

## **APPENDIX A: CONSISTENCY FINDINGS**

**APPENDIX A**

**CENTRAL LARKSPUR SPECIFIC PLAN**

**Conformance with the Larkspur General Plan 1990 – 2010, Housing Element 2004, and the Larkspur Downtown Specific Plan**

Policy, Goal or Policy Statement	Conformance Status
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The following table assesses the extent to which the Central Larkspur Specific Plan is consistent with the policies and programs of the Larkspur General Plan 1990 – 2010, the General Plan Housing Element 2004, and the Larkspur Downtown Specific Plan. This assessment is limited to policies and programs that apply to the area covered by the Central Larkspur Specific Plan.

<i>Larkspur General Plan</i>	
<b>Chapter 2, Land Use</b>	
<b>Land Use and Circulation Map</b>	<p>Consistent.</p> <p>Subareas 1 and 2 would retain their current zoning, consistent with the General Plan Downtown Commercial designation. Specific Plan policies limit development in Subarea 3 to up to 5 dwelling units per acre, consistent with the General Plan Low Density Residential designation.</p>
<p>Policy a: Residential density standards shall consider neighborhood characteristics, existing uses, surrounding uses, impact on the traffic capacity of the street system, access to services, geotechnical conditions and natural resources.</p>	<p>Consistent.</p> <p>Specific Plan policies would continue policies in the Downtown Specific Plan which maintain the historic development pattern. The low density residential pattern set for Subarea 3 is consistent with the adjacent low density residential neighborhoods. Design policies in the Specific Plan shape development to match patterns consistent with Larkspur’s older residential neighborhoods. The EIR for the Specific Plan has determined that traffic, service, geotechnical, and natural resource impacts have been avoided by plan policies or can be mitigated to less-than-significant levels.</p>
<p>Action Program [3]: Apply low-density residential standards (up to 5 dwellings per gross acre) to hillsides and other environmentally sensitive areas, as well as within established low-density neighborhoods.</p>	<p>Consistent.</p> <p>The Specific Plan designates Subarea 3, which is adjacent to the environmentally sensitive Larkspur Creek and to low density neighborhoods, for low density development</p>
<p>Action Program [5]: Apply high density residential standards (up to 21 dwellings per gross acre) only in areas within easy reach of arterial, public transit, and commercial centers that provide a range of goods and personal services.</p>	<p>Consistent.</p> <p>The Specific Plan would allow high-density development in Subareas 1 and 2, which are within easy reach of arterials, public transit and commercial services.</p>

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Action Program [7]: For each defined commercial district, allow and encourage only those uses that reinforce the district's role, function, and scale.	Consistent The Specific Plan maintains existing zoning in Subareas 1 and 2, and would not permit any change to the existing list of allowed uses, except to require a CUP for a hotel/inn use.
Action Program [9]: Develop floor area ratios to limit the intensity of commercial, retail, industrial, and professional office development	Consistent. The allowed FAR's are the same as, or lower than, allowed by current General Plan and zoning designations.
Policy i: Maintain the existing scale of commercial establishments (smaller services and retail business), and the pedestrian orientation of the Old Downtown.	Consistent. The Specific Plan provides architectural and design standards that encourage pedestrian use and emphasize a cohesive relationship to Downtown's historic development patterns. Project review would be subject to review by the City's Planning Commission, which also serves as the City's Design Review Board, and the City's Historic Preservation Board.
Policy j: Maintain and enhance the architectural character of Old Downtown.	
Action Program [16]: Develop design guidelines for use by the Environmental and Design Review Board and the Heritage Preservation Board in reviewing Downtown development.	
Policy l: Reinforce the image of Old Downtown as the clearly identifiable town center of Larkspur.	Consistent. The Specific Plan includes design standards and requirements for pathways to reinforce the connections between Larkspur Plaza Shopping Center and Magnolia Avenue.
Policy m: Strengthen the tie between the Magnolia Avenue shops and the newer shopping center at the corner of Magnolia Avenue and Doherty Drive.	
Action Program [17]: Create a town square at or near the Ward-Magnolia intersection.	Consistent. The Specific Plan includes policies to allow for redesign of the City parking lot to increase the number of parking spaces and to include landscaping features that will allow it to be used as a public gathering place. Provisions are also included to provide for open space to serve as a location for special events. The Plan would also permit the conversion of the parking lot to a park. near the railroad buildings, which could also accommodate community-oriented activities.
Policy n: Improve access to old Downtown, but do not encourage or permit new thoroughfares parallel to Magnolia Avenue, or one-way streets.	Consistent. The Specific Plan does not include or permit new, parallel thoroughfares.

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<p>Action Program [21]: Encourage a vital and active use of the Chevron/Walker property that will also set aside appropriate public space and maintain the historic value and open space of the adjacent railroad right-of-way</p>	<p>Consistent.                      The Chevron/Walker property is located in Subarea 1 and is also known as the Nazari property.                      Specific Plan policies require that public space be provided around the railroad buildings in order to protect their historic value and encourage public use. Similarly, the historic railroad right-of-way would be left open. Incentives are offered to promote a hotel on the property, an active use that would reinforce the historic value of the property.</p>
<p>Action Program [22]: For a change in land use to other than the existing nursery uses, prepare a Specific Plan for the Niven Nursery property than identifies community desires for future use.</p>	<p>Consistent.                      The Specific Plan was prepared to comply with Action Program [22]</p>
<p>Policy t: Preserve the station buildings near Ward Street and the electric booster station on William Avenue.</p>	<p>Consistent.                      The Specific Plan requires preservation of the railroad buildings.</p>
<p><b>Chapter 3, Community Character</b></p>	
<p>Policy a: Streets should be named for trees, natural features in the area or local historic persons or places.</p>	<p>Consistent.                      The Specific Plan requires that streets in Subarea 3 be named for trees or for flowers or plants that were grown at the Niven Nursery.</p>
<p>Policy b: Preserve the desirable features of the built environment as well as the remaining natural environment – trees, marshes, creeks, hillsides – as components of Larkspur’s community character and identity</p>	<p>Consistent.                      Specific Plan policies require preservation and protection of wetlands and significant stands of trees.</p>
<p>Action Program [3]: Link neighborhoods with paths.</p>	<p>Consistent.                      The Specific Plan includes paths to connect with adjacent areas.</p>
<p>Action Program [10]: Administer the heritage preservation ordinance so as to provide for the appropriate development and maintenance of historic resources and their environments.</p>	<p>Consistent.                      Properties within the Specific Plan area will remain in the Heritage Preservation zoning district</p>

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<p>Action Program [21]: All development applications and public projects that require EIR's will routinely be sent to the "California Archaeological Inventory – Northwest Information Center" at the Department of Anthropology, Sonoma State University, for review and recommendations regarding archaeological findings.</p>	<p>Consistent.</p> <p>The Specific Plan EIR was referred to the California Archaeological Inventory – Northwest Information Center for review and comments.</p> <p>The City will implement and monitor mitigation measures from the Specific Plan EIR to avoid or mitigate impacts to identified archaeological resources in the Specific Plan area.</p>
<p>Policy n: The City shall take all possible precautions to insure that no action by the City results in the loss of the irreplaceable archaeological record present in the City's planning jurisdiction, and shall work with the County toward that end.</p>	
<p>Action Program [22]: The City shall promote the preservation of archaeological sites by considering any significant remains in its planning for parks.</p>	
<p><b>Chapter 4, Circulation</b></p>	
<p>Policy d: Wherever possible, maintain standards for acceptable traffic Levels of Service during peak period. Acceptable Level of Service (LOS) shall be defined for signalized intersections at the D level using planning procedures defined in transportation Research Circular 212 or successor. The City acknowledges that LOS E exists at the following intersections and that most measures which would alleviate traffic congestion there would not be desirable:</p> <ul style="list-style-type: none"> <li>• Sir Francis Drake Boulevard at Eliseo Drive;</li> <li>• Sir Francis Drake Boulevard at la Cuesta Drive; and</li> <li>• Dir Francis Drake Boulevard at Bon Air Road.</li> </ul> <p>For unsignalized intersections, service level C shall be the lowest level acceptable during peak periods. Because poor service levels at signalized intersections do not represent the same level of delay to motorists as at signalized intersections, the City should develop specific requirements on a case-by-case basis.</p>	<p>Consistent.</p> <p>The City will implement and monitor mitigation measures from the Specific Plan EIR to maintain traffic Level of Service to General Plan standards.</p>
<p>Policy f: Encourage through traffic to use designated major arterials.</p>	<p>Consistent.</p> <p>Specific Plan policies and the proposed road layout avoid adjacent neighborhoods by directing traffic to existing thoroughfares. The Specific Plan does not create new thoroughfares.</p>
<p>Policy g: Do not permit thoroughfares to divide the City.</p>	
<p>Policy h: Design circulation facilities that minimize disruption of neighborhoods and communities.</p>	

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Policy i: Prevent an increase in the number of cars parked on neighborhood streets	Consistent. The Specific Plan requires on-site parking for new development.
Policy k: Give higher priority to preserving the existing configuration of streets and buildings downtown than to moving traffic through downtown.	Consistent. The Specific Plan requires that the existing street and building configuration be maintained. Improvements to Magnolia as identified in the EIR are to be retained as options and studied further prior to implementation to ensure impacts from the improvements are minimized and no unexpected impacts occur.
Policy n: Do not make capacity improvements to Magnolia Avenue that would encourage additional through traffic.	
Policy ac: Maintain adequate off-street parking Downtown.	Consistent. The Specific Plan requires on-site parking for new development.
Policy am: Improvements based on traffic mitigation are not to be considered the only way to reduce traffic impacts.	Consistent. The Specific Plan provides alternatives to automobiles including pedestrian and bicycle pathways. The Plan also encourages development within walking distance of commercial services to reduce traffic. The Plan also encourages a mix of housing, with some senior housing that would have less traffic impacts than a development of just single family homes.
Action Program [22]: Continue to collect a traffic impact fee from developers to fund improvements.	Consistent. The City will continue to collect traffic impact fees in the Specific Plan area.
<b>Chapter 5, Community Facilities and Services</b>	
Policy a: When appropriate, continue to acquire individual lots for mini-parks	Consistent. The Specific Plan proposes a new community facility in Subarea 3.
Action Program [2]: Identify potential park sites that could be acquired either as a condition of development approval or as park development opportunities that may someday arise.	
<b>Chapter 6, Environmental Resources</b>	
Policy c: Designate and preserve in Shoreline/Marsh conservation, 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.	Consistent. The Specific Plan requires a buffer from Larkspur Creek in order to preserve an important natural area and to protect potential endangered species habitat. Development and pathways would not be allowed in the buffer area. The Plan also requires a building setback of 50 feet from each of the reaches of the creek.
Action Program [6]: Require new development to preserve some natural area.	
Action Program [8]: Avoid development in areas that contain rare or endangered species of plants or animals.	

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Policy h: Seek a balance between recreational aspects of open space and the need to protect wildlife and fragile vegetation from intrusion by humans and domestic animals.	
Action Program [12]: 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.	
Policy j: Support the efforts of the Marin Municipal Water District to reduce water consumption	<p>Consistent.</p> <p>The Specific Plan encourages the use of drought tolerant landscape species.</p> <p>The Building Code requires water conserving plumbing fixtures.</p>
Action Program [16]: Require new and replacement public and private landscaping to use drought tolerant plantings.	
Action Program [17]: Require the installation of water-conserving plumbing fixtures in new buildings and when existing fixtures are replaced.	
<b>Chapter 7, Community Health and Safety</b>	
Policy e: Allow land uses in areas prone to natural hazards only with appropriate mitigation.	<p>Consistent.</p> <p>The City's development standards, which apply in the Specific Plan area, require filling above the 100-year flood level and residential engineering to mitigate for potential differential settlement and ground shaking.</p>
Action Program [6]: 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.	
Policy h: Regulate land uses in flood-prone areas and allow development in those areas only with appropriate mitigation,	
Action Program [12]: Require site plans to locate structures outside or above the 100-year flood zone wherever possible.	
Policy s: Seek to reduce auto travel and, thereby, the pollutants from auto emissions.	<p>Consistent.</p> <p>The Specific Plan provides alternatives to automobiles including pedestrian and bicycle pathways. The Plan also encourages development within walking distance of commercial services to reduce traffic</p>
Policy u: Ensure that all new living and work areas are developed with acceptable noise environments	<p>Consistent.</p> <p>The Specific Plan requires a noise setback from Doherty Drive to achieve General Plan noise standards. The EIR for the Specific Plan provides a noise assessment.</p>
<p>Action Program [38]: Maintain the following standards for noise levels in new developments:</p> <ul style="list-style-type: none"> <li>a. Indoor noise levels should not exceed 45 dBA</li> <li>b. Outdoor noise level should not exceed 55 dBA</li> </ul>	

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Action Program [40]: Require thorough noise assessments in all environmental analyses of major projects.	
<b>Chapter 8, Bicycle and Pedestrian Trails and Paths</b>	
Policy a: Develop a comprehensive and coordinated trails and paths system that serves both recreation and utilitarian travel.	<p>Consistent.</p> <p>The Specific Plan requires a system of pedestrian and bicycle paths in the plan area and connecting to City-wide trail system. The Plan requires improvements to the Doherty Drive bikeway and filling the gap between the sidewalk bike path on Magnolia Avenue and the NWP right-of-way.</p>
Action Program [1]: Require the submittal of a trails and paths plan for all new development or redevelopment.	
Policy b: Fill gaps in the existing path system	
Action Program [2]: Implement the Bicycle/Pedestrian Circulation Plan shown on figure 8-2.	
Action Program [23]: Improve the bike rout along Doherty Drive	
Action Program [24]: Improve the transition from the sidewalk bike path on Magnolia Avenue, north of Doherty Drive, to the path on the NWP right-of-way.	
<p><b><i>Larkspur Housing Element</i></b></p> <p><i>Please Note: The City Council adopted an updated Housing Element in October of 2004. The following analysis was revised from the previous analysis to reflect the updated Housing Element.</i></p>	
Policy H3.1 Design that Fits into the Neighborhood Context. To maintain neighborhood identity, sense of community and prevent overbuilding of the property, the design of new housing should have a sensitive transition of scale and compatibility in form to the surrounding area.	<p>Consistent.</p> <p>Chapter 7 of the Central Larkspur Specific Plan contains general design objectives (e.g., Objectives D-1 and D-4, Policies D-1, D-4, D-5, and D-8) intended to link the new development with the surrounding area in a manner that is consistent with the human scale and diverse architecture of the surrounding area and to preserve and strengthen the Plan areas key relationships with the immediate Plan-area surroundings.</p>
Policy H5.1 Housing for Local Workers. City will strive to provide an adequate supply and variety of housing opportunities to meet the needs	<p>Consistent.</p> <p>The Storefront Downtown and Transitional Downtown zoning districts, which will</p>

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<p>of Larkspur’s workforce and their families that is within the range of their household income.</p>	<p>remain in effect in Subareas 1 and 2 respectively, allow medium- to high-density housing (Policy LU-2). Most housing in these districts is offered for rent. Land use policies for Subarea 3 encourage three housing types: multi-family, cottage, and single-family detached (Policy LU-28). These land use policies require that housing be offered in a range of sizes from 850 to 3,000 square feet in floor area. Residential development policies require meeting the provisions of the City’s inclusionary housing ordinance. The effect of these policies is to offer a wide range of choices in tenancy, housing type, housing size, and housing prices to serve the needs of Larkspur’s workforce.</p>
<p>Policy H6.2 Variety of Housing Choices. In response to the broad range of housing needs in Larkspur, the City will strive to promote a diversity of housing types, including single-family and attached residences, mobilehomes, multi-family rental and ownership units, second units, and units combined with non-residential uses.</p>	<p>Consistent.</p> <p>The Storefront Downtown and Transitional Downtown zoning districts, which will remain in effect in Subareas 1 and 2 respectively, allow medium- to high-density housing and housing over commercial and retail uses (Policy LU-2). Most housing in these districts is offered for rent. Land use policies for Subarea 3 encourage three housing types: multi-family, cottage, and single-family detached. These land use policies require that housing be offered in a range of sizes from 850 to 3,000 square feet in floor area. Residential development policies require meeting the provisions of the City’s inclusionary housing ordinance (Policy LU-29). The effect of these policies is to offer a wide range of choices in tenancy, housing type, housing size, and housing prices to serve the needs of Larkspur’s workforce.</p>
<p>Policy H6.5 Mixed Use Housing. Well-designed mixed-use residential/non-residential developments are highly encouraged by the City where residential use is appropriate to the setting and development impacts can be mitigated.</p>	<p>Consistent.</p> <p>The Storefront Downtown and Transitional Downtown zoning districts, which will remain in effect in Subareas 1 and 2 respectively, allow medium- to high-density mixed use housing (LU-2). Second story housing is encouraged through exemptions from the FAR and minimum parking requirements (Policies LU-9 and LU-21). Chapter 7, Community Design, establishes design guidelines and standards to insure that future developments are appropriate to the setting.</p>
<p>Policy H6.6 High Potential Housing Opportunity Areas. Given the diminishing availability of land, the City will identify housing opportunity</p>	<p>Consistent.</p>

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<p>areas and sites where a special effort will be made to provide workforce and special needs affordable housing. (Note: the Central Larkspur Specific Plan area is identified as an opportunity site.)</p>	<p>Adoption of the Central Larkspur Specific Plan is consistent with the identification of the Plan area as an opportunity site. The Plan provides for incentives to increase the amount of affordable housing over that required in the inclusionary housing ordinance (Policy LU-30) and encourages the development of senior housing (Policy LU-32A).</p>
<p>Policy H6.7 Retention and Expansion of Multi-Family Sites at Medium and Higher Density. The City will protect and strive to expand the supply and availability of multi-family infill housing sites for affordable workforce housing by making the most efficient use of these sites in meeting local housing needs and striving to make sites competitive for subsidies.</p>	<p>Consistent. The Storefront Downtown and Transitional Downtown zoning districts, which will remain in effect in Subareas 1 and 2 respectively, allow medium- to high-density mixed use housing (Policy LU-2). Second story housing is encouraged through exemptions from the FAR and minimum parking requirements (Policies LU-9 and LU-21). Chapter 7, Community Design, establishes design guidelines and standards to insure that future developments are appropriate to the setting.</p>
<p>Program H6.A Implement Actions for Central Larkspur Specific Plan (CLASP) Housing. Amend the General Plan, Downtown Specific Plan and Rezone parcels in the Plan Area consistent with the land use designations and density/intensity specified in the CLASP; certify environmental impact report and approve the CLASP.</p>	<p>Consistent. Adoption of the Central Larkspur Specific Plan and related actions would implement this program.</p>
<p>Program H6.G Facilitate Development at Potential Housing Opportunity Sites. Undertake a General Plan Amendment, Rezoning and other implementing actions to facilitate the construction of affordable housing at key sites to meet the jurisdiction's "fair share" of the regional housing need for lower income households.</p>	<p>Consistent. Adoption of the Central Larkspur Specific Plan and related actions would implement this program.</p>
<p>Goal H7.4 Inclusionary Housing Approach. Require the provision of affordable housing as part of residential development throughout the community.</p>	<p>Consistent. The Central Larkspur Specific Plan contains policies requiring compliance with the City's inclusionary housing ordinance (LU- 29) and providing incentives for increasing affordable housing on the site (LU-30).</p>

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<i>Larkspur Downtown Specific Plan</i>	
<b>Specific Plan Goals, Objectives and Programs</b>	
<b>Plan Objectives and Programs</b>	
2. Clearly delineate the boundaries of the Downtown.	
a. Create a conceptual design for a northern gateway to the Downtown that clearly indicates to motorists when they have entered the area	Consistent. Community Design Policy D-24 requires that buildings in Subarea 1, especially at the intersection of Magnolia Avenue and the driveway into Larkspur Plaza, shall be designed to create a sense of entry into Downtown.
3. Improve the overall visual and design quality of the Downtown.	Consistent. The Community Design chapter of the Central Larkspur Specific Plan includes standards to improve the visual and design quality of Subareas 1 and 2.
a. Develop a street tree planting and improvement program for Magnolia Avenue that improves the street's visual image and evenly balances streetscape treatments on each side of the street.	Consistent. Community Design Standard D-12 requires planting street trees as part of an overall program of pedestrian-oriented amenities for Magnolia Avenue
b. Develop design guidelines for new construction and building renovation in the Downtown.	Consistent. The Community Design chapter of the Specific Plan provides design guidelines for new construction and renovation in Subareas 1 and 2, which are located within both the Downtown Specific Plan and Central Larkspur Specific Plan boundaries.
4. Improve the sense of connection between the components of the Downtown, including Larkspur Plaza, the Nazari property and the retail core of Downtown, the Lark Creek Shoppes and Larkspur Creek	Consistent. Central Larkspur Specific Plan Community Design policies and standards including Policy D-2, Integration, Policy D-4, Linkages to the Surrounding Area, and Policy D-10, Open Space Network, provide specific direction to achieve connections between Subareas 1 and 2 and nearby areas.
b. Allow for expansion of the Lucky supermarket and development of the Nazari property that will create linkages between these properties and the existing Downtown.	Consistent. Central Larkspur Specific Plan Community Design Policy D-39, Integration with Adjacent Development, and Policy D-42, Loading Facilities, provide specific direction to accommodate expansion of the supermarket and for providing linkages between Subarea 1 and 2 properties.

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5. Create a central open space in the Downtown to serve as a public gathering place and town center	Consistent. Central Larkspur Specific Plan Land Use Policy D-14 requires that the City redesign the parking lot at Magnolia Avenue and Ward Street so that it can be used as a public gathering place.
6. Encourage development of new projects on vacant sites in the Downtown, and include a mixture of uses such as retail, cultural, residential and professional office.	Consistent. The Central Larkspur Specific Plan retains the zoning designations specified by the Larkspur Downtown Specific Plan to encourage the redevelopment of vacant sites.
8. Increase access to parking in the Downtown so that visitors will find parking easily and conveniently, and expand the parking supply as necessary to serve current and future uses in the area.	Consistent. The Central Larkspur Specific Plan requires that the existing public parking lot be retained, or that the parking be replaced if the lot is redeveloped. The specific Plan maintains the on-site parking regulations set by the Downtown Specific Plan and allows the development of a new public parking lot in Subarea 3.
9. Emphasize the landscape character of the Downtown, particularly in the "Garden Downtown" south of King Street.	Consistent. Central Larkspur Specific Plan Community Design Policy 8, Landscape Character, requires that the prevailing landscape character be maintained.
b. Maintain and improve the existing bicycle path and connections to it.	Consistent. Central Larkspur Specific Plan Chapter 5, Transportation, and Chapter 7, Community Design, require new bike paths with connections and upgrades to the existing bikeway system.
c. Promote substantial landscaping such as tree canopies in parking lots.	Consistent. Central Larkspur Specific Plan Chapter 7, Community Design, requires substantial landscaping in Subareas 1 and 2.
<b>Goals for Individual Properties</b>	
1. Lucky supermarket. If the Lucky supermarket expands, the addition shall visually support the creation of a plaza around the railroad buildings on the Nazari property. Loading facilities shall be located so that they will not disrupt the connection between Larkspur Plaza and the Nazari property.	Consistent. Central Larkspur Specific Plan Community Design Policy D-39, Integration with Adjacent Development, and Policy D-42, Loading Facilities, provide specific direction to accommodate expansion of the supermarket and for providing linkages between Subarea 1 and 2 properties.
2. Nazari property. Goals for this site are:	

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<ul style="list-style-type: none"> <li>Consideration of a public plaza at the corner of Ward and Magnolia.</li> </ul>	<p>Consistent</p> <p>Central Larkspur Specific Plan Land Use Policy LU-14 requires that the City redesign the parking lot at Magnolia Avenue and Ward Street so that it can be used as a public gathering place. Community Design Policy D-35 and Standard D-19 require that any new structure at the corner of Ward Street and Magnolia Avenue should be set back to create a plaza space at the corner.</p>
<ul style="list-style-type: none"> <li>Creation of an open space that preserves the context of the historic railroad buildings, with a possible view and pedestrian corridor to them from Magnolia Avenue.</li> </ul>	<p>Consistent.</p> <p>Central Larkspur Specific Plan Land Use Policy LU-8 and Standard 7, and Community Design Policies D-33 and D-34, require that a centrally located and publicly oriented open space should be provided adjoining the railroad buildings.</p>
<ul style="list-style-type: none"> <li>Development of a Class I bicycle/pedestrian path, with separation of bicyclists from autos in the former right-of-way.</li> </ul>	<p>Consistent</p> <p>Central Larkspur Specific Plan Community Design Policy D-31 requires a Class I bicycle/pedestrian path in the former railroad right-of-way.</p>
<ul style="list-style-type: none"> <li>Placement of storefront and business facades facing Magnolia Avenue, Larkspur Plaza, and public open spaces.</li> </ul>	<p>Partially consistent.</p> <p>Community Design policies for Subarea 1 require pedestrian oriented frontages on Magnolia Avenue and the open space adjoining the railroad buildings. The Central Larkspur Specific Plan does not require storefront facades in Subarea 2.</p>
<ul style="list-style-type: none"> <li>Prohibition of through vehicle traffic on the railroad right-of-way.</li> </ul>	<p>Consistent.</p> <p>Central Larkspur Specific Plan Community Design Policies D-29 and D-31 restrict the use of the railroad right-of-way and limit the potential for through vehicle traffic.</p>
<ul style="list-style-type: none"> <li>Coordination of the design of the site with the creation of a northern gateway into the Downtown.</li> </ul>	<p>Consistent</p> <p>Central Larkspur Specific Plan Community Design Policy D-24, Northern Entry to Downtown, requires that buildings in Subarea 12, especially at the intersection of Magnolia Avenue and the driveway into Larkspur Plaza, shall be designed to create a sense or entry to Downtown.</p>

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<ul style="list-style-type: none"> <li>Creation of a human-scaled building ensemble composed of elements reflecting the architectural scale of existing buildings in the Downtown.</li> </ul>	<p>Consistent.</p> <p>Central Larkspur Specific Plan Community Design Policies D-1, Traditional Design Approach, Policy D-7, Building Design, Policy D-16, Downtown Storefront Pattern, Policy D-17, Buildings Without Magnolia Avenue Frontage, Policy D-19, Height and Scale, Policy D-20, Height Allowances, Policy D-22, Pedestrian-Oriented Frontage, Policy D-23 Pedestrian-Oriented Frontage Standards, and Policy 25 Architectural Standards for Historic Context, require that buildings be developed with an emphasis on human scale and reflect the prevailing Downtown architectural pattern.</p>
<p><b>II. Land Use, Design and Parking Requirements</b></p> <p><b>B. Land Use Categories and Regulations</b></p>	
<p>1. Storefront Downtown Regulations</p>	<p>Consistent.</p> <p>The Storefront Downtown regulations from the Downtown Specific Plan are incorporated into the Storefront Downtown Zoning District. Properties in the Central Larkspur Specific Plan area that are currently zoned Storefront Downtown would retain that zoning classification</p>
<p>2. Transitional Downtown Regulations</p>	<p>Consistent.</p> <p>The Transitional Downtown regulations from the Downtown Specific Plan are incorporated into the Transitional Downtown Zoning District. Properties in the Central Larkspur Specific Plan area that are currently zoned Transitional Downtown would retain that zoning classification</p>
<p><b>C. Area-wide Design Guidelines</b></p>	
<p>1. Storefront Downtown. The following design guidelines are applicable to all new construction and exterior building renovations in the Storefront Downtown:</p>	
<p>(1) Where buildings front on Magnolia Avenue, the ground floor of each building should have visually permeable shop frontages with large windows. Upper floors should have smaller window openings punched into solid walls</p>	<p>Consistent</p> <p>Central Larkspur Specific Plan Community Design Policy D-23, Pedestrian-Oriented Frontage Standards, and Standard D-7, Ground-Level Facades, require that the major portion of buildings fronting on Magnolia Avenue should be glazed with clear glass at the ground level. Standard D-14, Ground-Floor Level Differentiation, states that the upper floor portion of the building façade should</p>

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	appear as a solid mass, with smaller windows.
(2) Buildings should follow the pattern of bays found in the neighborhood. Large buildings should be articulated as several bays.	Inconsistent The Central Larkspur Specific Plan does not require bays, but also does not prohibit them.
(3) Buildings should be one or two stories tall, with a maximum height of 25 feet.	Consistent. This policy is further refined in the Land Use Categories and Regulations of the Downtown Specific Plan which sets a height limit of “two stories or 25 feet, or taller if deemed appropriate by the Planning Commission...” subject to making four findings. Central Larkspur Specific Plan is relatively consistent with this design guideline, but allows some flexibility to be more consistent with development as it currently exists along Magnolia, especially across from the Specific Plan area. Community Design Policy D-20 sets a height allowance of 26 feet. Policy D-20 allows the Planning Commission to allow additional height up to 36 feet subject to making the same findings prescribed in the Downtown Plan.
(4) Where buildings front on Magnolia Avenue, they should be built to the lot line and the sidewalk, without intervening vegetation or parking, except on specific sites where public plazas are foreseen in the Specific Plan.	Consistent. Central Larkspur Specific Plan Community Design Standard D-1 requires that buildings fronting on Magnolia Avenue shall be built to the frontage property line or to the back of sidewalk if the front property line extends into the sidewalk area.
(5) Ground floor facades should include pedestrian-scaled detailing including vertical windows and overhanging awnings.	Consistent. Central Larkspur Specific Plan Community Design Policies D-22 and D-23 and Standards D-7, -8, -9, -14, -15, and -16 require pedestrian-scaled architectural details.
(6) Unless a building is designed to reflect a certain historic period during which detailing was minimized, all facades should include three-dimensional detailing, such as cornices, window moldings and reveals to cast shadows and create visual interest on the façade.	Consistent. Central Larkspur Specific Plan Community Design Policies D-22 and D-23 and Standards D-7, -8, -9, -14, -15, and -16 require three-dimensional architectural detailing.
(7) Facades should include indentations for entries, product display and/or seating. In some locations, retail and café uses can also spill out onto the sidewalk.	Consistent. Central Larkspur Specific Plan Community Design Standard D-8 requires one or more direct entrances from adjacent public exterior space to each establishment occupying interior space. Standard D-9 requires development similar to that found along Magnolia Avenue (e.g., projecting or recessed entries). Standard D-

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	14 specifies that articulated building entrances shall be provided. Standard D-16 requires that building facades be articulated to provide a storefront module similar to those found elsewhere in Downtown.
<p>(8) In most cases buildings should have parapets that create the visual effect of a “flat roof” along Magnolia Avenue, and rooflines should be detailed or adorned for visual interest. Peaked or unusual roof shapes are appropriate on buildings that play a particularly prominent role in the area.</p>	<p>Consistent.</p> <p>Central Larkspur Specific Plan Community Design Standard D-15 states that building facades exposed to public view should have either a parapet or prominent roof slope. This standard also states that the major portion of any sloped roof should slope back from the face of the building. Standards D-16 and D-17 require articulation similar to the Downtown Specific Plan’s statement that “rooflines should be detailed or adorned.”</p>
<p>(9) If large commercial spaces are required at the ground floor, they should be setback from the street so they can be lined with shallow, smaller retail spaces or similar uses along the street. The presence of these large spaces on the street should be consistent with existing shops.</p>	<p>Consistent.</p> <p>The Central Larkspur Specific Plan does not provide a policy that speaks directly to large commercial spaces. However, the Community Design chapter includes policies and standards to maintain the existing Downtown pattern of small storefronts, including Policy D-16, Downtown Storefront Pattern, Policy D-23, Pedestrian-Oriented Frontage Standards, Standard D-7, Ground-level Facades, and Standard D-8, Building Entrances, Standard D-14, Ground-Floor Level Differentiation and Standard D-16, Façade Articulation. The effect of these policies and standards is to maintain the appearance of shallow retail spaces at the sidewalk</p>
<p>(10) Building facades should generally be constructed of materials already used in the area, such as horizontal tongue-and-groove wood siding, painted wood shingles, high-quality stucco and red brick. The following types of materials are not appropriate:</p> <ul style="list-style-type: none"> <li>• Highly finished materials such as polished metal and reflective glass, except as accents.</li> <li>• Manmade materials intended to mimic natural materials, such as composition wood paneling or shingles.</li> <li>• Extremely rustic materials such as unfinished wood.</li> </ul>	<p>Consistent.</p> <p>Central Larkspur Specific Plan Community Design Standard D-17, Materials and Colors, provides a similar standard.</p>
<p>(11) Building colors in the Downtown can be relatively bright, and may include earth tones and pastels.</p>	<p>Consistent.</p> <p>Central Larkspur Specific Plan Community Design Standard D-17, Materials and Colors, provides a similar standard.</p>

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(12) Parking and service areas should be accommodated away from Magnolia Avenue, either behind buildings or below grade.	Consistent. Central Larkspur Specific Plan Community Design Standard D-10, Structured Parking Screening, requires that structured parking in Subarea 1 shall be screened from the street and pedestrian ways. Standard D-25, Parking, requires that parking on the gas station property in Subarea 2 be located behind buildings.
<b>D. Revised Parking Requirements</b>	
The Larkspur Downtown Specific Plan lists parking requirements to be included in the Storefront Downtown and Transitional Downtown zoning districts.	Consistent. These regulations are included in the Storefront Downtown and Transitional Downtown zoning District regulations. Subareas 1 and 2 of the Central Larkspur Specific Plan will retain their Storefront and Transitional zoning designations.
<b>III. City Programs</b>	
The Larkspur Downtown Specific Plan lists 12 programs the City could undertake in the Downtown area.	Consistent. The Central Larkspur Specific Plan does not restrict the continued implementation of these programs. The Central larkspur Specific Plan does specifically require implementation of the bicycle and pedestrian circulation improvements listed in the Downtown Specific Plan for the Central Larkspur Specific Plan area.

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