

Memo

To: General Plan Update Steering Committee
From: Neal Toft, Planning & Building Director
Date: 3/2/2018
Re: Planning staff review of CAC Draft Land Use Element; General Plan Update Steering Committee Study Session on March 6, 2018.

The Citizens Advisory Committee (CAC) adopted a Draft 2030 General Plan (dated 12/16/11) for eventual review and approval by the City Council. The draft contains general text and some figures for all General Plan Elements as edited and recommended by the CAC for the General Plan Update (CAC). The CAC recommended revised language to update the goals, policies, and action programs contained in the 1990 General Plan relative to current community values, consistent with their charge from the City Council. Staff initially began comprehensive review of the document in 2012 and began to note some need for edits and resolution of internal inconsistencies. However, staff was largely preoccupied with the Station Area Planning at that time and other projects since that time. Staff has since continued review of effort to begin refinement of the draft and to provide updates relative to changes in regional and local conditions as well as State Law and other regulatory mandates. The City is largely a built-out community, seeks to retain much of its existing layout and character, and has experienced little growth since 2011. As such, staff anticipates that the Draft General Plan Update can establish a new 20-year horizon, with adoption in 2019-2020.

In this exercise, staff will be presenting the CAC draft to the GPUSC in a “track-changes version” with occasional comment bubbles to provide clarity on any edits that do not seem self-explanatory. Staff’s primary focus in editing the draft is threefold:

1. To update the document to recognize and address changes to local and regional conditions and plan, as well as new State mandates.
2. To apply phrasing in a proactive manner (where possible), minimize and follow appropriate grammatical conventions for the sentence structure of goals, policies, and actions, and reduce extraneous words and phraseology.
3. To ensure internal consistency between goals, policies, and action programs in all Elements, as mandated by State law.

In regard to the first item, many edits will simply be self-explanatory or may have a brief comment explaining the basis for the edit/update.

In regard to the second purpose, staff identified a prevailing trend of negative policy language (e.g., “Do not...” as opposed to “Encourage...”), which focuses the policies on what the community does not want, rather than the ideal future that the General Plan is intended to envision. This is somewhat indicative of updating a 1990 General Plan, serving a fairly built-out community responding to rapid growth from the 1960’s through the 1980’s. While it may be necessary to maintain some of this language, based upon the themes of the CAC, we are suggesting some revisions where best practices suggest a more positive, visionary approach.

Staff additionally identified the need to rephrase goal language to follow appropriate grammatical conventions (i.e., most goals are worded as action, or policy, statements, rather than as defined future goals or visions). For example, Goal LU-1 in the draft document reads, “*Maintain the integrity, cohesiveness, historic quality, and scale of Larkspur residential neighborhoods.*” “Maintain” is an action verb, which in planning documents is typically associated with policy rather than goal statements. Staff’s suggested revision of Goal LU-1 reads, “*Cohesive residential neighborhoods that retain their historic quality and scale.*” This language presents a vision of an ideal future while retaining the CAC’s intent contained in the original wording.

In regard to the third item, staff has identified several internal inconsistencies in just the draft Land Use Element. As an example, Policy LU-3.2 of the CAC Draft reads, “*Discourage the creation of new commercial and industrial areas.*” However, Action Program LU-2.2.e directs the City to consider rezoning the mobile home park at the corner of Wornum and Redwood Highway to a mix of commercial and residential uses; essentially creating a new commercial area and conflicting directly with Policy LU-3.2. As drafted, Action Program LU-3.1.a reads “*For each recognized commercial area, allow and encourage only those uses that reinforce the area’s existing role, function, and scale.*” This conflicts somewhat with Action Program LU-4.6.a, which directs the City to develop a community plan for the North Magnolia commercial area that, among other things, would better accommodate allow upper story residential development over first floor commercial-which may result in fairly substantive changes to the area’s existing role, function, and scale. We anticipate more internal inconsistencies and/or gaps to be resolved as explore and update each of the elements. In some cases these may be addressed in a fairly straight-forward manner, or otherwise a more substantive revision to a goal or policy resolution may be necessary.

In conclusion, we are pursuing a holistic approach to revising and updating the goals, policies, and programs to update the document, resolve internal consistencies, reconcile “positive” versus “negative” language, and make the policies implementable from a staff level, while recognizing the importance of maintaining and respecting the CAC’s recommendations and guidance. Some of these edits are stylistic, so the Committee may direct staff to focus only on those edits that are necessary to update the draft and address changes in conditions and State law.

The following are specific topics of discussion for the upcoming review of the Draft Land Use Element:

Agenda Discussion: Land Use & Circulation Map, legal requirements, and policies to link Land Use Diagrams and Designations.

The Draft Land Use Element makes multiple references to Land Use and Circulation Map, based upon past practice under the 1990 General Plan and the Land Use and Circulation Map that has been amended several times (most recently in 2006). Staff is exploring revising this “map” reference to a “diagram” for legal purposes and best practices as recommended under the recently published State of California 2017 General Plan Guidelines (page 52):

The Attorney General has observed that “...when the Legislature has used the term ‘map,’ it has required preciseness, exact location, and detailed boundaries but no such precision is required of a general plan diagram.” As a general rule, a diagram or diagrams, along with the general plan’s text, should be detailed enough so that all users of the plan can reach the same conclusion on the appropriate use of any parcel of land at any particular phase in the physical development of a city or a county. Decision makers should also be able to use a general plan and its diagram(s) to make day-to-day land use and infrastructure decisions that are consistent with the future physical development scheme of a city or a county. Given the long-term nature of a general plan, however, its diagram(s) and text should be general enough to allow a degree of flexibility in decision-making as times change.

The current Land Use Map and Circulation Map is a Mylar-based document, which requires physical cut and paste amendments. Staff is initiating work with both GIS and graphics consultants to begin conversion of this map to a digital web-based diagram. This is already been done somewhat based upon the Marin Map base map, however, there remains several areas and details that need to be reconciled between the printed map and the digital version.

In doing this, staff is suggesting that we assign this as a Land Use diagram. A similar example would be Figure 2.4 of the Corte Madera Land Use Element here:

<http://www.ci.corte-madera.ca.us/DocumentCenter/View/275>

Further, while the diagram would show circulation routes, rights-of-ways, and water bodies/channels, the more detailed diagrams for matters like primary circulation or environmental resources will be shown either as ancillary diagrams or separate diagrams in their respective chapters. While it is intended that the diagrams be easy to read, they should also be integrated with the countywide GIS system.

In regard to the Draft Land Use Element in particular, it is noted that the text does not clearly link implementation of the land use categories to the Map. Typically, general plans have an initial goal and policy that link these land use categories to a map or diagram and then provides the framework for the subsequent goals and policies. While these categories are discussed in the background report, there is no specific policy in the LU goals and policies section that says these categories are officially adopted by the GP and will be used to direct future development. Although not yet inserted, staff will add a primary goal and policy that establishes that the City will direct future land uses by the LU diagram and the LU designation table outlined in the Background section. The following is an example of such language that we will refine as we complete the Draft Land Use Element:

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

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

Action Program LU-1.1.a: Use the Zoning Ordinance to specify uses allowed in each zoning district, consistent with Table GP-

Action Program LU-1.1.b: Allow development at any density or intensity within the range shown by the Land Use Diagram (Figure ___) and as described in the Land Use

Designations (Background Section or Table ____) provided applicable objectives, policies and programs of all chapters of the General Plan are met. Maximum densities/intensities may in some cases be achieved, but there is no guarantee of achieving the maximum density/intensity. Developments on properties designated for multi-family residential should not be allowed below the minimum density of the density range unless there are environmental or compatibility issues that warrant density reduction (e.g. sloped hillside conditions).

Agenda Discussion: Notable topics on 1st draft revisions to CAC Land Use Element.

- **Background Section.** The GPUSC will note that Background Section needs additional updating to fully reflect changes in conditions and mandates. Staff will be expanding upon regional plans and agencies that affect land use decision, which is more relevant today than 1990. There are minor updates to the land use inventories, as fairly limited residential construction, and almost no commercial construction, has occurred since 2011. The demographic tables and figures will be updated as well. Again, changes have been fairly minor as the Department of Finance indicates estimates the 2017 population of Larkspur to be 12,572 people - a 5% increase over the 2010 population. The GPUSC should note that Plan Bay Area 2040 (July 2017) projects an increase of 500 households and 200 jobs for Larkspur over the period of 2010-2040. As we refine all the policies and actions of the Draft General Plan, staff will be preparing an analysis of past development, opportunity sites under the current Housing Element, and build-out capacity to determine consistency with the Sustainable Communities Strategy (SCS) and the Regional Transportation Plan (RTP), as outlined by Plan Bay Area. You can view the projections here: http://2040.planbayarea.org/sites/default/files/2017-07/Land_Use_Modeling_PBA2040_Supplemental%20Report_7-2017.pdf
- **Surplus Rights-of-Ways.** The 1990 General Plan and the CAC Draft include several policies relating to public use and enhancement of certain railroad rights-of-ways for their circulation and open space value. However, the Draft General Plan as a whole is silent on the excessive street rights-of-ways that contain narrow roadways and the paper streets with no value as public access. Numerous paper streets throughout the City are not owned in fee titled by the City and much of the excess right-of-way contain private landscaped areas, fenced off gardens, parking structures, and in some cases, crumbling hillsides and/or trees that require maintenance or removal. In some cases, particularly in conjunction with development application, it is recognized that such conditions do not serve the public benefit, and the City is better off having the maintenance and responsibility fall upon the private property owner that enjoys the frontage. While such conditions need to be considered on a case-by-case basis, it makes sense for the City to pursue abandonment/vacation of certain rights-of-ways that present more liability than public benefit. This has already occurred in some cases, with the blessing of the Planning Commission and City Council, but without overriding General Plan guidance. Staff has inserted Policy LU-8.5 and two following action programs to provide guidance in the future.
- **Ross Valley Sanitary District Site (2000 Larkspur Landing Circle).** In 2006, the City approved Planned Development for a mix of commercial (hotel), residential (126 Units), public facilities (RVSD offices and corporation yard), and open space. The CAC Draft simply prioritized implementation of “the” Planned Development as approved. Recognizing that the goals of the Sanitary District may be changing, and other development solution may present themselves to the City in the near future, staff suggests a slight modification to Action Program LU.6.1.a to

reinforce the City's desire to retain needed economic vitality, housing, and connectivity in conjunction with any development of the area.

- 1250 South Eliseo Drive as a Vacant/Underutilized Site. This site within the Administrative and Professional Offices designation was constructed as a nursing home and later served as a shelter facility for Marin Services for Women. It was vacated about the time the CAC concluded the Draft General Plan. Unfortunately, the building has remained vacant for the several years since. Located partially in flood zone and overbuilt by current FAR standards, the use and/or replacement of the building is also constrained by traffic limits of Circulation Policy C. The City has been engaged with several proposal to reuse the facility for senior care and/or physical rehabilitation, but nothing has yet transpired. Located adjacent to Hamilton Park and the high density residential designation, the site appears to potentially accommodate housing use if re-use for nursing home and/or physical rehabilitation facility is not feasible. While the site is not identified as an opportunity site within the current Housing Element, staff recommends inserting Action Program LU-6.1.d so that further study on options for the site for future housing needs can be considered.
- Promote accessory dwelling units and reinforce retention of existing housing stock. The Housing Element contains several policies to both incentivize accessory units to meet the City's housing goals and to protect housing stock, particularly affordable housing. To establish linkage with the with the Land Use Element, staff suggested several action programs under Policy LU 2.1 that align with the Housing Element and further address matters that have come to the forefront since adoption of the Housing Element: 1) update standards to better incentivize accessory and junior accessory dwelling units; 2) monitor the impact of short-term rentals on housing stock; 3) allow substantial rehabilitation/reconstruction of existing medium- and high density sites that maybe non-conforming by current slope and hillside standards; and 4) discourage projects on existing medium- and high-density sites than reduce density through renovation and/or combining units. These programs are generalized so detailed regulations and standards would be developed based upon legal best practices.

Agenda Discussion: Balancing protection and preservation of existing commercial/industrial areas with enhancing attractiveness and economic vitality.

In the 1st Version of revisions to the Draft Land Use Element, staff did not make any amendments to the section on "Commercial and Industrial Areas". The general policies and then area-specific policies are addressed under three different, and somewhat competing goals which stated simply are:

- Protect and maintain existing commercial and industrial areas. Some of the language supporting this goal seeks to discourage any expansion of commercial or industrial areas.
- Increase the economic viability and vitality of existing commercial and industrial areas.
- Encourage commercial areas that provide a mix of neighborhood serving businesses and are accessible by means other than automobile.

While none of these are mutually exclusive, there are a number of policies therein that are either redundant or somewhat in conflict. As it reads, the matter of maintenance and protection stands

paramount and economic/community vitality is secondary. Staff has edited the CAC draft in an attempt to update the section, maintaining the current order and general purpose the goals and subsequent policies and resolving particular inconsistencies. However, staff questions whether the section should not be re-worked to generally encourage enhancement and economic viability *while protecting* the integrity and/or historic character of commercial and industrial areas as applicable.

In this vein, a General Plan should provide direction for the future while recognizing that all future conditions (e.g., self-driving vehicles, market forces, customer needs, internet shopping) cannot be clearly predicted at this time. If the goal is to maintain vibrant and viable commercial centers, then it is important to have policy language to clarify that maintaining vitality and economic viability requires resiliency that will allow business owners to be able to change the goods and services they provide to meet the future demands of the community.

As an example, the current draft Land Use policies for commercial and industrial areas include:

- *Policy LU-3.1: Maintain existing retail commercial and industrial areas in attractive physical condition, and work to retain their special character and amenities.*
- *Policy LU-3.2: Discourage the creation of new commercial and industrial areas.*
- *Policy LU-3.3: Allow expansion of existing commercial and industrial areas only under conditions that will not be detrimental to the surrounding residential community or existing retail uses in the city, that will improve the City's economic base, and that will reinforce the role or function of the areas as defined in each land use category.*

Another way of framing these policies that would realize both the aim to preserve the actual existing physical centers and allow expansion or reuse consistent with overarching City goals could be the following:

Policy LU-3.1: To maintain the vitality, economic viability, and resiliency of existing commercial and industrial areas, allow expansion of or changes in uses when the expansion or reuse: 1) will reinforce the role or function of the area; 2) occurs on land classified for commercial or industrial use; 3) is compatible with the surrounding residential community; 4) is consistent with the existing retail environment in the city; and 5) will improve the City's economic base.

Revising the policy to identify enhancing the resiliency of commercial areas would embrace a number of existing Land Use policies and programs recommending review of the existing City code to determine whether additional flexibility of design review, maximum FAR and height limitations, parking requirements, and CAP requirements are warranted in cases where new commercial or industrial development or reuse or mixed use would further not only the goals of maintaining vibrant commercial areas but benefit the community as a whole. The aim would be to review these development standards and requirements to ensure that they are not unnecessarily impeding policies to maintain and enhance the resiliency of commercial areas.

The Land Use Element also contains Policy LU-5.1 to encourage residential development, where appropriate, above commercial development. Again, such development would result in changes to the existing commercial areas but would be consistent with the suggested revised policy listed above. Given the challenges to existing shopping centers across the country, the ability to provide housing at such centers may be a key component in maintaining their economic vitality, while also potentially enhancing their ability to serve the community and providing needed housing. The policy

direction to encourage such housing again requires that the City review existing development requirements to determine whether they are flexible enough to allow the City to realistically encourage such mixed use projects. To meet our future housing needs and RHNA, new residential development in commercial areas near transit center and corridors could maintain the basic character of the commercial areas, provide needed housing, and be a way for Larkspur to do its part in maintaining resiliency.

Staff is seeking GPUSC's guidance on whether these goals and policies for the Commercial areas in particular should be further reworked to provide clear recognition that there will be *anticipated and planned* change in Larkspur over the lifetime of the new General Plan. Commercial areas will change to meet new demands and in competition with alternative forms of commerce accommodate additional housing so the City at least meets its share of required new housing in the area.

Attached: Version #1 Revision to Land Use Element: Goals Polices, and Action Programs for Commercial and Industrial Areas

Commercial and Industrial Areas

LU-3: ~~Cohesive commercial and industrial that maintain their existing integrity, scale, and historic character. Protect the integrity and cohesiveness of existing commercial and industrial areas.~~

General Policies

Policy LU-3.1: Maintain existing retail commercial and industrial areas in attractive physical condition, and work to retain their special character and amenities.

Action Program LU-3.1.a: For each recognized commercial area, allow and encourage ~~only~~ those uses that reinforce the area's existing role, function, and scale.

Action Program LU-3.1.b: ~~Adopt Refine~~ design review standards to address for all commercial areas.

Action Program LU-3.1.c: Encourage a mix of uses that provide goods and services for the local community as well a surrounding communities and visitors to the City~~destination trips to retail commercial areas and minimize through automobile traffic.~~

Commented [NT1]: We do not want to encourage destination trips per se, and through traffic is a circulation matter, not managed through land use.

Policy LU-3.2: Discourage the creation of new commercial and industrial areas.

Action Program LU-32.a: Maintain existing land use classifications to encourage commercial and industrial development only on lands classified for such uses.

Action Program LU-32.b: Consider allowing expansion of commercial and/or industrial land use classifications only where necessary to assure economic viability and resiliency of existing commercial and industrial areas and only under conditions that are compatible with the surrounding residential community or existing retail uses in the city, that will improve the City's economic base, and that will reinforce the role or function of the areas as defined in each applicable land use category.

Policy LU-3.3: ~~Allow expansion~~ Maintain the economic viability and resiliency of existing commercial and industrial areas by allowing expansion and or/replacement of uses in these areas ~~only~~ under conditions that ~~will not be detrimental~~ are compatible to the surrounding residential community or existing retail uses in the city, that will improve the City's economic base, and that will reinforce the role or function of the areas as defined in each applicable land use category.

Action Program LU-3.3.a: Continue to implement floor area ratio (FAR) standards to limit the intensity of commercial, retail, industrial, and professional office development. ~~Only revise~~ Review the FAR standards ~~after sufficient study~~ to determine whether ~~the revised standards will would~~ benefit ~~the~~ community vitality and ~~are~~ consistent with General Plan policies.

Action Program LU-3.1.b: Review the Circulation Assessment Permit (CAP) to determine consider revisions to allow more flexibility of interchanging uses on existing commercial and industrial sites.

Downtown Policies

Policy LU-3.4: Preserve the current mix of ~~commercial, public and institutional, residential, and professional officelnd~~ uses in the Downtown ~~and the surrounding residential areas nearby.~~

Commented [NT2]: Not applicable to residential uses

Policy LU-3.5: Maintain the existing scale of commercial establishments (smaller services and retail business), and the walkability of the Downtown.

Action Program LU-3.5.a: Continue to implement incentives to promote the retention and development of rental residential units on the upper floors of buildings in the Downtown. (Note: See the Housing Element for policies and programs addressing upper-story residential units above Downtown commercial properties.)

Action Program LU-3.5.b: Implement the Downtown Specific Plan ~~and as necessary, update the Downtown Specific Plan to reflect current conditions, market trends, technical data, and community priorities. In addition to any new goals or policies, any updates to the Specific Plan should retain the intent of the goals and policies in the 1992 Specific Plan, specifically those pertaining to creating public spaces, enhancing non-motorized access, and supporting public events.~~

~~Action Program LU-3.5.c: As necessary, update the Downtown Specific Plan to reflect current conditions, market trends, technical data, and community priorities. In addition to any new goals or policies, any updates to the Specific Plan should retain the intent of the goals and policies in the 1992 Specific Plan, specifically those pertaining to creating public spaces, enhancing non-motorized access, and supporting public events.~~

Policy LU-3.6: Maintain the historic architectural ~~and historic~~ character of the Downtown ~~and the surrounding neighborhoods.~~

Policy LU-3.7: Reinforce the image of the Downtown as the ~~clearly~~-identifiable town center of Larkspur with a clear civic presence.

Commented [NT3]: Reinforces an overriding theme to maintain a civic presence in the Downtown.

Redwood Highway Area Policies

Policy LU-3.8: ~~Recognize the importance of Retain~~ the industrial services available in the Redwood Highway industrial area that provide necessary services to the community ~~in providing necessary services~~ not found elsewhere within the vicinity of Larkspur.

Policy LU-3.9: ~~Support the Retain~~ commercial uses that exist along Redwood Highway and allow expansion, as appropriate, to serve the community.

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LU-4: Commercial and industrial areas that are vital and economically resilient, increase the economic viability and vitality of existing commercial and industrial areas.

General Policies

Policy LU-4.1: Encourage ~~existing~~ commercial and industrial areas to provide landscaping, attractive walkways, and other pedestrian amenities (e.g., landscaping, benches, and down-lit lighting).

Action Program LU-4.1.a: Establish landscaping and design guidelines to be implement in conjunction with new development, redevelopment, and/or renovation of existing sites.

Policy LU-4.2: Ensure that the City's development standards support the economic success of businesses in Larkspur, to the extent feasible.

Action Program LU-4.2.a: Expedite review of applications for permitted commercial uses that comply with the City's development regulations and design review criteria.

Action Program LU-4.2.b: Consider amending commercial and industrial development standards in the Zoning Ordinance to be more flexible (such as reduced on-site or shared parking, increased building heights and FAR, amended sign regulations, etc.). Amend standards only where it can be demonstrated that no adverse traffic, aesthetic or land-use compatibility impacts will result.

Action Program LU-4.2.c: Review, ~~and~~ update, and consolidate parking standards for commercial uses, as appropriate, with consideration of potential

impacts on surrounding residential communities.

Action Program LU-4.2.d: Consider adoption of an Economic Development Plan for the City.

~~Policy LU-4.3: Maintain and enhance landscaping in commercial areas.~~

Commented [NT4]: Redundant to Policy LU.4.2 above

Action Program LU-4.3.a: Encourage landscape screening of off-street parking.

Action Program LU-4.3.b: Continue to apply landscape design guidelines established in the Downtown Specific Plan, the Central Larkspur Specific Plan, and any forthcoming specific plans or community plans that address commercial areas.

Downtown Policies

Policy LU-4.4: Strengthen the aesthetic tie between the Magnolia Avenue Downtown shops and the shopping center near the corner of Magnolia Avenue and Doherty Drive.

Action Program LU-4.4.a: Create a community-serving outdoor space at or near the Ward Magnolia intersection, in accordance with the design and development goals established in the Downtown Specific Plan and the Central Larkspur Specific Plan.

Policy LU-4.5: Encourage a variety of commercial and services uses in the Downtown that enhance the area’s vitality as a commercial and community center.

North Magnolia Commercial Corridor Policies

Policy LU-4.6: Enhance the economic vitality of the North Magnolia commercial corridor and promote its development as a vibrant community center.

Action Program LU-4.6.a: Develop a Community or Local Plan for the North Magnolia commercial area-corridor or amend the zoning ordinance, depending on funding availability, to achieve the following objectives:

- 1) Improve public parking and pedestrian/bicyclist access to serve area businesses in the North Magnolia commercial corridor. ~~A-Conduct a parking study should-to~~ evaluate opportunities for shared parking, additional parking spaces that can be accommodated in the existing right-of-way, and the reconfiguration of existing parking to accommodate more spaces and improve bicycle and pedestrian safety, in addition to other ~~strategiesopportunities~~.
- 2) Improve pedestrian and bicyclist safety by widening sidewalks and providing safe bicycle travel lanes through reconfiguring the right-of-way.
- 3) Provide amenities for pedestrians and bicyclists to encourage non-motorized traffic through the area, including convenient bicycle racks and benches.

4) Create or encourage the creation of community-serving outdoor spaces in the City-owned parcel adjacent to the Hillview neighborhood or within redeveloped commercial sites along the North Magnolia Avenue commercial strip, such as a community garden or gathering place.

5) ~~Encourage~~ Second or third story residential development over existing commercial development on the west side of Magnolia Avenue, where it can be accommodated and without impacting the views and safe circulation in the existing residential neighborhoods.

6) Create landscaping guidelines for the area, ~~including private and public parcels.~~

Action Program LU-4.6.b: ~~7)~~ Encourage the economic vitality area's of the North Magnolia commercial corridor ~~economic vitality~~ by reviewing and updating, if appropriate, applicable City regulations for businesses (e.g., sign regulations).

Action Program LU-4.6.bc: Consult with the residents, business owners, and property owners in the North Magnolia commercial area to identify a unifying theme for the area. The theme shall guide the development standards in the Community or Local Plan or when amending the zoning ordinance to achieve the objectives established in Action Program LU-4.6.a.

Action Program LU-4.6.ed: Apply consistent land use designations to commercial development in the North Magnolia area.



GOAL LU-5: Commercial centers that provide a mix of neighborhood-serving businesses and residential uses and are accessible by means other than the automobile. ~~Encourage commercial areas to provide an adequate mix of neighborhood-serving businesses as well as residential uses that are accessible by means other than the automobile.~~

General Policies

Policy LU-5.1: Encourage the development of upper-story housing, where appropriate, in commercial ~~areas~~ centers.

Action Program LU-5.1.a: Consider the reuse and redevelopment of large commercial parking lots with housing to accommodate infill development, provided that the project fits aesthetically with the surrounding community and minimizes impacts on views and circulation.

Action Program LU-5.1.b: Develop design criteria and multi-use shared parking standards for upper-story housing above first-floor commercial in ~~existing and proposed~~ commercial areas.

Policy LU-5.2: Encourage pedestrian and bicycle linkages between commercial ~~areas~~ centers and surrounding neighborhoods.

Action Program LU-5.2.a: Require new development or significant redevelopment of existing commercial areas to incorporate design features (building orientation, building materials, pedestrian connections, bicycle parking, parking location, landscaping) that encourage pedestrian and bicycle use and emphasize positive relationships with neighboring buildings and uses.

Action Program LU-5.2.b: Identify appropriate locations for pedestrian and bicycle linkages in ~~commercial areas~~ conjunction with any development projects.

Action Program LU-5.2.c: Amend the Bicycle and Pedestrian Master Plan as necessary to reflect the addition of planned bicycle and pedestrian linkages to commercial areas, their estimated costs, and their priority in implementation.

Downtown Policies

Policy LU-5.3: Improve access to the Downtown, but do not encourage or permit new thoroughfares parallel to Magnolia Avenue, or one-way streets.

Action Program LU-5.3.a: Create additional non-vehicular (pedestrian and bicycle) access points to the Downtown to supplement Magnolia Avenue.

Bon Air Center Policies

Policy LU-5.4: Encourage the development of housing at the Bon Air Center, as allowed in the Bon Air ~~Master Plan~~ Preliminary Development Plan.

Action Program LU-5.4.a: Consider amending the Bon Air ~~Preliminary-Precise~~ Development Plan to allow other mixed-use development types in order to expand the range of housing options feasible on the site.-