowed are shelters, restrooms, storage sheds, and other structures needed to accommodate public use or provide for maintenance of the land. The floor area ratio should not exceed 0.10.

Shoreline/Marsh Conservation Area. This designation applies to lands containing tidal marshes, seasonal marshes, beaches, rocky shorelines, mudflats, wetlands, low-lying grasslands overlying historic marshlands, streams, and riparian vegetation. It may include publicly-owned lands as well as privately-owned lands set aside as open space through conditions of development approval. Land uses which provide or protect wetland or wildlife habitat, and/or which do not require diking, filling, or dredging, are encouraged. Other uses which do not require diking, filling, or dredging but are less protective of habitat value may be permitted when it can be proven that the resulting public benefit exceeds environmental costs and liabilities. Public benefits shall include but not be limited to: public access, recreational, educational, or scientific opportunities, provision of essential water conveyance, transportation or utility services, and protection from flood or other natural hazards. The only structures allowed are shelters, restrooms, storage sheds, and other structures needed to accommodate public use or provide for maintenance of the land. Floor area ratio should not exceed 0.10.

Educational/Environmental Resources Area. This designation applies only to the College of Marin campus in Larkspur. It allows outdoor athletic and recreational programs and activities; landscape management and horticultural educational, environmental science, and nature study, and floodplain and wildlife habitat. No additional structures are allowed on the land, except for classrooms, consistent with State law which gives community college districts independence from local zoning where their educational programs are involved.

Water Area. This designation applies to the channels of Corte Madera and Larkspur Creeks, the lagoon within the Greenbrae Marina development, and San Francisco Bay.

LARKSPUR'S RESIDENTIAL NEIGHBORHOODS

Single-Family

Each of Larkspur's single-family neighborhoods has a distinct character which derives from its period of development or natural setting. Detailed descriptions of each neighborhood can be found in Appendix B.

Multiple-Family

More than half of the housing in Larkspur is in multiple-family developments. In 1989, the State Department of Finance estimated that 56 percent of Larkspur's housing was multiple-family versus 35 percent that was single-family. This ratio is unusual for suburban communities, where the percentages normally are reversed. Larkspur is second only to Sausalito in the percentage of housing that is multiple-family, and it has been City

policy to preclude increases in the percentage. Multiple-family neighborhoods are also described in Appendix B.

DESCRIPTIONS OF COMMERCIAL DISTRICTS

Downtown

Downtown Larkspur is the historic center of the community. It is a pedestrian-oriented commercial strip - one lot deep on both sides of Magnolia Avenue, between William Avenue and Doherty Drive that serves the immediate retail and service needs of the surrounding neighborhoods, but also provides services to Larkspur as a whole. The City's historic City Hall sits on a small rise near the south end, and a relatively new shopping center anchors the other end. Across from City Hall is St. Patrick's Church and School. Other significant landmarks are the Blue Rock Inn and the Lark Theater.

The area is designated as "Downtown" on the Land Use map. It is covered by an Historic Preservation District Overlay zone which requires Heritage Preservation Board review of zoning changes and building, demolition, and grading permits. The Historic District was officially recognized by the State of California in 1981 and was listed on the National Register of Historic Places in 1982. Its buildings, shops, and streets have been kept small-scale, pedestrian-oriented, and compatible with the area's historic character.

Niven Nursery

Just around the corner from Downtown, on Doherty Drive, is the 18-acre Niven Nursery property. A retail nursery occupies the northeastern corner of the property, and a wholesale flower nursery (in existence since 1921) occupies the greenhouses to the west and south. The entire site has been zoned Light Industrial in recognition of the City's desire to foster the continued operation of the existing nursery, and Larkspur's historic consultant has stated that the nursery has potential for landmark designation based on its industrial use. However, to prepare for potential future redevelopment, this General Plan designates the site low density residential.

North Magnolia

The North Magnolia area is about four-fifths of a mile northwest of Downtown. Like Downtown, it is a long narrow strip only one lot deep on both sides of Magnolia Avenue, between Murray Avenue and the northwestern city limits. The area is characterized by small shops, some with on-site parking, which serve the retail and service needs of the neighborhood and, to some extent, the Lower Ross Valley. The area is newer and therefore more auto-oriented than Downtown easier to drive to and harder to walk between stores. The establishments are small, and it remains the City's intent that most parking will be provided on-site. The west side is designated

Commercial, and the east side is designated Restricted Commercial.

Medical Office Area

Marin General Hospital, the largest hospital in Marin County, lies just outside the Larkspur City Limits on Bon Air Road. The presence of the hospital has had a significant influence on land use along Bon Air Road and South Eliseo Drive, where medical and dental offices with some 175 doctors and 25 dentists serve central Marin. While offices are the primary use in the area, which is designated with the Administrative and Professional Office land use category, related retail and personal service uses and small convalescent hospitals also are allowed.

Sohner Plaza, at the northwest corner of Bon Air Road and Magnolia Avenue, also houses medical and administrative offices and related retail and personal services that benefit central Marin. Across Bon Air Road is a small Commercial area. The buildings, which formerly housed a Safeway supermarket and a Pizza Hut, were vacant as of 1990.

PLANNED DEVELOPMENTS

Bon Air

Bon Air Shopping Center and Drake's Landing Office Center are the major commercial components of the 70-acre Bon Air Master Plan development on Sir Francis Drake Boulevard. The shopping center which was expanded by 80,000 square feet to 166,000 square feet in 1987 is anchored by a Petrini's grocery store and supported by specialty retail businesses, small offices, and banks. The office center (122,000 square feet) is also new. The Bon Air Master Plan also accommodates 42 new town houses and 129 new single-family houses.

A small Commercial area, with a mix of offices and retail uses, lies just west of the Bon Air Shopping Center on Sir Francis Drake Boulevard.

San Quentin Peninsula

The western end of the San Quentin Peninsula is another master-planned area. Within its 150 acres (east of the NWPRR right-of-way) are the Wood Island Office Complex, Larkspur Landing shopping center, several new office buildings, a hotel, three City parks, and the Lincoln Village apartments. The shopping center contains a supermarket, restaurants, and stores that provide retail goods and office and food services to central Marin as well as the entire Bay Area. One of the office buildings is built around the historic Remillard Brick Kiln, which is protected by Historic Zoning. Surrounded by the quarried hillsides behind the Larkspur Landing shopping center are 348 apartments. Construction of another 248 units was underway in 1990. The master plan showed another 350 townhouses and apartments on

the two remaining parcels. Additional residential and office development could also occur on the parcel owned by Sanitary District No. 1.

Physically separated from the rest of the city by Highway 101, San Quentin Peninsula development has a regional focus. This is particularly so because of its proximity to a major interchange with Highway 101, the Larkspur Ferry Terminal with service connecting Marin County to San Francisco, and the Richmond/San Rafael Bridge which provides easy access to the East Bay and an improved Highway 580. In 1989, some of the 375,000 square feet of office space in this area was reported to be the most expensive in Marin County (as high as \$36 per square foot per year)[Grubb and Ellis Co., San Rafael].

GREENBRAE EAST

The 30 acres of land lying east of Highway 101 and south of Corte Madera Creek is an area of very mixed uses in a range of building sizes and types. Located there are about 300 mobile home sites in two trailer parks, a small retail center (Marin Central Plaza), industrial uses (ready-mix concrete company, construction business, glass-making), and some service industries (auto repair). The uses are a product of an earlier stage in Larkspur's history when manufacturing, heavy commercial uses, and mobile homes developed in central Marin. Today, the unusual variety of commercial uses helps to meet several community needs, and the mobile homes provide affordable housing. In 1989, the City rezoned portions of the area to a new Mobile Home Park district to ensure that the mobile homes would not be forced out by other uses. These areas are designated Mobile Home Park on the Land Use map.

PUBLIC SCHOOLS

Three public schools in Larkspur, one in Corte Madera, and two in Kentfield are designated Public Schools on the Land Use map. Current enrollments and projections are covered in Chapter 5, Community Facilities and Services.

1. *Redwood High School*, a 60-acre site on the south side of Doherty Drive between the Niven Nursery property and a commercial area in Corte Madera, is in the Tamalpais Union High School District. The district offices and corporation yard and two alternative high schools are also on the site.
2. *Henry C. Hall Middle School* occupies a 9.7-acre site on the north side of Doherty Drive. Piper Park wraps around the east and north sides of Hall, and Boardwalk No. 1, a residential area, is on its west side. Hall Middle School is in the Larkspur School District.

3. *Larkspur-Corte Madera School*, a 5.3-acre school site on Magnolia Avenue near the Larkspur/Corte Madera city limits, is no longer used as a public school because of declining enrollment. The buildings are occupied by the Larkspur School District offices and a private school, and the grounds (and playground equipment provided by the private school) are open to public use.

The following school lies outside Larkspur but is attended by Larkspur children in the Larkspur School District.

Neil Cummins School, a 10-acre site on Mohawk Avenue in Corte Madera bounded by Corte Madera Town Park and single-family homes.

The following two schools lie outside the City of Larkspur but are attended by Larkspur children who are in the Kentfield School District.

Anthony G. Bacich Elementary School (K-5), a 9.5-acre site on McAllister in Kentfield bounded by Creekside Park, Marin Catholic High School, and single-family homes.

Adaline E. Kent Middle School (6-8), an 8.7-acre site at College Avenue and Stadium Way in Kentfield bounded by Creekside Park, Marin Catholic High School, and commercial uses.

Larkspur also has two private schools which are included in the same land use category as surrounding uses: *St. Patrick's School*, 120 King St.; and *Marin Primary School*, 20 Magnolia Avenue (the Larkspur/Corte Madera School site).

Marin Catholic High School is at the corner of Sir Francis Drake Boulevard and Bon Air Road in Kentfield, in the Larkspur Sphere of Influence.

PUBLIC FACILITIES

City Hall and Fire Station No. 1 share a site at the corner of Magnolia Avenue and King Street. *Fire Station No. 2*, Drake's Landing, is on Barry Way near Sir Francis Drake Boulevard.

The Larkspur Ferry Terminal is located on 25 acres owned by the Golden Gate Transit District, on the south side of Sir Francis Drake Boulevard east of Highway 101. Commuters embark for San Francisco from the ferry terminal. Most of the site is occupied by surface parking.

The Police Administration Building/Corporation Yard occupies about 1.5 acres in the southern portion of Piper Park.

Public facilities outside Larkspur but in its Sphere of Influence include:

San Quentin Prison, 432 acres which lie between the eastern City Limits, Highway 580, and the San Rafael city boundary.

Marin General Hospital, a 16-acre site on Bon Air Road.

Kentfield Fire District's Fire House, located on Sir Francis Drake Boulevard at its intersection with College Avenue.

OPEN SPACE AREAS

Parks

Larkspur's nine neighborhood parks and one community park are shown as Parkland on the Land Use map. A wide landscaped path along the east side of Magnolia Avenue between Bon Air Road and Dartmouth Drive is also designated Parkland. The neighborhood parks range in size from one-third acre to eight acres, and vary in use from nature observation to active recreation. The community park is *Piper Park*, which has 22 acres. A complete description of Larkspur's parks can be found in Chapter 5, Community Facilities and Services.

Creekside Park, 13 acres on the northerly side of Corte Madera Creek just west of Bon Air Road, is in the Larkspur Sphere of Influence, and is owned and operated by the Marin County Parks Department.

Hillside and Railroad Open Space

About 260 acres of land in the southwestern corner of Larkspur is designated Open Space. This area is part of the Marin Open Space District's *Northridge Open Space Preserve* which covers more than 1,000 acres on the Blithedale and Corte Madera Ridges that connect to Mount Tamalpais. Another 76 acres within Larkspur (131 acres including unincorporated areas) is being added to the preserve. (As of September 1990, the property is in escrow.) The 20-acre ridge above Larkspur Landing is designated as open space because it must remain open under conditions of development approval of the Lincoln Terraces apartments. Portions of the railroad right-of-way along Holcomb Avenue, used as bike and pedestrian path and owned by the County, are also shown as open space.

Shoreline/Marsh Conservation Areas

Portions of the shoreline along Corte Madera Creek are designated Shoreline/Marsh Conservation areas. The Shoreline/Marsh Conservation areas are not continuous along the creek because of preexisting development. The designation applies to a 600-foot long strip on the south side of the creek between Larkspur Plaza Drive and Bon Air Road. The

width of this strip ranges from about 60 to 145 feet (where it expands into a wetland mitigation area) and covers 2.8 acres of marshland, drainage ditch/view corridor, and bike path (Fish and Wildlife Services maps were the source for this information. The Audubon Society, in a communication of March 10, 1990, notes that "Tidal marshes exist in a continuous strip along Corte Madera Creek, except in a few locations along South Eliseo Drive where buildings have been constructed over the creek, where interrupted by bridges, and where substrate has been covered by riptide or boat docks at the Greenbrae marina.").

Other areas designated Shoreline/Marsh Conservation are (1) the marsh that borders Redwood High School on the south and east, which varies in width from 150 feet to 450 feet, with the widest expanse at the southeast corner of the high school grounds; and (2) a strip of land between the properties on Harvard Drive and Corte Madera Creek.

East of Highway 101, the land between Sir Francis Drake Boulevard and San Francisco Bay, as well as the periphery of Wood Island and land beneath the Greenbrae interchange, are designated Shoreline/Marsh Conservation areas.

College of Marin

Most of the College of Marin is in unincorporated Kentfield. The 25.7 acres of within Larkspur is designated Educational/Environmental Resource Area. The Larkspur City Council adopted this designation in 1988 in response to an initiative petition. Uses are limited to outdoor athletic and recreational programs and activities, landscape management and horticultural educational, environmental science, and nature study, and floodplain and wildlife habitat. No additional structures are allowed on the land, except for classrooms, consistent with State law which gives community college districts independence from local zoning where their educational programs are involved.

LAND USE GOALS, POLICIES, AND PROGRAMS

This section, combined with the Land Use map, contains Larkspur's Land Use Goals, Policies, and Programs. Their overall aim is to **preserve and enhance Larkspur's unique physical and natural setting, and its basically residential character, while accommodating suitable new development.** This includes protecting Larkspur's hillsides and creeksides, and the vegetation, views, and general peacefulness associated with these natural characteristics.

Neighborhoods

Goal 1: Maintain the overall residential character of Larkspur.

Goal 2: Preserve the integrity, cohesiveness, historic character, and residential environment of existing neighborhoods.

Goal 3: Encourage a diverse demographic (especially age, family, and income) mix in Larkspur.

The Housing Element of the General Plan includes an objective (#3), a policy (3.1), and a program (3.2.1) aimed at developing a greater share of housing attractive to families. At the same time, Larkspur wants to keep the many desirable physical and social characteristics its neighborhoods now have. To protect the integrity and cohesiveness of existing residential neighborhoods, incompatible land uses and densities must not be allowed. The Land Use map and the following policies and programs are designed to provide those protections.

Policy a: Residential density standards shall consider neighborhood characteristics, existing uses, surrounding uses, impact on the traffic capacity of the street system, access to services, geotechnical conditions, and natural resources.

Policy b: Residential development should not be at such a high density that it has an unacceptable impact on the street system serving the area.

Action Program [1]: Apply open residential standards (up to 0.2 unit per gross acre) to areas having special open space value. This designation is also suitable for areas with limited development potential because of their unusual configuration (e.g., railroad right-of-way) or difficult access.

Action Program [2]: Apply very low density residential standards (up to 1 unit per gross acre) to hillside areas with landsliding, seismic, or other geotechnical problems. This designation is also suitable for areas with special open space value.

Action Program [3]: Apply low density residential standards (up to 5 dwellings per gross acre) to hillsides and other environmentally sensitive areas, as well as within established low-density neighborhoods.

Action Program [4]: Apply medium density residential standards (up to 12 dwellings per gross acre) to areas near commercial districts, such as Old Downtown, if consistent with adjacent land uses.

Action Program [5]: Apply high density residential standards (up to 21 dwellings per gross acre) only in areas within easy reach of arterials, public transit, and commercial centers that provide a range of goods and personal services.

Policy c: Allow maximum densities in the medium and high density

residential categories as described in this Plan only in those developments that promote social and economic diversity and environmental benefits, and only where care is taken to preserve neighborhood scale and ambiance. (It is intended that this policy be in harmony with Goal 4, below.)

Goal 4: Maintain the existing neighborhood scale.

As land costs rise, property owners seek to maximize their investments by extensively remodeling and expanding existing houses. In some cases, they may even find it economical to tear down an existing house in poor condition and replace it with a new, larger house. This is especially true in older neighborhoods where houses were built many years ago as summer cottages.

While the private redevelopment of single-family homes increases property values for their owners and their neighbors, it may also threaten the character and scale of existing neighborhoods. Some of the large new houses literally overshadow their smaller neighbors, although they meet all zoning ordinance requirements. Others are proposed that can't meet today's setback, site coverage, floor area ratio, and parking requirements. Property owners then seek approval of a variance, use permit, or exception (depending on the requirement). For floor area ratio exceptions, the Planning Commission must make a finding that the visual scale and bulk of the new house is compatible with the pattern in the neighborhood before approving the application.

Policy d: Limit the visual bulk of houses so that they fit in with neighboring homes and the physical setting.

Action Program [6]: Explore, and implement as feasible, general standards or Design Review Board requirements to control the bulk of second story and other major additions to single-family houses.

Retail and Commercial Areas

Larkspur has seven retail and commercial areas. Each of the seven commercial areas plays a separate role in serving the shopping, office, and service needs of the community and the region.

Goal 5: Enhance the attractiveness and viability of existing commercial areas.

Goal 6: Encourage existing commercial districts (1) to provide an adequate mix of neighborhood-serving businesses, and (2) to be accessible by means other than the auto.

Policy e: Maintain existing retail commercial areas in attractive physical condition, and work to retain their special character and amenities.

Action Program [7]: For each defined commercial district, allow and encourage only those uses that reinforce the district's role, function, and scale.

Policy f: Discourage the creation of new commercial areas.

Policy g: Allow expansion of existing commercial areas only under conditions that will not be detrimental to the surrounding residential community or existing retail uses in the city, that will improve the City's economic base, and that will reinforce the role or function of the areas as defined in Action Program 7.

Action Program [8]: Require applicants for development approval to demonstrate conformance to Policy "g" satisfactory to the planning commission and city council.

Action Program [9]: Develop floor area ratios to limit the intensity of commercial, retail, industrial, and professional office development.

Maximum floor area ratios are given in the definitions of each land use category shown on the Land Use and Circulation map.

Policy h: Protect the integrity and cohesiveness of existing commercial areas.

Action Program [10]: Minimize through traffic.

Action Program [11]: Require new development to incorporate design features (building orientation, building materials, parking location, landscaping) that encourage pedestrian use and emphasize positive relationships with neighboring buildings and uses.

Downtown

As the historic center of Larkspur, Downtown is unique among the City's commercial districts.

Goal 7: Preserve the character of Old Downtown (especially its historic character) and its surrounding neighborhoods.

Goal 8: Preserve the current mix of commercial, public and institutional, residential, and professional office uses in the Old Downtown and the residential areas nearby.

Goal 9: Enhance the commercial vitality of Old Downtown.

One major threat to preserving Downtown is the heavy commute traffic passing through Downtown on the Tamalpais Drive/Magnolia Avenue/College Avenue route that connects Highway 101 in Corte Madera

with Upper Ross Valley communities. The Circulation chapter of this General Plan includes policies and programs to deal with the commute traffic. Policy "n" and Action Program 18 below also address Downtown circulation issues.

Another threat to Downtown is competition from large shopping centers and discount stores, both within Larkspur and in nearby communities. Downtown Larkspur should capitalize on its Historic District status, walking scale, and other assets to improve its economic standing. A 1989 survey found that Downtown businesses were viewed as friendly and personal, but that there was not enough diversity, and Downtown needed to improve its appearance (Larkspur Community Association survey, February 1989). The City of Larkspur should cooperate with business organizations to enhance the physical environment of the Downtown and attract a diversity of new businesses. Community-serving business should be encouraged, while taking into consideration the economic viability and the street vitality of the Old Downtown. Building preservation, restoration, and any new construction should be in harmony with the street scale and historic periods represented.

Policy i: Maintain the existing scale of commercial establishments (smaller services and retail business), and the pedestrian orientation of the Old Downtown.

Action Program [12]: Develop incentives to promote the retention and development of rental residential units on the upper floors of buildings in the Old Downtown.

Action Program [13]: Prepare a Specific Plan for the Old Downtown which addresses appropriate uses, traffic, parking, economic vitality, building preservation, and design of new development, as well as the link between the Old Downtown, the Larkspur Plaza (Lucky) Shopping Center, and North Magnolia Avenue.

Action Program [14]: Join the California Main Street Program.

The California Main Street Program, administered by the State Department of Commerce, assists cities with promotional programs, design advice, and plans to improve their downtowns. Although a Larkspur application to the Main Street Program in 1986 was denied, the City should try again to join the Program.

Policy j: Maintain and enhance the architectural character of Old Downtown.

Policy k: Maintain and enhance Downtown landscaping.

Action Program [15]: Require landscape screening of off-street parking.

Action Program [16]: Develop design guidelines for use by the Environmental and Design Review Board and the Heritage Preservation Board in reviewing Downtown development.

Goal 10: Create a "sense of place," a focus, along Magnolia Avenue to serve as a town center for Larkspur.

Policy l: Reinforce the image of Old Downtown as the clearly identifiable town center of Larkspur.

Policy m: Strengthen the tie between the Magnolia Avenue shops and the newer shopping center at the corner of Magnolia Avenue and Doherty Drive.

Action Program [17]: Create a town square at or near the Ward-Magnolia intersection.

Development proposals for Downtown properties within the Specific Plan Area (designated on Figure 2-6, following page 42) will not be considered until completion of the Specific Plan called for in Action Program 13. It is intended that the Specific Plan respond to the goals and policies for Downtown, beginning with Goal 7.

A major focus of the Specific Plan should be the block on which the Chevron/ Walker property is located - a property which may be a good location for a town square. This 1.3-acre property consists of a vacated gas station and a section of abandoned railroad right-of-way with two historic railroad buildings. There are other potential locations for a plaza on this block, each of which has merits: the existing public parking lot at Ward Street and Magnolia Avenue, in which case a new parking lot could be built on the former gas station, and the right-of-way between the Larkspur Plaza shopping center and the Chevron property. A plaza strategically located on this block can tie together the old Downtown and the Larkspur Plaza shopping center at the corner of Magnolia Avenue and Doherty Drive. A Specific Plan for this block and its surroundings can also address ways to create a transition from the shopping center to the Niven Nursery property.

Policy n: Improve access to Old Downtown, but do not encourage or permit new thoroughfares parallel to Magnolia Avenue, or one-way streets.

Action Program [18]: Create additional non-vehicular (pedestrian and bicycle) access points to Downtown to supplement Magnolia Avenue.

The Downtown Specific Plan should consider, among other things: (1) benches or other public seating; (2) a farmers' market, open-air fresh food arcade, or similar facility at a future town square or other Downtown location; (3) the possibility of using the Lark Theater as a public or private

cultural center as well as a movie theater; and (4) creating additional non-vehicular (pedestrian and bicycle) access points to Downtown to supplement Magnolia Avenue, such as completing the trail link on the Northwestern Pacific Railroad right-of-way. (New thoroughfares parallel to Magnolia Avenue, or one-way streets, should not be permitted.)

Greenbrae East

The Larkspur Planning Department conducted a special study of the "East of 101" area (now called Greenbrae East) in 1987. A community survey at the time found that most residents and property and business owners preferred to maintain the status quo, rather than encourage changes in land use. As one result of the study, the City Council created the Mobile Home Park Zone District, which allows only mobile home and recreational vehicle parks. The new zone district was applied to 10.7 acres of land where there are existing mobile home and recreational vehicle parks.

The "East of 101" Study also identified flooding and protection of adjacent marshes as major land use issues. The Corte Madera Ecological Preserve borders the Greenbrae East area on the east, and the Corte Madera Shorebird Marsh borders it on the south and southeast.

Goal 11: Maintain the present mix of retail, service, industrial, and residential uses in the Greenbrae East area.

Goal 12: Maintain and provide housing in Greenbrae East affordable to seniors and to young families.

Policy o: Encourage trailer parks to remain in the Greenbrae East area.

Action Program [19]: Require new or expanded uses in Greenbrae East to be compatible with existing residential uses or to be sufficiently buffered from them to mitigate any negative impacts.

Policy p: Ensure that new development in Greenbrae East retains a sense of the area's physical setting by providing vistas of the ridgelines and access to the adjacent creek, marshlands, and the Bay beyond.

Policy q: Ensure that existing uses and new development in Greenbrae East are sensitive to the fragile environment of the adjacent marsh.

Action Program [20]: Allow access to the marshlands by people and pets only in designated areas.

Most of the old Northwestern Pacific railroad right-of-way to the east and the marshlands beyond are in the City of Corte Madera. Between the two cities there is a small unincorporated pocket - a portion of the railroad right-

of-way and the Greenbrae Boardwalk. Greenbrae Boardwalk is a houseboat colony of 50 houses stretching along the south shore of Corte Madera Creek near where it enters the Bay. This area is in the Corte Madera Sphere of Influence, although access is entirely from Larkspur. Residents must park their cars in a lot in the City of Larkspur and walk along the boardwalk to reach their homes. In 1989, the Marin County Planning Department recommended that this area be in the Larkspur Sphere of Influence, so that if it is ever annexed to a city, it will be annexed to Larkspur (Draft Community Facilities Element, Marin Countywide Plan, May 1989, page 5.).

Vacant Properties and Those With Redevelopment Potential

As Larkspur reaches "build-out," community attention focuses on the City's few remaining parcels of land with development or redevelopment potential. To prepare for change on those parcels, this General Plan proposes specific development guidelines.

Goal 13: On those lots where development or redevelopment is expected to occur, integrate natural features into new development, to the greatest extent reasonably feasible.

Goal 14: Maintain Larkspur's small-town character.

Policy r: Establish guidelines for the use and development of properties where change is expected to occur.

Action Program [21]: Encourage a vital and active use of the Chevron/Walker property that will also set aside appropriate public space and maintain the historic value and open space of the adjacent railroad right-of-way.

Action Program [22]: For a change in land use to other than the existing nursery uses, prepare a Specific Plan for the Niven Nursery property that identifies community desires for future use.

Action Program [23]: The City wants to encourage mixed use on the Safeway/Pizza Hut properties. The intent is that medium density housing will be provided as part of any redevelopment (As used in this action Program, redevelopment means the demolition of existing buildings and the construction of new buildings; or an increase in the overall floor area on the property; or both - whether or not there is any change in land use.). The City also wants to encourage retail uses that will be small in scale and will serve nearby offices or residences. To these ends, a Specific Plan will be required for these properties to determine the appropriate mix of uses before the properties are redeveloped. The precise density of any residential component will be determined at the time of adoption of the Specific Plan. Higher residential densities will be considered for housing that is affordable to seniors and others. The development is to take into account the properties' flood plain aspects, and

the City is to establish conditions of project approval that will preserve path options along the creek. Prior to redevelopment of these properties, the existing buildings may be used for Commercial, as that term is defined in this Plan (see page 19), and with a use permit, for medical and dental offices.

Action Program [24]: Develop conditions of project approval for other sites with development or redevelopment potential.

Railroad Right-of-Way

Portions of the old Northwestern Pacific Railroad right-of-way remain undeveloped in Larkspur. There is a north/south segment paralleling Holcomb Avenue from the south city boundary into Downtown, and an east/west segment paralleling William Avenue and the south boundary of Redwood High School. The latter segment continues in an easterly direction through Corte Madera and connects to a north/south segment on the east side of Highway 101.

Goal 15: Maintain the Northwestern Pacific Railroad right-of-way for public benefit.

Policy s: Maintain the sylvan setting of the right-of-way west of Highway 101.

Policy t: Preserve the station buildings near Ward Street and the electric booster station on William Avenue.

Policy "s" refers to the portion of the right-of-way on the west side of Highway 101 where the years of abandonment have allowed trees and shrubs to grow up the sides of the embankment and into the right-of-way.

The Circulation and Trails and Paths chapters of the General Plan (Chapters 4 and 8) contain goals, policies, and programs on use of the right-of-way for transit and paths.

San Quentin Peninsula

Goal 16: Allow flexibility in the use and re-use of the Airporter site.

Policy u: Support retention of the present Airporter use on its 1.5-acre site near Larkspur Circle.

The City will be flexible with respect to the overall use of the property provided the Airporter or a similar transit-related use is retained.

Action Program [25]: Designate the Airporter site as Public Facility to permit transit-oriented use, but also allow other uses that will enhance and not interfere with transit-related uses.

Goal 17: Retain all or a portion of the San Quentin Prison site for park or other public use if prison use is discontinued.

San Quentin Prison was built in a beautiful natural setting. It would be a prime location for a park, either in its entirety or along its Bay frontage. However, there is little reason to expect that the prison will close. In 1989, the prison underwent a \$28 million renovation to convert it from a maximum to a medium security facility. As of 1990, the State of California was considering expanding the prison by 2,900 beds by 1993 (Communication with Vernell Crittendon, Warden's Administrative Assistant, San Quentin Prison, October 4, 1990.). While it is wise for Larkspur to state its goals for future use of the site, it is not timely to do more detailed planning.

Policy v: Work with the State, the County, and the City of San Rafael to prepare for eventual reuse of the San Quentin Prison property; continue to monitor prospects for future growth and change.

Policy w: Preserve the Bay frontage adjacent to Larkspur for public parks and open space, and the ridgeline as open space.

Regional Relationships

Larkspur lies within Marin County's eastern urban corridor, where most of the county's population lives and which contains 97.5 percent (23 million square feet) of the county's commercial and industrial floor area (Marin County Planning Department, April, 1989.). Highway 101 is the major tie that binds the communities in the eastern urban corridor together. Larkspur is also part of a smaller sub-region, the Lower Ross Valley, with which it is even more closely linked by Corte Madera Creek which flows through the valley, by traffic arterials, and by public service and school districts which cross city boundaries. In an urban area such as central Marin County, land use, transportation, and environmental problems transcend the boundaries of individual cities. Many of these problems can be solved only through a pooling of efforts that cuts across political and geographical boundaries.

Goal 18: Cooperate with other jurisdictions in solving regional problems, in protecting environmental resources, and in providing public services.

Policy x: Continue to participate with other communities in regional and countywide planning studies.

Policy y: Work with other communities to develop common policies for protection and enhancement of natural resources such as Corte Madera Creek.

Action Program [26]: Work with the communities of Fairfax, San Anselmo, Ross, and Kentfield on a set of common policies for Corte Madera Creek.

LAND USE CHANGES

This General Plan changes the land use designations of several areas and parcels of land from the designations shown on the 1973 General Plan. In some cases the changes simply sharpen the boundaries between land uses. (The 1973 General Plan was more schematic.) In other cases, they are actual changes in land use consistent with the goals of this General Plan. In addition, this General Plan shows changes in land use designations approved by the City Council between 1973 and 1989 and applies land use designations to areas within the Bon Air and San Quentin Planned Developments in a change from the previous practice of calling them Mixed Use with a list of potential uses.

Boundary Clarifications

The following boundaries have been adjusted: the Open Space area in the southwest corner of the city to reflect the present boundaries of the Northridge Open Space Preserve; the Open Space area on Little King Mountain to reflect the Tiscornia Estate addition to the Northridge Open Space Preserve; and the San Quentin Peninsula (Southern Heights) Ridge to correspond to the San Quentin Peninsula Master Plan.

Changes Approved by the City Council, 1973-1989

Several new parks are shown: Bon Air Landing, Greenbrae School, Hamilton, Heatherwood, Neighborhood, Miwok, Niven, and Remillard.

The new single-family subdivision on the former Greenbrae School site is designated Low Density Residential. The College of Marin campus within the City of Larkspur is shown as Educational/Environmental Resource Area consistent with the City Council's 1988 action amending the General Plan.

Mixed Uses

Rather than being shown as Mixed Use, Downtown, the Niven property, Bon Air, and the western part of the San Quentin Peninsula are given land use designations consistent with existing or proposed uses.

New Land Use Category

Shorelines and marshes along Corte Madera Creek, Wood Island, San Francisco Bay, and Redwood High School are shown as Shoreline/Marsh Conservation. Most of these areas were formerly shown as Open Space. Their boundaries have also been more carefully delineated consistent with development approvals.

Land Use Changes

(Paragraph numbers below are not consecutive. They correspond to the numbers used in Figure 2-5 on page 42 and Figure 2-6, the fold-out map

following page 42.)

1b. Most of the *Northwestern Pacific Railroad right-of-way* parallel to William and Holcomb Avenues has been changed from Open Space to Open Residential. This difficult-to-develop area will remain predominantly open, but the designation will allow some economic use of the land. Two segments of the right-of-way owned by Marin County remain as Open Space. The Bicycle/Pedestrian Circulation Plan in Chapter 8 shows that a path is planned for the right-of-way.

4. The Historic Preservation Overlay Zone should be applied to the *Tiscornia Property* (site of the Historic Escalle Winery) on Magnolia Avenue to support the preservation and restoration of the historic winery buildings.

9. The 17.9-acre *Niven Nursery* property fronting on Doherty Drive is designated Low Density Residential. However, the present wholesale and retail nursery uses on the site are viewed as desirable and will be allowed to remain indefinitely. Therefore, the property will retain its present zoning of L-1, Light Industrial, and the zoning ordinance will be amended to restrict the property to its present use. The property will be rezoned when it is no longer used for nursery, and a Specific Plan will be required before the property is redeveloped in any use other than nursery. (See Action Program 22 on page 35.) Some parts of this site may have potential for higher density residential - such as housing that is affordable to seniors and others - and commercial development, but potential problems with traffic, as well as transition to adjacent uses, must be addressed first.

11. The land use designation for the *Chevron/Walker* property will remain Downtown Commercial, but development proposals will be considered only after a Specific Plan is completed for the Downtown. (See Action Program 13, page 32.) A public plaza may be located somewhere in the block. (See page 33, Action Program 17 and the text following.)

The plaza location decision should be viewed in the larger context of what will be developed in the entire area from the intersection of Ward Street and Magnolia Avenue north to Doherty Drive encompassing the western edge of the Niven property and the existing shopping center. For that reason, the General Plan designates this a special study area that requires preparation of a Specific Plan before any further development is allowed.

12. The land use designation for the two parcels known as "*Lincoln III*" is changed from Mixed Use to Low Density Residential, which will allow up to 5 dwelling units per gross acre. Although the master plan for this part of the San Quentin Peninsula called for a maximum density of up to 14 units per gross acre on Lincoln's two remaining parcels, conditions have changed

significantly since passage of the ordinance that adopted the master plan. Traffic has grown to the point where it strains the capacity of Sir Francis Drake Boulevard, and new information about soils and environmental hazards has confirmed the fragility of the site. The General Plan therefore recommends a designation that will allow up to 90 dwelling units on the two parcels. The ultimate number of units will depend on the application of the slope ordinance to these properties.

14. The 1.5-acre *Airporter* site near Larkspur Landing Circle has been changed from Mixed Use to Public Facility to permit future transit-related use. The parcel could be used for a transit station and parking lot if the adjacent railroad right-of-way becomes a transit line as recommended by this and other Plans. (See Goal 16, Policy "u," and Action Program 25 on pages 36-37.)

15. The 9.9-acre *Sanitary District No. 1* site (which is surplus sanitary district property) has been changed from Mixed Use to Medium Density Residential except for about four acres fronting directly on Sir Francis Drake Boulevard which is designated Administrative and Professional Offices. The office use would be compatible with adjacent uses on Sir Francis Drake Boulevard and would buffer the multiple-family area behind (north of) it from traffic noise. Access to the office area should be from Larkspur Landing Circle for reasons of safety and traffic flow. Some park space should be provided as a buffer from and access to Tubb Lake. The area may need archaeological reconnaissance.

18. The *marsh* area along the south and eastern boundaries of Redwood High School has been changed from Public to Shoreline/Marsh Conservation.

Figure 2-5
Changes to the Land Use Map¹⁵

<u>Map No.</u>	<u>Name and Parcel Number</u>	<u>Recommended Land Use Category</u>	<u>Parcel Size in (Acres)</u>	<u>Approximate Maximum Development Potential¹⁶</u>
1b.	Northwestern Pacific Railroad (21-173-02, 04, & 05, & 214-12)	Open Residential	6.28 ¹⁷	1-2 single-family units
6, 7.	Safeway and Pizza Hut (20-122-05 & -06)	Commercial	3.85	60,000 sq. ft offices/retail ¹⁸
9.	Niven Nursery (22-110-25 & -29)	Low Density Res., with higher density allowed for affordable housing ¹⁹	17.9	90 units (or more, if higher density affordable housing)
12.	Lincoln III	Low Density	18.2	90 units

	(18-191-19 & 21)	Residential		
14.	Airporter (18-191-07)	Public and supporting facilities	1.5	Flexible, to support transit terminal and parking
15.	Sanitary District No. 1 (18-171-32)	Med. Density Residential and offices	9.9	72 MF dwellings, and 61,000 sq. ft. of offices
18.	Redwood H.S. Marsh (Part 24-01-58 & 24-01-61)	Shoreline/Marsh	12.0	None

¹⁵*Cf.* Draft EIR, March 1990, Tables 14-15, pp.66-67

¹⁶The ultimate number of units or square feet of a building will depend on the application of the slope ordinance, parking requirements, and the like, and therefore the figures in this column are not to be considered in anyway as entitlements.

¹⁷Acreage calculated by City Planning Department

¹⁸The intent is to foster mixed use when the properties are redeveloped. Cf. Action Plan Program 23, p. 35.

¹⁹Specific Plan Required. The intent is to maintain the present uses on the site for as long as they are viable. Cf. Action Program 22, page 35.