

Appendix B

Proposed Goals, Policies, and Programs of the Larkspur General Plan 2040

Land Use Chapter

Goal LU-1: Managed Growth and Maintenance of Community Character

Policy LU-1.1: Implement the Land Use Diagram (Figure 3-1) and Land Use Designations Table (Table 3-4) that lists the Land Use category, building density and intensity, description, and compatible zoned districts) by approving development and conservation projects consistent with adopted land use definitions, densities and intensities. Ensure consistency between the General Plan, Zoning Ordinance and other land use regulations.

Action Program LU-1.1.a: Use the Zoning Ordinance to specify uses allowed in each zoning district, consistent with the Land Use Designations Table (Table 3-4) and update accordingly.

Action Program LU-1.1.b: Allow development at the density or intensity as shown by the Land Use Diagram (Figure 3-1) and as described in the Land Use Designations Table (Table 3-4) provided applicable objectives, policies and programs of all chapters of the General Plan are met. Maximum densities/intensities may in some cases be achieved, but there is no guarantee of achieving the maximum density/intensity. Developments on properties designated for multi-family residential should not be allowed below the minimum density of the density range unless there are environmental or compatibility issues, such as sloping hillside areas, that warrant density reduction.

Action Program LU-1.1.c: Update the Zoning District Map and Zoning Ordinance to include Parklands zoning districts that reflect the Parklands designation on site that are dedicated to active and/or passive park areas that may also include sensitive natural resources.

Action Program LU-1.1.d: Update the Zoning District Map and Zoning Ordinance to include Open Space zoning districts that reflect areas under the Open Space designation, allowing for residential development on privately-owned sites at no more than 1 dwelling per 10 acres and subject to residential master plan review.



Policy LU-1.2: Require new development to pay its fair share of infrastructure improvements and public service costs to maintain infrastructure capacity and service levels in the City, to the extent allowed by law and except as provided by other policies and programs in the Plan.

Action Program LU-1.2.a: Establish and periodically review public facilities and service impact fees.

RESIDENTIAL NEIGHBORHOODS

Goal LU-2: Cohesive residential neighborhoods that retain their integrity, historic quality, and scale

Policy LU-2.1: Residential land use designations and density standards shall consider neighborhood characteristics, existing uses, surrounding uses, impact on the traffic capacity of the street system, access to services, geotechnical conditions, topography, and natural resources.

Action Program LU-2.1.a: Open Residential land use designation (up to 0.2 unit per gross acre) applies to areas having special open space value and hillside areas prone to land sliding, seismic failure, or other geotechnical vulnerability. This designation is also suitable for areas with limited development potential because of their unusual configuration (e.g., railroad right-of-way), difficult access, lack of utilities, and/or location within Very High Fire Hazard Zones.

Action Program LU-2.1.b: Low density residential land use designation (up to 5 dwellings per gross acre) applies to existing single-family neighborhoods and to hillsides, other environmentally sensitive areas, High Fire Hazard zones, within established low-density neighborhoods.

Action Program LU-2.1.c: Medium density residential land use designation (up to 12 dwellings per gross acre) applies to areas near commercial centers, such as the Downtown, if consistent with adjacent land uses.

Action Program LU-2.1.d: High density residential land use designation (up to 21 dwellings per gross acre) applies only in areas in close proximity to arterials, collector roads, public transit, and commercial centers that provide a range of goods and personal services.

Action Program LU-2.1.e: Continue to implement and update, as appropriate, slope and hillside density standards established in the Larkspur Municipal Code to ensure that in hillside areas of greater than 10% slope, densities shall be proportionally reduced as properties approach 45% slope and more.

Action Program LU-2.1.f: Mobile home park residential land use designation (up to 14 dwellings per gross acre) applies to the established mobile home parks in the Redwood Highway area.

Policy LU-2.2: Limit the bulk of dwellings so that they visually fit in with neighboring homes and the physical characteristics of the site.

Action Program LU-2.2.a: Continue to implement and update, as appropriate, design review standards established in the Larkspur Municipal Code to ensure development is compatible with the natural setting, preserves the character of

the existing neighborhood, and considers neighbors' concerns with respect to privacy, solar access, streetscape, and scale and massing.

Action Program LU-2.2.b: Continue to implement and update, as appropriate, slope and hillside development standards established in the Larkspur Municipal Code to ensure that in hillside areas of greater than 10% slope, the intensity of development (e.g. floor area ratio) shall be proportionally reduced as properties approach 45% slope and more.

Policy LU-2.3: Promote residential infill development and/or redevelopment that accommodates additional housing that fits in aesthetically and architecturally with the community and neighborhood character, as determined through the City's design review process and/or zoning standards.

**Goal LU-3: Residential neighborhoods that promote a diverse demographic mix
Goal of households**

Policy LU-3.1: Allow flexibility in residential design and layout, with respect for the integrity of surrounding neighborhoods, to encourage a broad range of housing types.

Action Program LU-3.1.a: Encourage maximum densities and require minimum densities in the medium and high-density residential categories where projects promote social and economic diversity and environmental benefits and impacts on existing neighborhood scale and character are mitigated. Update the zoning ordinance to require minimum densities at no less than 75% of the maximum densities in these residential categories, taking into account environmental or compatibility issues, such as sloping hillside areas, that warrant density reduction.

Action Program LU-3.1.b: Continue to implement and update, as appropriate, standards to incentivize installation of accessory dwelling units and junior accessory dwelling units in a manner consistent with the scale and character of existing residential neighborhoods.

Action Program LU-3.1.c: Investigate impacts of allowing a mix of low- to moderate-density housing within single-family neighborhoods in existing structures (e.g., conversion of larger, older homes to multiple units), with design guidelines in place to ensure neighborhood character (e.g., scale and architectural style) is maintained and impacts on circulation, parking, and the environment are mitigated.

Action Program LU 3.1.d: Monitor and regulate short-term rentals to avoid loss of housing stock and maintain the cohesive residential character of existing neighborhoods.

Action Program LU 3.1.e: Amend Zoning Ordinance standards for nonconforming uses and structures to permit substantial renovation and/or replacement of existing medium- to high-density multifamily development that exceeds current density standards, including reductions due to Slope & Hillside regulations. Study “no net loss” standards for existing medium- to high-density multifamily development to discourage redevelopment that reduces the number of existing dwelling units (particularly rental units) where development is compatible with surrounding uses and would not significantly impact topography and natural resources.

Policy LU-3.2: Maintain the mobile home neighborhoods in the Redwood Highway area, which provide a valuable supply of affordable housing, while recognizing their location in an area at risk to flooding and the potential need to be relocated or replaced with housing of equivalent affordability elsewhere in the community.

Action Program LU-3.2.a: Assess the mobile home parks’ risk of flooding due to sea level rise and develop and implement adaptation and mitigation development standards once established. (NOTE: see Policy LU-14.2 and Community Health & Safety Element for direction on adopting and applying standards.)

Action Program LU-3.2.b: Require new or expanded uses adjacent to existing mobile home parks to be compatible with the residential uses, or to be sufficiently buffered from them to mitigate any negative impacts on residents.

Action Program LU-3.2.c: Encourage transitional uses along Rich Street that provide a buffer between the mobile homes and industrial uses, with displaced mobile homes relocated elsewhere within the area.

Action Program LU-3.2.d: Investigate opportunities for rezoning the mobile home park parcel adjacent to Rich Street to allow buffer uses between the industrial and residential uses and relocating displaced mobile homes elsewhere within the area.

Action Program LU-3.2.e: Investigate opportunities for rezoning the mobile home park at the intersection of Wornum Drive and Redwood Highway to allow for a mix of commercial and residential uses, recognizing the constraints on the site’s development by the proximity of the intersection of Redwood Highway and Wornum Drive. Displaced mobile homes should be replaced with housing at equivalent affordability levels at the site.

COMMERCIAL AND INDUSTRIAL AREAS

Goal LU-4: Protection of the integrity and cohesiveness of existing commercial and industrial areas

GENERAL POLICIES

Policy LU-4.1: Maintain existing retail commercial and industrial areas in attractive physical condition, and work to retain their special character and amenities.

Action Program LU-4.1.a: For each recognized commercial area, allow and encourage only those uses that reinforce the area's existing role, function, and scale.

Action Program LU-4.1.b: Adopt design review standards for commercial areas.

Action Program LU-4.1.c: Encourage destination trips to retail commercial areas and minimize through traffic.

Policy LU-4.2: Discourage the creation of new commercial and industrial areas except where appropriate to provide accessible goods and services for residents.

Policy LU-4.3: Allow expansion of existing commercial and industrial 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 each land use category.

Action Program LU-4.3.a: Continue to implement floor area ratio (FAR) standards to limit the intensity of commercial, retail, industrial, and professional office development. Only revise FAR standards after sufficient study to determine whether the revised standards will benefit the community and are consistent with General Plan policies.

DOWNTOWN POLICIES

Policy LU-4.4: Preserve the current mix of commercial, public and institutional, residential, and professional office uses in the Downtown and the residential areas nearby.

Policy LU-4.5: Maintain the existing scale of commercial establishments (smaller services and retail business), and the walkability of the Downtown.

Action Program LU-4.5.a: Continue to implement incentives to promote the retention and development of rental residential units on the upper floors of buildings in the Downtown. (Note: see the Housing Element for policies and programs addressing upper-story residential units above Downtown commercial properties.)

Action Program LU-4.5.b: Implement the Downtown Specific Plan.

Action Program LU-4.5.c: As necessary, update the Downtown Specific Plan to reflect current conditions, market trends, technical data, and community priorities. In addition to any new goals or policies, any updates to the Specific Plan should retain the intent of the goals and policies in the 1992 Specific Plan, specifically those pertaining to creating public spaces, enhancing non-motorized access, and supporting public events.

Policy LU-4.6: Maintain the architectural and historic character of Downtown and the surrounding neighborhoods.

Policy LU-4.7: Reinforce the image of Downtown as the clearly identifiable town center of Larkspur.

REDWOOD HIGHWAY AREA POLICIES

Policy LU-4.8: Recognize the importance of the Redwood Highway industrial area to the community in providing necessary services not found elsewhere within the vicinity of Larkspur.

Policy LU-4.9: Support the commercial retail and service uses that exist along Redwood Highway and allow expansion, as appropriate, to serve the community.

Goal LU-5: Economically viable and vital commercial and industrial areas

GENERAL POLICIES

Policy LU-5.1: Encourage existing commercial and industrial areas to provide attractive walkways and other pedestrian amenities (e.g., landscaping, benches, and down-lit lighting).

Policy LU-5.2: Ensure that the City's development standards support the economic success of businesses in Larkspur, to the extent feasible.

Action Program LU-5.2.a: Expedite review of applications for permitted commercial uses that comply with the City's development regulations and design review criteria.

Action Program LU-5.2.b: Consider amending commercial and industrial development standards in the Zoning Ordinance to be more flexible (such as reduced on-site or shared parking, more unified parking standards, increased building heights and FAR, amended sign regulations, etc.). Amend standards only where it can be demonstrated that no adverse traffic, aesthetic, or land use compatibility impacts will result.

Action Program LU-5.2.c: Review and update zoning ordinance to support outdoor commercial activities (outdoor dining, displays ...etc.) where such

activities do not infringe on pedestrian and vehicle traffic and do not create significant safety and/or nuisance issues to the community.

Action Program LU-5.2.d: Review and update parking standards for commercial uses, as appropriate, with consideration of potential impacts on surrounding residential communities.

Action Program LU-5.2.e: Consider adoption of an Economic Development Plan for the City.

Policy LU-5.3: Maintain and enhance landscaping in commercial areas.

Action Program LU-5.3.a: Encourage landscape screening of off-street parking.

Action Program LU-5.3.b: Continue to apply landscape design guidelines established in the Downtown Specific Plan, the Central Larkspur Area Specific Plan, and any forthcoming specific plans or community plans that address commercial areas.

DOWNTOWN POLICIES

Policy LU-5.4: Strengthen the aesthetic tie between the Magnolia Avenue Downtown shops and the shopping center near the corner of Magnolia Avenue and Doherty Drive.

Action Program LU-5.4.a: Create a community-serving outdoor space at or near the Ward-Magnolia intersection, in accordance with the design and development goals established in the Downtown Specific Plan and the Central Larkspur Area Specific Plan.

Policy LU-5.5: Encourage commercial uses in the Downtown that enhance the area's vitality as a commercial and community center.

NORTH MAGNOLIA COMMERCIAL CORRIDOR POLICIES

Policy LU-5.6: Enhance the economic vitality of the North Magnolia commercial corridor and promote its development as a vibrant community center.

Action Program LU-5.6.a: Develop a Community or Local Plan for the North Magnolia commercial area or amend the zoning ordinance, depending on funding availability, to achieve the following objectives:

- 1) Improve public parking and pedestrian/bicyclist access to serve area businesses. A parking study should evaluate opportunities for shared parking, additional parking spaces that can be accommodated in the existing right-of-way, and the reconfiguration of existing parking to*

accommodate more spaces and improve bicycle and pedestrian safety, in addition to other strategies. ☑

- 2) Improve pedestrian and bicyclist safety by widening sidewalks and providing safe bicycle travel lanes through reconfiguring the right-of-way. ☑*
- 3) Provide amenities for pedestrians and bicyclists to encourage non-motorized traffic through the area, including convenient bicycle racks and benches. ☑*
- 4) Create or encourage the creation of community-serving outdoor spaces in the City-owned parcel adjacent to the Hillview neighborhood or within redeveloped commercial sites along the North Magnolia Avenue commercial strip, such as a community garden or gathering place.*
- 5) Allow second or third story residential development over existing commercial development on the west side of Magnolia Avenue, where it can be accommodated and without impacting the views and safe circulation in the existing residential neighborhoods.*
- 6) Create landscaping guidelines for the area, including private and public parcels.*
- 7) Encourage the area's economic vitality by reviewing and updating, as appropriate, applicable City regulations for businesses (e.g., sign regulations) to enhance the visibility of businesses and services.*

Action Program LU-5.6.b: Consult with the residents, business owners, and property owners in the North Magnolia commercial area to identify a unifying theme for the area. The theme shall guide the development standards in the Community or Local Plan or when amending the zoning ordinance to achieve the objectives established in Action Program LU-5.6.a. ☑

Action Program LU-5.6.c: Apply consistent land use designations to commercial development in the North Magnolia area.

Goal LU-6: Commercial areas that provide an adequate mix of neighborhood-serving businesses as well as residential uses that are accessible by means other than the automobile

GENERAL POLICIES

Policy LU-6.1: Encourage the development of upper-story housing, where appropriate, in commercial areas. ☑

Action Program LU-6.1.a: Consider the reuse and redevelopment of large commercial parking lots with housing to accommodate infill development,

provided that the project fits aesthetically with the surrounding community and minimizes impacts on views and circulation. ☑

Action Program LU-6.1.b: Develop design criteria and multi-use shared parking standards for upper-story housing above commercial in existing and proposed commercial areas. ☑

Policy LU-6.2: Encourage pedestrian and bicycle linkages between commercial areas and surrounding neighborhoods. ☑

Action Program LU-6.2.a: Require new development or significant redevelopment of existing commercial areas to incorporate design features (building orientation, building materials, pedestrian connections, bicycle parking, parking location, landscaping) that encourage pedestrian and bicycle use and emphasize positive relationships with neighboring buildings and uses. ☑

Action Program LU-6.2.b: Identify appropriate locations for pedestrian and bicycle linkages in commercial areas. ☑

Action Program LU-6.2.c: Amend the Bicycle and Pedestrian Master Plan as necessary to reflect the addition of planned bicycle and pedestrian linkages to commercial areas, their estimated costs, and their priority in implementation. ☑

DOWNTOWN POLICIES

Policy LU-6.3: Improve access to Downtown; do not encourage or permit new thoroughfares parallel to Magnolia Avenue, or one-way streets.

Action Program LU-6.3.a: Create additional non-vehicular (pedestrian and bicycle) access points to Downtown to supplement Magnolia Avenue. ☑

BON AIR CENTER POLICIES

Policy LU-6.4: Encourage the development of housing at the Bon Air Center, as allowed in the Bon Air Master Plan. ☑

Action Program LU-6.4.a: Consider amending the Bon Air Preliminary Development Plan to allow other mixed-use development types in order to expand the range of housing options feasible on the site. ☑

VACANT AND UNDERUTILIZED SITES

Goal LU-7: Revitalization of underutilized or marginal commercial, industrial, and residential sites

GENERAL POLICIES

Policy LU-7.1: Establish guidelines for the use and development of sites where change is expected to occur.

Action Program LU-7.1.a: Apply the “Mixed Use I” Land Use Designation and encourage the implementation of a Planned Development District for the 2000 Larkspur Landing Circle (Ross Valley Sanitary District) site, maintaining a mix of uses that encourages economic vitality, meets the City’s housing goals, and provides connectivity between the Drake’s Cove neighborhood and Larkspur Landing Circle.

Action Program LU-7.1.b: Study the potential for a mix of offices, small-scale, neighborhood-serving retail uses and medium density housing at 2 and 18 Bon Air Road. Higher residential densities will be considered for housing that is affordable to seniors and others.

Action Program LU-7.1.c: Develop conditions of project approval for other sites with development or redevelopment potential.

Action Program LU-7.1.d: Study the potential for re-designating the site at 1250 South Eliseo Drive for housing if re-use of the building for nursing home, assisted living, or medical facilities is no longer feasible.

CENTRAL LARKSPUR AREA SPECIFIC PLAN SUBAREA POLICIES


Policy LU- 7.2: Develop the CLASP subareas into an integrated and cohesive mixed-use neighborhood in accordance with the guiding goals, policies, and programs established in the CLASP.

Action Program LU-7.2.a: As necessary, update the CLASP to reflect up-to-date data and trends, and to address changing relationships and interconnectivity between the subareas as a result of the development of one or more of the subareas.

Policy LU- 7.3: Development in the CLASP subareas will provide the maximum community benefit possible, e.g., provide a mix of housing types and minimize impacts on traffic and schools.


Policy LU- 7.4: The CLASP subareas 1 and 2 will be a focal point and activity center for the Downtown.


Goal LU-8: Development that is integrated into the environment, preserving significant natural features to the greatest extent feasible

Policy LU-8.1: When required under project review, apply design review standards that require a balance between manmade features and the natural environment. 

REDWOOD HIGHWAY AREA POLICIES

Policy LU-8.2: Ensure that new development in the Redwood Highway area retains a sense of the area's physical setting by maintaining vistas of the ridgelines and access to the adjacent creek, marshlands, and the Bay beyond.

Policy LU-8.3: Ensure that existing uses and new development in the Redwood Highway area are sensitive to the fragile environment of the adjacent marsh. 

Action Program LU-8.3.a: Utilize signage and fencing to limit access to the marshlands by people and pets to designated areas 

Goal LU-9: Surplus right-of-ways maintained and utilized for public benefit

Policy LU-9.1: Maintain the sylvan setting of the former Northwestern Pacific Railroad right-of-way west of Highway 101.

Policy LU-9.2: Require the preservation of the former rail station buildings near Ward Street and their incorporation into future redevelopment of the property.

Policy LU-9.3: Maintain and preserve the former electric booster station on William Avenue for public use.

Policy LU-9.4: Support retention of the former right-of-way east of Highway 101 for public transit use.

Policy LU-9.5: Abandon and/or vacate rights to excess right-of-ways for private acquisition of adjacent homeowners, where such areas serve no public benefit, present a liability to the City, and are better maintained by adjacent property owners.

Action Program LU-9.5.a: Develop a process and policies for abandonment of excess right-of-ways that serve no public benefit (e.g. housing, open space, circulation, utilities), consistent with California Streets & Highway Code Section 8300 et seq.

Action Program LU-9.5.b: Where development projects include private improvements within, or otherwise substantially rely upon private occupation of, excess right-of-ways that serve no public benefit (e.g. housing, open space, circulation, utilities), require acquisition of those excess right-of-ways as condition of approval.

Goal LU-10: A wide variety of public transportation options in the San Quentin Peninsula

Policy LU-10.1: Support retention of the ferry terminal on the San Quentin Peninsula.

Goal LU-11: All or a portion of the San Quentin Prison site retained for park or other public use if prison use is discontinued

Policy LU-11.1: Work with the State, the County, and the City of San Rafael to oppose any further expansion of San Quentin Prison that may negatively impact Larkspur.

Policy LU-11.2: Continue to monitor prospects for future growth and change at the San Quentin Prison site and prepare for eventual reuse of the property.

Action Program LU-11.2.a: Explore the possibility of annexation of the San Quentin Prison area into the City's limits.

Policy LU-11.3: Preserve the Prison's Bay frontage adjacent to Larkspur for public parks and open space, and the ridgeline behind the Prison as open space.🌿

REGIONAL RELATIONSHIPS

Goal LU-12: Collaboration with other jurisdictions in addressing regional challenges, protecting environmental resources, and providing public services.

Policy LU-12.1: Continue to participate with other communities and neighboring jurisdictions in regional and countywide planning studies.

Policy LU-12.2: Continue to work with other communities and agencies in the Ross Valley to develop common policies for protection and enhancement of natural resources such as Corte Madera Creek.🌿

Policy LU-12.3: When land use conflicts arise between governmental agencies, base land use decisions in Larkspur on local community desires, where practical and legal.

Policy LU-12.4: Ensure that regional agencies recognize Larkspur's unique characteristics and constraints in regional planning efforts.

ENVIRONMENTAL RESPONSIBILITY

Goal LU-13: Development and redevelopment that has minimal impact on the environment

Policy LU-13.1: Apply appropriate land use designations to environmentally sensitive areas to limit development in those areas.🌿

Action Program LU-13.1.a: Review the Land Use Diagram and update Open Space land use designations as appropriate.🌿

Action Program LU-13.1.b: Update the Zoning District Map and Zoning Ordinance to include Open Space zoning districts that reflect the Open Space designation and allow for residential development at no more than 1 dwelling per 10 acres and subject to residential master plan review.

Policy LU-13.2: Continue to review all project submittals to determine whether they are subject to the California Environmental Quality Act.

Policy LU-13.3: Continue to monitor all projects found to be subject to the California Environmental Quality Act for compliance with the Act.

Policy LU-13.4: Reduce GHG emissions from development in accordance with policies and programs established in the Larkspur Climate Action Plan.

Action Program LU-13.4.a: Monitor progress toward meeting GHG emission reduction targets established in the Climate Action Plan.

Policy LU-13.5: Promote energy efficient and green building practices for new, rehabilitated, or remodeled residential, commercial, and civic development.

Action Program LU-13.5.a: Implement the recommended Green Building, Energy Efficiency and Renewable Energy programs in the City's Climate Action Plan.

Action Program LU-13.5.b: Continue to ensure municipal code consistency with the California CALGreen code and apply CALGreen standards and other sustainability measures, during building and planning application review for new residential and commercial development and qualifying remodels and/or rehabilitation projects.

Policy LU-13.6: Allow low-intensity development on hillsides and near Corte Madera Creek only if the design preserves natural features, such as significant stands of trees, forested hillsides, riparian vegetation, marshes, wildlife habitats, ridgelines, and buffer zones.

Policy LU-13.7: Encourage the use of cluster site plans for large parcels of land to retain valuable open space areas and ridgelines.

Policy LU-13.8: Require new development and redevelopment to preserve some natural areas to support vegetation and reduce stormwater runoff.

Action Program LU-13.8.a: Continue to implement slope and hillside development regulations requiring preservation of natural state.

Action Program LU-13.8.b: Continue to implement lot coverage and open space setback requirements for each zoning district. ☑

Goal LU-14: Protection of persons and property from environmental hazards such as wildland fires and flooding due to sea level rise

Policy LU-14.1: Limit the exposure of existing and proposed development to environmental hazards. ☑

Action Program LU-14.1.a: Maintain updated Seismic Hazards, Slope Stability, Fire Hazard, Noise Exposure, and Floodplain maps. Consult hazard maps to determine whether a proposed project is located in a high-risk area. ☑

Action Program LU-14.1.b: Provide environmental hazard information to property owners at City Hall and on the City's website. ☑

Action Program LU-14.1.c: Provide information for property owners at City Hall and on the City's website regarding best practices for reducing risk of exposure to environmental hazards. ☑

Action Program LU-14.1.d: During project review, require use of building materials that reduce exposure to environmental hazards (e.g., fire-resistant roofing material). ☑

Action Program LU-14.1.e: Continue to review projects for compliance with seismic safety building standards established in the International Building Code, or any subsequent code adopted by the City. ☑

Policy LU-14.2: Implement and regularly update adaptation and mitigation strategies for existing and proposed development in areas identified as at risk of exposure to environmental hazards such as flooding, sea level rise, and wildland fires (see Health & Safety Element). ☑

Community Character Chapter

COMMUNITY IDENTITY

Goal CHAR-1: A strong and distinctive community identity

Policy CHAR-1.1: Streets should be named for local flora, natural features in the area, or persons or places of historic significance.

Policy CHAR-1.2: Strengthen the ties between neighborhoods while preserving neighborhood individuality and uniqueness.

Action Program CHAR-1.2.a: Require all major new development or redevelopment to provide connectivity to and from the site for bicyclists and pedestrians. (NOTE: see Chapter 2, Land Use, Policy 4.2 and Chapter 4, Circulation, Policy CIR-6.1 and associated action programs for policies on enhancing bicycle and pedestrian connections in Larkspur.)

Action Program CHAR-1.2.b: Continue to implement and update, as appropriate, design review standards established in the Larkspur Municipal Code to ensure development is compatible with the natural setting, preserves the character of the existing neighborhood, and considers neighbors' concerns with respect to privacy, solar access, views, and scale and massing. (NOTE: see Chapter 2, Land Use, Policy LU-3.6.)

Action Program CHAR-1.2.c: Continue to implement design standards to encourage and open and welcoming streetscape in residential neighborhoods where practical.

Action Program CHAR-1.2.d: Continue to maintain, improve, and upgrade the City's neighborhood parks and pocket parks that define and enhance the City's neighborhoods. (NOTE: see Chapter 5, Community Facilities and Services, Policy FAC-1.1 and associated action programs for further policies addressing the City's parkland.)

Policy CHAR-1.3: Visually integrate the various segments of the community.

Action Program CHAR-1.3.a: Adopt design standards for public spaces to ensure consistent streetlamps, signage, street trees, streetlamp banners, and landscaping as appropriate to the area. The standards should consider appearance, function, public safety, cost, energy efficiency, water conservation, maintenance, and the ability to withstand vandalism when determining the type of streetlamps, signs, trees, and other objects.

Action Program CHAR-3.b: Continue to maintain the streetlamp banners in the Downtown and consider installation of additional banners along other City thoroughfares (e.g., Magnolia Avenue north of Bon Air Road).

Action Program CHAR-1.3.c: Consider the installation of consistent and visible signage at the City's various gateways to clarify the City's boundaries.

Action Program CHAR-1.3.d: Develop and implement a wayfinding (informational and directional) signage program that identifies the elements that create and enhance the City's identity, such as historic buildings.

Policy CHAR-1.4: Support and promote community-wide events and other activities that foster community interaction and togetherness.

Action Program CHAR-1.4.a: Continue to promote and/or permit community-wide events, such as the Fourth of July Parade, local community fund raising events, and smaller gatherings, such as mobile food vending events, where appropriate.

Action Program CHAR-1.4.b: Work with the commercial centers, the Chamber of Commerce and other organizations in the City to develop and promote community-wide events and activities that provide both social and economic benefits to the community.

Action Program CHAR-1.4.c: Work with the Larkspur-Corte Madera School District and the Tamalpais Union High School District to develop and promote organized youth performances in community spaces and commercial gathering spaces, such as visual and performing arts.

Action Program CHAR-1.4.d: In addition to offering and sponsoring organized group activities such as sports, the Community Services Department should provide and/or sponsor activities that are open to all community members.

Action Program CHAR-1.4.e: Use digital platforms and electronic forms of communication to share information about local gatherings and initiatives and to foster a sense of community that encourages citizen interaction with local government, supports local businesses, and encourages residents to interact with each other. Use visual elements in electronic communication to celebrate the diverse neighborhoods and enhance the City's identity.

Policy CHAR-1.5: Provide community gathering spaces throughout the City.

Action Program CHAR-1.5.a: Support the development of a community gathering space in the Downtown area. (NOTE: see Chapter 2, Land Use, Policy LU-3.7 and associated action programs for more direction on developing community spaces in the Downtown.)

Action Program CHAR-1.5.b: Support the development of a community gathering space in the North Magnolia commercial corridor to serve residents, area employees, and the commercial corridor's customers consistent with a Local Area Plan for the corridor. (NOTE: see Chapter 2, Land Use, Policy LU-3.9 and associated programs for more direction on producing a Local Area Plan for the corridor.)


Action Program CHAR-1.5.c: Realize the vision of the Rose Garden Community Facilities Parcel Master Plan.

Action Program CHAR-1.5.d: Encourage the shared use of public spaces and facilities for community events. (NOTE: see Chapter 5, Community Facilities and Services, for additional policies regarding shared use of community facilities.)

Action Program CHAR-1.5.e: Continue to support community events at public facilities, including the City Hall, the Library, City parks, and other publicly owned spaces.

LIVABLE ENVIRONMENT

Goal CHAR-2: A livable and attractive environment

Policy CHAR-2.1: Promote development and redevelopment that preserves and blends harmoniously with the natural environment. 

Action Program CHAR-2.1.a: Initiate a volunteer-based landscaping program to enhance the ties between developed public spaces and the natural environment.

Action Program CHAR-2.1.b: Encourage the inclusion of native or adapted plant species, the removal of non-native invasive plant species, the retention of existing vegetation, and the replacement of trees proposed for removal in project landscaping plans.

(NOTE: see Chapter 8, Natural Environment and Resources, Goal ENV-1 and associated policies and action programs for more direction on maintaining and enhancing native and low-water use landscaping in the City.)

Policy CHAR-2.2: Preserve the desirable features of the built environment that contribute to community identity, including but not limited to its scale and diversity.

Action Program CHAR-2.2.a: Enforce regulations to reduce visual blight in the community due to graffiti, vandalism, and/or abandoned and neglected properties that detract from the attractiveness of the built environment.

Policy CHAR-2.3: Preserve the remaining natural environment – trees, marshes, creeks, hillsides – as integral components of Larkspur’s community character and identity.


Policy CHAR-2.4: Maintain a diversity of businesses to serve the community.

Action Program CHAR-2.4.a: Prepare and implement an Economic Development Plan that strives to maintain existing businesses and attract new businesses that serve the local community.

Action Program CHAR-2.4.b: Encourage restaurants to provide outdoor dining areas, where feasible.

HERITAGE PRESERVATION

Goal CHAR-3: Maintenance of Larkspur's special "sense of place"

Policy CHAR-3.1: Encourage broad-based community interest in and support of preservation activities. 

Action Program CHAR-3.1.a: Support the efforts of the Heritage Preservation Board and other organizations to engage and educate the community about the City’s historic resources, including historic walking tours, publication of books or other written materials about the City’s heritage, and presentations at local schools, libraries, and other public meeting spaces.

Policy CHAR-3.2: Identify significant historic and natural resources representing all of the ethnic, economic, and cultural groups that have lived and worked in Larkspur.

Action Program CHAR-3.2.a: Maintain and regularly update the Historic Resources Inventory, which documents historic structures, sites, areas, and natural phenomena. The Heritage Preservation Board shall continue to evaluate potential historic resources for inclusion in the inventory.

Action Program CHAR-3.2.b: Maintain updated maps showing the location of historic districts and other historic resources.

Policy CHAR-3.3: Safeguard and maintain significant historic and natural resources, as defined and listed in the Historic Resources Inventory, the California Historic Resource Information System, and in conservation land use categories on the Land Use Map.

Action Program CHAR-3.3.a: Apply the City’s Heritage Preservation development standards and design review findings, when appropriate, and ensure compliance with applicable State laws during project review and construction.

Action Program CHAR-3.3.b: Apply the "H" Combining Heritage Preservation Zoning District to significant historic building sites or places identified on the Historic Resources Inventory. Insofar as possible, seek the cooperation of property owners for historic designation and zoning.

Action Program Char-3.3.c: Where possible, identify an applicable historic "period of significance" for defining the historic character of specific neighborhoods or districts.

Action Program CHAR-3.3.d: Maintain and expand the City's archival system to preserve the community's historic documents and artifacts.

Policy CHAR-3.4: Accommodate anticipated development and population growth while maintaining Larkspur's historic and natural resources.

Action Program CHAR-3.4.a: Continue to conduct outreach and educate owners of historic properties on available state or federal programs that help fund the protection, preservation, rehabilitation, and enhancement of historic and natural resources.

Action Program CHAR-3.4.b: Direct capital improvement programs toward protecting, preserving, rehabilitating, and enhancing and natural resources located within publicly-owned lands.

Action Program CHAR-3.4.c: Provide a variety of local incentives for restoring and maintaining historic and natural resources.

Action Program CHAR-3.4.d: Coordinate with other public agencies and/or tribes so that the City's objectives and standards for preserving historic and natural resources are met.

Action Program CHAR-3.4.e: Use the principles and practices of land use planning to promote the preservation of historic and natural resources.

Action Program CHAR-3.4.f: Periodically review and update zoning regulations when deficiencies relating to historic preservation are identified and consider amendments to foster historic preservation.

Action Program CHAR-3.4.g: For rehabilitation or restoration projects on private lands, the City may require applicants to hire a qualified professional with expertise in historic building renovation and may provide increased project inspection and review, as appropriate.

ARCHAEOLOGICAL AND TRIBAL CULTURAL RESOURCES

Goal CHAR-4: Awareness of and sensitivity toward Larkspur's archaeological and tribal cultural resources

Policy CHAR-4.1: Consult and cooperate with the California Native American Heritage Commission, the Federated Indians of Graton Rancheria (FIGR), and the Northwest Information Center to identify, protect, and preserve Native American archaeological sites and tribal cultural resources.

Action Program CHAR-4.1.a: As required by the State Public Resources Code, notify FIGR (or another appropriate Tribe(s), if recommended by the NAHC, when a project application is complete, or when a draft General Plan update or amendment is proposed, or designated open space is proposed to determine if the Tribe(s) chooses to engage in the formal consultation process defined by State law. If consultation is requested, complete the consultation process as defined by State law.

Action Program CHAR-4.1.b: Comply with the State Public Resources Code requirements regarding notifications, assessments and disposition of resources, mitigation (including permanent conservation easements), confidentiality requirements, and other requirements enacted for review and protection of cultural and tribal cultural resources.

Action Program CHAR-4.1.c: Support the holding of conservation easements by the Tribe(s) for land voluntarily set aside in Larkspur by landowners for the protection of Native American cultural resources.

Action Program CHAR-4.1.d: Treat with respect and dignity any human remains discovered at a project site, and ensure full compliance with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Action Program CHAR-4.1.e: At the initial application stage for new projects that would involve disturbance of soils, Inform project applicants of the legal mandates incumbent on the applicant and his/her contractors not to damage or remove archaeological resources and tribal cultural resources. Explain the City's duty and intent to notify FIGR about the project once the City deems the application complete. Encourage applicants to contact FIGR prior to completing the application to avoid the need to subsequently revise the project design if the Tribe requests, and the City concurs, that such changes are needed to avoid damage or disturbance of tribal cultural resources. Alternatively, the project applicant can request that the City initiate this early consultation with FIGR.

Policy CHAR-4.2: Ensure that the loss of archaeological and tribal cultural resources is avoided, when feasible, or mitigated appropriately.

Action Program CHAR-4.2.a: Seek funds from federal, state and local sources to acquire archaeological sites for park or other public purposes, and to preserve any artifacts or tribal cultural resources.

Action Program CHAR-4.2.b: When a project is found to be in proximity to a known Native American or historic archaeological site, City staff will work in conjunction with a professional archaeologist, or FIGR (or the appropriate Tribe(s)) and the Northwest Information Center to determine the particular qualities to be preserved and the methods of preservation.

Action Program CHAR-4.2.c: Comply with the requirements of the California Environmental Quality Act to ensure a complete analysis of potential impacts to Native American and historic archaeological sites and that feasible mitigation options are identified.

Action Program CHAR-4.2.d: Develop guidelines and standards to address situations where a historic or archaeological resource is discovered during any phase of construction and grading activities of ongoing maintenance or ministerial projects that may not be subject to CEQA, Provide a “quick-response” assessment of the site’s significance by the City’s historic or archeological consultant and identify appropriate preservation strategies, or tribal consultation if appropriate, before allowing project construction to re-commence.

Circulation Chapter

QUALITY OF LIFE GOALS

Goal CIR-1: A multi-modal transportation system that is safe, efficient, and incorporates the needs of all circulation system users

Policy CIR-1.1: Develop a coordinated system of roadways, bikeways, multi-use paths, public transit, and Transportation Demand Management (TDM) programs. Provide 'Complete Streets' that are safe, comfortable, and convenient routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets for safe and convenient travel, consistent with the other goals, objectives, and policies of this plan and the City's Complete Streets Policy (Resolution No. 6/13). Street users include pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles and personnel, seniors, children, youth, and families.

Action Program CIR-1.1.a: Apply appropriate functional classifications and state-of-the-art design standards consistent with the Complete Streets Policy in the construction, maintenance, and improvements of roadways, bikeways, and multi-use paths in the City.

Action Program CIR-1.1.b: Implement and update, as needed, the City's Bicycle and Pedestrian Master Plan. Roadways, bikeways, and multi-use paths shall be designed, planned, constructed, maintained, improved, and operated to accommodate and encourage travel by pedestrians and bicyclists.

Action Program CIR-1.1.c: Consider all circulation system users when installing traffic control devices.

Policy CIR-1.2: Seek public participation in the preparation and execution of local and regional circulation plans.

Policy CIR-1.3: Determine a minimum acceptable roadway pavement condition for all City streets, and maintain streets at a level not less than that minimum condition.

Action Program CIR-1.3.a: Investigate all possible funding mechanisms for roadway paving improvements, such as public-private partnerships and cost-sharing with neighboring jurisdictions.

Goal CIR-2: Quality of life in Larkspur takes precedence over mobility of vehicular traffic

Policy CIR-2.1: Design circulation facilities to minimize disruption of neighborhoods and communities.

Policy CIR-2.2: Sir Francis Drake Boulevard and East Sir Francis Drake Boulevard shall not be widened to allow additional through traffic lanes.

Action Program CIR-2.2.a: Actively cooperate with the County of Marin to seek workable capacity improvements to the portion of Sir Francis Drake Boulevard in the County's jurisdiction that are not disruptive to the community.

Action Program CIR-2.2.b: Actively cooperate with the Transportation Authority of Marin (TAM), Caltrans, and the City of San Rafael to implement a direct connection from northbound Highway 101 to eastbound I-580, to reduce through-traffic congestion on East Sir Francis Drake in Larkspur Landing.

Policy CIR-2.3: Give higher priority to preserving the existing configuration of streets and buildings Downtown than to moving traffic through Downtown.

Policy CIR-2.4: Encourage vehicular traffic to use designated major arterials.

Policy CIR-2.5: Encourage through traffic to use Highway 101 and maintain and improve the highway for such use.

Policy CIR-2.6: Consider traffic calming features as a component of all major roadway improvements.

Goal CIR-3: Reduced impact of traffic congestion on Larkspur's quality of life

Policy CIR-3.1: Consistent with the Complete Streets Policy, create a street and roadway system that provides safe access to all users between activity centers within the Planning Area and to destinations across the region, including places of employment, shopping, recreation, and residences. As such, the City shall strive to balance the needs for congestion relief, personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

Action Program CIR-3.1.a: Implement the roadway improvements described and regularly updated in the City's five-year Capital Improvement Program and pedestrian and bicycle improvements described in the City's latest Bicycle and Pedestrian Master Plan.

Policy CIR-3.2: Where feasible, given the needs of all users listed in Policy CIR-3.1, maintain standards for acceptable traffic Levels of Service during peak periods. Where these standards cannot be feasibly maintained due to new traffic generated by a proposed project, require other measures to reduce peak traffic and/or reduce the VMT generated by the new development.

Action Program CIR-3.2.a: Strive to maintain no less than Level of Service (LOS) at the D level for signalized and unsignalized intersections by using planning procedures defined in up-to-date releases from the Transportation Research Board. The City acknowledges that in 2020, LOS E or lower exists at the following signalized intersections and that most measures which would alleviate traffic congestion there would not be desirable: (NOTE: The list of intersections to be added after the CEQA process is completed.)

Action Program CIR-3.2.b: When maintaining an acceptable LOS at an intersection is not feasible, the City will consider requiring new projects to provide off-site mitigations such as a TDM program; ridesharing programs; SMART, ferry and bus vouchers for employees; jitney/van connections to mass transit stops; yellow school bus programs; bicycle and pedestrian facilities listed in the City's BPMP; and other alternative transportation (see additional discussion of transportation alternatives under Goal 6).

Policy CIR-3.3: Development of high intensity uses such as commerce, professional offices, public services, and multi-family residential should be located in near proximity to transit routes and transportation facilities.

Action Program CIR-3.3.a: In reviewing new development and redevelopment proposals, the City will weigh the benefits of new commercial development that addresses local resident's shopping and employment needs and multi-family housing that meets the City's needs to provide adequate housing in the City against possible impacts on intersection congestion.

Action Program CIR-3.3.b: Amend the Municipal Code requirement for a detailed traffic study based on a threshold of how many trips a project will generate during the peak hour and revise it to reflect the policies of this Circulation Chapter.

Goal CIR-4: Mitigation of traffic and parking impacts of new development and major redevelopment projects

Policy CIR-4.1: Develop a policy to define significance thresholds to achieve a minimum percentage reduction in Vehicle Miles Traveled (VMT) for new development and/or redevelopment projects.

Policy CIR-4.2: Require a traffic impact analysis for any project generating significant additional peak hour PM trips to prevent a significant increase in peak hour traffic on City arterials.

Action Program CIR-4.2.a: Update the zoning ordinance to identify appropriate trip generation significance thresholds for new development and redevelopment projects and require such projects to contribute to enhancement of pedestrian and bicycle facilities, regional transit services, and/or implement TDM programs to offset the impact of projected trip generation.

Policy CIR-4.3: Development should contribute to measures to mitigate local and regional traffic impacts.

Action Program CIR-4.3.a: Periodically study, update, and continue to collect a transportation impact fee from developers to fund transportation alternatives and improvements to the circulation system, including multi-modal facilities and alternative transportation programs, to mitigate a project's impacts.

Action Program CIR-4.3.b: Use traffic mitigation fees to carry out projects as soon as sufficient funds are received.

Action Program CIR-4.3.c: Study and consider incentives for developers to design projects to minimize their impact on traffic.

Policy CIR-4.4: Developers should pay for improvements to the existing street system to mitigate unacceptable impacts of projects where such improvements are appropriate.

(Also see policies under Goal 6 about funding transportation alternatives.)

Policy CIR-4.5: Establish parking requirements for vehicles and bicycles and for parking programs that enhance local economic vitality and manage parking demand and capacity and avoid, where possible, impacts on surrounding residential neighborhoods.

Action Program CIR-4.5.a: Particularly in areas served by nearby transit and alternative transportation facilities, study appropriate parking management strategies (e.g. shared or reciprocal parking, “unbundled” parking in commercial and multi-family residential projects, maximum parking requirements, on-site car sharing ...etc.) to ensure adequate parking for customers, patrons, or employees during peak demand periods and community activities and events and to prevent “spillover” parking into adjacent residential areas adjacent to commercial areas.

Action Program CIR-4.5.b: Update regulations that incorporate effective parking management strategies and best practices (e.g. allow shared and reciprocal use of public and private parking spaces that serve more than a single location or use).

Action Program CIR-4.5.c: Survey existing striping and curb cuts to locate opportunities for new on-street auto, motorcycle, and bicycle parking spaces.

Action Program CIR-4.5.d: Provide adequate public, on-street disabled/accessible parking spaces and an accessible path of travel to adjacent homes and shops.

Action Program CIR-4.5.e: Per the City of Larkspur Bicycle and Pedestrian Master Plan, ensure provision of secure bicycle parking downtown and near popular citywide destinations, including public facilities, schools, commercial and business centers, transit stops, and recreational areas.

Action Program CIR-4.5.f: Require new multi-family, mixed-use, and commercial redevelopment projects to include secure bicycle parking and facilities

Action Program CIR-4.5.g: Establish regulations that will accommodate innovations in alternative transportation, vehicles, and fuels, such as electric vehicle charging facilities and infrastructure, in all new and redeveloped public and private parking lots.

Action Program CIR-4.5.h: Continue to work with public and private schools within Larkspur to identify incentives to reduce student driving and encourage carpooling (thereby reducing emissions, parking demand, and traffic congestion at pick-up and drop-off).

Policy CIR-4.6: Strive to reduce the amount of land and infrastructure devoted to parking through such measures as development of consolidated parking facilities, the application of shared parking for mixed-use developments, car share programs, alternative investment in bike and pedestrian facilities, and the implementation of Transportation Demand Management programs to reduce parking demand.

Policy CIR-4.7: Encourage the use of shared parking facilities and programs as conditions of approval in mixed-use developments.

Policy CIR-4.8: Require that parking lots be designed to minimize heat island effects, have significant tree canopies with ample landscape areas designed to pre-treat stormwater runoff where feasible, and ensure safe pedestrian access.

Goal CIR-5: Hiking trails and access points that provide public enjoyment and use of open space areas and waterways

Policy CIR-5.1: Provide reasonable access to open space areas via trails and entry points that do not adversely impact adjacent residential areas.

Action Program CIR-5.1.a: Adopt guidelines and standards for paths and access.

Action Program CIR-5.1.b: Secure multiple public access points at time of development of areas adjacent to trails and open space lands (e.g., Big and Little King, Tubb Lake/Miwok Park, San Rafael/Southern Heights Ridge).

Policy CIR-5.2: Reduce the potential for theft, noise, litter, and parking intrusion that may be associated with trails in neighborhoods.

Action Program CIR-5.2.a: Use planting and lighting to discourage parties and similar gatherings at trail entrances.

Policy CIR-5.3: Encourage persons using the hiking trails to walk to trail access points instead of using their automobiles.

Action Program CIR-5.3.a: Ensure that trail access points are connected to or easily accessed by existing bicycle and pedestrian paths.

Action Program CIR-5.3.b: Allow parking at trail access points only where there is sufficient land area.

Action Program CIR-5.3.c: At trail entrances, provide appropriate gates designed to preclude entry by motorcycles and automobiles.

Policy CIR-5.4: Coordinate with the County of Marin in developing policies for appropriate levels of use of trails and open space areas in the Larkspur Planning Area (i.e., equestrian access, mountain bike access, etc.) in the Countywide Trails Plan.

Policy CIR-5.5: Coordinate with the Marin County Open Space District to vacate City-owned right-of-ways that fall within designated open space areas.

Policy CIR-5.6: Maintain public launches providing access to Corte Madera Creek.

Policy CIR-5.7: Support the implementation of the San Francisco Bay Area Water Trail, which includes public and private launch sites in Larkspur's Planning Area that provide access to Corte Madera Creek.

TRANSPORTATION ALTERNATIVES

Goal CIR-6: Attractive alternatives to the use of private automobiles in order to reduce automobile traffic, especially peak hour traffic, vehicle miles travelled, and transportation-related sources of air pollution and energy consumption

Policy CIR-6.1: Maintain and update the City's Bicycle & Pedestrian Master Plan to encourage bicycling and walking to reduce the Vehicle Miles Travelled in the City of Larkspur, while ensuring the City's ability to accommodate changing demand for bicycle and pedestrian facilities and plan for increasing volumes of pedestrians, bicyclists and other pathway users.

Action Program CIR-6.1.a: Maintain and update the City's Bicycle & Pedestrian Master Plan at least every five (5) years to identify Recommended Active Transportation Facilities and Recommended Active Transportation Policies and Programs address the following goals:

- *Develop a more pedestrian- and bicycle-friendly community.*
- *Provide a safe walking and bicycling environment along city streets and pathways, employing best practices in design to minimize conflicts between user groups.*
- *Expand safe routes to school*
- *Identify and close regional and multi-jurisdictional gaps in pedestrian and bicycle connectivity.*
- *Improve access to transit.*

Action Program CIR-6.1.b: Require new development, including City-owned parks and recreation areas, schools, public buildings, and private development, to provide safe and convenient bicycle parking and pedestrian and bicycle access consistent with the Bicycle & Pedestrian Master Plan.

Action Program CIR-6.1.c: When developing multi-use paths and trails, consider the access needs of all users.

Action Program CIR-6.1.d: Identify and pursue grants and other available funding sources to support implementation of the Bicycle Pedestrian Master Plan.

Action Program CIR-6.1.e: Implement the Bicycle and Pedestrian Master Plan, and regularly update the Plan to accurately reflect completed and planned projects and maintain eligibility from funding sources.

Policy CIR-6.2: Inventory, maintain, and improve the City's historic hillside stairways. and develop new stairs and pathways where they may serve public convenience and safety.

Action Program CIR-6.2.a: Survey unimproved right-of-ways to evaluate their usefulness in the trail and path system and preserve those identified as useful for trails or paths.

Action Program CIR-6.2.b: When appropriate and financially feasible, upgrade and improve unimproved right-of-ways for use by the public as trails or paths, including potential use as evacuation routes.

Action Program CIR-6.2.c: Maintain accurate and clear signage for public trails or paths that serve as connections through neighborhoods.

Policy 6.3: Coordinate with Caltrans and other agencies to ensure that freeway improvements include protected crossings for pedestrians and bicyclists.

Action Program CIR-6.3.a: Support the retention of a pedestrian overpass connecting Lucky Drive and Redwood Highway as a key component of any project improving the Highway 101 interchanges in the Greenbrae/Twin Cities corridor, or otherwise assure safe and convenient pedestrian and bicycle access across Highway 101 to both north and southbound transit stops in the Redwood Highway and Lucky Drive areas.

Action Program CIR-6.3.b: Support improved pedestrian and bicycle access between the Larkspur Landing area, the Redwood Highway area, Lucky Drive, and the Bon Air Shopping Center.

Policy CIR-6.4: Encourage increased transit service and ridership, and other innovative programs and alternative transportation solutions to reduce single-occupancy vehicle use.

Action Program CIR-6.4.a: Collaborate with TAM and/or County of Marin to study and implement Traffic Demand Management (TDM) incentive programs as a means for employers to participate in reducing automobile traffic by providing information on available transit services, sample employee incentive programs including shared-ride programs, transit passes, and bike-to-work programs, and maps of nearby pedestrian and bicycle routes.

Action Program 6.4.b: Consistent with Policy CIR-3.2, require developers of projects that generate traffic above what is considered an acceptable LOS to implement and/or fund transportation improvements and/or TDM programs to reduce vehicle use.

Action Program CIR-6.4.c: Encourage Marin Transit to operate a shuttle service to and between retail centers in and around Larkspur, including Downtown Larkspur, the North Magnolia area, the Bon Air Shopping Center, Larkspur Landing, the Village at Corte Madera, and the Corte Madera Town Center.

Action Program CIR-6.4.d: Cooperate with Golden Gate Transit, Marin Transit, and private transit providers to consider the transit needs of all residents, workers, students and visitors, including seniors, low-income, disabled, and transit-dependent persons in making decisions regarding transit services.

Action Program CIR-6.4.e: Cooperate with the transit agencies to provide amenities at transit stops, such as benches, shelters, lights, maps, and bicycle parking.

Action Program CIR-6.4.f: During review of all new development, redevelopment, and public improvement projects, consider and require improvements to adjacent or nearby transit stops such as benches, shelters, lights, maps, and bicycle parking.

Action Program CIR-6.4.g: Encourage shared-ride and jitney services to and from transportation terminals.

Action Program CIR-6.4.h: Cooperate with transit agencies to promote and educate the public about available transit routes and stops in Larkspur, by providing information, incentives, contests, and other promotional strategies.

Policy CIR-6.5: Cooperate with TAM, SMART, the County of Marin, and any other agencies to support the development of a rail transit corridor and associated multi-use path to Larkspur Landing and ensure impacts on Larkspur are appropriately studied and mitigated.

Policy CIR-6.6: Encourage future expansion of the SMART rail line and associated multi-use path.

Policy CIR-6.7: Encourage continuation of the Larkspur Ferry terminal at its present site.

Action Program CIR-6.7.a: Support improvement of bicycle and pedestrian connectivity between the planned Larkspur SMART station and the ferry terminal.

Policy CIR-6.8: Support the development of park and ride facilities in Larkspur along transit routes.

Action Program CIR-6.8.a: Coordinate with Caltrans, Marin County, and the transit agencies to expand opportunities for park and ride, shared-ride, and bicycle parking areas in or around Larkspur, particularly in conjunction with any reconfiguration of interchanges and on- and off-ramps.

Action Program CIR-6.8.b: Work with transit operators to resolve parking difficulties through designation of parking facilities controls as needed.

Policy CIR-6.9: Support the retention of airport transit service in Larkspur.

Policy CIR-6.10: Expedite the installation of infrastructure to support alternative-fuel vehicles, particularly charging for electric and plug-in hybrid vehicles, throughout Larkspur.

Policy CIR-6.11: Encourage neighborhood and local consumer services that can be reached safely and conveniently by pedestrians and bicyclists.

Action Program CIR-6.11.a: Review and update the zoning ordinance as necessary to accommodate mobile consumer services, such as food trucks, in public gathering places where appropriate and in a manner that is not disruptive to traffic and surrounding residential neighborhoods and other commercial uses.

Action Program CIR-6.11.b: Review and update the zoning ordinance to encourage a mix of local resident-serving uses (food stores, groceries, personal services ...etc.) over destination retail, in all commercial areas, utilizing shared parking models and/or a unified parking standard for those uses.

INTERNAL AND EXTERNAL LINKAGES

Goal CIR-7: Safe and convenient connections between Larkspur, neighboring communities, and the region for all modes of transportation

Policy CIR-7.1: As improvement programs are developed for freeway interchange redesign, take advantage of the improvements to provide links between parts of Larkspur.

Action Program CIR-7.1.a: Support the completion of the Central Marin Ferry Connection Project to provide safe, accessible, and convenient access for pedestrians and bicyclists over Corte Madera Creek.

Action Program CIR-7.1.b: Implement connector road and bicycle and pedestrian facilities linking Drake's Cove residential neighborhood to Larkspur Landing Circle as element of any development of the vacated Ross Valley Sanitary District site in Larkspur Landing.

Policy CIR-7.2: Develop and maintain paths, trails, and on-street bicycle lanes and routes between Larkspur neighborhoods and linking Larkspur to neighboring communities and open space areas in Marin County.

Action Program CIR-7.2.a: Continue to maintain and regularly update the BPMP to identify and implement important linkages with adjacent communities of Corte Madera, San Rafael, and the County of Marin.

Policy CIR-7.3: Coordinate with other agencies and local jurisdictions in the design and implementation of City and regional circulation plans to ensure that Larkspur's needs and concerns are recognized.

Action Program CIR-7.3.a: Encourage the appropriate jurisdictions or agencies to accomplish improvements to the regional circulation system, including but not limited to the following:

- *Improvement of the intersection at Sir Francis Drake Boulevard East and Anderson Drive in San Rafael to provide a safer and more efficient flow of traffic, including bicycle traffic.*
- *Reconstruction of the Alto Tunnel, connecting Corte Madera and Mill Valley, which would provide a flat route for pedestrians and bicyclists separate from vehicle traffic.*
- *Development of bicycle facilities on the Richmond-San Rafael Bridge.*
- *Development and/or improvement of bicycle facilities on Sir Francis Drake Boulevard east of Highway 101 to College Avenue in Kentfield.*

Action Program CIR-7.3.b: Actively cooperate with the Transportation Authority of Marin, Caltrans, County of Marin, and the Town of Corte Madera to determine the safest, most efficient, and most convenient on- and off-ramp configuration in the Greenbrae/Twin Cities corridor.

Action Program CIR-7.3.c: Encourage the redesign and reconstruction of Highway 101 interchanges to take into account seasonal flooding hazards and future sea level rise.

Action Program CIR-7.3.d: Refer regional plans for trails and paths to the City's Park and Recreation Commission as necessary to confirm or modify alignments with the City's path and trail network.

Action Program CIR-7.3.e: Encourage removal of the inoperable and decrepit drawbridge over Corte Madera Creek (formerly used by the Northwest Pacific Railroad), and the bridge abutments.

Policy CIR-7.4: Unused railroad right-of-ways that are not redeveloped as a rail corridor should be improved and maintained as bicycle and pedestrian circulation facilities.

MAGNOLIA AVENUE CIRCULATION

Goal CIR-8: Enhancement of the Downtown and North Magnolia commercial areas as destinations, rather than corridors

Policy CIR-8.1: Do not make vehicular capacity improvements to Magnolia Avenue that would encourage additional through traffic.

Policy CIR-8.1: Ensure the most efficient use of off-street parking in the Downtown and North Magnolia commercial areas.

Action Program CIR-8.1.a: Explore the use of financing mechanisms and/or shared parking arrangements to either improve the parking supply or more efficiently utilize the existing parking facilities in the Downtown and North Magnolia commercial areas.

Action Program CIR-8.1.b: Explore the feasibility of requiring developers of large-scale development that may impact the parking supply in the Downtown and North Magnolia commercial areas to address parking shortfalls through the provision of off-site parking, or otherwise contribute to shuttle services, city parking facilities, or other shared parking arrangements.

Policy CIR-8.2: Provide adequate, safe, and convenient bicycle parking in the Downtown and North Magnolia areas.

Policy CIR-8.3: Maintain and improve existing landscaped medians and add street trees, where practicable and safe.

Policy CIR-8.4: Invest in pedestrian and bicycle infrastructure on Magnolia Avenue per the direction of the Bicycle and Pedestrian Master Plan to encourage alternate forms of transportation along the corridor.

Policy CIR-8.5: New development in the Downtown and North Magnolia areas should be designed to meet the following criteria:

- Parking design that emphasizes safety, minimizes traffic congestion and does not negatively impact on-street parking, pedestrian, bicycle and public transit circulation
- Parking lots that have a minimal visual presence on Magnolia Avenue. Parking lots should be located to the rear of buildings to the extent possible or should otherwise be screened by buffers or berms.
- Minimize the width of driveways and encourage common driveways between adjoining properties to minimize the number of driveways and curb cuts that interrupt the flow of pedestrian and bicycle travel along the corridor

CIRCULATION SAFETY

Goal CIR-9: Reduction in the number and severity of transportation related- accidents

Policy CIR-9.1: Identify and remove hazards from the circulation system.

Action Program CIR-9.1.a: Perform an annual review of the circulation plan with respect to changing conditions and needed safety and maintenance improvements. The City's response to collisions should be data-driven and based on analysis of

high-risk locations, collision patterns and lists of systemic low-cost and longer-term countermeasures within the City of Larkspur. The City will update the Capital Improvement Program (CIP) annually based upon a priority list of capital improvements, maintenance, and programs.

Action Program CIR-9.1.b: Actively work with the Marin Public Works Association and TAM to ensure that collision data is updated annually based on the most accurate and comprehensive data from CMPA, CHP, County of Marin, and Marin General Hospital.

Action Program CIR-9.1.c: Provide an accessible reporting tool on the City website that the public can use to report hazardous conditions to the Department of Public Works, and actively promote its use.

Action Program CIR-9.1.d: Provide an accessible reporting tool on the City website that the public can use to report hazardous conditions to the Department of Public Works, and actively promote its use.

Policy CIR-9.2: Place higher priority on safety of all circulation system users as opposed to efficient vehicular traffic flow and speed.

Action Program CIR-9.2.a: Install pedestrian safety related- improvements such as stop signs, pedestrian cross walks, warning lights and others as warranted.

Policy CIR-9.3: Maintain and implement the Bicycle and Pedestrian Master Plan to provide pedestrians and bicyclists with safe facilities for circulation.

Action Program CIR-9.3.a: Continue bicycle education programs in schools and support the Safe Routes to School Program or other successor programs addressing safe non-motorized access to schools.

Action Program CIR-9.3.b: Selectively install bicycle/pedestrian safety messages along paths to advise of rules of the road, need for courtesy, and spot hazards.

Action Program CIR-9.3.c: By ordinance, prohibit Motorcycles and automobiles (except for public safety vehicles) on paths and trails, and develop specific regulations to address use of personal electric vehicles (e.g. electric bicycles, scooters, skateboards...etc.) on paths and trails.

Action Program CIR-9.3.d: When designing pedestrian and bike paths, design them to be separate from street and vehicular traffic when possible. On-street bike lanes may be provided when separate facilities are not possible, or in addition to off-street facilities.

Action Program CIR-9.3.e: Ensure that pedestrian and bike paths are appropriately lighted to safely accommodate nighttime use.

Goal CIR-10: Adequate emergency vehicle access in neighborhoods

Policy CIR-10.1: Maintain fire access roads and roadsides.

Action Program CIR-10.1.a: Identify streets that are subject to constrained ingress/egress for emergency vehicles and/or create potential bottlenecks for resident evacuation.

Action Program CIR-10.1.b: Implement street parking regulations (to include signing and enforcement) and roadway improvements where needed assure minimum roadway widths to accommodate emergency vehicles.

Action Program CIR-02.1.c: For new development served by streets that are subject constrained ingress/egress; apply standards and mitigation measures, such as minimum driveway widths, frontage improvements, shoulder widening, and other measures to maintain or improve emergency ingress/egress and resident evacuation.

(Also, see Chapter 7, Health and Safety, Action Programs SAF-7.1.b and SAF-7.2.e.)

Goal CIR-11: Limited exposure of circulation facilities to man-made and natural hazards

Policy CIR-11.1: Avoid, where possible, locating new circulation infrastructure in areas with identified long-term risks of flooding (especially flooding due to future sea level rise) or seismic, geologic, and/or soil hazards to protect circulation system users and avoid extraordinary maintenance and operating expenses.

Policy CIR-11.2: Where new circulation infrastructure is located in areas with identified long-term risks of flooding (especially flooding due to future sea level rise) or seismic, geologic, and/or soil hazards, apply mitigating construction methods to elevate and/or otherwise reinforce infrastructure to protect circulation system users and call for avoiding placement of circulation facilities in areas at risk from sea level rise and other hazards and avoid extraordinary maintenance and operating expenses into the future.

(Also, see hazard and risk mitigation policies in Chapter 2, Land Use, Goal LU-13, and Chapter 6, Health and Safety, Goals SAF-3, SAF-4, SAF-5, and SAF-6.)

ENVIRONMENTAL PROTECTION

Goal CIR-12: Circulation improvements that do not adversely affect the environment

Policy CIR-12.1: Avoid, when feasible, or mitigate adverse impacts of circulation system improvements on the natural environment (such as Corte Madera Creek, the Bay and its shoreline, open space lands, and recreational facilities).

Action Program CIR-12.1.a: Landscape new circulation facilities in harmony with the environment and safety considerations.

Action Program CIR-12.1.b: Adopt design standards (fencing, signage, erosion control, etc.) to reduce trail user impacts on adjacent environmental resources.

Policy CIR-12.2: Minimize air, water, and noise pollution due to transportation.

Community Facilities and Services Chapter

PARKS AND RECREATION

Goal FAC-1: Public facilities and programs for all community members

Policy FAC-1.1: Maintain, upgrade, and improve the City's parks.

Action Program FAC-1.1.a: Require the dedication of parkland or payment of a parks fee, and/or park improvements and maintenance obligations, as a condition of development approval to develop new parks and/or mitigate project impacts on park and recreation facilities.

Action Program FAC-1.1.b: Periodically review and update, as appropriate, the City's various park planning documents, including the Mini-Park Master Plan, Piper Park Master Plan, and any subsequent planning documents.

Action Program FAC-1.1.c: Pursue public-private partnerships, sponsorships, and neighborhood support groups to assist in maintenance and upgrades to local neighborhood parks and undeveloped park areas, such as Miwok Park.

Action Program FAC-1.1.d: Apply user fees for groups and team sports (e.g. soccer, softball, and volleyball teams) to support necessary upgrades and to offset maintenance costs for recreational facilities.

Policy FAC-1.2: Continue to maintain Piper Park as a recreation area with a balance of organized play facilities and natural areas.

Action Program FAC-1.2.a: Continue to provide administrative support to the many users of at Piper Park (e.g., the Larkspur Community Garden, Canine Commons, sports fields, playground, picnic area, and tennis courts) through the Community Services Department.

Policy FAC-1.3: Provide park and recreation facilities and programs for children in a variety of locations.

Action Program FAC-1.3.a: Provide "tot lots" with imaginative play equipment that meets safety standards established by the U.S. Consumer Protection Commission, where space is available in City parks.

Action Program FAC-1.3.b: Explore providing a teen/preteen center.

Action Program FAC-1.3.c: Continue to allow youth sports teams to use the City's park and recreation facilities, as appropriate and within terms of use established by the City.

Action Program FAC-1.3.d: Continue to provide summer programs and activities for children through the Community Services Department.

Policy FAC-1.4: Provide recreation facilities and programs for seniors.

Action Program FAC-1.4.a: Work with private and public organizations to identify the programs and facilities available for seniors within the City and the County, provide information on available programs to senior residents in Larkspur, and identify ways to augment existing programs or add new programs where appropriate.

Action Program FAC-1.4.b: Recognize seniors as community resources and maximize use of their expertise, talents, and time for benefit of the community through the creation of a civic volunteer program.

Policy FAC-1.5: Ensure that recreation programs and facilities are accessible to community members with disabilities.

Action Program FAC-1.5.a: Update park and recreation facilities and programs to comply with current accessibility standards established by the Americans with Disabilities Act.

Action Program FAC-1.5.b: Provide programs that serve persons with disabilities through inclusive programming that is accessible to members of different abilities through the Community Services Department.

Policy FAC-1.6: If San Quentin Prison closes, support retaining its Bay frontage as open space and parkland.

Action Program FAC-1.6.a: Continue to follow planning for the potential reuse of the San Quentin site to ensure that public access is a priority.

Policy FAC-1.7: Continue to work with the school districts serving Larkspur children to expand community use of their facilities during non-school hours.

Action Program FAC-1.7.a: Encourage the schools to provide access to school buildings for senior citizen educational or recreational opportunities.

Action Program FAC-1.7.b: Investigate agreements that would enable the City to make public use of school sites in return for the City maintaining them, such as the existing agreements between the City and the Larkspur-Corte Madera School District for shared use of Hall Middle School facilities.

Action Program FAC-1.7.c: Work with school districts to see that public use of school playing fields, gymnasiums, meeting halls, and auditoriums is prioritized over private use.

Policy FAC-1.8: Continue to coordinate park and recreation facility planning with neighboring communities, public agencies, and school districts to identify opportunities for joint-use facilities and programs.

SCHOOLS

Goal FAC-2: Preserve all existing school sites for future public use, with school use having the highest priority

Policy FAC-2.1: Encourage school districts not to sell school sites, but to preserve them for community and future public-school use. Where the opportunity presents itself, the school districts also should be encouraged to consider the development of affordable housing on surplus properties to serve the needs of teachers, other school employees, and other public employees.

Action Program FAC-2.1.a: Work with the school districts to examine alternatives to school closure and sale early in the process of responding to changes in school enrollments.

Policy FAC-2.2: When school districts apply for interim reuse of surplus facilities, encourage that school playing fields, gymnasiums, meeting halls, and auditoriums be retained for public use.

Policy FAC-2.3: Allow non-school uses in school buildings only if they are compatible with the neighboring areas and in exchange for (1) retention of the school sites in District ownership, and (2) use of the schools' cultural and recreational facilities by the public.

Policy FAC-2.4: If privatization of a former school facility occurs, the City shall require a conditional use permit and shall review the proposed private use for General Plan and zoning code compliance.

Goal FAC-3: Continue ongoing cooperation between the City and the school districts in sharing resources

Policy FAC-3.1: Encourage school boards to work with Larkspur Community Services and recreation departments of other cities to expand use of school facilities (pools, gyms, theaters, etc.) during non-school hours to serve Larkspur residents.

Action Program FAC-3.1.a: Identify City staff, facilities, and programs that can be shared with the school districts for educational purposes (e.g., use of the City Library).

Policy FAC-3.2: Public safety and other City staff members will continue to provide students in Larkspur schools with information and educational presentations about fire prevention, CPR, drug abuse, bicycle safety, and other subjects.

Policy FAC-3.3: Continue to share information with the school districts regarding land use planning efforts in the City that will impact school district services, including anticipated residential development, infrastructure projects, and population and demographic trends.

Policy FAC-3.4: Continue to verify the payment of school impact fees with project applicants and the school districts prior to issuing building permits.

Policy FAC-3.5: Build upon the existing agreement between the City and the Larkspur-Corte Madera School District for continued shared use of Hall Middle School facilities and to minimize the need to develop new buildings and structures in Piper Park.

CHILDCARE

Goal FAC-4: Ensure that quality childcare is available to Larkspur children

Policy FAC-4.1: Coordinate with the school districts serving Larkspur children to provide after-school programs.

Policy FAC-4.2: Encourage school districts serving Larkspur children to provide preschool and childcare programs.

Policy FAC-4.3: Encourage the development of private childcare facilities in Larkspur.

Action Program FAC-4.3.a: Review development regulations for private childcare facilities and consider updates, as appropriate, to facilitate their development.

PUBLIC FACILITIES

Goal FAC-5: Provide for a high level of public use (cultural and recreational activities, community meetings) of public buildings and lands

Policy FAC-5.1: Consolidate like functions (for example, corporation yards) of several public agencies on one site, if feasible.

Action Program FAC-5.1.a: Retain the agreement between the City and the Tamalpais Union High School District for continued shared use of the TUHSD corporation yard.

Action Program FAC-5.1.b: Accommodate multiple uses when designing new public buildings or when remodeling existing public buildings.

Action Program FAC-5.1.c: Survey Larkspur residents to determine priorities prior to planning new public facilities.

Policy FAC-5.2: Promote the use of public buildings and lands for events that foster community interaction and togetherness for all community members. (Note: see Chapter 3, Community Character, for additional policies regarding communitywide events and activities.)

Action Program FAC-5.2.a: Explore the feasibility of entering into private-public partnerships to fund public events and programs.

Policy FAC-5.3: As opportunities arise, support continued consolidation of municipal functions (police, fire, land use, sewage, storm drainage, school districts, etc.) where it may improve efficiencies and cost effectiveness, without compromising the needs of the Larkspur community.

Action Program FAC-5.3.a: Pursue annexations and de-annexations as necessary to foster more logical service area boundaries. Appropriate environmental analyses should be undertaken for all annexations and de-annexations pursuant to this program

Goal FAC-6: Renovate and modify public buildings to meet current and future demands for safety and public use

Policy FAC-6.1: Renovate public buildings to conform to seismic safety requirements, space needs, and use of new technology, while respecting the historic value and integrity of existing historic structures.


Action Program FAC-6.1.a: Rehabilitate City Hall and Fire Station #15 to comply with seismic safety standards and capacity improvement needs.

Action Program FAC-6.1.b: Explore the decommissioning and re-use of Fire Station #15 pursuant to consolidation of the Larkspur and Corte Madera Fire Departments and regionalization of fire services in the Ross Valley.

Health and Safety Chapter

PREPAREDNESS

Goal SAF-1: A community fully informed about natural hazards and the methods to avoid or mitigate the effects of these hazards

Policy SAF-1.1: Strive to educate the community about natural hazards, measures which can be taken to protect lives and property, and methods for responding to various disasters. 

Action Program SAF-1.1.a: Implement, promote, and support the expansion of the Community Emergency Response, Training (CERT), the GET Ready, and the Neighborhood Response Group (NRG) programs (and any successor programs), for City staff, residents, businesses, schools, and neighborhood groups that address emergency response protocols and procedures, disaster risk education, and self-sufficiency.

Action Program SAF-1.1.b: Conduct public outreach to inform residents about the actions they need to take in the case of a wildfire, flood, or other emergency.

Action Program SAF-1.1.c: Continue to support FIRESafe Marin in coordinating and leading the County efforts to reduce the risk from wildfire and provide regulations and recommendations on efforts to reduce that risk.

Action Program SAF-1.1.d: Work with the Central Marin Fire Department and regional agencies to improve and expand the emergency and evacuation notification system (e.g. AlertMarin Nixle, Wireless Emergency Alerting, and new communications mode that may be developed in the future.) to ensure that all residents are notified in a timely manner of an impending risk and evacuation orders. Encourage all residents to register with the Marin County Sheriff's Office to receive emergency alerts on their phone and/or mobile devices.

Action Program SAF-1.1.e: Continue to coordinate with local and regional Marin fire agencies to publicize wildfire awareness and prevention strategies with applicable wildfire awareness programs.

Action Program SAF-1.1.f: Continue to coordinate with the Central Marin Fire Department and regional Marin fire agencies to practice disaster preparedness drills.

Action Program SAF-1.1.g: Coordinate with the Marin County Flood Control and Water Quality District, the San Francisco Bay Conservation and Development Commission, and other agencies and organizations to provide information to the public about the risk of flooding and potential mitigation strategies.

Action Program SAF-1.1.h: Maintain updated natural hazard maps and make them readily available for public review at City Hall and on the City's website.

Action Program SAF-1.1.i: The 2018 Marin County Multi-Jurisdictional Local Hazard Mitigation Plan is incorporated by reference as part of this General Plan. The City will work with the other jurisdictions to monitor and update the plan as warranted.

Goal SAF-2: Planned, coordinated response to all disasters

Policy SAF-2.1: Maintain an updated emergency response plan and evacuation plan.

Action Program SAF-2.1.a: Regularly review and update, as necessary, the City's Emergency Management Plan to coordinate with emergency plans of other governmental agencies and respond to changing conditions. Incorporate the likelihood of sea level rise and extreme heat and storm events.

Policy SAF-2.2: Prepare and maintain a comprehensive multi-modal evacuation plan.

Action Program SAF-2.2.a: Maintain and expand the network of anticipated emergency response routes and regularly exercise evacuation protocols and procedures.

Action Program SAF-2.2.b: Support measures to designate, create, maintain, resurrect, and enhance those steps, lanes, paper streets, and paths that could serve as evacuation routes.

Action Program SAF-2.2.c: Continue to maintain and clearly identify those facilities and networks that serve as emergency response and evacuation routes.

Policy SAF-2.3: Collaborate with other local, regional, state, and/or federal jurisdictions and private entities to plan and promote the integration and improvement of regional response capabilities.


Action Program SAF-2.3.a: Meet periodically with other public agencies and jurisdictions (including but not limited to FIRESafe Marin, school districts, neighboring municipalities, and the County) to discuss and plan emergency operations.

Policy SAF-2.4: Collaborate with local, regional, state and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies.

Action Program 2.4.a: Develop a climate resiliency plan that integrates and builds upon the strategies identified in the General Plan and Climate Action Plan.

Action Program 2.4.b: Monitor climate change-related effects with local,

regional, state, and/or federal partners to provide information of effectiveness of existing infrastructure and programs.


Policy SAF-2.5: Identify essential emergency facilities and infrastructure and make provisions to ensure that they will function in the event of a disaster. 

Action Program SAF-2.5.a: Identify essential emergency facilities and critical utilities and ensure that they will function in the event of a disaster, eliminate hazardous features and identify alternative facilities if needed. Work with utilities, health providers and school districts to ensure their continued operations and coordination in the event of a disaster. Ensure City staff are trained in emergency response r.


Action Program SAF-2.5.b: Upgrade and maintain the Bon Air, Doherty, and Alexander Bridges and other City bridges to ensure their ability to withstand earthquakes and maintain the appropriate weight-carrying capacity, according to current seismic safety standards.

Action Program SAF-2.5.c: Correct or cause to be corrected known structural deficiencies in essential emergency facilities and infrastructure.

Action Program SAF-2.5.d: Designate alternative facilities for post-disaster assistance in the event that primary facilities become unusable.


Policy SAF-2.6: Cooperate with other public agencies and jurisdictions to store, organize, distribute, and administer emergency medical equipment, supplies, services, and communications systems. 

Action Program SAF-2.6.a: Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.

Policy SAF-2.7: Implement the 2018 Marin County Multi-Jurisdiction Local Hazard Mitigation Plan (MCM LHMP). 

Action Program SAF-2.7.a: Continue to mitigate potential natural hazards by implementing actions included in the MCM LHMP. Continue to monitor the success of implementing the plan and work with other plan participants to maintain and update the plan as warranted.


Goal SAF-3: No new development in areas prone to natural hazards without adequate mitigation

Policy SAF-3.1: Allow appropriate land uses in areas prone to natural hazards only with appropriate mitigation. 


Action Program SAF-3.1.a: Continue to regulate development to assure the adequate mitigation of safety hazards on sites having a history or threat of slope instability, seismic activity (including liquefaction, subsidence, and differential settlement), flooding, or fire.

FLOOD AND SEA LEVEL RISE HAZARDS

Goal SAF-4: Protection of life and property of Larkspur residents from the risk of flood damage

Policy SAF-4.1: Support completion of flood control improvements in the Ross Valley Watershed that are relevant to the City of Larkspur. 

Action Program SAF-4.1.a: Continue to work with the Marin County Flood Control District, the Army Corps of Engineers, the Towns of Fairfax, Ross, and San Anselmo, community organizations, and other agencies and municipalities to develop and implement an improvement plan that protects against flooding and restores the integrity of the Ross Valley watershed (Flood Zone 9 of the Marin County Flood Control and Water Conservation District). Work with the other stakeholders to ensure that fiscal and operational resources are allocated to benefit all communities in the watershed.

Policy SAF-4.2: Regulate built structures in flood-prone areas, including those areas vulnerable to sea level rise and subsidence, and allow new development in those areas only with appropriate mitigation. 

Action Program SAF-4.2.a: Refer to the most up-to-date FEMA flood hazard area maps and the Marin Shoreline Sea Level Rise Vulnerability Assessment (June 2017 or as updated) when considering development and/or public projects in areas currently identified within a FEMA flood hazard zone as well as areas that may be subject to flooding in the medium- (50 years) or long-term (100 years) under the vulnerability analysis.

Action Program SAF-4.2.b: Review and adopt updated standards for minimum grades and minimum finish floor elevations that exceed Federal Emergency Management Agency floodplain regulations and take into consideration the rising sea levels over the medium- and long-term. Establish new base flood elevations (BFEs) applicable to the Floodplain Management Ordinance.


Action Program SAF-4.2.c: Review and adopt updated height limits for new development and redevelopment that accommodates increased base flood elevations (BFEs) in those area vulnerable to flooding and sea level rise. Review and adopt updated development restrictions, including standards for minimum grades and minimum finish floor elevations that exceed Federal Emergency Management Agency floodplain regulations and take into consideration the rising sea levels over the medium- and long-term.

Action Program SAF-4.2.d: Work with Marin County Department of Public Works, other agencies and organizations (e.g. San Francisco Bay Conservation and Development Commission, California Coastal Conservancy, etc.) to develop and adopt adaptation standards for existing development and new development and redevelopment within areas identified as vulnerable to sea level rise. Regularly update standards to reflect changing best practices.

Action Program SAF-4.2.e: Seek grant funding and non-profit, community assistance to support shoreline stabilization, marsh restoration, and other sea level rise adaptation measures that benefit open space, parks, water quality, and natural habitat.

Action Program SAF-4.2.f: Require site plans to locate structures outside or above the 100-year flood zone and sea level rise vulnerability area, to the extent feasible.

Action Program SAF-4.2.g: Implement actions to mitigate flooding and sea level rise hazards listed in the MCM LHMP.

Policy SAF-4.3: Consider the impacts of Sea Level Rise when designing and funding capital improvements. 


Action Program SAF-4.3.a: Implement the recommended drainage system improvements of the Larkspur 2050 Capital Improvement Program, and any other recommended improvements identified in the future through the City's Capital Improvement Program. Design storm drain improvement to avoid back-flow intrusion in areas vulnerable to flooding and sea level rise.

Action Program SAF-4.3.b: Coordinate with the County, Caltrans, the Marin Municipal Water District, Pacific Gas and Electric, and other relevant agencies to study and mitigate potential impacts of sea level rise on infrastructure, including roadways, water conveyance systems, sewer lines, and submerged electrical systems.

Action Program SAF-4.3.c: When considering constructing engineered shoreline protection and flood control structures, encourage preparation of a cost-benefit analysis to study financial impacts on taxpayers.

Action Program SAF 4.3.d: Work collaboratively with other agencies, utilities, and special districts to address shared impacts of sea level rise and seek outside funding to support projects that benefit multiple jurisdictions and/or agencies.

Action Program SAF 4.3.e: Work with the State Lands Commission to clarify the Commission's jurisdiction and leasing rights to City properties that become inundated by sea level rise.

Policy SAF-4.4: Balance required flood protection measures with the need to protect environmental resources and integrate the protection of natural resources with design improvements. 

Action Program SAF-4.4.a: Prior to approving the construction of shoreline protection structures (such as sea walls, levies, and others), study the potential impact of the structure on shoreline and marsh areas in Larkspur.

SEISMIC AND GEOLOGIC HAZARDS

Goal SAF-5: Reduced risks of personal injury and property damage associated with seismic activity and geologic hazards

Policy SAF-5.1: Ensure that all construction in Larkspur complies with seismic design requirements in the California Building Code.

Action Program SAF-5.1.a: Enforce compliance with seismic design requirements in the California Building Code as part of building permit issuance and the inspection process.

Action Program SAF-5.1.b: Require seismic upgrading of all unreinforced masonry buildings consistent with the California Building Code and Unreinforced Masonry Law.

Action Program SAF-5.1.c: Adopt new versions of the California Building Code that contain updated seismic requirements.

Action Program SAF-5.1.d: Through project review, require geotechnical engineering investigations for structures proposed in "high" seismic hazard areas potentially subject to severe ground shaking and ground failure.

Action Program SAF-5.1.e: Implement actions pertinent to seismic hazards listed in the MCM LHMP.

Policy SAF-5.2: Support preservation of historic structures through application of the California Historical Building Code and any successive standards that are adopted.

Action Program SAF-5.2.a: As appropriate, apply California Historical Building Code standards to the rehabilitation, renovation, and repair of historic structures in Larkspur.

Policy SAF-5.3: Ensure human life and property in Larkspur is adequately protected from tsunamis.

Action Program SAF-5.3.a: When tsunami inundation maps become available, address tsunami run-up and wave inundation during project review for projects in at risk areas.

Action Program SAF-5.3.b: Cooperate with the County or other responsible agencies in establishing a local or regional tsunami warning system.

Action Program SAF-5.3.c: Implement actions pertinent to tsunami hazards listed in the MCM LHMP.

Policy SAF-5.4: Provide property owners with information to address the risk of geologic hazards, including landslides, debris flows, subsidence, and differential settlement.

Action Program SAF-5.4.a: Make the City's geotechnical reports and information regarding geologic hazards available to developers and property owners in areas of steep slopes with seasonal and intermittent drainages.

Action Program SAF-5.4.b: Encourage developers and property owners to seek professional advice from registered engineers or certified engineering geologists on how to lessen potential risks of geologic hazards.

Action Program SAF-5.4.c: Provide residents with information about the geotechnical hazards of heavy rainfall in areas of landslide potential, and the need to evacuate.

Action Program SAF-5.4.d: Encourage the inclusion of native or adapted vegetation to stabilize steep hillsides in project landscaping plans for projects located in areas at risk to landslides and debris flows, inasmuch as the vegetation does not create a fire hazard. (NOTE: see Policy ENV-1.2 in the Natural Environment and Resources Element.)

Policy SAF-5.5: Ensure that new development in hillside areas takes place only in areas that are relatively free from the threat of landslide and other forms of ground failure.

Action Program SAF-5.5.a: Require approval of a use permit for building additions or new development in areas with an average percent of slope equal to or greater than 25 percent.

Action Program SAF-5.5.b: Apply the following standards for assessing the acceptability of new construction in hillside areas and those adjacent areas with a potential risk from landslides and debris flows.

(a) Areas subject to recent slope movement or within the paths of debris flows are not suitable for the development of occupied structures. Further

disruption of these high-risk areas will only be permitted to protect public safety, or by the City for roads, utilities, and other similar facilities after intensive geologic studies have determined that mitigation measures are practical, and their costs warranted.

(b) Generally, parcels with an average slope of 65 percent or greater (or that portion of a parcel with a slope of this magnitude) that show evidence of having been formed by landslide processes in the past are not suited for the development of occupied structures.

(c) Sites underlain by deep-seated landslides and landslide debris deposits may only be developed with occupied structures if detailed geotechnical investigations demonstrate that any soils creep and future deep-seated slide processes will, in the City's opinion, be satisfactorily mitigated.

(d) High energy flow paths are not suitable for the development of occupied structures. These flow paths are steep seasonal drainages that have been a path for debris flows in the past.

(e) The development of new occupied structures within debris flow dissipation areas, which are those areas in the vicinity of the mouths of high energy flow paths, will be permitted only if adequate mitigation measures are provided.

Action Program SAF-5.5.c: For development in hillside areas, adopt standards for foundations and retaining walls that meet or exceed the current structural and civil engineering practice.


Action Program SAF-5.5.d: Encourage the use of debris fences or other mechanisms to protect existing structures located in high-risk areas.

Action Program SAF-5.5.e: Require site-specific geologic and geotechnical reports where soil engineering and/or geologic conditions may affect the design, location, and safety of a structure proposed for human habitation, e.g., in hillside areas, areas subject to settlement or subsidence, and at the mouths of seasonal and intermittent streams.

Action Program SAF-5.5.f: Adopt standards for geologic and geotechnical reports that outline the type and extent of investigation required for various stages of the development process, for various geologic and soils conditions, and for the type of land use and structure proposed.

FIRE HAZARDS

Goal SAF-6: Protection of residents and property from fire hazards


Policy SAF-6.1: Maintain and, as necessary, upgrade or expand equipment and staffing to provide efficient fire suppression service to Larkspur residents. 

Action Program SAF-6.1.a: Apply regional and industry established performance standards such as desired response times for police, fire, and other public services.

Action Program SAF-6.2.b: Continue to support the Central Marin Fire Department to have sufficient sources needed to purchase equipment and hire staff to provide effective fire response times.

Action Program SAF-6.2.c: Continue to support the community chipper program and other fuel mitigation and reduction programs.

Goal SAF-7: Adequate suppression response to wildfires and structural fires

Policy SAF-7.1: Continue to require that new and existing development in the Very High Fire Hazard Severity (VHFHS) Zone and adjacent High Fire Hazard areas meet all current building and property maintenance requirements for these zones. (See Figure 7-10) 

Action Program SAF-7.1.a: Amend the Larkspur Municipal Code Section 14.10.010 that defines the City's VHFHS Zone to include the area north of E. Sir Frances Drake Blvd from the east end of Larkspur Landing Circle to the Larkspur city limits, and from Drakes Way east to the Larkspur city limits. Amend the code section to be consistent with the City's map of the VHFHS Zone (Reference Figure 7-10: Fire Hazard Severity Zones for Larkspur).

Action Program SAF-7.1.b: Continue to monitor properties designated Fire Hazard Severity Zones on Figure 7-10.

Action Program SAF-7.1.c: Continue to apply City building and vegetation management requirements that include consistency with Wildland Urban Interface (WUI) Code building requirements, Class A roofing, parking requirements, vegetation management, defensible space, and road and evacuation route fuel reduction.

Action Program SAF-7.1.d: Continue to monitor properties in very high fire hazard areas and require abatement of flammable vegetation and fire hazards, as determined by the Fire Marshal.

Action Program SAF-7.1.e: Coordinate with Marin Municipal Water District to provide and maintain water supply systems to supply for structural fire for structural fire suppression.


Policy SAF-7.2: Reduce the risk of loss of life, personal injury and property damage

resulting from urban fire hazards through code enforcement to protect residents and businesses from structural fires.


Action Program SAF-7.2.a: Continue to inspect businesses, public buildings and multi-family dwelling complexes on a regular basis for fire and safety code violations, as required by the State Fire Marshal's office.

Action Program SAF-7.2.b: Continue to implement the most recent updated versions of the California Fire Code, the International Fire Code and Appendix A of the International Wildland Urban Interface Code standards (as amended and adopted by the City of Larkspur) for all new construction and applicable remodeling or additions, as determined by the Fire Chief. Consistent with the Marin County CWPP, promote the use of fire-resistant materials and construction methods.

Action Program SAF 7.2.c: Enforce fire safety codes requiring fire suppression, management of combustible materials, fuel and ignition sources in conjunction with construction activities and vegetation management/tree removal.

Policy SAF-7.3: Coordinate with FIRE Safe Marin, the Marin County Office of Emergency Services, other local fire departments, state, and, federal fire protection agencies with respect to fire suppression, rescue, mitigation, training and education. (Also see Policy SAF-2.3.) 

Action Program SAF-7.3.a: Implement actions pertinent to fire hazards listed in the MCM LHMP.

Policy SAF-7.4: Manage public lands as appropriate and feasible to minimize the chances of a wildfire affecting residences and businesses while maintaining habitat functions and values. Request that the Marin County Open Space District and Marin Municipal Water District assess and reduce the wildland fire hazards on their holdings within and adjacent to the City. 

Action Program SAF 7.4.a: Work collaboratively with county, local, and regional agencies and landowners to develop fuel reduction priorities and strategies based on the Marin County CWPP, and other regional plans.

Action Program SAF 7.4.b: Work with the Central Marin Fire Department to encourage the Marin County Open Space District to expedite fuel management on open space preserves adjacent to the City per the recommendations in the District's Fire Vegetation and Biodiversity Management Plan.

Action Program SAF 7.4.c: Work with the Central Marin Fire Department to encourage the Marin Municipal Water District to expedite fuel management on its watershed adjacent to the City per the recommendations in the Districts Final Biodiversity, Fire, and Fuels Integrated Plan.

Action Program SAF 7.4.d: Work with the Central Marin Fire Department to encourage the Marin County Open Space District and the Marin Municipal Water District to facilitate creation of fuel reduction and shaded fuel breaks along the perimeter of their lands where they abut residential lots in the City.

Action Program SAF-7.4.e: Request that the Marin Municipal Water District prioritize fire flow upgrades in the Very High Fire Hazard Severity Zone to meet a goal, where feasible, of 1,000 gallons per minute for two hours.

HAZARDOUS MATERIALS

SAF-8: Protection from exposure to hazardous materials

Policy SAF-8.1: Limit the use and storage of hazardous materials and waste in Larkspur to commercial and industrial areas.

Action Program SAF-8.1.a: Designate zoning districts where hazardous materials can be used and stored. Small quantities of certain types of chemicals (such as dry-cleaning solvents) may be used in neighborhood commercial areas, while other types of chemicals and materials should be more strictly controlled.

Policy SAF-8.2: Coordinate with the County of Marin to monitor and enforce regulations concerning the use and handling of hazardous materials and waste.

Action Program SAF-8.2.a: Require the use, storage, transportation and handling of hazardous materials and waste within the City to comply with applicable County, State and federal laws.

Action Program SAF-8.2.b: Ensure that the City's municipal code is regularly updated to reflect current standards for the handling, storage, and transport of hazardous materials and waste.

Action Program SAF-8.2.c: Ensure that project review complies with the California Environmental Quality Act, as pertaining to identification, evaluation, and remediation of contaminated project sites.

Action Program SAF-8.2.d: Maintain up-to-date references to maps of utility transmission pipelines or transmission lines for the public to review. Refer to existing maps provided by the California Energy Commission, Pacific Gas and Electric, and other reliable sources.

Action Program SAF-8.2.e: Encourage utility providers managing underground transmission pipelines or transmission lines to perform regular inspections and address any hazardous conditions found during those inspections as quickly as possible.

Policy SAF-8.3: Prepare for hazardous materials incidents through the Emergency Management Plan.

Policy SAF-8.4: Promote educational programs to enhance public awareness of proper hazardous material or waste storage, transport, and disposal.

Action Program SAF-8.4.a: Provide educational materials in City Hall and the City website on hazardous material and waste collection facilities and suggested handling strategies for household hazardous materials and wastes.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Goal SAF-9: Improved air quality in Larkspur


Policy SAF-9.1: Seek to comply with state and federal Ambient Air Quality Standards.



Action Program SAF-9.1.a: Work with the Bay Area Air Quality Management District to identify measures which Larkspur might take to improve air quality within the City.

Action Program SAF-9.1.b: Enforce regional, state, and federal regulations regarding the use of wood-burning appliances and other appliance-based sources of air pollutants within the City to reduce air pollution associated with their use.

Action Program SAF-9.1.c: Coordinate with Marin County to provide educational materials to the public concerning health impacts of using wood-burning appliances, proper maintenance of wood-burning appliances, and smoke reduction methods.

Policy SAF-9.2: Seek to reduce auto travel and, thereby, the pollutants from auto emissions. 

Action Program SAF-9.2.a: Cooperate with the Bay Area Air Quality District to notify the public via the City website when “Spare the Air” days are declared to encourage use of public transportation on days with poor air quality.

Action Program 9.2.b: Consider requiring restrictions on idling of commercial vehicles when approving discretionary permit approvals.

(NOTE: see Chapter 4, Circulation Element, for policies related to reducing automobile travel and associated air pollution.)


Policy SAF-9.3: Ensure that traffic generated by new development does not lead to non-attainment of state and federal ambient air quality standards in Marin County.

Action Program SAF-9.3.a: During environmental review, reference current guidelines released by the Bay Area Air Quality Management District to evaluate the significance of a project's air quality impacts, and to establish appropriate minimum submittal and mitigation requirements necessary for project approval.

Policy SAF-9.4: Ensure sufficient buffers between sensitive land uses (e.g., residential, schools, and public facilities) and sources of air pollution. If sufficient buffers cannot be achieved, require adequate mitigation measures to protect sensitive receptors located near emission sources.

Action Program SAF-9.4.a: Only allow emission sources or other uses in the vicinity of air pollution or odor sources if the minimum screening distances between sources and receptors established in the BAAQMD CEQA Guidelines can be met, unless detailed project-specific studies demonstrate compatibility with adjacent uses despite separations that do not meet the screening distance requirements.

Goal SAF-10: Reduced greenhouse gas emissions in Larkspur

Policy SAF-10.1: Maintain the City's Climate Action Plan that includes a greenhouse gas emission inventory for municipal operations and the community at large and establishes a greenhouse gas reduction goal, in compliance with State law. 

Action Program SAF-10.1.a: Monitor and regularly assess the progress of Climate Action Plan implementation and progress toward meeting the established greenhouse gas emission goal.

Action Program SAF-10.1.b: Regularly review and update, if necessary, Climate Action Plan policies to comply with State law or to reflect changes in best practices.

NOISE

Goal SAF-11: Reduction in the adverse effects of noise upon persons living or working in Larkspur

Policy SAF-11.1: Ensure that all new living and work areas are developed with acceptable noise environments.

Action Program SAF-11.1.a: Maintain the following standards for noise levels in new residential developments.

- *Indoor noise levels should not exceed 45 dBA.*
- *Outdoor noise levels should not exceed 55 dBA.*

Action Program SAF-11.1.b: Require acoustical studies for all projects that would be exposed to noise levels in excess of those deemed normally acceptable, as defined in Table 7-3.

Action Program SAF-11.1.c: Require thorough noise assessments in all environmental analyses of major projects.

Policy SAF-11.2: For non-residential projects, use the "Land Use Compatibility Standards," Table 7-3, to evaluate their suitability in particular locations.

Policy SAF-11.3: Prevent land uses which increase surrounding noise levels above acceptable standards.

Action Program SAF-11.3.a: Require acoustical studies and mitigation measures for new developments and sensitive receptors such as schools, hospitals, libraries, group care facilities, and convalescent homes.

Action Program SAF-11.3.b: Consider mitigation measures for new projects or land uses that would cause a substantial increase in noise (i.e., cause an increase above 60 dBA Ldn or cause an increase of 5 dBA Ldn or more in the noise ambient noise levels) in adjacent residential areas or in residential areas affected by traffic generated by the proposed project. ■■

Goal SAF-12: Reduction in noise levels in areas where the existing noise exceeds "normally acceptable" levels, to levels compatible with land uses in those areas

Policy SAF-12.1: Promote educational efforts that will encourage the citizens of Larkspur to improve their noise environments.

Policy SAF-12.2: Control unnecessary, excessive, and annoying noises within the city, where not preempted by federal or State control.

Action Program SAF-12.2.a: Continue to implement the City's Noise Control Ordinance to minimize impacts on sensitive receptors, and update as necessary, the noise ordinance to address activities and/or changes in technology that generate disturbing and/or annoying noise (e.g. leaf blowers, updated mechanical equipment).

Action Program SAF-12.2.b: Encourage the refuse services to consider the purchase of quiet trucks when upgrading or expanding their fleet.

Action Program SAF-12.2.c: Review new projects to determine whether approval will result in earlier garbage pickups in existing neighborhoods.

Policy SAF-12.3: Enforce applicable federal and State laws.

Action Program SAF-12.3.a: Enforce the provisions of the California Motor Vehicle Code pertaining to vehicle noise emission.

Policy SAF-12.4: Support programs to reduce community noise levels where possible within the "normally acceptable" categories shown in Table 7-3.

Action Program SAF-12.4.a: Work with neighboring communities to ensure compliance with Larkspur's land use and noise compatibility standards at the city's boundaries.

Goal SAF-13: No significant escalation of noise levels in areas where noise-sensitive uses exist

Policy SAF-13.1: Analyze in detail the potential noise impacts of any actions the City may take that could significantly alter noise levels in the community.

Action Program SAF-13.1.a: Review all public works projects for potential noise impact. Conduct public outreach to inform neighbors in advance of major construction and roadway improvement projects, particularly where nighttime work is necessary.

Action Program SAF-13.1.b: Consider noise emission when purchasing vehicles, construction equipment, etc. This consideration shall be balanced against the required performance and cost.

Policy SAF-13.2: Encourage creative solutions when potential conflicts arise between noise levels and land use.

Natural Environment and Resources Chapter

SPECIES AND HABITAT PROTECTION

ENV-1: Protected native habitats, particularly those providing habitat for state and federally listed special status species

ENV-2: Protected water and riparian resources

OPEN SPACE

ENV-3: Designated open space areas that are preserved and enhanced

ENV-4: Sufficient open space to meet the health and safety needs of Larkspur residents

PUBLIC ACCESS


ENV-5: Reasonable visual and physical public access to natural resources without adversely impacting natural habitats

RESOURCE CONSUMPTION

ENV-6: Reduced use of natural resources

NATURAL ENVIRONMENT AND RESOURCES POLICIES AND ACTION PROGRAMS

Goal ENV-1: Protected native habitats, particularly those providing habitat for state and federally listed special status species

Policy ENV-1.1: Protect biological resources, including migratory birds, anadromous fish, and threatened and endangered species, that are necessary to maintain a diversity of plant and animal species. Avoid, when feasible, or mitigate adverse impacts of development on special status species. 

Action Program ENV-1.1.a: Identify State and federally listed special-status species in the Larkspur Planning Area and coordinate with Marin County to maintain habitats, nurseries, and migration corridors, as applicable to each species.

Action Program ENV-1.1.b: Continue to implement the California Environmental Quality Act during project review, as applicable, to identify and analyze potential impacts on special-status species and special-status natural communities. Ensure that environmental review is coordinated with appropriate trustee

agencies, e.g., U.S. Fish and Wildlife Service and the State Department of Fish and Game.

Action Program ENV-1.1.c: Use the City website and printed materials, as available, to provide information to the public regarding special status-species and natural communities in Larkspur.

Action Program ENV-1.1.d: Continue to support Marin County Open Space District and community efforts to acquire privately-owned land providing valuable habitat to native species, particularly special-status species, contingent on availability of funding.

Policy ENV-1.2: Protect and enhance native plant communities in Larkspur. 

Action Program ENV-1.2.a: Encourage the inclusion of native or adapted plant species, the removal of non-native invasive plant species, and the retention of existing native vegetation in project landscaping plans.


Action Program ENV-1.2.b: In coordination with the County of Marin and other local and state agencies, provide guidelines and recommendations to project applicants, property owners, and interested community members for planting of native and drought-tolerant species.

Action Program ENV-1.2.c: Continue to protect trees on public lands by planting additional trees needed to maintain age profile and species diversity, ensuring the proper and timely pruning of trees, and removing non-native species, particularly if they are invasive.


Action Program ENV-1.2.d: On private properties, encourage and, where appropriate, require actions by private property owners to protect the health of native woodlands and trees.

Action Program ENV-1.2.e: Update parking lot landscape standards to maximize tree size, cover and growth to reduce heat gain where possible.


Action Program ENV-1.2.f: Require that the site planning, construction and maintenance of new development preserve existing healthy native trees and vegetation on site to the maximum extent feasible or otherwise apply conditions of approval to off-set loss of native trees and vegetation not able to be saved.

Policy ENV-1.3: Support habitat restoration projects coordinated by the Marin Municipal Water District, the Ross Valley Sanitary District, the Friends of Corte Madera Creek Watershed, the Marin Audubon Society, and other public agencies and knowledgeable organizations. 


Action Program ENV-1.3.a: Coordinate with Marin County and other local agencies and knowledgeable non-profit groups to prevent the spread of non-native invasive species in Larkspur.

Policy ENV-1.4: Recognize the value of heritage trees to the environment and the quality of life in Larkspur. 

Action Program ENV-1.4.a: Continue to require applicants to obtain a permit for the removal of heritage trees and require the planting of replacement trees where they can be accommodated. Where replacement plantings are not practical or feasible, require property owners to contribute funds to support tree planting in the local streets, parks, and open spaces to off-set the loss of heritage trees.

Policy ENV-1.5: Endeavor to preserve and enhance wildlife habitat, including those in watercourses and riparian areas, and control human use of these areas as necessary to protect them. 

Action Program ENV-1.5.a: Review and, to the degree feasible, condition development applications to preserve habitat valuable to wildlife.

Policy ENV-1.6: Ensure that even minor private and public projects (e.g. remodeling permits, road repairs, grading permits, tree removal permits) do not significantly affect special status species and habitat. 

Action Program ENV-1.6.a: Develop a program that identifies where potential sensitive habitats in Larkspur are known or possible. Require avoidance, or where avoidance is not feasible, prepare a schedule of feasible mitigation measures to address impacts to these resources that can be applied as part of the City's permit or public works project approval process. The program would be adopted after completion of a programmatic CEQA review. Subsequent individual permit applications or public works projects would be reviewed to ensure that the project or project site do not include unusual environmental conditions that are not covered by the program. If unusual environmental conditions are present, then additional environmental review would be required by the City.

WATER RESOURCES PROTECTION

Goal ENV-2: Protected water and riparian resources

Policy ENV-2.1: Develop a Creek, Shoreline, and Wetland Master Plan and management guidelines for maintaining and enhancing all identified creeks within the city limits; identify flood control measures; determine preferred stream bank and shoreline protection techniques; establish a more precise and functional "creek setback" and related development standards based on parcel size and existing site conditions; and identify public access and park development opportunities. Preserve

and protect wetland resources in compliance with applicable regional, state, and federal regulations and to provide a buffer to sea level rise. 🍃

Action Program ENV-2.1.a: Until such time as the Master Plan is adopted, proposed project applications will be reviewed by City staff to determine the possible presence of wetlands, streams, riparian habitat, and/or shoreline habitat in the area proposed for development. If any of these sensitive resources could be impacted by a project proposal, then the City will require a site assessment by a qualified professional to determine potential project impacts and ways to avoid impacts or, if avoidance is not feasible, to identify potential mitigation measures to reduce any ecological impacts. Riparian corridor restoration should be considered when mitigation is warranted.

Policy ENV-2.2: Avoid, if feasible, or mitigate impacts on shoreline, wetland, and riparian areas from diking, dredging, or filling. 🍃

Action Program ENV-2.2.a: Coordinate with the Golden Gate Bridge Highway and Transportation District and other public agencies owning or managing property within the Larkspur Planning Area to ensure that intensification or changes in land use at their properties avoids impacts on adjacent shoreline, wetland, or riparian areas. If avoidance is not feasible, ensure that such intensification or changes have minimal impacts on adjacent shoreline, wetland, or riparian areas, and that unavoidable impacts are appropriately mitigated in accordance with adopted mitigation guidelines

Action Program ENV-2.2.b: Preserve and/or enhance buffer or transition zones between shoreline/wetland areas and inland areas.


Action Program ENV-2.2.c: Future projects constructed to address flooding from sea level rise will be designed and constructed to protect and expand wetlands to the degree feasible.

(Also see policies under Goal 4 of the Health & Safety Element that address flooding caused by sea level rise.)

Policy ENV-2.3: Continue to designate the wetlands along Corte Madera Creek and at Piper Park, Redwood High School, and the Larkspur Ferry Terminal, and the shoreline between East Sir Francis Drake Boulevard and the Bay waters as Shoreline/Wetland Conservation areas.

Policy ENV-2.4: Prioritize the protection of water resources during consideration of development projects contiguous to, and/or within, shoreline, wetland, and riparian areas or any required setbacks for those areas. 🍃

Policy ENV-2.5: Minimize the effects of pollution in stormwater runoff in Larkspur and its effective watersheds. Retain and restore where feasible the natural hydrological


characteristics of watersheds in Larkspur. Reduce construction impacts on shoreline, wetland, and riparian areas. 


Action Program ENV-2.5.a: Limit construction activity within shoreline, wetland, and riparian areas, and any established setbacks for these areas.

Action Program ENV-2.5.b: When construction in or within required setbacks to shoreline, wetland, and riparian areas is unavoidable, require construction debris to be disposed of responsibly, in accordance with guidelines established by the National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, as amended, or any other permits promulgated in the future on a State or Federal level that regulate such activities. Require disturbed soils and creek banks to be stabilized.


Action Program ENV-2.5.c: Coordinate with the Marin County Flood Control and Water Conservation District, the Marin Municipal Water District, the Ross Valley Sanitary District, and other local agencies and organizations during their activities in or adjacent to shoreline, wetland, and riparian areas.

Action Program ENV-2.5.d: Use the City website and printed materials, when available, to provide information to the public and applicants regarding strategies to reduce soil erosion and sedimentation in shoreline, wetland, and riparian areas. Refer to materials produced by the Marin Resource Conservation District, the Marin County Community Development Agency, and other local agencies and organizations.

Policy ENV-2.6: Support efforts by the Marin Municipal Water District, Marin County Flood Control and Water Conservation District, and other interested agencies and organizations to enhance water quality and reduce peak stormwater runoff in the Ross Valley watershed. 

Policy ENV-2.7: Encourage use of permeable materials in projects adjacent to water resources. 

Action Program ENV-2.7.a: Continue to implement guidelines for the use of permeable materials in project landscaping and paving.

Policy ENV-2.8: Encourage on-site water infiltration on project sites and the use of low impact development techniques to reduce run-off of sediment and toxic materials, downstream erosion, and flooding. 

Action Program ENV-2.8.a: Require drainage plans for projects that are designed, at a minimum, to produce no net increase in the rate and volume of peak runoff from the site compared to pre-project conditions. Encourage

drainage plans that decrease the rate and volume of peak runoff compared to pre-project conditions.

Action Program ENV-2.8.b: Continue to implement slope and hillside development regulations, including preservation of natural state conditions in steep hillside areas.

Action Program ENV-2.8.c: Continue to require the use of low impact development techniques and other best management practices per Marin County Stormwater Pollution Prevention Program guidelines during development review, construction process, and site operation.

Policy ENV-2.9: Reduce surface water run-off from municipal facilities.

Action Program ENV-2.9.a: Include and implement Water and programs in the City's Climate Action Plan to reduce run-off from municipal facilities.


Policy ENV-2.10: Encourage landscaping strategies that avoid or minimize reliance on non-organic chemical pesticides and herbicides.

Action Program ENV-2.10.a: Use the City's website and printed material, when available, to provide information on integrated pest management, organic, physical, and biological pest and weed control strategies for applicants and the public.

Action Program ENV-2.10.b: Adopt a program to require the use of integrated pest management and organic practices to control pests and weeds for municipal landscaping and maintenance of public lands and facilities. Restrict the use of non-organic insecticides, herbicides, or any toxic chemical substance in or near areas of sensitive receptors and sensitive habitats, except when an emergency has been declared, the habitat itself is threatened, or a substantial risk to public health and safety exists.

OPEN SPACE


Goal ENV-3: Designated open space areas that are preserved and enhanced.

Policy ENV-3.1: Work with local and regional open space agencies and interest groups to develop an open space preservation strategy. 

Action Program ENV-3.1.a: Identify financing mechanisms to acquire privately held lands designated for future open space.

Action Program ENV-3.1.b: Educate school children and the general public about Larkspur's open space resources.

Action Program ENV-3.1.c: Encourage dedication of open space in conjunction with clustered development.


Policy ENV-3.2: Designate and preserve the open space and parkland areas shown on the General Plan Land Use map, including the Baltimore Canyon Open Space Preserve, the Piedmont and Redwood Avenue areas, the Blithedale Summit Open Space Preserve, the King Mountain Open Space Preserve, Piper Park, the Tubb Lake watershed, and the ridge above the old quarries on the San Quentin Peninsula. 

Action Program ENV-3.2.a: Rezone publicly owned or privately dedicated open space areas to appropriate Open Space zoning districts.

Action Program ENV-3.2.b: Apply Open Residential land use densities (up to 0.2 unit per gross acre) to existing legally created and privately held properties located within open space areas, and not previously dedicated for open space purposes. Adopt requirements for master plan approval to assure adequate emergency, utilities, fire safety, environmental protection, and protection of surrounding open space resources in conjunction with any private development within open space areas.

Action Program ENV-3.2.c: Transfer remnant city-owned parcels to the Marin County Open Space District (MCOSD) where such parcels are located within open space areas managed by MCOSD and transfer is practical and feasible.


Policy ENV-3.3: Ensure that Corte Madera and Southern Heights Ridges are maintained as community separators.

Policy ENV-3.4: Support the efforts of the Marin County Open Space District to acquire more open space in the Larkspur Planning Area, particularly areas with valuable habitat for native species. 

Policy ENV-3.5: Where feasible, support efforts to maintain open space that includes Native American historic, cultural, or sacred sites, that are listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1

(Also see policies related to protection of archaeological and tribal cultural resources under Goal CHAR-4 in the Community Character Element.)

Goal ENV-4: Sufficient open space to meet the health and safety needs of Larkspur residents

Policy ENV-4.1: Avoid developing open space that contains hazards, including earthquake fault zones, unstable slopes or soils, flood plains, sea level rise, and areas required for the protection and enhancement of air quality. 

Action Program ENV-4.1.a: Implement the policies and action programs addressing environmental hazards listed under Goals SAF-3 (natural hazards), SAF-4 (flood hazards), SAF-5 (seismic and geologic hazards), and SAF-6 (fire hazards).

Policy ENV-4.2: Work to protect to protect air quality.

Action Program ENV-4.2.a: Cooperate with the Bay Area Air Quality Management District in implementing the regional Clean Air Plan.

(NOTE: see policies and action programs aimed at protecting air quality under Goal SAF-9 in the Health & Safety Element.)

Policy ENV-4.3: Work to reduce greenhouse gas emissions.

Action Program ENV-4.3.a: Continue to implement the City's Climate Action Plan.

(NOTE: see policies and action programs aimed at reducing greenhouse gas emissions under Goal SAF-10 in the Health & Safety Element.)

PUBLIC ACCESS

Goal ENV-5: Reasonable visual and physical public access to natural resource without adversely impacting natural habitats and species

Policy ENV-5.1: Protect visual access to the Bay and Corte Madera Creek.

Action Program ENV-5.1.a: Provide public spaces with views toward the Bay, Corte Madera Creek, and Mount Tamalpais.

Action Program ENV-5.1.b: Apply conditions of project approval that will preserve public views of the Bay, Corte Madera Creek, and Mount Tamalpais.

Policy ENV-5.2: Provide boating access to Corte Madera Creek and the Bay.

Action Program ENV-5.2.a: Maintain or improve the existing level of public access to Corte Madera Creek for the launching of watercraft.

Policy ENV-5.3: Protect publicly owned open space areas in their natural state consistent with public access as appropriate, while protecting wildlife and fragile vegetation from intrusion by humans and domestic animals.

Action Program ENV-5.3.a: Secure access to open space through review of development proposals where appropriate and legal.

Action Program ENV-5.3.b: Consider guidelines or an ordinance to provide a buffer zone between natural habitats and human use areas (such as paths), and clearly mark the boundaries. Place restrictions on access to these sensitive areas by pets. The ordinance will identify the purpose of the buffer zone, specify its size and nature, and call for protection and enhancement of biological resources, particularly wetlands, riparian areas, and creeks or streams.

Policy ENV-5.4: Encourage public access to publicly owned open space and shorelines where appropriate in a manner compatible with the preservation and enhancement of the natural environment.

Action Program ENV-5.4.a: Provide trail access to natural resources consistent with Circulation Element policies and programs and the Bicycle and Pedestrian Master Plan.


Action Program ENV-5.4.b: Secure access to open space through review of development proposals where appropriate and legal.

(The Community Facilities and Services Element of this General Plan contains policies to maintain and use open space in Larkspur to provide parks, trails, and recreational facilities for the use of Larkspur residents as well as non-residents; see policies under Goals FAC-1 and FAC-5 in that Element.)

RESOURCE CONSUMPTION

ENV-6: Reduced use of natural resources

Policy ENV-6.1: Support local and regional efforts to reduce water consumption. 


Policy ENV-6.2: Apply water conservation development standards for residential, commercial, and civic development, reconstructions, and remodels. 


Action Program ENV-6.2.a: Include and implement Water and programs in the City's Climate Action Plan to promote efficiency in water use, consumer conservation, graywater use, rainwater catchment systems, and other applicable actions.

Action Program ENV-6.2.b: Through the permitting process, require new and replacement public and private landscaping to use drought tolerant plantings and water conserving landscape techniques consistent with State (e.g., CALGreen code), regional (MMWD), and local (local CALGreen code implementation) regulations.

Action Program ENV-6.2.c: Through the permitting process, require the installation of water-conserving plumbing fixtures in new buildings and when existing fixtures are replaced consistent with state (e.g., CALGreen code), regional (MMWD), and local (local CALGreen code implementation) regulations.

(NOTE: see similar programs in Land Use Policy 11.4 and Natural Environment & Resources Element Policy 5.1 regarding water conservation.)


Policy ENV-6.3: Support efforts by the Marin Sanitary District to recycle paper, cardboard, glass, metal, plastics, motor oil, electronics, and construction materials, and programs to compost and/or generate energy from food and yard waste. 

Policy ENV-6.4: Promote waste reduction strategies for residential, commercial, and civic sectors. 

Action Program ENV-6.4.a: Include and implement Green Purchasing, Waste Reduction, Recycling, and Zero Waste programs in the City's Climate Action Plan.

Action Program ENV-6.4.b: Continue to implement regulations to restrict the use of plastic bags and consider a polystyrene ban ordinance.

(Also see Natural Environment & Resources Policies 6.1 and 6.2 that address solid waste reduction.)

Policy ENV-6.5: Increase energy efficiency and conservation in City buildings, equipment and operations. Promote energy and water conservation and building upgrades to the community. 

Action Program ENV-6.5.a: Require new development to minimize impacts on the environment, including use of energy and water-efficient design and engineering features and materials consistent with local building codes and Water District regulations. Strive to achieve sustainable development that, through on-site conservation and renewable energy generation or off-site offsets, has no increased demand on energy providers.

(NOTE: see Land Use Policy 11.5 that promotes energy efficient and Land Use Policy 12.5 that promotes green building programs and green building practices.)