



# City of Larkspur

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400 Magnolia Avenue, Larkspur, California 94939  
Telephone: (415) 927-5110 Fax: (415) 927-5022  
Website: [www.cityoflarkspur.org](http://www.cityoflarkspur.org)

May 20, 2013

Ken Alex, Director  
Governor's Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

Lisa Bates, Deputy Director  
Housing Policy Development  
State Department of Housing and Community Development  
1800 Third Street  
Sacramento, CA 95811-6942

Housing Policy Department  
Received on:

MAY 22 2013

Mr. Alex and Ms. Bates,

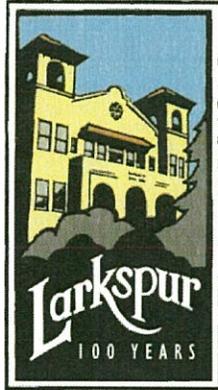
Please find enclosed the City of Larkspur's annual report on the status of its General Plan and progress in meeting its share of regional housing needs. The report was accepted by the Larkspur City Council at their May 15, 2013 meeting.

Sincerely,

Neal Toft  
Director of Planning and Building  
[ntoft@cityoflarkspur.org](mailto:ntoft@cityoflarkspur.org)  
(415) 927-6713

Encl. (1)





**City of Larkspur**  
**General Plan Annual Report**  
**CY 2012**

**Accepted by the Larkspur City Council**  
**May 15, 2013**





# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202 )

Jurisdiction City of Larkspur  
 Reporting Period 1/1/2012 - 12/31/2012

**Table A2**  
**Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)**

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

\* Note: This field is voluntary

**Table A3**  
**Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)**

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of Infill units*
No. of Units Permitted for <b>Moderate</b>						0	
No. of Units Permitted for <b>Above Moderate</b>							

\* Note: This field is voluntary

# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202 )

Jurisdiction City of Larkspur  
 Reporting Period 1/1/2012 - 12/31/2012

Table B

### Regional Housing Needs Allocation Progress

#### Permitted Units Issued by Affordability

Income Level	Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.										Total Units to Date (all years)	Total Remaining RHNA by Income Level	
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9				
Very Low	Dead		24									24	66
	Restricted Non-dead restricted												
Low	Dead												53
	Restricted Non-dead restricted		1	1								2	
Moderate	Dead												69
	Restricted Non-dead restricted	2		1	2	1						6	
Above Moderate		2	7	5	2	3	2					21	141
Total RHNA by COG. Enter allocation number:		4	32	7	4	4	2					53	329
Total Units												53	
Remaining Need for RHNA Period													

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202 )

Jurisdiction City of Larkspur  
 Reporting Period 1/1/2012 - 12/31/2012

**Table C**  
**Program Implementation Status**

Program Description (By Housing Element Program Names)	Objective	Timeframe in H.E.	Status of Program Implementation
Sense of Community and Creation of Successful Partnerships (H1.A-H1.B)	Build public understanding of housing issues. Work with local agencies to formulate agreed upon best practices and common regulations.	Ongoing	The City continues to actively implement these programs to help build public awareness of housing issues. The City participates in the Marin Housing Workbook process to formulate countywide best practices in housing policy.
Equal Housing Opportunities (H2.A-H2.D)	Promote equal housing opportunities for all persons and assure effective application of fair housing law.	Ongoing	The City continues to actively implement these programs to resolve fair housing complaints, provide equitable public services, and enforce fair housing laws.
Housing Design (H3.A)	Assure that new housing is well-designed and of an appropriate scale to enhance our neighborhoods and community as a whole.	Ongoing	The City continues to actively implement the family housing design criteria and encourages a variety of housing types in development proposals as they are received.
Existing Housing and Neighborhoods Preservation (H4.A-H4.C)	Protect and enhance the existing housing supply and ensure that existing affordable units are conserved.	Ongoing	The City continues to actively implement these programs and works toward preserving and enhancing the existing affordable housing supply through the current planning process.
Housing and Jobs Linkage (H5.A)	Promote the creation of housing near the workplace and, if it makes sense in the future, establish non-residential use contributions to affordable workforce housing.	Ongoing	The City continues to work with business owners and other local agencies to determine possible locations for workforce housing, as opportunities arise. The City is currently preparing a Station Area Plan for the area surrounding the future Larkspur SMART station. The draft plan proposes development of new housing and office space in the station area, which also includes the Larkspur ferry, a major commuter transit provider. The draft plan also proposes a nexus study to create a linkage fee applicable to new commercial development in the station area to contribute to an affordable housing fund. The draft plan will be considered for adoption by the Planning Commission and City Council in fall 2013.
Variety of Infill and a Balance of Housing Choices (H6.A-H6.E)	Maintain a diverse population by providing a variety of housing types.	Ongoing	As development applications are submitted, the City continues to implement these programs and encourages innovative design and a variety of housing types in residential development projects.

# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202.)

Jurisdiction City of Larkspur  
 Reporting Period 1/1/2012 - 12/31/2012

Facilitate Development at Potential Housing Opportunity Sites (H6.F)	Facilitate the construction of affordable housing at key sites in the City.	Dec-11	The Citizen Advisory Committee for the General Plan Update began meeting in August of 2010 and continued to meet throughout 2011. City staff prepared an Administrative Draft General Plan incorporating CAC recommendations, including recommendations to facilitate the construction of affordable housing. The commencement of the Station Area Plan has delayed presentation of the draft General Plan to the City Council as staff anticipates new amendments to General Plan policies, maps, etc. as a result of adoption of the Station Area Plan. The draft Station Area Plan proposes zoning amendments to accommodate approximately 900 new residential units in the Station Area.
Implement Actions to Address Remaining Very-Low Income Housing Need (H6.G)	Provide very low-income housing.	Ongoing	See status above for H6.F. The City continues to work with developers as project applications are submitted. Key sites for very low-income housing are appropriately zoned to allow for such development.
Implement Actions of north Magnolia Avenue and other Commercial Zoned lands. (H6.H)	Provide mixed used housing in the north Magnolia area and other commercial areas.	Dec-11	See status above for H6.F. The draft General Plan proposes mixed use housing in the North Magnolia area.
Implement Actions for the Tiscornia Winery Site and McLaren Property (potential housing sites) (H6.I)	Promote development of a variety of housing types on those two housing opportunity sites.	Ongoing	The City has worked with the owners of the two properties over the past several years to encourage the development of housing on the sites.
Implement Actions for North of Corte Madera Creek- the Bon Air Center (potential housing opportunity site) (H6.J)	Promote mixed-use development at the Bon Air Center.	Jul-13	The City continues to have a dialogue with the Center's owners to discuss the potential for housing at the site.
Promote Redevelopment of Underutilized Sites (H6.K)	Encourage redevelopment of underutilized sites to provide affordable housing.	Ongoing	The City continues to apply incentives to encourage affordable housing on underutilized sites (e.g., the Rose Garden development on the former Niven Nursery site and paved parking lots in the Larkspur Landing area as proposed in the draft Station Area Plan). Development standard reductions are determined by the Planning Commission on a project by project basis.
Enact Density Bonus Zoning and Other Incentives (H7.A)	Amend zoning to add density bonus regulations.	Apr-11	Planning staff are drafting a density bonus ordinance and anticipates bringing it to the City Council for consideration in fall 2013.
Long Term Affordable Housing (H7.B-H7.H)	Provide the City's fair share of very low, low and moderate income housing and ensure its long term affordability.	Ongoing	The City continues to implement these programs to encourage long-term affordability of housing for very low, low, and moderate income households.
Second Dwelling Units (H8.A-H8.B)	Encourage development of second units.	Apr-11	Planning staff continues to encourage the development of second units through the current planning process.

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202 )

Jurisdiction	City of Larkspur	Reporting Period	1/1/2012 - 12/31/2012
Special Needs Housing (H9.A-H9.G)	Provide appropriate housing for special needs groups.	Ongoing	The City continues to apply CA Building Code regulations and other City regulations (including CLASP) regarding adaptability and accessibility. The City Council adopted a Reasonable Accommodations Ordinance in October 2012.
Emergency Shelters and Transitional and Supportive Housing (H9.H)	Accommodate City's unsheltered homeless population.	Nov-11	The City amended the A-P zoning district to allow emergency shelters as a permitted use in November 2011 (Ord. 981). The zoning code defines transitional and supportive housing as permitted residential uses.
Needs of Homeless Families and Individuals (H9.I)	Analyze the housing needs of the homeless.	Ongoing	The City participates in the Point-in-Time Count of homeless Marin county residents, which collects various data from those surveyed to help inform homeless housing policies countywide.
Special Needs Support Programs (H10.A-H10.B)	Provide housing assistance for special needs and link to applicable County programs.	Ongoing	The City maintains descriptions of current countywide rental assistance programs and refers interested persons to the Marin Housing Authority and other appropriate agencies.
Funding for Affordable Housing (H11.A-D)	Find creative ways to increase local funding for low income and special needs housing.	Ongoing	Since the initiation of the affordable housing trust fund, all inclusionary units have been provided and consequently no funds have been collected.
Green Building Standards (H12.A-D)	Encourage energy and resource conservation in housing.	Ongoing	The City adopted CAL Green standards and other green building regulations in April 2011.

# ANNUAL ELEMENT PROGRESS REPORT

## *Housing Element Implementation*

(CCR Title 25 §6202 )

<b>Jurisdiction</b>	City of Larkspur		
<b>Reporting Period</b>	1/1/2012 -	12/31/2012	
Effective Implementation and Monitoring (H13.A-H13.C)	Achieve affordable housing goals.	Ongoing	The City monitors its Housing Element progress in the Annual Report. The City continues to participate in the Marin Housing Workbook process.

**General Comments:**



## **GENERAL PLAN UPDATE & SMART STATION AREA PLAN**

### General Plan Update

The City Council initiated an update of the General Plan in April 2010. The General Plan Update Citizen Advisory Committee (GPUAC) concluded their recommendations of revised General Plan elements in November 2011, after which staff prepared an administrative draft of the updated General Plan for internal staff review. With the initiation of the SMART Station Area Plan process in 2012, the General Plan update has been temporarily put on hold as staff anticipates several updates to the land use, circulation, and potentially other General Plan elements following preparation of the Station Area Plan that can be processed concurrently. The City Council approved a revised General Plan Update Work Plan in June 2012 which aligns major milestones of both the General Plan Update and Station Area Plan. Staff will further revise the Work Plan in 2013 to reflect recent amendments to the Station Area Plan schedule.

Staff contracted with Nichols-Berman Environmental Consultants and Parisi and Associates Transportation Planning in December 2012 to begin preparation of an existing conditions analysis for the General Plan Update EIR. This analysis will be completed by June 2013.

### SMART Station Area Plan

In March 2012, the City Council approved Resolution 12/12 authorizing staff to enter into a funding agreement with MTC/ABAG to receive \$480,000 in grant funds to prepare a Station Area Plan (SAP) and associated program-level Environmental Impact Report. Matching funds of \$120,000 were secured from partner agencies the Transportation Authority of Marin (\$80,000), Golden Gate Bridge Highway and Transportation District (\$10,000), County of Marin (\$10,000), Sonoma-Marín Rail Transit (\$10,000), and the City of Larkspur (\$10,000). The City Council approved Resolution 17/12 in April 2012 authorizing staff to enter into contract with BMS Design Group to prepare the SAP and associated program Environmental Impact Report.

The General Plan Update and Station Area Plan CAC (SAPCAC), appointed in 2011, plays an important role in the SAP process, providing policy guidance and aiding in public participation. The CAC met four times in 2012 between May and November, and hosted public workshops in July and November. Project consultants BMS Design Group prepared several land use alternatives based on CAC, public, and City staff input. These alternatives were presented at a public workshop in November, after which the CAC voted to recommend a preferred land use scenario and multi-modal circulation plan ("preferred plan"), which was released in December.

The preferred plan proposes new housing, office, and retail uses, new and/or improved bicycle and pedestrian pathways, and new public outdoor spaces in the Larkspur Landing area immediately surrounding the planned SMART Station. The preferred plan does not identify any land use changes in the Redwood Highway area, due to its extreme vulnerability to seasonal and long-term flooding, and the relative uniqueness of land uses in the area (mobile home parks, auto-oriented commercial, light industrial, etc.) that not found elsewhere in the City or in southern Marin County. The preferred plan does, however, provide design guidelines for redevelopment or new development occurring within the Redwood Highway area, as well as suggested improvements to vehicular, pedestrian, and bicycle circulation through the area.

Preparation of the program EIR began in fall 2012. The Draft Station Area Plan and Draft EIR will be released in July 2013, followed by a public workshop to receive preliminary public

comments. The Draft Plan and EIR will go before the Planning Commission and City Council at public hearings beginning in fall 2013.

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## **LAND USE ELEMENT**

**Summary:** The Land Use Element provides the physical framework for the future growth of the community. It includes a discussion of the Larkspur Planning Area, the land use pattern in Larkspur, a description of the land use categories, and descriptions of the City's residential neighborhoods, commercial districts, and planned development districts. It also includes information regarding the City's public schools, public facilities, and open space areas. Most importantly, the Land Use Element includes the City's goals, policies, and programs relative to land uses in the City and proposed land use changes.

### **Major Themes:**

- Preserve and enhance Larkspur's unique physical and natural setting, while accommodating suitable new development. Maintain the city's overall residential character and the scale of its neighborhoods. At the same time, encourage a diverse demographic (especially age and family and social) mix.
- Enhance the attractiveness and viability of existing commercial areas. Ensure that they provide neighborhood-serving businesses and are accessible by means other than the auto. Preserve the historical character of Downtown and its surrounding neighborhoods. Establish a town center or civic nucleus.
- Maintain the present mix of uses in the area east of Highway 101, especially the mobile homes affordable to seniors and to young families.

**Goals, Policies and Action Programs:** The first set of goals, policies and action programs in the Land Use Element address the City's neighborhoods. These are implemented through the regular actions of the Planning Commission and Planning Department staff during review of project applications. Through project review, the Commission and staff ensure that proposed densities and uses comply with the General Plan and zoning ordinance in order to protect the community's character, maintain the scale of its existing neighborhoods, and preserve the City's hillsides and environmentally sensitive areas.

Plan Bay Area- Sustainable Communities Strategy. In early 2012, the Metropolitan Transportation Commission and the Association of Bay Area Governments sponsored public workshops around the Bay Area region to solicit feedback on several land use scenarios for consideration in Plan Bay Area, an integrated land use and circulation planning vision document for the Bay Area region. In July 2012, MTC and ABAG Executive Boards approved the final land use alternatives to be studied in the Plan's draft Environmental Impact Report. Preparation of the draft EIR and draft Plan Bay Area commenced in September 2012. The draft Plan Bay Area was released to the public in March 2013, and the draft EIR was released in April 2013. Several public workshops were held throughout the region to solicit feedback from the public on both documents. A hearing was held in Marin on April 29, 2013. Final hearings for adoption of the Plan will be held in June 2013.

Central Larkspur Specific Plan.

### Rose Lane Development

In October 2012, the City Council approved Resolution 60/12 approving the final subdivision map and subdivision improvement agreement for the Rose Lane development (formerly the Rose Garden development; CLASP Subarea 3). The subdivision improvement agreement requires the developer and City to enter into a recorded agreement with Marin Housing Authority to manage the development's 14 affordable housing units. Also included in the agreement are requirements for creek protection and preservation as well as public improvements necessary to support the development. Building permits for two model homes were issued in March 2013. Permits for two senior condominium buildings are being prepared for issuance. The project developer anticipates beginning home sales in summer 2013.

Retail and Commercial Areas. The second and third set of goals, policies and action programs of the Land Use Element address the City's retail and commercial areas, and the Downtown area, respectively. Both the Planning Commission and Planning Department staff implement the retail, commercial, and Downtown policies regularly through implementation of the City's zoning ordinance and the Downtown Specific Plan (Action Program [13]). The City's design review process is an excellent tool that ensures new development or significant redevelopment of commercial properties is not detrimental to the surrounding residential community and will enhance the attractiveness and vitality of the existing development.

In 2012, the Planning Commission approved design review applications for exterior building modifications for several tenant spaces as well as conditional use permits for live music and new uses at the Marin Country Mart, which have helped the revamped commercial center to thrive.

Larkspur Downtown. The Downtown policies are also continuously implemented by the Planning Commission and Planning Department staff with the additional assistance of the Heritage Preservation Board, which reviews project proposals in the Downtown Historic District.

### Greenbrae, East Larkspur, the Former Railroad Right-of-Way, and Other Properties.

#### 2000 Larkspur Landing Circle.

The property located at 2000 Larkspur Landing Circle, owned by Sanitary District No. 1 of Marin County, remained undeveloped in 2012 after resolution of a lawsuit between the District and former project developer Campus St. James in 2011. The District submitted an application for a General Plan and Precise Development Plan amendment in June 2012 that proposed a revised mix of residential, hotel, and sanitary district facility uses as described in the approved Precise Development Plan for the parcel, though with higher residential density. The application remains incomplete and the District has not pursued completion of the application at this time. However, the Draft SMART Station Area Plan proposes a similar mix of uses on the site with higher residential densities (35 dwelling units per acre).

#### Rail Right-of-Way

Improvement of the SMART rail right-of-way for rail service remains in Phase 2 of the SMART District's development plan and is currently unfunded. Portions of the former Northwestern Pacific Railroad right-of-way (including the segments parallel to Holcomb Avenue and perpendicular to Tamal Vista Boulevard in Corte Madera, and through the Cal Park Hill Tunnel in Larkspur Landing) have been, and continue to be improved as important regional pedestrian/bicycle pathways.

#### San Quentin Prison.

The City continues to monitor development proposals at the San Quentin Prison site. No proposals moved forward in 2012.

Regional Cooperation. Members of the City Council, the City Manager, and City staff continue to participate on numerous committees and joint power authorities to manage and address land use issues associated with, but not limited to: the Ross Valley Watershed and Flood District; consolidation of fire districts, Central Marin Police Authority; Twin Cities shuttle buses (initiated by the Transportation Authority of Marin in 2006; service modified in 2012); Safe Routes to Schools; Marin County Hazardous and Solid Waste Joint Powers Authority; Bay Cities Joint Powers Insurance Authority; the Marin Climate and Energy Partnership; and the Association of Bay Area Governments.

Land Use Changes. No further changes occurred to the properties identified in this portion of the Land Use Element in 2012.

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## **COMMUNITY CHARACTER ELEMENT**

**Summary:** The Community Character Element addresses the elements of Larkspur's character, including its boundaries, the natural and built environment, and gateways. Together with Appendices A and B of the General Plan, the Element describes the City's gateways and unique and distinct neighborhoods. Community Character goals, policies and programs focus on preserving and enhancing the City's livable environment and its historic and archaeological resources.

**Major Themes:**

- Preserve, enhance, and strengthen Larkspur's livable and attractive environment, its community identity, and its special "sense of place."
- Promote a greater awareness of and sensitivity toward Larkspur's historic and archaeological heritage.

**Goals, Policies and Action Programs:** Maintaining community character is always at the forefront in the consideration of any project proposal considered by the City Council, Planning Commission or Planning Department staff. The City's zoning ordinance, particularly its design review requirements, is the primary implementation tool to ensure community character is maintained and enhanced. Community events and efforts towards preserving the City's unique cultural and architectural heritage also help to maintain community character.

Heritage Preservation. Planning staff, the Heritage Preservation Board, and the Planning Commission continue to implement the Heritage Preservation regulations contained in the zoning ordinance as projects come forward. In 2012, an application was submitted to re-evaluate the historical rating of the property at 219 Hawthorne Avenue and remove the property from the Historic Resources Inventory. The application went before the Heritage Preservation Board which recommended denial of the application and retention of the property on the Historic Resources Inventory. After multiple hearings from April to September 2012, consideration of professional testimony from the City's and applicant's historic architects, the City Council voted to retain the property's historic rating and placement on the Historic Resources Inventory.

Due to the retirement of the City's longstanding historic consultant, staff initiated a recruitment process to identify two to three consulting firms to provide 'on-call' services. Staff issued a request for qualifications (RFQ) and held interviews with a selection committee made up of the

Planning & Building Director and a member of the Heritage Preservation Board and the Planning Commission. In January 2013, the Committee selected two firms, Jerri Holan Associates and Garavaglia Architects to serve as regular historic consultants for the City.

The City's Heritage Preservation Board actively encourages community interest in and support for preservation activities through seasonal tours of the City's historic neighborhoods and participation in the community festivals and events, including the Food and Flower Festival and the Downtown Wine Stroll (new in 2012, which celebrated the Downtown Historic District's 30<sup>th</sup> anniversary). The Board annually awards Heritage Preservation Awards to property owners who have demonstrated creativity in renovation and restoration of their historic properties. In 2012, the Board bestowed awards upon the property owners of 130 Magnolia Avenue and 9 Monte Vista Avenue. The Board also continues to maintain the City's historic resources archive and inventory, and continued the archival digitization project throughout 2012 with assistance of many community volunteers, including some City staff members, and an archival consultant. The Board continues to manage the City's two active Mills Act contracts at 234 Hawthorne Avenue and 55 Walnut Avenue.

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## **CIRCULATION ELEMENT**

**Summary:** The Circulation Element "describes the existing circulation system and travel characteristics in and around the City of Larkspur. It also projects future demand for travel based on 'build-out' of the Land Use Plan and the anticipated circulation deficiencies that would result, and suggests potential ways to alleviate these inadequacies. At the conclusion, these technical analyses are brought together with practical community needs and desires, and presented as the Circulation Goals, Policies, and Programs." (Excerpt taken from the Element's Introduction.)

### **Major Themes:**

- Provide safe and efficient transportation facilities for moving people and goods within Larkspur. At the same time, give *quality of life* and *protection of the environment* a higher priority than "traffic mobility," and do everything possible to ameliorate the negative impacts of local and regional traffic on Larkspur.
- Assure adequate transit service in Larkspur (bus, ferry, airport limousine) as alternatives to the auto.
- Improve the connections between the several parts of Larkspur and with neighboring communities, as well as access from Larkspur to the freeway.

**Goals, Policies and Action Programs:** The City's Circulation Assessment Permit and traffic impact fee requirements implement many of the Circulation Element's policies, in addition to the City's Capital Improvement Program which is updated annually to identify the City's priorities for roadway and bridge improvements (including pedestrian and bicycle pathways).

In November 2012, the Department of Public Works oversaw the completion of the Doherty Drive Improvement Project, which elevated and repaired the roadway from the Doherty Drive Bridge to Redwood High School. The project also included improvements to street drainage and bicycle and pedestrian pathways.

*SMART Train.* (See discussion of SMART Station Area Plan above for discussion of pedestrian

and bicycle circulation improvements in the Station Area). The SMART District continues to move forward with construction of the Initial Operation Segment of the rail line and multi-use path. The Circulation Element (Policy v) supports the concept of public transit along the railroad right-of-way, including a rail connection from the north via a grade separation with Sir Francis Drake Boulevard along the approximate alignment of the former trestle. This support, however, is qualified in the Element with the City's concerns regarding the impact of rail and its connection with the ferry terminal in terms of its potential to increase local traffic congestion (e.g., pages 80 and 82 of the Circulation Element and Policy v) and to impact the City's quality of life (Goal 1 and 4). Further, the Element's policies state that it is important for the City to work with other agencies design a regional transit system that serves Larkspur, but does not adversely affect it.

#### Other regional projects.

##### Highway 101 Greenbrae/Twin Cities Corridor Improvement Project

The City Council and City staff continue to be involved in discussions and workshops with TAM and other agencies on the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project (sponsored by the Transportation Authority of Marin and Caltrans). The Draft Initial Study/Mitigated Negative Declaration for the project was released in December 2012. The City Council provided a response letter to TAM requesting a full environmental impact report to be prepared, among many other concerns with the project's impact on Larkspur. A working advisory group consisting of elected officials from impacted jurisdictions as well as stakeholder groups was formed in March 2013 to provide further direction to TAM on the project's design and purpose.

##### Central Marin Ferry Connection.

The City continues to cooperate with the SMART District and TAM to finalize design of the Central Marin Ferry Connection project (sponsored by TAM). TAM anticipates the project will break ground in fall 2013.

Other Regional Collaborative Efforts. In addition to participating in the Safe Routes to School, Way-to-Go, and Street Smarts Programs, the City continues to work with the school districts and the Town of Corte Madera on the continuation of a local shuttle that is designed to serve residents of both communities, especially students, in an effort to provide safe and efficient transportation and to ease the traffic congestion in the area. The shuttle service, provided by Marin Transit, was partially dissolved in 2012, with local service no longer provided to the Larkspur Landing area. Service to downtown Larkspur and the Bon Air Shopping Center was added to an existing shuttle route.

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## **COMMUNITY FACILITIES AND SERVICES ELEMENT**

**Summary:** The Community Facilities and Services Element addresses the level of public facilities and related services in Larkspur and future levels of service. Public facilities addressed in the Element include parks, schools, police, fire, City Hall, and the City's corporation yard. Related services include recreation, education, childcare, and municipal government. Fire and police services are addressed in the Community Health and Safety Element.

#### **Major Themes:**

- Provide park facilities and recreation programs for all age groups.

- Cooperate with the school districts to share resources and provide a high level of cultural, recreational, and community use of public buildings and lands. Preserve all existing school sites for future public use, giving school use the highest priority. Renovate and expand public buildings and facilities to meet growing demands for services over the next 20 years.
- Ensure the availability of quality childcare in Larkspur.

**Goals, Policies and Action Programs:** The City's Annual Budget and Capital Improvement Program are the primary tools for implementing the Community Facilities and Services Element and, within the City's funding abilities, properly reflect the City's goal of providing park facilities and recreation programs for all age groups. The City completed a substantive update to the Piper Park Master Plan that was adopted by the City Council in April 2012.

The City continues to work with the Town of Corte Madera and the local school districts to coordinate the use of facilities and services. The cooperation with the school districts is exemplified in the continued use and maintenance of the jointly-funded gymnasium at Hall Middle School and the ongoing discussions relative to similar joint ventures with the Tamalpais Union High School District. In addition, the City continues to run a high-quality childcare program in cooperation with the Larkspur-Corte Madera School District that is highly valued by the community.

#### Central Larkspur Specific Plan.

##### Community Parcel

As stipulated in the Development Agreement for the Rose Lane development (formerly Rose Garden; CLASP Subarea 3), Parcel A of the development will be dedicated to the City of Larkspur for use as parkland and community facilities. In July 2012, the City Council approved Resolution 41-12 authorizing a master plan process for development of the parcel as a mixed-use facility, including a library or related services and a community center. In September 2012, the Council appointed the Community Facility Parcel Ad-Hoc Committee (later renamed the Larkspur and Recreation Community Planning Committee, or LARC), and entered into a consultant services agreement with Group 4 Architecture + Planning to prepare the Community Facilities Parcel Master Plan. A work plan and fast-paced schedule was approved that included an analysis of current and predicted space and services needs of the City and community, and significant public outreach to user groups and stakeholders.

The draft Master Plan was presented to the Planning Commission and City Council in March and April of 2013 and was approved by the City Council on April 17, 2013 with adoption of Resolution 34-13. An Initial Study/Mitigated Negative Declaration for the Master Plan was also adopted. The Master Plan recommends a joint-use community facility in the range of 20,000 to 24,000 square feet of interior space that includes core library spaces, community center spaces, and shared spaces. On-site parking is also proposed, as well as recommendations for shared parking agreements to accommodate overflow parking on neighboring properties during special events.

Central Marin Police Authority. In December 2012, the City Council adopted Resolution 77/12, approving an amended Joint Powers Agreement between the City of Larkspur and the towns of Corte Madera and San Anselmo, forming the Central Marin Police Authority. The Authority became effective on January 1, 2013. The amended Joint Powers Agreement will provide the City cost savings in police operations while maintaining or improving police services to the community through shared resources.

Central Marin Police Authority Station Reconstruction and Corporation Yard. The Central Marin Police Authority headquarters were formally occupied in February 2012 after a grand opening ceremony in January 2012. The City continues to share Corporation Yard facilities with the Tamalpais Union High School District on Doherty Drive, and City staff continues to negotiate a long-term lease with the TUHSD to continue sharing corporation yard space.

SMART Station Area Plan. During the community outreach process for the SMART Station Area Plan, a common theme emerged for additional and improved community facilities within the Station Area. Chief among these concerns included improved access to the waterfront, facilities and services for seniors and young children, and improvement of existing open space and parkland. In response to these comments, the draft Station Area Plan proposes development of public plazas at the Larkspur Ferry Terminal and Marin Country Mart, as well as improvements to the existing multi-use path along the south side of Sir Francis Drake Boulevard East and improvements to Remillard Park and Miwok Park as proposed in the Mini Parks Master Plan (2000). The draft Plan also identifies the Station Area as an ideal location for senior housing and services.

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## **ENVIRONMENTAL RESOURCES ELEMENT**

**Summary:** The Environmental Resources Element includes addresses the City's open space lands and other natural resources, as well as the City's goals, policies and programs relating to preservation of open space and the natural environment, water conservation, water quality, and waste recycling.

### **Major Themes:**

- Preserve and enhance open space features, including wetlands along San Francisco Bay and Corte Madera Creek, wildlife habitats, view corridors, and ridgelines.
- Maintain the Corte Madera and Southern Heights Ridges as open space and as community separators between Larkspur and Mill Valley and between Larkspur and San Rafael.
- Protect open space and shoreline/marsh conservation areas from any degradation that could result from public facility improvements such as roads, paths, sewers, or flood control projects.
- Reduce water consumption.
- Reduce the volume of the City's waste stream.

**Goals, Policies and Action Programs:** The primary implementation tools for many ongoing Environmental Resources Element goals, policies, and programs are the City's zoning ordinance, CALGreen (the State of California's green building code) and amendments to CALGreen in the City's building code, the California Environmental Quality Act, and Marin County Stormwater Pollution Prevention Program (MCSTOPPP), which are applied to projects as they are proposed.

The City continues to consider the preservation of natural habitat and protection of endangered species in all City projects and evaluates all projects for CEQA compliance. In 2012 the construction schedule for the Doherty Drive improvement project was adjusted to accommodate the nesting season of the endangered clapper rail, which was found nesting in the vicinity of the

project.

Flood Hazards. As noted under the discussion of the Land Use Element, the City has participated in discussions regarding flooding issues within the Ross Valley Watershed, including clean up of Corte Madera Creek. The City also implements current FEMA regulations regarding finished floor elevations for development located in identified flood hazard zones that are triggered by proposals for new development or significant redevelopment. The General Plan Update CAC recommends further regulation by the City of development in flood hazard zones that will be considered by the Planning Commission and City Council in their review of the updated General Plan. The program EIR for the SMART Station Area Plan will consider flooding risks and propose mitigation measures to protect development in the Station Area, including both seasonal and long-term flooding.

Zero Waste Goals. In 2012 the City continued to participate in Marin County Hazardous and Solid Waste Joint Powers Authority, the Marin Climate and Energy Partnership, and the Marin Energy Authority. These partnerships assist local jurisdictions to accomplish zero waste goals and reductions in greenhouse gas emissions. In 2011, the City received a grant from the Marin County Hazardous and Solid Waste Management Joint Powers Authority to develop waste reduction programs. The City Council adopted Ordinance 985 in May 2012, amending the municipal code by adding Chapter 15.26 which requires the collection, recycling and disposal of waste generated from construction, demolition and renovation projects

Climate Action Plan. The Climate Action Plan, adopted by the City Council in July of 2010, contains action programs that implement many of the Element's goals and policies, particularly Goal 5 (Reduce water consumption) and Goal 6 (Reduce the total volume of the City's waste stream). The City Council adopted a new purchasing policy in June 2012 that contains "green" purchasing guidelines, where cost effective. In August 2012, the City Council also authorized installation of three new electric vehicle charging stations in the City (two at Piper Park, one at the Central Marin Police Authority).

City staff continues to implement the Plan's ongoing programs to mitigate municipal and community greenhouse gas emissions. In 2012, Planning staff continued to collect data to complete the 2010 Greenhouse Gas Emissions Inventory in coordination with the Marin Climate Energy Partnership. Staff anticipates presenting the 2010 Greenhouse Gas Emissions Inventory to the City Council in August 2013.

Marin Energy Authority. After joining the Marin Energy Authority in 2011, the City Council continues to monitor the authority's actions and appoints liaisons to the Authority's Board serving annually. In July 2012 the Council authorized switching from PG&E to MEA for electricity, electing the "Light Green" option, in order to reduce municipal greenhouse gas emissions.

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## **COMMUNITY HEALTH AND SAFETY ELEMENT**

**Summary:** The Community Health and Safety Element contains policies intended to protect the community from natural and man-made hazards (including noise), as mandated by the Government Code. It also addresses air quality, as encouraged by the Bay Area Air Quality Management District. As stated in the introduction to the Element, "Community health and safety involves the protection of the community from natural hazards such as floods, earthquakes, landslides, and fires. It also involves protection from man-made hazards such as

air pollution, noise, and hazardous materials. This chapter describes the scope of these hazards, as well as the actions that the City can take to eliminate or reduce the probability of these hazards leading to a major disaster. The overall purpose of this Element is to protect the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions.”

**Major Themes:**

- Do what the City can, within reason, to protect the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions. Increase public awareness of flooding, seismic, landslide, fire, and other natural hazards, and of methods to avoid or mitigate their effects. Deter development in areas prone to such hazards.
- Protect Larkspur from accidental exposure to hazardous materials from spills, leaks, vapor releases, and improper or illegal storage and disposal.
- Reduce the adverse effects of noise upon persons living or working in Larkspur, especially the escalation of sound levels in areas where noise sensitive uses exist.

**Goals, Policies and Action Programs:** The City’s Building Code, Fire Code and Zoning Ordinance are the primary tools that implement the policies of the Element. Application of the California Environmental Quality Act also serves as a tool to implement the Element’s policies particularly as they relate to geology, noise, and air quality. In addition to participating in identifying improvements to the Ross Valley Watershed and refining methods for determining finished floor elevations for structures within a flood zone, the City distributes and provides flood protection tips on its website and informs local businesses and residents where sandbags may be obtained.

Beginning in 2008, the City continues to successfully promote and implement the Get Ready! disaster preparedness program, with classes designed to educate and train residents on how to be prepared for the first 72 hours after a disaster filled to capacity. The City Council also appointed members of the public to the Community Emergency Advisory Committee in July of 2010. In 2012, the CEAC continued to meet regularly and acted as community liaisons to encourage participation in Get Ready! classes and other preparedness efforts. In fall 2012, the CEAC combined with Corte Madera to become the Twin Cities Disaster Preparedness Committee.

**BICYCLE AND PEDESTRIAN TRAILS AND PATHS ELEMENT**

**Summary:** The Bicycle and Pedestrian Trails and Paths Element is intended to develop a Citywide system of trails and paths that link sections of Larkspur to one another and to neighboring communities and open space areas.

**Major Theme:**

- Make it easier to move around Larkspur without having to use a car.
- Provide safe, paved, bicycle and pedestrian paths to schools, shopping areas, recreation facilities, and open space preserves.
- Improve traffic safety for bicyclists and pedestrians.

**Goals, Policies and Action Programs:** The City's Bicycle and Pedestrian Master Plan (2004) and the annually updated Capital Improvement Program are the primary tools for implementing the goals, policies, and programs of the Trails and Paths Element. Department of Public Works and Planning staff continually evaluate project applications for potential improvements to the public right-of-way, sidewalks, and pedestrian/bicycle pathways.

Complete Streets Resolution. In January 2013, the City Council adopted a Complete Streets resolution, solidifying the City's commitment to providing safe, comfortable, and convenient access along and across streets for all street users, including 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. Adoption of the resolution ensured that the City would be eligible for grants under the new One Bay Area Grant program managed by the Metropolitan Transportation Commission.

California state law requires that cities include Complete Streets policies in future updates of the Circulation Element, which the GPUSAC and City staff considered during the initial phase of the General Plan update. The updated Circulation Element will reflect this philosophy by incorporating a multi-modal focus to all goals, policies, and action programs; in its current state, the Circulation Element focuses almost solely on vehicular circulation.

Capital Improvement Projects. The Doherty Drive improvement project, completed in November 2012, significantly improved the safety and circulation flow of pedestrian and bicyclists along the thoroughfare. Also completed in 2012 was repair of the wooden bridge over Corte Madera Creek, a key component of the multi-use paths on the south side of Sir Francis Drake Boulevard. Upcoming projects in 2013 include the replacement of the Bon Air Bridge, which will include an improved pedestrian and bicycle pathway.

SMART Station Area Plan. Improvements to pedestrian and bicycle trails and paths in the SMART Station Area are discussed in the Land Use and Circulation Element discussions above.

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## **HOUSING ELEMENT**

**Summary:** The Housing Element addresses the requirements of State Housing Law, but more importantly it addresses the needs of the City. The Element includes a housing needs analysis, a housing opportunities analysis, the City's vision, goals and objectives relative to housing, and the City's housing policies and implementing programs. The City Council adopted an updated Housing Element in November of 2010 addressing the City's Housing Needs for the 2007-2014 planning period. After adoption of a technical amendment, the Housing Element was found to comply with State housing law by the Department of Housing and Community Development in April 2011.

### **Major Themes** (Housing Element Objectives):

- Identify shared responsibilities from all sectors within the community that effectively address the City's housing needs.
- Promote equal housing opportunities for all persons and assure effective application of Fair Housing law.

- Assure that new housing is well designed and of an appropriate scale to enhance our neighborhoods and community. Protect and enhance the housing we have and ensure that existing affordable housing “at risk” of conversion to market rates will remain affordable.
- Promote the creation of housing near the workplace and establish non-residential use contributions to affordable workforce housing.
- Maintain a diverse population by providing a variety of choices in the type, size, cost and location of new housing and more efficient use of existing housing, including the creative and efficient use of vacant land and the redevelopment of built land within established development areas to support local transit and services, maximize sustainability, and help maintain our environment and open space.
- Provide the City’s “Fair Share” of very-low, low and moderate-income housing and to ensure affordable housing remains affordable over a long term
- Encourage well-designed, legal second units in all residential neighborhoods.
- Provide housing for population groups who require special assistance.
- Provide housing assistance for special needs and link housing to Health and Human Services programs helping meet the needs of seniors, people with disabilities, homeless and others.
- Be aggressive and creative in finding ways to increase ongoing local funding resources for low income special needs housing.
- Encourage energy conservation in housing.
- Take a proactive approach in sharing resources and making organizational changes to effectively create and respond to opportunities to achieve housing goals.

**Goals, Policies and Action Programs:** Many of the Element’s policies and programs are designed to be implemented on an ongoing basis, such as: providing housing information; implementing the City’s design review regulations; prohibiting condominium conversions due to the low rental vacancy rate; conducting presale home inspections; inspecting multi-family residences; and priority processing of applications that include affordable housing. Relevant implementing actions of the Housing Element’s objectives in 2012 include adoption of Resolution 52/12 in September 2012, authorizing agreements between the developer of the Rose Lane project, the City, and the Marin Housing Authority to manage the development’s 14 below-market rate units, a significant addition to the City’s affordable housing supply.

SMART Station Area Plan. The draft SMART Station Area Plan proposes new housing and job uses in the Larkspur Landing area, adjacent to a significant portion of the City’s job base as well as existing and future transportation modes connecting to the County and region’s major job centers. The draft Plan also contains urban design guidelines intended to ensure future development in the station area is respectful to the City’s architectural context and is scaled to respect the natural topography of the land and existing development in the area.

The table below and the attached Housing Element reporting forms summarize project approvals and residential building permits issued (2007-2012) and the implementation status of major Element programs in 2012.

**Summary Table: Larkspur Residential Unit Approvals 2007-2012**

Project	Unit Type	Tenure R=Rental O=Owner	Affordability by Household Income					Totals	
			Very Low	Low	Mod	Above Mod	Total	Planning Approvals	Bldg Pmts
Monahan/EAH	SF/MF	O/R	24			23	47	47	11 mkt rate 24 Afd
Second Units		R	1	1	7		9	9	6
Downtown-Vacant Sites								0	0
Downtown-Above Commercial	MF	R		2			2	2	2
N. End Magnolia								0	0
N. of Corte Madera Creek								0	0
CLASP-Subarea 3, Rose Land development	Senior Condos	O		2	3	37	42	85 +6-2nd units Final Subdivision Map and Subdivision Improvement Agreement Appr'd	2 (Model homes)
	Senior Cottages	O		1	2	5	8		
	Cottages	O		3	3		6		
	2 <sup>nd</sup> units	R	2	2	2		6		
	SF homes	O				29	29		
2000 Larkspur Landing Circle (Ross Valley Sanitary District)	SF-attached	O		12	13	101	126	126 Prelim & Prec. Plan appr'd	0
Tiscornia Winery								0	0
McLaren Property								0	0
SF mkt-rate (other than for above projects)	SF	O				20	20	<b>32</b> <b>(1 in '12)</b>	21 mkt rate <b>(2 in '12)</b>
<b>Totals</b>			<b>27</b>	<b>23</b>	<b>30</b>	<b>215</b>	<b>295</b>	<b>307</b>	<b>66</b>
<b>Regional Housing Need 2007-2014</b>			90	55	75	162	382		



## ***GENERAL PLAN UPDATE & SMART STATION AREA PLAN***

### General Plan Update

The City Council initiated an update of the General Plan in April 2010. The General Plan Update Citizen Advisory Committee (GPUCAC) concluded their recommendations of revised General Plan elements in November 2011, after which staff prepared an administrative draft of the updated General Plan for internal staff review. With the initiation of the SMART Station Area Plan process in 2012, the General Plan update has been temporarily put on hold as staff anticipates several updates to the land use, circulation, and potentially other General Plan elements following preparation of the Station Area Plan that can be processed concurrently. The City Council approved a revised General Plan Update Work Plan in June 2012 which aligns major milestones of both the General Plan Update and Station Area Plan. Staff will further revise the Work Plan in 2013 to reflect recent amendments to the Station Area Plan schedule.

Staff contracted with Nichols-Berman Environmental Consultants and Parisi and Associates Transportation Planning in December 2012 to begin preparation of an existing conditions analysis for the General Plan Update EIR. This analysis will be completed by June 2013.

### SMART Station Area Plan

In March 2012, the City Council approved Resolution 12/12 authorizing staff to enter into a funding agreement with MTC/ABAG to receive \$480,000 in grant funds to prepare a Station Area Plan (SAP) and associated program-level Environmental Impact Report. Matching funds of \$120,000 were secured from partner agencies the Transportation Authority of Marin (\$80,000), Golden Gate Bridge Highway and Transportation District (\$10,000), County of Marin (\$10,000), Sonoma-Marín Rail Transit (\$10,000), and the City of Larkspur (\$10,000). The City Council approved Resolution 17/12 in April 2012 authorizing staff to enter into contract with BMS Design Group to prepare the SAP and associated program Environmental Impact Report.

The General Plan Update and Station Area Plan CAC (SAPCAC), appointed in 2011, plays an important role in the SAP process, providing policy guidance and aiding in public participation. The CAC met four times in 2012 between May and November, and hosted public workshops in July and November. Project consultants BMS Design Group prepared several land use alternatives based on CAC, public, and City staff input. These alternatives were presented at a public workshop in November, after which the CAC voted to recommend a preferred land use scenario and multi-modal circulation plan ("preferred plan"), which was released in December.

The preferred plan proposes new housing, office, and retail uses, new and/or improved bicycle and pedestrian pathways, and new public outdoor spaces in the Larkspur Landing area immediately surrounding the planned SMART Station. The preferred plan does not identify any land use changes in the Redwood Highway area, due to its extreme vulnerability to seasonal and long-term flooding, and the relative uniqueness of land uses in the area (mobile home parks, auto-oriented commercial, light industrial, etc.) that not found elsewhere in the City or in southern Marin County. The preferred plan does, however, provide design guidelines for redevelopment or new development occurring within the Redwood Highway area, as well as suggested improvements to vehicular, pedestrian, and bicycle circulation through the area.

Preparation of the program EIR began in fall 2012. The Draft Station Area Plan and Draft EIR will be released in July 2013, followed by a public workshop to receive preliminary public

comments. The Draft Plan and EIR will go before the Planning Commission and City Council at public hearings beginning in fall 2013.

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## **LAND USE ELEMENT**

**Summary:** The Land Use Element provides the physical framework for the future growth of the community. It includes a discussion of the Larkspur Planning Area, the land use pattern in Larkspur, a description of the land use categories, and descriptions of the City's residential neighborhoods, commercial districts, and planned development districts. It also includes information regarding the City's public schools, public facilities, and open space areas. Most importantly, the Land Use Element includes the City's goals, policies, and programs relative to land uses in the City and proposed land use changes.

### **Major Themes:**

- Preserve and enhance Larkspur's unique physical and natural setting, while accommodating suitable new development. Maintain the city's overall residential character and the scale of its neighborhoods. At the same time, encourage a diverse demographic (especially age and family and social) mix.
- Enhance the attractiveness and viability of existing commercial areas. Ensure that they provide neighborhood-serving businesses and are accessible by means other than the auto. Preserve the historical character of Downtown and its surrounding neighborhoods. Establish a town center or civic nucleus.
- Maintain the present mix of uses in the area east of Highway 101, especially the mobile homes affordable to seniors and to young families.

**Goals, Policies and Action Programs:** The first set of goals, policies and action programs in the Land Use Element address the City's neighborhoods. These are implemented through the regular actions of the Planning Commission and Planning Department staff during review of project applications. Through project review, the Commission and staff ensure that proposed densities and uses comply with the General Plan and zoning ordinance in order to protect the community's character, maintain the scale of its existing neighborhoods, and preserve the City's hillsides and environmentally sensitive areas.

Plan Bay Area- Sustainable Communities Strategy. In early 2012, the Metropolitan Transportation Commission and the Association of Bay Area Governments sponsored public workshops around the Bay Area region to solicit feedback on several land use scenarios for consideration in Plan Bay Area, an integrated land use and circulation planning vision document for the Bay Area region. In July 2012, MTC and ABAG Executive Boards approved the final land use alternatives to be studied in the Plan's draft Environmental Impact Report. Preparation of the draft EIR and draft Plan Bay Area commenced in September 2012. The draft Plan Bay Area was released to the public in March 2013, and the draft EIR was released in April 2013. Several public workshops were held throughout the region to solicit feedback from the public on both documents. A hearing was held in Marin on April 29, 2013. Final hearings for adoption of the Plan will be held in June 2013.

Central Larkspur Specific Plan.

### Rose Lane Development

In October 2012, the City Council approved Resolution 60/12 approving the final subdivision map and subdivision improvement agreement for the Rose Lane development (formerly the Rose Garden development; CLASP Subarea 3). The subdivision improvement agreement requires the developer and City to enter into a recorded agreement with Marin Housing Authority to manage the development's 14 affordable housing units. Also included in the agreement are requirements for creek protection and preservation as well as public improvements necessary to support the development. Building permits for two model homes were issued in March 2013. Permits for two senior condominium buildings are being prepared for issuance. The project developer anticipates beginning home sales in summer 2013.

Retail and Commercial Areas. The second and third set of goals, policies and action programs of the Land Use Element address the City's retail and commercial areas, and the Downtown area, respectively. Both the Planning Commission and Planning Department staff implement the retail, commercial, and Downtown policies regularly through implementation of the City's zoning ordinance and the Downtown Specific Plan (Action Program [13]). The City's design review process is an excellent tool that ensures new development or significant redevelopment of commercial properties is not detrimental to the surrounding residential community and will enhance the attractiveness and vitality of the existing development.

In 2012, the Planning Commission approved design review applications for exterior building modifications for several tenant spaces as well as conditional use permits for live music and new uses at the Marin Country Mart, which have helped the revamped commercial center to thrive.

Larkspur Downtown. The Downtown policies are also continuously implemented by the Planning Commission and Planning Department staff with the additional assistance of the Heritage Preservation Board, which reviews project proposals in the Downtown Historic District.

### Greenbrae, East Larkspur, the Former Railroad Right-of-Way, and Other Properties.

#### 2000 Larkspur Landing Circle.

The property located at 2000 Larkspur Landing Circle, owned by Sanitary District No. 1 of Marin County, remained undeveloped in 2012 after resolution of a lawsuit between the District and former project developer Campus St. James in 2011. The District submitted an application for a General Plan and Precise Development Plan amendment in June 2012 that proposed a revised mix of residential, hotel, and sanitary district facility uses as described in the approved Precise Development Plan for the parcel, though with higher residential density. The application remains incomplete and the District has not pursued completion of the application at this time. However, the Draft SMART Station Area Plan proposes a similar mix of uses on the site with higher residential densities (35 dwelling units per acre).

#### Rail Right-of-Way

Improvement of the SMART rail right-of-way for rail service remains in Phase 2 of the SMART District's development plan and is currently unfunded. Portions of the former Northwestern Pacific Railroad right-of-way (including the segments parallel to Holcomb Avenue and perpendicular to Tamal Vista Boulevard in Corte Madera, and through the Cal Park Hill Tunnel in Larkspur Landing) have been, and continue to be improved as important regional pedestrian/bicycle pathways.

#### San Quentin Prison.

The City continues to monitor development proposals at the San Quentin Prison site. No proposals moved forward in 2012.

Regional Cooperation. Members of the City Council, the City Manager, and City staff continue to participate on numerous committees and joint power authorities to manage and address land use issues associated with, but not limited to: the Ross Valley Watershed and Flood District; consolidation of fire districts, Central Marin Police Authority; Twin Cities shuttle buses (initiated by the Transportation Authority of Marin in 2006; service modified in 2012); Safe Routes to Schools; Marin County Hazardous and Solid Waste Joint Powers Authority; Bay Cities Joint Powers Insurance Authority; the Marin Climate and Energy Partnership; and the Association of Bay Area Governments.

Land Use Changes. No further changes occurred to the properties identified in this portion of the Land Use Element in 2012.

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## **COMMUNITY CHARACTER ELEMENT**

**Summary:** The Community Character Element addresses the elements of Larkspur's character, including its boundaries, the natural and built environment, and gateways. Together with Appendices A and B of the General Plan, the Element describes the City's gateways and unique and distinct neighborhoods. Community Character goals, policies and programs focus on preserving and enhancing the City's livable environment and its historic and archaeological resources.

**Major Themes:**

- Preserve, enhance, and strengthen Larkspur's livable and attractive environment, its community identity, and its special "sense of place."
- Promote a greater awareness of and sensitivity toward Larkspur's historic and archaeological heritage.

**Goals, Policies and Action Programs:** Maintaining community character is always at the forefront in the consideration of any project proposal considered by the City Council, Planning Commission or Planning Department staff. The City's zoning ordinance, particularly its design review requirements, is the primary implementation tool to ensure community character is maintained and enhanced. Community events and efforts towards preserving the City's unique cultural and architectural heritage also help to maintain community character.

Heritage Preservation. Planning staff, the Heritage Preservation Board, and the Planning Commission continue to implement the Heritage Preservation regulations contained in the zoning ordinance as projects come forward. In 2012, an application was submitted to re-evaluate the historical rating of the property at 219 Hawthorne Avenue and remove the property from the Historic Resources Inventory. The application went before the Heritage Preservation Board which recommended denial of the application and retention of the property on the Historic Resources Inventory. After multiple hearings from April to September 2012, consideration of professional testimony from the City's and applicant's historic architects, the City Council voted to retain the property's historic rating and placement on the Historic Resources Inventory.

Due to the retirement of the City's longstanding historic consultant, staff initiated a recruitment process to identify two to three consulting firms to provide 'on-call' services. Staff issued a request for qualifications (RFQ) and held interviews with a selection committee made up of the

Planning & Building Director and a member of the Heritage Preservation Board and the Planning Commission. In January 2013, the Committee selected two firms, Jerri Holan Associates and Garavaglia Architects to serve as regular historic consultants for the City.

The City's Heritage Preservation Board actively encourages community interest in and support for preservation activities through seasonal tours of the City's historic neighborhoods and participation in the community festivals and events, including the Food and Flower Festival and the Downtown Wine Stroll (new in 2012, which celebrated the Downtown Historic District's 30<sup>th</sup> anniversary). The Board annually awards Heritage Preservation Awards to property owners who have demonstrated creativity in renovation and restoration of their historic properties. In 2012, the Board bestowed awards upon the property owners of 130 Magnolia Avenue and 9 Monte Vista Avenue. The Board also continues to maintain the City's historic resources archive and inventory, and continued the archival digitization project throughout 2012 with assistance of many community volunteers, including some City staff members, and an archival consultant. The Board continues to manage the City's two active Mills Act contracts at 234 Hawthorne Avenue and 55 Walnut Avenue.

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## **CIRCULATION ELEMENT**

**Summary:** The Circulation Element "describes the existing circulation system and travel characteristics in and around the City of Larkspur. It also projects future demand for travel based on 'build-out' of the Land Use Plan and the anticipated circulation deficiencies that would result, and suggests potential ways to alleviate these inadequacies. At the conclusion, these technical analyses are brought together with practical community needs and desires, and presented as the Circulation Goals, Policies, and Programs." (Excerpt taken from the Element's Introduction.)

### **Major Themes:**

- Provide safe and efficient transportation facilities for moving people and goods within Larkspur. At the same time, give *quality of life* and *protection of the environment* a higher priority than "traffic mobility," and do everything possible to ameliorate the negative impacts of local and regional traffic on Larkspur.
- Assure adequate transit service in Larkspur (bus, ferry, airport limousine) as alternatives to the auto.
- Improve the connections between the several parts of Larkspur and with neighboring communities, as well as access from Larkspur to the freeway.

**Goals, Policies and Action Programs:** The City's Circulation Assessment Permit and traffic impact fee requirements implement many of the Circulation Element's policies, in addition to the City's Capital Improvement Program which is updated annually to identify the City's priorities for roadway and bridge improvements (including pedestrian and bicycle pathways).

In November 2012, the Department of Public Works oversaw the completion of the Doherty Drive Improvement Project, which elevated and repaired the roadway from the Doherty Drive Bridge to Redwood High School. The project also included improvements to street drainage and bicycle and pedestrian pathways.

*SMART Train.* (See discussion of SMART Station Area Plan above for discussion of pedestrian

and bicycle circulation improvements in the Station Area). The SMART District continues to move forward with construction of the Initial Operation Segment of the rail line and multi-use path. The Circulation Element (Policy v) supports the concept of public transit along the railroad right-of-way, including a rail connection from the north via a grade separation with Sir Francis Drake Boulevard along the approximate alignment of the former trestle. This support, however, is qualified in the Element with the City's concerns regarding the impact of rail and its connection with the ferry terminal in terms of its potential to increase local traffic congestion (e.g., pages 80 and 82 of the Circulation Element and Policy v) and to impact the City's quality of life (Goal 1 and 4). Further, the Element's policies state that it is important for the City to work with other agencies design a regional transit system that serves Larkspur, but does not adversely affect it.

#### Other regional projects.

##### Highway 101 Greenbrae/Twin Cities Corridor Improvement Project

The City Council and City staff continue to be involved in discussions and workshops with TAM and other agencies on the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project (sponsored by the Transportation Authority of Marin and Caltrans). The Draft Initial Study/Mitigated Negative Declaration for the project was released in December 2012. The City Council provided a response letter to TAM requesting a full environmental impact report to be prepared, among many other concerns with the project's impact on Larkspur. A working advisory group consisting of elected officials from impacted jurisdictions as well as stakeholder groups was formed in March 2013 to provide further direction to TAM on the project's design and purpose.

##### Central Marin Ferry Connection.

The City continues to cooperate with the SMART District and TAM to finalize design of the Central Marin Ferry Connection project (sponsored by TAM). TAM anticipates the project will break ground in fall 2013.

Other Regional Collaborative Efforts. In addition to participating in the Safe Routes to School, Way-to-Go, and Street Smarts Programs, the City continues to work with the school districts and the Town of Corte Madera on the continuation of a local shuttle that is designed to serve residents of both communities, especially students, in an effort to provide safe and efficient transportation and to ease the traffic congestion in the area. The shuttle service, provided by Marin Transit, was partially dissolved in 2012, with local service no longer provided to the Larkspur Landing area. Service to downtown Larkspur and the Bon Air Shopping Center was added to an existing shuttle route.

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## **COMMUNITY FACILITIES AND SERVICES ELEMENT**

**Summary:** The Community Facilities and Services Element addresses the level of public facilities and related services in Larkspur and future levels of service. Public facilities addressed in the Element include parks, schools, police, fire, City Hall, and the City's corporation yard. Related services include recreation, education, childcare, and municipal government. Fire and police *services* are addressed in the Community Health and Safety Element.

### **Major Themes:**

- Provide park facilities and recreation programs for all age groups.

- Cooperate with the school districts to share resources and provide a high level of cultural, recreational, and community use of public buildings and lands. Preserve all existing school sites for future public use, giving school use the highest priority. Renovate and expand public buildings and facilities to meet growing demands for services over the next 20 years.
- Ensure the availability of quality childcare in Larkspur.

**Goals, Policies and Action Programs:** The City's Annual Budget and Capital Improvement Program are the primary tools for implementing the Community Facilities and Services Element and, within the City's funding abilities, properly reflect the City's goal of providing park facilities and recreation programs for all age groups. The City completed a substantive update to the Piper Park Master Plan that was adopted by the City Council in April 2012.

The City continues to work with the Town of Corte Madera and the local school districts to coordinate the use of facilities and services. The cooperation with the school districts is exemplified in the continued use and maintenance of the jointly-funded gymnasium at Hall Middle School and the ongoing discussions relative to similar joint ventures with the Tamalpais Union High School District. In addition, the City continues to run a high-quality childcare program in cooperation with the Larkspur-Corte Madera School District that is highly valued by the community.

#### Central Larkspur Specific Plan.

##### Community Parcel

As stipulated in the Development Agreement for the Rose Lane development (formerly Rose Garden; CLASP Subarea 3), Parcel A of the development will be dedicated to the City of Larkspur for use as parkland and community facilities. In July 2012, the City Council approved Resolution 41-12 authorizing a master plan process for development of the parcel as a mixed-use facility, including a library or related services and a community center. In September 2012, the Council appointed the Community Facility Parcel Ad-Hoc Committee (later renamed the Larkspur and Recreation Community Planning Committee, or LARC), and entered into a consultant services agreement with Group 4 Architecture + Planning to prepare the Community Facilities Parcel Master Plan. A work plan and fast-paced schedule was approved that included an analysis of current and predicted space and services needs of the City and community, and significant public outreach to user groups and stakeholders.

The draft Master Plan was presented to the Planning Commission and City Council in March and April of 2013 and was approved by the City Council on April 17, 2013 with adoption of Resolution 34-13. An Initial Study/Mitigated Negative Declaration for the Master Plan was also adopted. The Master Plan recommends a joint-use community facility in the range of 20,000 to 24,000 square feet of interior space that includes core library spaces, community center spaces, and shared spaces. On-site parking is also proposed, as well as recommendations for shared parking agreements to accommodate overflow parking on neighboring properties during special events.

Central Marin Police Authority. In December 2012, the City Council adopted Resolution 77/12, approving an amended Joint Powers Agreement between the City of Larkspur and the towns of Corte Madera and San Anselmo, forming the Central Marin Police Authority. The Authority became effective on January 1, 2013. The amended Joint Powers Agreement will provide the City cost savings in police operations while maintaining or improving police services to the community through shared resources.

Central Marin Police Authority Station Reconstruction and Corporation Yard. The Central Marin Police Authority headquarters were formally occupied in February 2012 after a grand opening ceremony in January 2012. The City continues to share Corporation Yard facilities with the Tamalpais Union High School District on Doherty Drive, and City staff continues to negotiate a long-term lease with the TUHSD to continue sharing corporation yard space.

SMART Station Area Plan. During the community outreach process for the SMART Station Area Plan, a common theme emerged for additional and improved community facilities within the Station Area. Chief among these concerns included improved access to the waterfront, facilities and services for seniors and young children, and improvement of existing open space and parkland. In response to these comments, the draft Station Area Plan proposes development of public plazas at the Larkspur Ferry Terminal and Marin Country Mart, as well as improvements to the existing multi-use path along the south side of Sir Francis Drake Boulevard East and improvements to Remillard Park and Miwok Park as proposed in the Mini Parks Master Plan (2000). The draft Plan also identifies the Station Area as an ideal location for senior housing and services.

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## **ENVIRONMENTAL RESOURCES ELEMENT**

**Summary:** The Environmental Resources Element includes addresses the City's open space lands and other natural resources, as well as the City's goals, policies and programs relating to preservation of open space and the natural environment, water conservation, water quality, and waste recycling.

### **Major Themes:**

- Preserve and enhance open space features, including wetlands along San Francisco Bay and Corte Madera Creek, wildlife habitats, view corridors, and ridgelines.
- Maintain the Corte Madera and Southern Heights Ridges as open space and as community separators between Larkspur and Mill Valley and between Larkspur and San Rafael.
- Protect open space and shoreline/marsh conservation areas from any degradation that could result from public facility improvements such as roads, paths, sewers, or flood control projects.
- Reduce water consumption.
- Reduce the volume of the City's waste stream.

**Goals, Policies and Action Programs:** The primary implementation tools for many ongoing Environmental Resources Element goals, policies, and programs are the City's zoning ordinance, CALGreen (the State of California's green building code) and amendments to CALGreen in the City's building code, the California Environmental Quality Act, and Marin County Stormwater Pollution Prevention Program (MCSTOPPP), which are applied to projects as they are proposed.

The City continues to consider the preservation of natural habitat and protection of endangered species in all City projects and evaluates all projects for CEQA compliance. In 2012 the construction schedule for the Doherty Drive improvement project was adjusted to accommodate the nesting season of the endangered clapper rail, which was found nesting in the vicinity of the

project.

Flood Hazards. As noted under the discussion of the Land Use Element, the City has participated in discussions regarding flooding issues within the Ross Valley Watershed, including clean up of Corte Madera Creek. The City also implements current FEMA regulations regarding finished floor elevations for development located in identified flood hazard zones that are triggered by proposals for new development or significant redevelopment. The General Plan Update CAC recommends further regulation by the City of development in flood hazard zones that will be considered by the Planning Commission and City Council in their review of the updated General Plan. The program EIR for the SMART Station Area Plan will consider flooding risks and propose mitigation measures to protect development in the Station Area, including both seasonal and long-term flooding.

Zero Waste Goals. In 2012 the City continued to participate in Marin County Hazardous and Solid Waste Joint Powers Authority, the Marin Climate and Energy Partnership, and the Marin Energy Authority. These partnerships assist local jurisdictions to accomplish zero waste goals and reductions in greenhouse gas emissions. In 2011, the City received a grant from the Marin County Hazardous and Solid Waste Management Joint Powers Authority to develop waste reduction programs. The City Council adopted Ordinance 985 in May 2012, amending the municipal code by adding Chapter 15.26 which requires the collection, recycling and disposal of waste generated from construction, demolition and renovation projects

Climate Action Plan. The Climate Action Plan, adopted by the City Council in July of 2010, contains action programs that implement many of the Element's goals and policies, particularly Goal 5 (Reduce water consumption) and Goal 6 (Reduce the total volume of the City's waste stream). The City Council adopted a new purchasing policy in June 2012 that contains "green" purchasing guidelines, where cost effective. In August 2012, the City Council also authorized installation of three new electric vehicle charging stations in the City (two at Piper Park, one at the Central Marin Police Authority).

City staff continues to implement the Plan's ongoing programs to mitigate municipal and community greenhouse gas emissions. In 2012, Planning staff continued to collect data to complete the 2010 Greenhouse Gas Emissions Inventory in coordination with the Marin Climate Energy Partnership. Staff anticipates presenting the 2010 Greenhouse Gas Emissions Inventory to the City Council in August 2013.

Marin Energy Authority. After joining the Marin Energy Authority in 2011, the City Council continues to monitor the authority's actions and appoints liaisons to the Authority's Board serving annually. In July 2012 the Council authorized switching from PG&E to MEA for electricity, electing the "Light Green" option, in order to reduce municipal greenhouse gas emissions.

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## **COMMUNITY HEALTH AND SAFETY ELEMENT**

**Summary:** The Community Health and Safety Element contains policies intended to protect the community from natural and man-made hazards (including noise), as mandated by the Government Code. It also addresses air quality, as encouraged by the Bay Area Air Quality Management District. As stated in the introduction to the Element, "Community health and safety involves the protection of the community from natural hazards such as floods, earthquakes, landslides, and fires. It also involves protection from man-made hazards such as

air pollution, noise, and hazardous materials. This chapter describes the scope of these hazards, as well as the actions that the City can take to eliminate or reduce the probability of these hazards leading to a major disaster. The overall purpose of this Element is to protect the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions.”

**Major Themes:**

- Do what the City can, within reason, to protect the community from injury, loss of life, and property damage resulting from natural disasters and hazardous conditions. Increase public awareness of flooding, seismic, landslide, fire, and other natural hazards, and of methods to avoid or mitigate their effects. Deter development in areas prone to such hazards.
- Protect Larkspur from accidental exposure to hazardous materials from spills, leaks, vapor releases, and improper or illegal storage and disposal.
- Reduce the adverse effects of noise upon persons living or working in Larkspur, especially the escalation of sound levels in areas where noise sensitive uses exist.

**Goals, Policies and Action Programs:** The City’s Building Code, Fire Code and Zoning Ordinance are the primary tools that implement the policies of the Element. Application of the California Environmental Quality Act also serves as a tool to implement the Element’s policies particularly as they relate to geology, noise, and air quality. In addition to participating in identifying improvements to the Ross Valley Watershed and refining methods for determining finished floor elevations for structures within a flood zone, the City distributes and provides flood protection tips on its website and informs local businesses and residents where sandbags may be obtained.

Beginning in 2008, the City continues to successfully promote and implement the Get Ready! disaster preparedness program, with classes designed to educate and train residents on how to be prepared for the first 72 hours after a disaster filled to capacity. The City Council also appointed members of the public to the Community Emergency Advisory Committee in July of 2010. In 2012, the CEAC continued to meet regularly and acted as community liaisons to encourage participation in Get Ready! classes and other preparedness efforts. In fall 2012, the CEAC combined with Corte Madera to become the Twin Cities Disaster Preparedness Committee.

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**BICYCLE AND PEDESTRIAN TRAILS AND PATHS ELEMENT**

**Summary:** The Bicycle and Pedestrian Trails and Paths Element is intended to develop a Citywide system of trails and paths that link sections of Larkspur to one another and to neighboring communities and open space areas.

**Major Theme:**

- Make it easier to move around Larkspur without having to use a car.
- Provide safe, paved, bicycle and pedestrian paths to schools, shopping areas, recreation facilities, and open space preserves.
- Improve traffic safety for bicyclists and pedestrians.

**Goals, Policies and Action Programs:** The City's Bicycle and Pedestrian Master Plan (2004) and the annually updated Capital Improvement Program are the primary tools for implementing the goals, policies, and programs of the Trails and Paths Element. Department of Public Works and Planning staff continually evaluate project applications for potential improvements to the public right-of-way, sidewalks, and pedestrian/bicycle pathways.

Complete Streets Resolution. In January 2013, the City Council adopted a Complete Streets resolution, solidifying the City's commitment to providing safe, comfortable, and convenient access along and across streets for all street users, including 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. Adoption of the resolution ensured that the City would be eligible for grants under the new One Bay Area Grant program managed by the Metropolitan Transportation Commission.

California state law requires that cities include Complete Streets policies in future updates of the Circulation Element, which the GPUSAC and City staff considered during the initial phase of the General Plan update. The updated Circulation Element will reflect this philosophy by incorporating a multi-modal focus to all goals, policies, and action programs; in its current state, the Circulation Element focuses almost solely on vehicular circulation.

Capital Improvement Projects. The Doherty Drive improvement project, completed in November 2012, significantly improved the safety and circulation flow of pedestrian and bicyclists along the thoroughfare. Also completed in 2012 was repair of the wooden bridge over Corte Madera Creek, a key component of the multi-use paths on the south side of Sir Francis Drake Boulevard. Upcoming projects in 2013 include the replacement of the Bon Air Bridge, which will include an improved pedestrian and bicycle pathway.

SMART Station Area Plan. Improvements to pedestrian and bicycle trails and paths in the SMART Station Area are discussed in the Land Use and Circulation Element discussions above.

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## **HOUSING ELEMENT**

**Summary:** The Housing Element addresses the requirements of State Housing Law, but more importantly it addresses the needs of the City. The Element includes a housing needs analysis, a housing opportunities analysis, the City's vision, goals and objectives relative to housing, and the City's housing policies and implementing programs. The City Council adopted an updated Housing Element in November of 2010 addressing the City's Housing Needs for the 2007-2014 planning period. After adoption of a technical amendment, the Housing Element was found to comply with State housing law by the Department of Housing and Community Development in April 2011.

### **Major Themes** (Housing Element Objectives):

- Identify shared responsibilities from all sectors within the community that effectively address the City's housing needs.
- Promote equal housing opportunities for all persons and assure effective application of Fair Housing law.

- Assure that new housing is well designed and of an appropriate scale to enhance our neighborhoods and community. Protect and enhance the housing we have and ensure that existing affordable housing “at risk” of conversion to market rates will remain affordable.
- Promote the creation of housing near the workplace and establish non-residential use contributions to affordable workforce housing.
- Maintain a diverse population by providing a variety of choices in the type, size, cost and location of new housing and more efficient use of existing housing, including the creative and efficient use of vacant land and the redevelopment of built land within established development areas to support local transit and services, maximize sustainability, and help maintain our environment and open space.
- Provide the City’s “Fair Share” of very-low, low and moderate-income housing and to ensure affordable housing remains affordable over a long term
- Encourage well-designed, legal second units in all residential neighborhoods.
- Provide housing for population groups who require special assistance.
- Provide housing assistance for special needs and link housing to Health and Human Services programs helping meet the needs of seniors, people with disabilities, homeless and others.
- Be aggressive and creative in finding ways to increase ongoing local funding resources for low income special needs housing.
- Encourage energy conservation in housing.
- Take a proactive approach in sharing resources and making organizational changes to effectively create and respond to opportunities to achieve housing goals.

**Goals, Policies and Action Programs:** Many of the Element’s policies and programs are designed to be implemented on an ongoing basis, such as: providing housing information; implementing the City’s design review regulations; prohibiting condominium conversions due to the low rental vacancy rate; conducting presale home inspections; inspecting multi-family residences; and priority processing of applications that include affordable housing. Relevant implementing actions of the Housing Element’s objectives in 2012 include adoption of Resolution 52/12 in September 2012, authorizing agreements between the developer of the Rose Lane project, the City, and the Marin Housing Authority to manage the development’s 14 below-market rate units, a significant addition to the City’s affordable housing supply.

SMART Station Area Plan. The draft SMART Station Area Plan proposes new housing and job uses in the Larkspur Landing area, adjacent to a significant portion of the City’s job base as well as existing and future transportation modes connecting to the County and region’s major job centers. The draft Plan also contains urban design guidelines intended to ensure future development in the station area is respectful to the City’s architectural context and is scaled to respect the natural topography of the land and existing development in the area.

The table below and the attached Housing Element reporting forms summarize project approvals and residential building permits issued (2007-2012) and the implementation status of major Element programs in 2012.

**Summary Table: Larkspur Residential Unit Approvals 2007-2012**

Project	Unit Type	Tenure R=Rental O=Owner	Affordability by Household Income					Totals	
			Very Low	Low	Mod	Above Mod	Total	Planning Approvals	Bldg Pmts
Monahan/EAH	SF/MF	O/R	24			23	47	47	11 mkt rate 24 Afd
Second Units		R	1	1	7		9	9	6
Downtown-Vacant Sites								0	0
Downtown-Above Commercial	MF	R		2			2	2	2
N. End Magnolia								0	0
N. of Corte Madera Creek								0	0
CLASP-Subarea 3, Rose Land development	Senior Condos	O		2	3	37	42	85 +6-2nd units Final Subdivision Map and Subdivision Improvement Agreement Appr'd	2 (Model homes)
	Senior Cottages	O		1	2	5	8		
	Cottages	O		3	3		6		
	2 <sup>nd</sup> units	R	2	2	2		6		
	SF homes	O				29	29		
2000 Larkspur Landing Circle (Ross Valley Sanitary District)	SF-attached	O		12	13	101	126	126 Prelim & Prec. Plan appr'd	0
Tiscornia Winery								0	0
McLaren Property								0	0
SF mkt-rate (other than for above projects)	SF	O				20	20	<b>32</b> <b>(1 in '12)</b>	21 mkt rate <b>(2 in '12)</b>
<b>Totals</b>			<b>27</b>	<b>23</b>	<b>30</b>	<b>215</b>	<b>295</b>	<b>307</b>	<b>66</b>
<b>Regional Housing Need 2007-2014</b>			90	55	75	162	382		

