

5 TRANSPORTATION

The Transportation Chapter of the Specific Plan provides a coordinated system of automobile, pedestrian and bicycle routes to serve the needs of the Specific Plan area, Downtown, and the City of Larkspur. This chapter includes policies and standards to integrate parking with adjoining land uses and pedestrian circulation. Detailed design policies, standards and guidelines related to transportation are contained in Section 6 of this Plan.

5.1 OBJECTIVES

The Transportation Objectives of the plan are described below. The Transportation Objectives describe desired future conditions toward which the City will direct its efforts to achieve the broader goals of the Central Larkspur Specific Plan.

Objective T-1 Road patterns that discourage through-traffic on existing and planned residential streets within the Plan area.

Objective T-2 An integrated system of pedestrian and bicycle routes within the Plan area with convenient and attractive links to the Downtown, Larkspur Plaza, schools, parks, nearby neighborhoods, public transit stops and the regional bicycle/pedestrian network.

Objective T-3 Streets designed to limit speeds and make them compatible for shared use with pedestrians and bicyclists.

Objective T-4 Limited street widths to maintain a small-town, well-landscaped appearance.

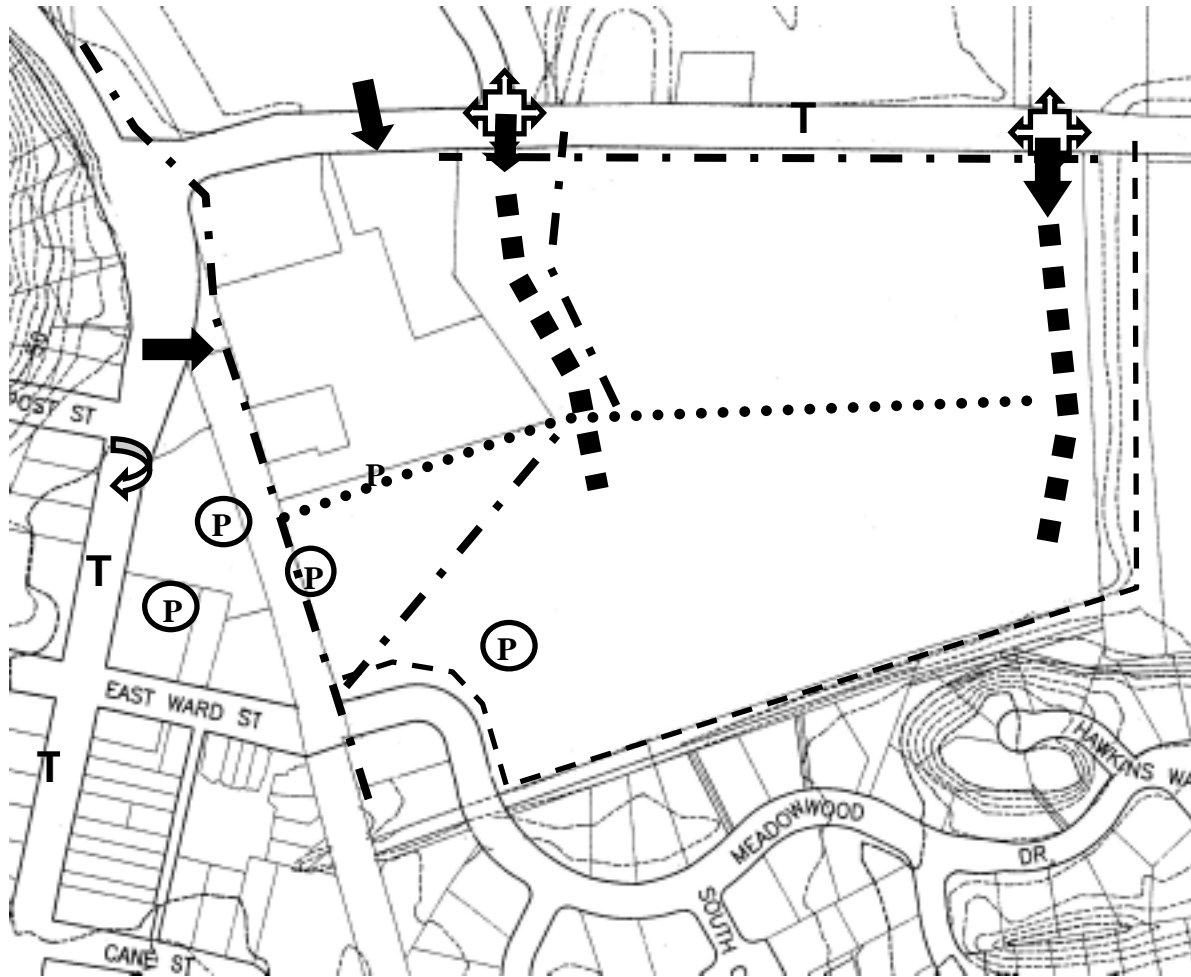
Objective T-5 Landscaped street rights-of-way, pedestrian and bicycle routes, and parking areas that visually integrate the Plan area with its environs and contribute to the attractiveness of the landscape.

5.2 ROADWAY AND INTERSECTION POLICIES AND STANDARDS

Policy T-1. Planned Transportation Routes and Improvements. The general location of primary transportation routes and related improvements are illustrated in Figure 5.1.

Policy T-2. Doherty Drive Improvements. The section of Doherty Drive from Magnolia Avenue to the entrance to Redwood High School shall be reconstructed in accordance with Standard 1, below. Figure 5.2 illustrates the concepts in Standard 1 for Doherty Drive from Larkspur Plaza Drive to Piper Park. Reconstruction should be coordinated with the development of Subarea 3 and the planned modifications to the Hall Middle School site.

Figure 5-1 Transportation Policy Diagram



	Primary vehicular access
	New or modified street intersection
	Conceptual alignment of primary residential street
	Hotel pickup and drop-off
	Combined bicycle and pedestrian path
	Existing path
	Major pedestrian route
	Public parking
	Transit stop

improvements from Magnolia Avenue to the entrance to Redwood High School:

1 A. Road Width. The road shall be reconstructed to provide a travel lane in each direction and a center turning lane that will extend from Larkspur Plaza Drive to the entrance to Piper Park. Adequate shoulders shall be provided to safely accommodate cyclists using the roadway, particularly on the north side of the road. Best efforts shall be made to retain the Liquid Amber trees on the Doherty Street frontage adjacent to Subarea 3; there should be flexibility in the right-of-way design

Standard T-1. Doherty Drive Improvement Standards. The following standards shall be applied to the Doherty Drive

to allow putting the bike path to the south of the trees, if necessary to retain the trees. (See also Standard D-58 regarding the Liquidamber Trees.)

1 B. Bikeway. A Class 1 bikeway shall be incorporated along the south side of the right-of-way.

1 C. Hall School. The City shall work with the Larkspur School District and other affected parties to relieve congestion along Doherty Drive and at the Doherty Drive/Larkspur Plaza intersection through best engineering practices relative to safety and efficiency.

1 D. Bus Stop. In conjunction with the Marin County Transit District, the bus stop at Hall Middle School should be relocated westward to the vicinity of the planned pedestrian/bicycle crossing of Doherty Drive at Larkspur Plaza Drive.

1 E. Doherty Bridge. The planned replacement bridge for the existing Doherty Drive Bridge over Larkspur Creek shall be designed to provide adequate sight lines for both pedestrians and motorists at the Piper Park intersection. It shall also be wide enough to allow construction of a Class 1 bikeway along its south side and, if possible, the Class 1 bikeway shall be constructed on a separate bridge from the traffic lanes and wide enough to accommodate both bikes and pedestrians. If a separate pedestrian/bicycle bridge is infeasible due to cost or for other reasons, the City should explore an alternative separation barrier between vehicular traffic and the pedestrian/bicycle pathway.

1 F. Magnolia/Doherty Intersection. At the approach to and from the intersection with Magnolia Avenue, the north-side curb of Doherty Drive shall be extended to provide space for a Class 1 bikeway connection to the

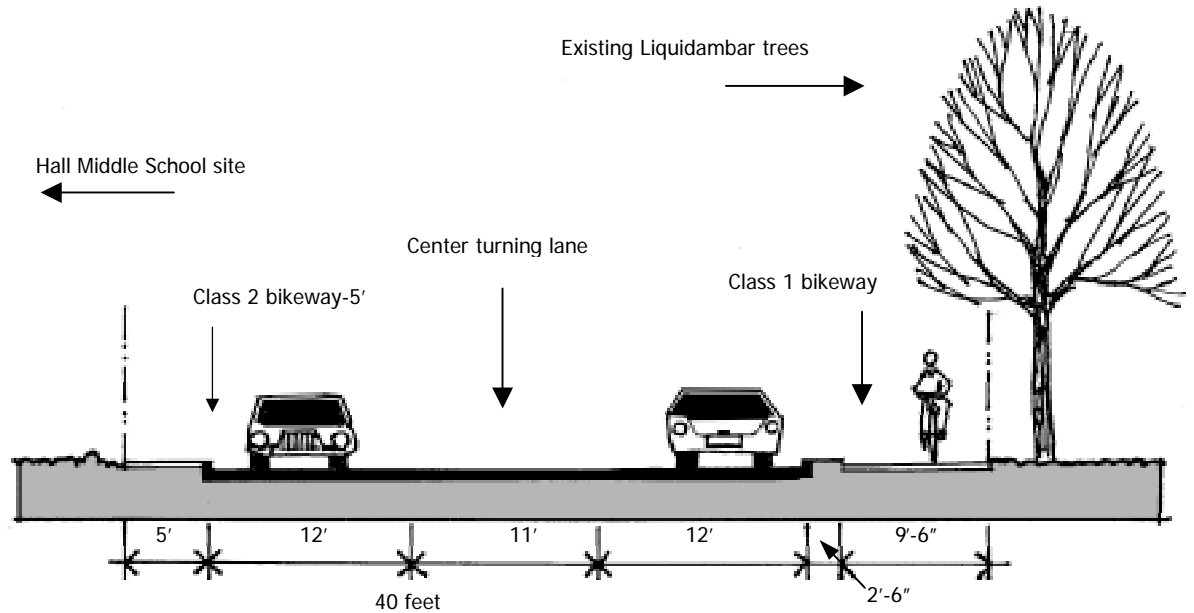


Figure 5-2. Doherty Drive Section

Class 1 bikeway that currently terminates on Magnolia Avenue approximately 150 feet north of the Magnolia/Doherty Drive intersection.

1 G. Doherty/Riviera Circle/Redwood High School Intersection. This intersection shall be studied further for full signalization pursuant to the City's Traffic Impact Fee (TIF) Program. There is a concern that signalization could create more problems at the intersection or at nearby intersections and impact pedestrian safety. Installation of a traffic signal, however, could establish an acceptable LOS at this intersection.

Policy T-3. Doherty Drive/Larkspur Plaza Drive Intersection Improvement Standards. The new intersection at Larkspur Plaza

Drive and Doherty Drive shall be consistent with the following standards:

Standard T-2. Traffic Lights. The intersection shall be fully signalized or a study of alternative intersection improvements shall be conducted at the time of a specific development proposal for either Subarea 2 or 3 (See also Standard T-1.C. above.) The final improvements at this intersection shall be determined based upon improved traffic flow and pedestrian safety and installed prior to development of Subarea 3 or further development of Subarea 2. If a signal is installed, signal timing shall be set to give precedence to and provide adequate crossing time for pedestrians and bicyclists during times of anticipated heavy pedestrian and bicycle movement. The signal shall be designed to allow manual override by pedestrians and bicyclists at other times. Consider installing a detector in the roadbed that is sensitive to bicyclists and marking its location.

Standard T-3. Changes In Roadway Paving Materials. At the time of a specific development proposal, consideration should be given to incorporating changes in roadway paving materials (both color and texture); if incorporated, they should be designed and applied to increase motorist awareness of the crosswalk and decrease the speed of vehicles within the intersection (see Figure 5.3).

Standard T-4. Advance Intersection Warning. At the time of a specific development proposal, consideration should be

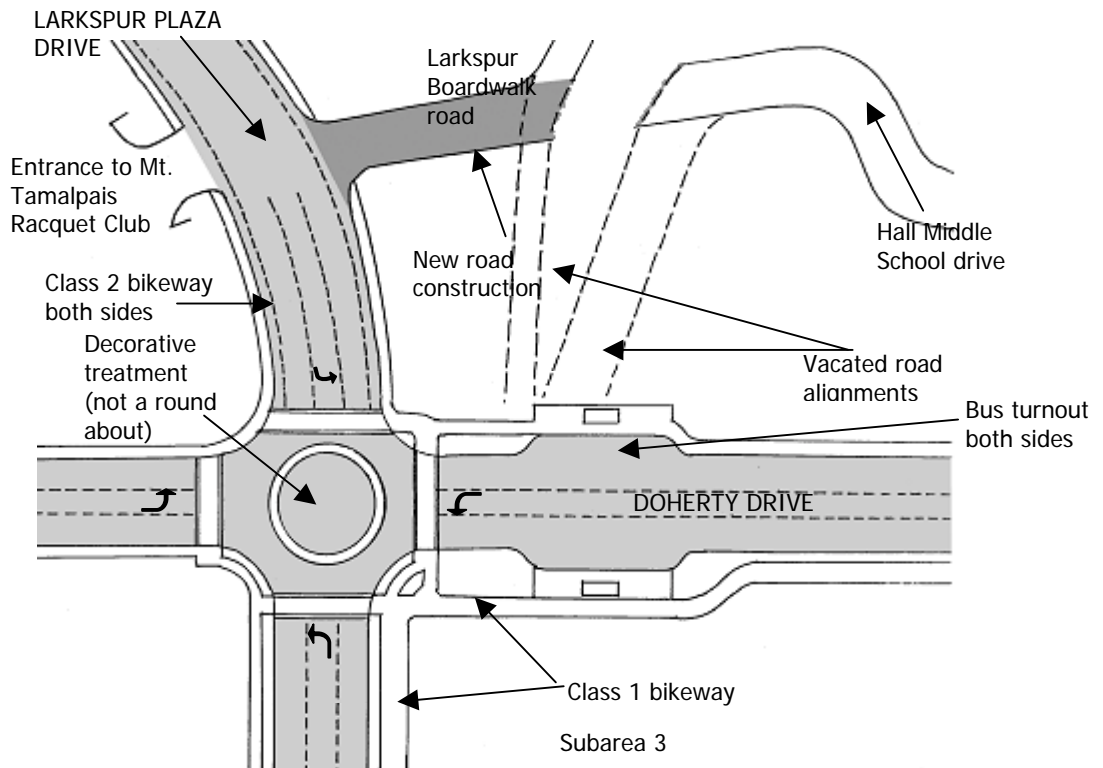


Figure 5-3 New Doherty Drive/Larkspur Plaza Drive Intersection

given to incorporating bands of coarse-textured paving; if incorporated, they should be installed approximately 100 feet in each direction from the intersection to warn motorists of the approaching major crosswalk.

Policy T-4. Doherty Drive/Piper Park Entrance Intersection. The new intersection at the entrance to Piper Park shall incorporate the same features listed in Policy T-3 and Standards T-2, T-3, and T-4, with the exception of traffic signals. The final design of traffic controls at this intersection shall be based on a warrants study.

Policy T-4 A. Magnolia Avenue Improvements. The improvements identified below shall remain as options for Magnolia Avenue. Prior to implementation, additional studies shall be conducted to insure that the improvements will not contribute to problems along the corridor or be detrimental to pedestrian safety.

Standard 4A.A. East Ward Street/Magnolia Avenue Intersection. At such time as the City Council determines it is appropriate, installation of a northbound left turn lane or alternative improvements that would achieve a similar level of service shall be studied for this intersection. The lane could be created by removal of approximately two to three parking spaces from the east curb of Magnolia Avenue located directly south of East Ward Street.

Standard 4A.B. East Ward Street/Magnolia Avenue Intersection. At such time as the City Council determines it is appropriate, southbound and westbound left turn lanes or alternative improvements that would achieve a similar level of service shall be studied for this intersection. The lanes could be created with the removal of approximately four parking spaces from the west curb face of Magnolia Avenue directly north of East Ward Street and four spaces from the south curb face of East Ward Street east of Magnolia Avenue or, alternatively, removal of spaces on the north curb.

Standard 4A.C. Replacement Parking Spaces. If parking spaces are removed near the intersection of East Ward Street and Magnolia Avenue they shall be replaced in any improvements to or relocation of the City's public parking lot.

Standard 4A.D. King Street/Magnolia Avenue. At such time as the City Council determines it is appropriate, this intersection shall be studied for signalization or alternative improvements that would achieve a similar level of service. Installation of a traffic signal at this intersection could improve the level of service.

Policy T-5. Traffic-Calming. Residential streets in the Plan area may incorporate traffic-calming devices that discourage high-speed travel and use of the streets by unrelated through-traffic. Section 6 identifies various acceptable traffic-calming devices.

Policy T-6. Subarea 3 Street Standards. The following standards shall be followed in the design of streets in Subarea 3:

Standard T-5. Standard Right-of-Way Width. The standard right-of-way width of residential streets within Subarea 3 shall be no wider than 45 feet, except where a Class 1 bikeway is incorporated into the right-of-way, in which case a minimum right-of-way of 57 feet shall be required.

Standard T-6. Maximum Pavement Width. The maximum pavement width, measured from face-of-curb to face-of-curb shall be 26 feet.

Standard T-7. Sidewalks and Landscape Strips. Each right-of-way shall also include a 5-foot wide landscape strip and a 4.5-foot wide sidewalk on each side of the roadway. Exceptions may be made to the sidewalk requirement where adjoining open areas allow space for a parallel pedestrian path. Related landscape standards and guidelines are contained in Section 7 of this Plan.

5.3 POLICIES AND STANDARDS FOR VEHICULAR INGRESS AND EGRESS TO SPECIFIC SUBAREAS

Policy T-7. Vehicular Ingress And Egress To Parking And Service Areas. Vehicular ingress and egress to Subareas shall be limited as illustrated in Figure 5.1, which identifies the approximate location of vehicular ingress and egress to the parking and service areas of individual parcels

Subarea 1

Policy T-8. Parking Access, Subarea 1. Two-way access to Subarea 1 parking located within the former railroad right-of-way may be provided directly from Ward Street; however, pedestrian/bicycle safety is a priority in design.

Policy T-9. Hotel/Inn Access, Subarea 1. A porte-cochere for passenger drop-off/pick up and loading/unloading only may be allowed on Magnolia Avenue if a hotel or inn is approved for development in Subarea 1.

Policy T-10. City Parking Lot Access, Subarea 1. A single two-way driveway from Ward Street shall be provided to the City parking lot at Magnolia Avenue and Ward Street. The existing entrance from Magnolia Avenue to the City parking lot at Magnolia Avenue and Ward Street should be eliminated as part of the refurbishment described in Land Use Policy T-9.

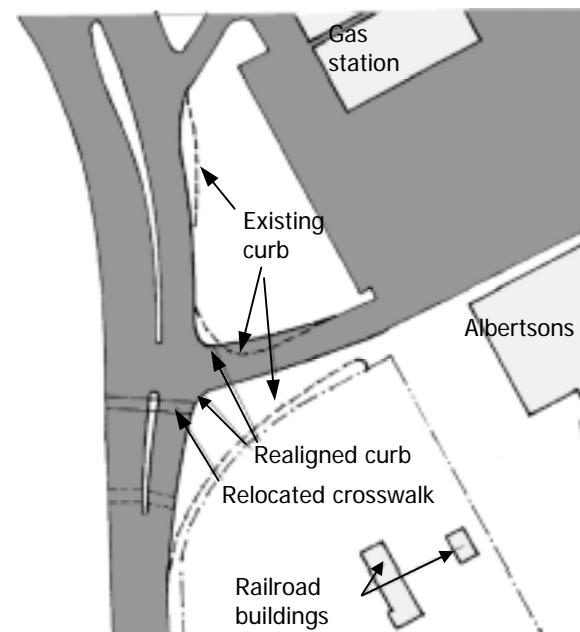


Figure 5-4 Reconfigured Entrance to Larkspur Plaza

Subarea 2

Policy T-11. Larkspur Plaza Access from Magnolia Avenue. The existing driveway entrance to Larkspur Plaza from Magnolia Avenue shall be reconfigured (see accompanying Figure 5.4). This driveway is too wide at present, which has several negative consequences. Among these are poor utilization of the City-owned parcel on which the driveway is located, a driveway width that is not conducive to pedestrian movement, and confusing and potentially dangerous conditions at the approach to the intersection with Doherty Drive for both motorists and pedestrians.

Policy T-12. Gas Station Access, Subarea 2. In the event that the current gas station use at the Doherty Drive/Magnolia Avenue intersection is discontinued, vehicular access to this site should be completely integrated with that for Larkspur Plaza. The existing driveway entrance from Doherty Drive should be eliminated.

Policy T-12 A. Access Between Subareas 2 and 3. Two-way access should be provided between Subareas 2 and 3.

Subarea 3

Policy T-13. Public Parking Lot, Subarea 3. In the event a public parking lot is approved for development in Subarea 3, access to and from Ward Street should be provided if the lot is provided in the southwest corner of the property, otherwise access should be off of Doherty Drive.

Policy T-14. Vehicular Ingress and Egress From Doherty Drive To Subarea 3. Vehicular ingress and egress to the Plan area from Doherty Drive shall be limited to two locations: 1) immediately opposite Larkspur Plaza Drive; and 2) immediately opposite the entrance to Piper Park.

Policy T-15. East Entrance to Subarea 3. The east entrance to Subarea 3 from Doherty Drive shall be aligned with the entrance to Piper Park, and the road shall be aligned along the open space adjoining Larkspur Creek for a distance of approximately 500 feet.

Policy T-16. Loop Road in Subarea 3. The two access roads from Doherty Drive to the Subarea 3 shall be internally connected to provide two means of ingress and egress for public safety vehicles. The precise alignment of the connecting road section(s) shall be determined when the tentative map for the property is prepared.

Policy T-17. Standards For The Western Access Road From Doherty Drive to Subarea 3. The western entry road from Doherty Drive to Subarea 3 shall be consistent with the following standards:

Standard T-8. Alignment Standard For Western Access Road to Subarea 3. The access road shall be aligned along the west property line of Subarea 3. The road shall be aligned to allow for the following:

- 8 A.** Sufficient space within or adjoining the right-of-way for a landscape buffer at the rear of the Larkspur Plaza commercial buildings.
- 8 B.** Construction of a Class 1 bikeway physically separate from the roadway.
- 8 C.** Truck access to the east end of the Albertsons building. This is needed to allow a complete relocation of the building's service docks to this location. An adjustment to the property line between Subarea 3 and the east side of Subarea 2 is encouraged to allow for an expanded loading area for the grocery on the east side of the building and the construction of a small commercial or residential building between Subarea 2 and the entry road in Subarea 3.
- 8 D.** Two-way access should be provided between Subareas 2 and 3, connecting to the western access road from Doherty Drive.

Policy T-18. Vehicular Ingress and Egress From Ward Street to Subarea 3. Access off of Ward Street to Subarea 3 should be limited and there should be no through connection between Ward Street and Doherty Drive, except for emergency vehicle access. Further, there should not be access off Ward for a community facility.

5.4 POLICIES AND STANDARDS FOR PEDESTRIAN AND BICYCLE ROUTES

The following policies and standards describe the general locations and design of pedestrian and bicycle routes designated for the Specific Plan area. See Chapter 7, beginning with Community Design Policy D-61 for more detailed design policies and standards.

Policy T-19. Bikeway and Foot Path System. An integrated system of pedestrian and bicycle routes shall be provided with convenient and attractive links to the Downtown, Larkspur Plaza, schools, parks, nearby neighborhoods, public transit stops and the regional bicycle/pedestrian network. Figure 5.1 illustrates the basic elements of the system.

Policy T-20. North-South Regional Bikeway. The existing regional bikeway shall be upgraded within the Plan area, and connections to the bikeway north of the Plan area shall be improved as follows:

- ❖ The existing segment of the bikeway north of Ward Street to the Class 1 bikeway along Magnolia Avenue in the vicinity of the Creekside development shall be retained in its existing location and upgraded to improve safety for bicyclists and pedestrians.
- ❖ A new alignment shall be added to connect the bikeway segment on the former Northwest Railroad right-of-way north of Ward Street with the existing Class 1 bikeway along Magnolia Avenue via Larkspur Plaza Drive and the existing bikeway in the Creekside development north of the Plan area.

Amend General Plan Figure 8-2, the Bicycle/Pedestrian Circulation Plan Map to reflect the new alignment.

Standard T-9. Standards Within the Plan Area. The bikeway shall meet Class 1 bikeway standards within the Plan area.

Standard T-10. Standards Outside The Plan Area. The existing bikeway section between the Northwestern Railroad right-of-way north of Ward Street and the Class 1 bikeway parallel to Magnolia Avenue in the vicinity of the Creekside development shall be developed to Class 1 standards. The new additional alignment along Larkspur Plaza Drive may be developed to Class 2 standards.

Policy T-21. Larkspur Creek Pathway, Subarea 3. A combined bikeway and footpath shall be provided along the south and east sides of the Plan area. The following standards shall govern the design of the Larkspur Creek Pathway:

Standard T-11. Standard For The Southern Extension of the Larkspur Creek Pathway. Along the south edge, the pathway shall be located in the City-owned strip of land immediately adjoining the Plan area to the south.

Standard T-12. Standard For The Eastern Extension of the Larkspur Creek Pathway. The eastern portion of the pathway shall be located along the east side of the creek in the location of an existing pathway on City-owned property immediately adjacent to Subarea 3. The pathway is directly linked to the pathway serving Heather Gardens.

Policy T-22. Doherty Drive Bikeway. A Class 1 bikeway shall be provided along the south side of Doherty Drive, extending from the new multi-use path at the Larkspur Plaza Drive intersection to the Redwood High School site. Amend General Plan figure 8-2 Figure 8-2, the Bicycle/Pedestrian Circulation Plan Map to reflect the Class 1 bikeway.

Policy T-23. Central Pathway. A continuous pedestrian route through Subarea 3 shall be developed extending from Magnolia Avenue to the west side of the north/south section of Larkspur Creek. This route shall be designed to serve as a central pedestrian spine for new housing in Subarea 3 and to provide direct connections to commercial uses adjoining the railroad plaza and along Magnolia Avenue, and to the transit stops on Magnolia Avenue.

Policy T-24. Pedestrian Connection From Magnolia Avenue to Larkspur Plaza. A pedestrian connection shall be provided from Magnolia Avenue to Larkspur Plaza and Ward Street via the railroad plaza area. This link shall be designed to integrate Larkspur Plaza with Downtown and with new uses within the Plan area. The pathway shall be designed to encourage people parked at Larkspur Plaza to walk, rather than drive, to other Downtown destinations.

Policy T-25. Minor Pathways. A series of minor pathways with links to the major pathways required by Policies 18 through 24 above shall be provided throughout the Plan area. These pathways shall be aligned and spaced to avoid circuitous routes that discourage walking to local destinations.

5.5 PARKING POLICIES AND STANDARDS

Policy T-26. Bicycle Parking. Provide secure bicycle parking at major destinations such as Larkspur Shopping center and the proposed railroad plaza.

Policy T-27. Existing City Lot. The existing City lot currently provides 28 parking spaces. This lot should be reconstructed to increase the number of spaces. However, if the site of the lot is needed for a new City library, the parking on this site may be replaced elsewhere. The same applies if the site is sold, leased or reused for private purposes in order to facilitate construction of a new library or other community-serving facility elsewhere. In the event the existing parking is displaced, provisions should be made for the replacement of all displaced spaces.

Policy T-28. Former Railroad Right-of-Way. Surface parking may be provided within the former railroad right-of-way located in Subarea 1. More detailed guidelines governing the use and design of this area for parking are provided in Chapter 7 of this Plan.

Policy T-29. Magnolia Avenue Frontage. Subterranean parking may be provided along the Magnolia Avenue frontage in conjunction with the mixed-use development of Subarea 1. Such parking shall comply with the guidelines set forth in Chapter 7 of this Plan.

Policy T-30. New Downtown Parking Lot. In conjunction with the development of Subarea 3, a site of approximately 0.50 acres — sufficient to accommodate approximately 50 parking spaces — shall be made available to the City for purchase or other means of acquisition and compensation.

Policy T-31. Albertsons Site. Upon relocation of the service docks at the west end of the building, a portion of the reclaimed area may be used for surface parking. The location, extent and design of the parking, however, shall neither impinge upon nor otherwise adversely affect pedestrian links between Larkspur Plaza and the railroad plaza area; nor shall it preempt designated building area adjoining the railroad plaza.

Policy T-32. Existing Larkspur Plaza Parking. Existing parking spaces shall be retained in the Larkspur Plaza lot sufficient to meet the standards of this Plan.

Policy T-33. Off-Site Parking Standards. All new development shall meet the parking standards shown in Table 5.1.

Policy T-34. Shared Parking. The Planning Commission may reduce the required number of parking spaces by up to 20 percent for mixed-use development based on the proportion of retail, office, hotel, and restaurant space and opportunities for shared parking.

Policy T-35. On-Street Parking. On-street parking shall be provided along one side of residential streets with a curb-to-curb dimension of 26 feet or greater.

Policy T-36. Traffic-Calming Methods. The residential street-width standards are designed to avoid travel-lane widths that encourage high speeds. In addition, the design of residential streets in the Plan area may incorporate traffic-calming devices that

discourage high-speed travel and use of the streets by unrelated through traffic. Chapter 7 identifies various acceptable traffic-calming devices.

**Table 5-1.
Central Larkspur Specific Plan Parking Standards**

Land Use	Parking
Retail, Personal Services, Business Service	2.6 spaces/1000 sq.ft.
Office	2.5 spaces/1000 sq.ft.
Restaurant	4.4 spaces/1000 sq.ft.
Hotel	1 per hotel room (1)
Multifamily and Cottage Homes (2)	
Studio or 1 bedroom unit	1 space per unit
2 bedroom unit	2 spaces per unit
3+bedroom unit	2.5 spaces per unit
Plus 1 guest parking space for every 4 multifamily or cottage units	
Multifamily (age-restricted)	0.9 space per unit (2)
Single-Family Detached	3 spaces per unit (4)

Notes

(1) Tandem spaces permitted.

(2) Further reductions at the discretion of the City Planning Commission. The Planning Commission may grant reductions for units designated for very-low and low-income households.

(3) 0.20 spaces may be provided in a separate, common lot serving several clusters of cottages.

(4) 1 tandem space per unit, including a driveway with a minimum length of 18 feet, may qualify.