

Town of Fairfax



Town Center Element

January 18 , 2007

FAIRFAX GENERAL PLAN

TOWN CENTER ELEMENT

Town Council Review Draft

January 18, 2007

**SECTION ONE:
INTRODUCTION /
INTENT AND
PURPOSE**

**SECTION 1-1:
AUTHORITY**

The California Government Code, at Section 65300, requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to it’s planning. In this case, “city’ and “town” are the same.

The Fairfax General Plan defines the community’s goals for a reasonable planning horizon, both in the near future and long-term. The General Plan also includes policies developed through a public participation process that guide the land use mosaic that is the Town.

As discussed in the state’s General Plan Guidelines, “the general plan serves to:

- Identify the community’s land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.

- Provide a basis for local government decision-making, including decisions on development approvals and exactions.
- Provide citizens with opportunities to participate in the planning and decision-making processes of their communities.
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.”

Section 65303 of the Government Code “enables a county or city to adopt any other element or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city. Once adopted, an optional element carries the same legal weight as any of the seven mandatory elements and must be consistent with all other elements, as required by Section 65300.5.”

The Town Center Element provides additional strategies and policies that are more specific, but still consistent with, the Land Use and Circulation Elements. In particular, the sections of the Town Center Element relate to the urban design pattern for the downtown area, the pedestrian,

bicycle and vehicular circulation network, as well as parking, and the historic form and character of the buildings and other structures.

The Town Center Element contains strategies and policies that provide specific guidance to enhance the sense of place and the quality of life in the downtown area while promoting the economic base of the Town. Strategies are combinations of goals and objectives that include overarching statements of purpose with measurable targets for success. Policies are specific statements that give guidance to the Town’s decision-makers. The policies are intended to implement the strategies.

The Town Center Element is implemented through design guidelines and specific development standards for both public and private projects subject to discretionary design review. Design guidelines are flexible recommendations that are intended to establish the aesthetic character of the downtown area. An example of a design guideline is a palette of landscape materials from which specific items might be chosen to enhance the visual quality of the downtown area streets. A standard is a fixed rule or measurement that defines the character of the urban form in the downtown area. Fixed measurements,

such as building heights or sidewalk widths, are standards. Projects of any kind that are proposed for development in the downtown area must be consistent with the Town Center Element, as well as the seven mandatory elements of the Town's general Plan. Town staff will report to the Planning Commission and the Council as to proposed actions conformance with the General Plan. Findings will include:

- Conformance with the land use designations specified by the Town Center Element;
- Conformance with the residential density and/or commercial use intensity parameters included in the Element;
- Provision of adequate on-site improvements consistent with the General Plan;
- Conformance with the development standards included in the Town Center Element, particularly regarding height limits; and
- Responsiveness to the bicycle and pedestrian policies included in the General Plan.



SECTION 1-2: ORGANIZATION OF THE TOWN CENTER ELEMENT

The Town Center/Downtown Planning Area

The Planning Area for the Town Center Element is defined as the area that includes the commercial core of the community along with public use recreation areas and facilities, such as the Pavilion, Town Hall, the Women's Club, Peri Park and the areas between these facilities, with Sir Francis Drake Boulevard, Center Boulevard, Broadway, Bolinas Road, and Bank Street to Elsie Street, as the main thoroughfares.

The commercial core, by itself, is referred to as "the downtown area" in this plan.

Figure TC-1: Town Center Planning Area, indicates the extent of the area that represents the focus of this Element.

Emerging Themes

The public involvement process established by the GPAC resulted in the emergence of several key



issues and preferences. Primarily, “people love Fairfax”, and they wish to preserve and enhance its sense of community and the closeness to the surrounding natural beauty. One of the most important preferences involved a wide agreement that the Town’s pedestrian and bicycle friendliness should be enhanced in any way possible.

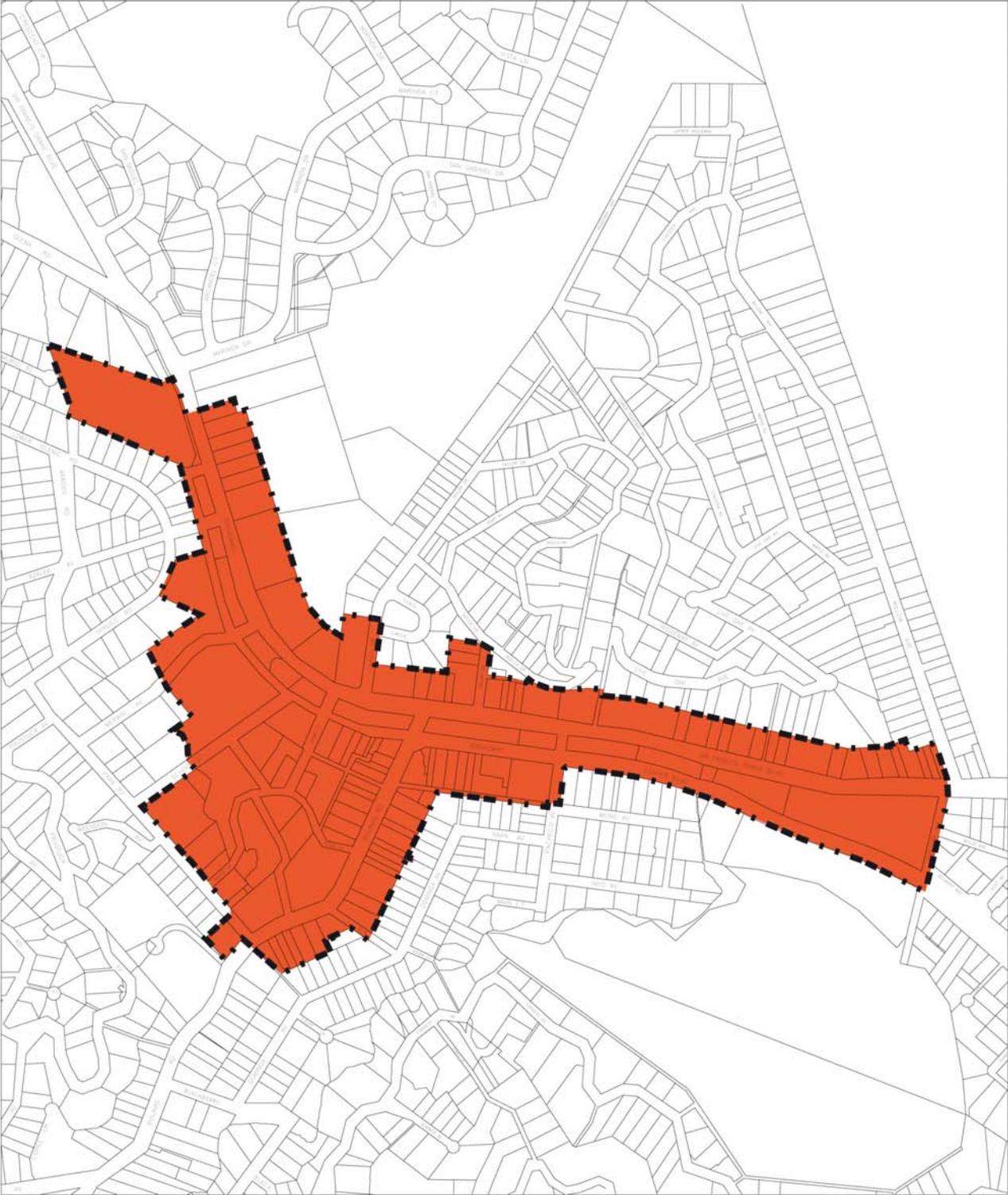
The community universally values “the small-town feel” of the downtown and wish to preserve it. The downtown is more than a physical resource. It sets the spirit of the community and demonstrates and fosters the values of its citizens.

Issues that could use improvement have also emerged. Areas of the downtown could be linked together better, such as; the area from the Post Office and Fair-Anselm to the Broadway Boulevard area near the Parkade or the area where the north side of Sir Francis Drake Boulevard along the Parkade does not relate to the south side. Connections between Peri Park and the Central Field Baseball / Pavilion area could be enhanced, along with restoration of the creek bank. Business owners along Bolinas Road universally felt that the activity along Broadway was not translating to business coming into their shops. Similarly, businesses on the

east end of Center Boulevard also sought ways to visually define a town center from the viewpoint of motorists passing through on Sir Francis Drake to help support local merchants. Highlighting and restoring the Pavilion to a community recreation center was supported by the community comments as well.

Automobile circulation and parking currently work fairly well in Fairfax, with the exception of the sometimes-cumbersome Bolinas-Broadway-Claus-Sir Francis Drake intersection. The community agrees that the best use of the center of town is for people to meet and enjoy themselves, and that traffic and parking should be arranged to avoid conflict with this experience.

FIGURE 1-1: TOWN CENTER STUDY AREA



**SPECIFIC
RECOMMENDATIONS**

Center Boulevard and linking downtown areas: During the same time frame as the GPAC work on the Town Center Element, a proposal,

repairing sidewalks has been a key point of merchant feedback. As opportunities are presented, sidewalks should include room for street furniture and possible restaurant seating and for benches and lighting. Particular attention should be

complex intersection currently in the very center of downtown leads to an interesting solution; simplifying this intersection, if possible, would save auto fuel, pollution, and land area taken up by asphalt. If the Fairfax Gas station property ever became available for other use, it would enable simplification of this intersection by rerouting Bolinas Road traffic, and enabling a possible expansion of the Parkade, for some combination of additional parking, a transit center, a small park, or a central visual feature. Furthermore, it would also enable the synergistic improvements detailed below.



also involving extensive citizen input, was developed and implementation begun on improvements to the portion of Center Boulevard extending from Pastori to the Fairfax Theater. GPAC recommended continuing this work and, in fact, extending the character and intent, as appropriate, to the rest of the downtown area. Key themes for this area include wide pedestrian lanes and bicycle infrastructure; landscaping and efficient location of crosswalks; traffic calming; and the linking of the east end to central downtown.

Sidewalks: Widening and

paid to making the area east of the Theater look inviting and safe for pedestrians. By drawing people east on Center, businesses are better supported and considerable opportunity exists for eventual public parking.

Auto circulation: The Bolinas-Broadway-Claus-Sir Francis Drake intersection sometimes works adequately now, but it is confusing, inefficient and prone to gridlock. Examination of this

Bolinas pedestrian mall: The above and other goals came together in a creative vision arising separately from several of the working groups at one of the Saturday charrettes. Bolinas Road could eventually become a pedestrian-only area from Broadway to Elsie Lane. Traffic would be routed along the approximate route of



present Bank Street to Elsie Lane. This idea would actually result in more parking through a re-engineering of the Pavilion lot, and would immediately make the Pavilion more central to the flow of traffic through the Town. It addresses the biggest request of citizens and merchants for a pedestrian oriented town center expanding down Bolinas Road, and for a town center oriented toward the meeting of people and the enjoyment of the great weather and beautiful surroundings of Fairfax. Research has found that other communities have seen substantial benefit from the creation of pedestrian-only zones, with retail revenues increasing significantly in nearly every community.

Such a change would be accomplished in stages, starting intermittently with community events such as farmers markets and festivals, and continuing with preparation of the new circulation route. Businesses located between Bolinas Road and the new route would then orient additionally toward the new street; possibly the Town could help with this process, using grant money, as available.

Residential neighborhood concerns: Another effect of the traffic gridlock is the tendency for motor traffic to cut through the Dominga neighborhood via Sherman



Avenue in order to avoid the Bolinas Road/Broadway intersection. This is especially true during the rush hour periods. This route is also popular with pedestrians and local cyclists seeking a quiet and safe way around downtown. Since Sherman Avenue is directly above Fairfax Creek, and it is the intention of the General Plan to daylight creeks currently in culverts where possible, this presents an opportunity for a novel solution, daylighting the section of creek currently under Sherman Avenue while still allowing pedestrian and bicycle access along the sidewalks. The quiet neighborhood character of the Dominga area would be preserved; motorized traffic would not have direct access from this busy area. Alternatively, some form of

barrier could be erected on Sherman Avenue to divert through traffic.

The need for safe bicycle and pedestrian routes, particularly for children going to and from school, is adequately met and has continuity through most of Fairfax, with the exception of the above mentioned Bolinas-Broadway-Claus-Sir Francis Drake area and the downtown neighborhood defined by Pacheco, Mono and Inyo Avenues. In the latter area, bicyclists and pedestrians are shunted onto Center Boulevard, a main artery. Pacheco, Mono and Inyo Avenues terminate in dead ends. As the opportunities arise, provisions should be made to connect these streets to adjacent areas for bicyclists and pedestrians, but not for vehicular traffic.

Defining features along Sir Francis Drake Boulevard:

There has been feedback suggesting that Fairfax could look more welcoming, eye-catching, accessible and well-defined to people driving along Sir Francis Drake Boulevard. Possibly a central visual feature (such as a fountain or public art in the Parkade area), or “welcome-to-Fairfax”

archways, or even simply a distinctive pavement treatment could address this, and thus draw more people into the town to support the local businesses.

Hillside Right of Way:

Opening of the existing pedestrian rights of way linking the downtown area with the hillside residential areas should be pursued. A key benefit of this action is safety in the event of a wild land fire or other catastrophic emergency. However, other very significant advantages include support of pedestrian and bicycle transportation, decreased congestion and need for parking downtown, greater likelihood of residents spending an afternoon in Fairfax rather than driving to another community, and the nurturing of the sense of community that everyone loves about Fairfax. Specifically, in terms of the Town Center

Element, routes between the downtown area and hillside

easements should be reclaimed, repaired and reopened for community use.

Bike staging area: Fairfax is widely known as being a gateway for recreational bicycling, both on road and off. It is recommended that attention be paid to creating an area in which recreational bicyclists could prepare for their rides and regroup or clean up afterwards. Such an area would include bathrooms, showers and storage facilities. Advantages to the town of such an area would be to encourage recreational bike users to visit Fairfax and, significantly, to stay and patronize downtown businesses before and after their rides. By having secure storage, bicyclists might be able to take public transportation to Fairfax, rather than feeling that they need a private vehicle to store their street clothes or their bikes and

other equipment. Possible locations could be near Frogs, the Pavilion, or west of Fair-Anselm.

Parking recommendations:

As described, the GPAC created an inventory of the parking spaces in the downtown area, including a map. In addition, parking was a topic on which opinions were actively solicited in surveys of residents and during interviews with business owners. Responses to the latter did not indicate that the town was in need of more parking, but did show a preference for a policy of losing no spaces overall, which has been GPAC’s goal throughout these recommendations. One recommendation GPAC would make is that a parking lot be established near the downtown area that would be free, or nearly free, to merchants and



their employees, probably through a nominal-cost permit for merchants. It is recommended that the Pavilion parking lot be improved and accessibility issues for this lot be addressed. Also noted during the parking survey, a number of spaces could be added by merely restriping the existing ones. GPAC also recommends that the Parkade remain largely a parking area for the foreseeable future, although this objective could change with the likely alteration of the number of vehicles on the road as energy costs increase. On-street parking can be shifted to currently underused areas nearby. In particular, the recommended conversion of part of Bolinas Road to a pedestrian mall can be, at least, parking-neutral, and the eventual simplification of the Claus intersection could then lead to substantially more parking in an extended Parkade if needed. Hillside easements could lessen the number of residents who need to park downtown. A bike staging area could lessen the impact of recreational bicyclists on downtown parking.

Parkade park: An idea that was generated early in the GPAC process was the conversion of part or all of the existing Parkade to a green community space. Feedback on this idea was not

enthusiastic, as it would lose a very useful parking area in order to create a park in an area surrounded by vehicular traffic that is therefore a less desirable location than the existing excellent town parks. GPAC does not propose this concept. Greening the edges of the Parkade may alleviate aesthetic concerns. This area is the historic location of the Fairfax train station, and the Town should keep the option available for the return of light rail by not allowing development to occur in the historic right of way.



Section 1-3: Relationship to the other Elements of the General Plan

The Fairfax General Plan contains seven mandatory elements (land use, housing, circulation, noise, conservation, open space, and safety) plus one optional element, this Town Center Element. Section 65300.5 of

the Government Code requires that the elements of the Plan must comprise “an integrated, internally consistent and compatible statement of policies...” All of the elements are given equal status, and no one element has precedence over any other. Policies contained in one element, such as the bicycle policies in the Circulation Element, must be consistent with similar policies in the Town Center Element. To avoid confusion, the wording may be identical.

The Government Code requires

that the elements of a general plan be integrated and internally consistent, including background data and planning statements that result in strategies and policies.

The Town Center, Housing, and Land Use Elements of the Fairfax General Plan include statements and policies that form the basis for each element and the entire General Plan.

Section 1-4: Public Participation

GPAC PROCESS

The primary contribution that the GPAC brought to the Town center Element recommendations was the gathering of a great deal of input from citizens and business people. Details on much of this process were presented to the Planning Commission on several occasions throughout the planning process. GPAC's activities included:

- Taking a survey at the 2003 Fairfax Festival comprising short and open ended questions;
- Interviewing the majority of business owners and property owners within the downtown area;
- Conducting a complete parking space survey of the downtown area, measuring every space and creating a parking map of Fairfax;
- Conducting two Saturday charrettes (workshops) in the Women's Club to which all interested citizens were invited, both of which were very well attended, and both of which were designed to facilitate

creative discussion and critique of ideas and, most especially, generation of new ones. The second of the two charrettes was organized to lead to a convergence of ideas, and a number of clear preferences emerged.

- Inviting a number of guests, with technical and planning expertise, to speak at GPAC meetings to contribute to the committee's understanding.

In addition, the GPAC meetings were open and noticed. After the outreach activities, such as the charrettes noted above, the GPAC meetings always had new attendees. The main source of new members has been the citizens who meet the GPAC at public events and/or sat in on meetings. Potential members apply to and are interviewed by the Town Council.



SECTION TWO: STRATEGIES AND POLICIES

Section 2-1: Introduction

Strategies are general directives guiding the creation and implementation of the Town Center Element. They answer the questions of Who and What? In this case, the Council and the Planning Commission are the Who.

Policies are specific statements that are intended to guide future actions, including clear commitments that require no interpretation by staff. They answer the questions of What, How Much, and by Whom?

Section 2-2: Strategies

Strategy TC-1: Work together as a community to develop a vision for the Town Center Area of Fairfax

Strategy TC-2: Work with the community to maintain and enhance the historic character of the Town Center Area

Strategy TC-3: Involve the merchants and property owners to strengthen and diversify the economic vitality of the Town Center Area

Strategy TC-3A: Enhance Town recreation areas and facilities to support community recreation programs for all ages.

Strategy TC-4: Create a strategic action plan for the Town Center, including an urban design program for the Parkade and a parking improvement program

Strategy TC-5: Actively seek out and review all available funding sources that might be used to implement the Town Center Element improvement program

Section 2-3: Policies

Policy TC-1: New and/or renewed development in the Town Center Planning Area shall preserve and enhance the village character and pedestrian scale of the downtown area. Large, highly visible parking lots characteristic of strip shopping centers are inconsistent with village character.

Policy TC-2: New and/or renewed development in the Town Center Planning Area should be compatible with the architectural character of the downtown in terms of height, design treatment, colors, textures, and materials. Future buildings constructed in the downtown area shall be within

the vertical form of the existing buildings that they might replace.

Policy TC-3: Mixed-use development is encouraged in the Town Center Planning Area and should be consistent with the Town Center Plan (Figure TC-2).

Policy TC-4: New and/or renewed development in the Town Center Planning Area shall be consistent with the Development Standards and Design Guidelines encompassed in the Town Center Plan (Figure TC-2).

Policy TC-5: Building heights for new and/or renewed development shall be appropriate for two-story buildings with architectural details compatible with the village character of the Town Center Planning Area. Building height to allow for a residential level above a commercial space with a high first floor ceiling.

Policy TC-6: New and/or renewed development shall be compatible with the existing scale and character of the Town Center Planning Area. A Significant Buildings and Structures Plan should be created by staff. This plan should inventory and establish policies for preservation of significant structures in the Town Center.



then be routed along the approximate route of the present Bank Street to Elsie Lane. Create safe pedestrian crossings between the Parkade and surrounding shops and services.

Policy TC-12: Any parking spaces removed as a result of streetscape related improvements should be replaced in appropriate locations and lots in the surrounding vicinity.

Policy TC-13: Provide non-vehicular connections to residential neighborhoods and town parks where possible.

Policy TC-14: Promote locally owned businesses.

Policy TC-15: Provide locations for public art.

Policy TC-16: Soundproofing and provision for fresh air must be part of any residential development along the main streets.

Policy TC-17: Daylighting and creation of a buffer around

Policy TC-7: Bicycle and pedestrian oriented development should be encouraged in the Town Center Planning Area.

Policy TC-8: Sir Francis Drake Boulevard should serve as the primary east-west artery through the Town of Fairfax, including the Town Center Planning Area. Provisions should be made to support Marin County’s designated east-west bicycle corridor, which passes through Fairfax along Center and Broadway. Appropriate measures should be utilized to create safe pedestrian and bicycle crossings of Sir Francis Drake Boulevard and to enhance overall cohesiveness of the Town Center Planning Area.

Policy TC-9: Broadway and Center Boulevard, and Bolinas Road should serve as secondary routes through the Town, primarily for local

traffic, and utilizing appropriate design features to ensure safe pedestrian crossings, bike use, and an overall pedestrian scale streetscape.

Policy TC-10: Shopping in the Town Center Planning Area should be made more attractive by creating safe and pleasant pedestrian routes, managing the parking supply for both cars and bicycles more efficiently, and developing and maintaining an attractive well-designed streetscape that encompasses landscaping and pedestrian amenities.

Policy TC-11: Bolinas Road should eventually become a pedestrian-only area from Broadway to Elsie Lane. Traffic would



Fairfax Creek in the area of Sherman Avenue should be considered.

Policy TC-18:

Recommendation of native plants and the use of drought-tolerant landscaping.

Policy TC-19: The Town should consider purchasing or otherwise negotiating or insuring the availability of a staging area for town events and the parking of large trucks.

Policy TC-20: Consideration of public Property consistent with the siting of renewable energy techniques.

Policy TC-21: Consider preserving and making continuous the network of bicycle and pedestrian routes that would allow the traversing of the downtown area along quiet back streets and alleys.

Policy TC-22: Consider creating a bicycle staging area including structure for bathrooms, showers and lockers, possibly in partnership with local businesses.

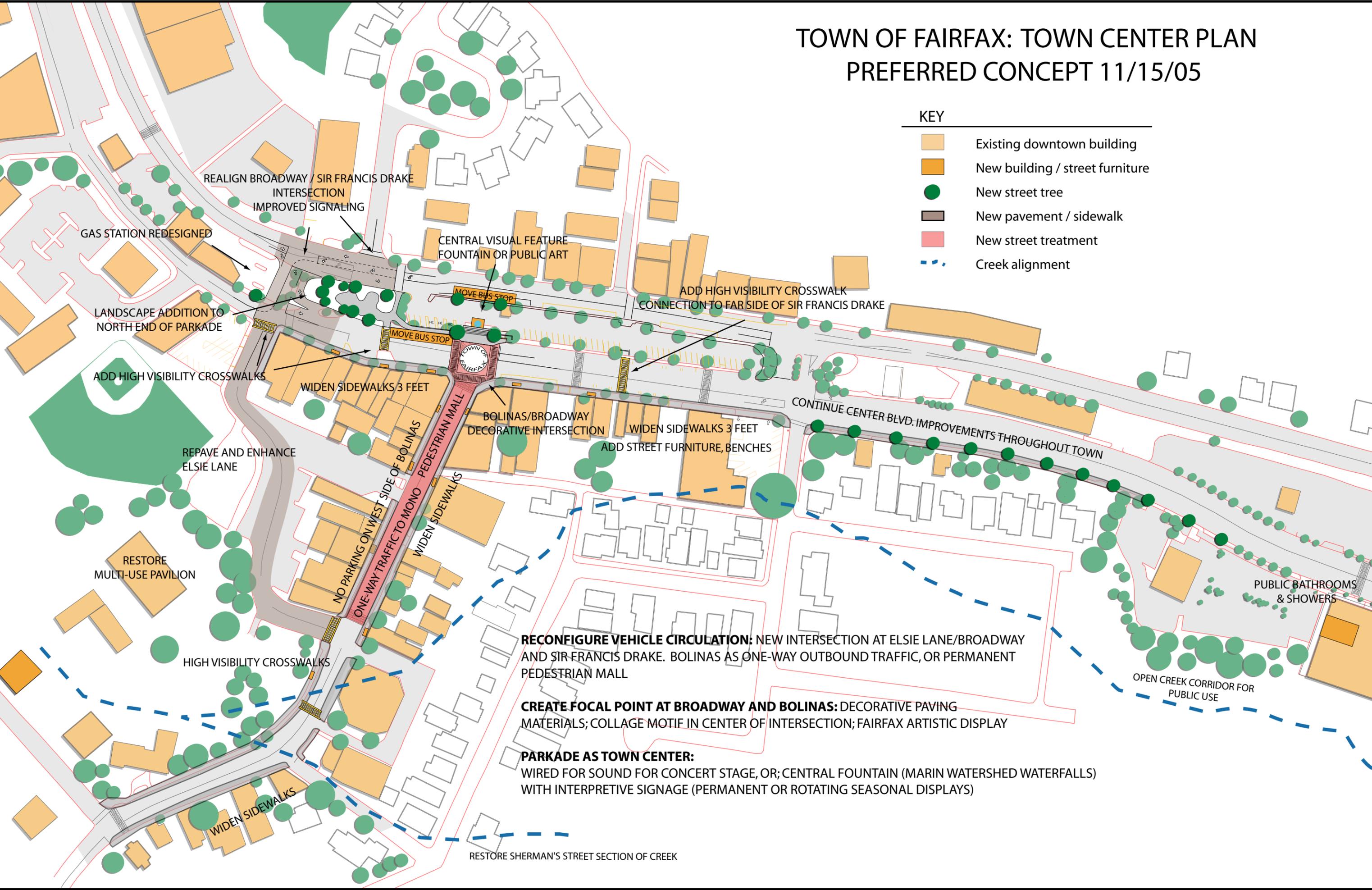
Policy TC-23: The Town should consider purchasing or otherwise negotiating creekside property below School Street Plaza to expand park area and improve pedestrian access.

TOWN OF FAIRFAX: TOWN CENTER PLAN

PREFERRED CONCEPT 11/15/05

KEY

-  Existing downtown building
-  New building / street furniture
-  New street tree
-  New pavement / sidewalk
-  New street treatment
-  Creek alignment



GAS STATION REDESIGNED

REALIGN BROADWAY / SIR FRANCIS DRAKE INTERSECTION
IMPROVED SIGNALING

CENTRAL VISUAL FEATURE
FOUNTAIN OR PUBLIC ART

ADD HIGH VISIBILITY CROSSWALK
CONNECTION TO FAR SIDE OF SIR FRANCIS DRAKE

LANDSCAPE ADDITION TO
NORTH END OF PARKADE

ADD HIGH VISIBILITY CROSSWALKS

WIDEN SIDEWALKS 3 FEET

BOLINAS/BROADWAY
DECORATIVE INTERSECTION

WIDEN SIDEWALKS 3 FEET
ADD STREET FURNITURE, BENCHES

CONTINUE CENTER BLVD. IMPROVEMENTS THROUGHOUT TOWN

REPAVE AND ENHANCE
ELSIE LANE

RESTORE
MULTI-USE PAVILION

NO PARKING ON WEST SIDE OF BOLINAS
ONE-WAY TRAFFIC TO MONO PEDESTRIAN MALL
WIDEN SIDEWALKS

HIGH VISIBILITY CROSSWALKS

RECONFIGURE VEHICLE CIRCULATION: NEW INTERSECTION AT ELSIE LANE/BROADWAY AND SIR FRANCIS DRAKE. BOLINAS AS ONE-WAY OUTBOUND TRAFFIC, OR PERMANENT PEDESTRIAN MALL

CREATE FOCAL POINT AT BROADWAY AND BOLINAS: DECORATIVE PAVING MATERIALS; COLLAGE MOTIF IN CENTER OF INTERSECTION; FAIRFAX ARTISTIC DISPLAY

PARKADE AS TOWN CENTER: WIRED FOR SOUND FOR CONCERT STAGE, OR; CENTRAL FOUNTAIN (MARIN WATERSHED WATERFALLS) WITH INTERPRETIVE SIGNAGE (PERMANENT OR ROTATING SEASONAL DISPLAYS)

PUBLIC BATHROOMS & SHOWERS

OPEN CREEK CORRIDOR FOR PUBLIC USE

WIDEN SIDEWALKS

RESTORE SHERMAN'S STREET SECTION OF CREEK

**SECTION THREE:
IMPLEMENTATION
MEASURES**

**SECTION 3-1:
INTRODUCTION**

Implementation measures are the actions used to put into effect the policies of the Town Center Element. These implementation measures reflect the policies contained in the previous section.

TC-1.A: The Planning Commission should define the village character and the pedestrian scale of the downtown area of Fairfax.

TC-1.B: The Council should enact an ordinance restricting the development of strip shopping centers as being inconsistent with the village character.

TC-2.A: Planning staff should prepare an inventory of the architectural character of the downtown area. The survey will consider building heights, design treatment, colors, texture, and materials. The historical significance of buildings will also be noted.

TC-2.B: The Planning Commission should define the architectural character of the downtown area, in terms of height, design treatment,

colors, textures and materials.

TC-2.C: The Council will enact an ordinance that requires new buildings constructed in the downtown area be within



the vertical form of the buildings they might replace.

TC-3.A: The Town should prepare and adopt the Town Center Plan.

TC-4.A: Planning staff should prepare Development Standards and Design Guidelines for the Town Center Plan.

TC-4.B: The Town should review and approve the Development Standards and Design Guidelines for the Town Center Plan.

TC-4.C: The Town should review Park Master Plan recommendations and update strategies for improvement of parks and recreation facilities.

TC-5.A: The height restriction defined by the Housing Element for the downtown area of 28.5 feet or two stories, whichever is less,



applies to the Town Center Element.

TC-6.A: The Planning Department should prepare a Significant Buildings and Structures Plan that identifies and establishes policies for the preservation of significant structures in Town.

TC-6.B: The Design Review Committee will consider the historic significance of buildings and structures when reviewing development applications in the downtown area.

TC-6.C: The Planning Commission will consider the historic significance of buildings and structures when reviewing development

applications in the downtown area.

TC-7.A: The Town should consider bicycle and pedestrian related development a priority when reviewing development applications for the downtown area.

TC-8.A: The Town should consider bicycle and pedestrian crossing design and location as a priority along the Sir Francis Drake Boulevard corridor when developing the Land Use and Circulation Elements of the General Plan.

TC-8.B: Town staff should prepare a risk assessment for bicycle and pedestrian crossings along the Sir Francis Drake corridor.

TC-9.A: The Town should consider bicycle and pedestrian crossing design and location as a priority along the Broadway and Center Boulevard corridor, and the section of Bolinas Road in the downtown area when developing the Land Use and Circulation Elements of the General Plan.

TC-9B: The Town shall consider the Marin County Bicycle and Pedestrian Master Plan and the Fairfax Pedestrian and Bicycle Plan, 2001 in evaluating bicycle and pedestrian facilities.



TC-9.C: Town staff should prepare a risk assessment for bicycle and pedestrian crossings along the Broadway and Center Boulevard corridor and the section of Bolinas Road in the downtown area.

TC-10.A: The Town should prepare a pedestrian plan for the downtown area.

TC-10.B: Town staff should prepare a risk assessment for pedestrian routes in the downtown area.

TC-10.C: The Town should prepare a vehicle and bicycle-parking plan for the downtown area.

TC-11.A: The Town shall develop a strategy for creating a pedestrian only area from Broadway to Elsie Lane on Bolinas

Road. The strategy should include a test program and means for successful re-routing of traffic to Sir Francis Drake

Boulevard.

TC-11.B: The Town should prepare a risk assessment for pedestrian crossings between the Parkade and the surrounding shops and services on Broadway and Sir Francis Drake Boulevard.

TC-12.A: The Town should refine the parking space survey prepared by GPAC to provide guidance for the parking plan included in the Circulation and Town Center Elements.

TC-12.B: The Town should prepare a “no net-loss”-parking plan for the downtown area, including on-street and off-street spaces and lots.

TC-13.A: The Town should prepare a non-vehicular circulation plan connecting the downtown area to the adjacent neighborhoods.

TC-14.A: The Town shall work with the Chamber of Commerce, and other business

owners, to create an economic development plan for the downtown area.

TC-15.A: The Town should work with the Fairfax Artist in Residence and local artists to prepare a plan for locating public art in the downtown area.

TC-15.B: The Town should identify funding sources for implementing a public art program for the downtown area.

TC-16.A: Residential developments proposed for the main streets in the downtown area shall be required to incorporate soundproofing and fresh air access as part of the project design.

TC-17.A: The Town should prepare a plan and program for restoring Fairfax Creek in the downtown area by eliminating culverts and boxed channels.

TC-17.B: The Town should create a buffer area, as part of the plan for the downtown area, along the restored Fairfax Creek.

TC-17.C: Effort should be made to provide pleasant creekside walking pathways to allow pedestrian use of these areas without causing erosion or damage to flora.

TC-18.A: The Town should create a palette of landscape materials allowed in the downtown area, including native and drought-tolerant plant types.

TC-18.B: All new projects proposed for the downtown area, whether public or privately sponsored, shall incorporate the use of native plants and drought-tolerant plant materials in their landscape plan.

TC-19.A: The Town should work to secure an area for use as a staging area for town events and construction vehicle and equipment storage, and a transfer area serving large trucks unable to navigate Fairfax's narrow streets.

TC-20.A: The Town should prepare a plan and program for utilizing public property for the installation of renewable energy technology.

TC-21.A: The Town should prepare a plan and program to make continuous the network of quiet streets and alleys for pedestrian and bicycle routes traversing the downtown area in conjunction with Implementation Measure TC-13.

TC-22.A: The Town should, as part of the Town Center Plan, identify a site, or alternative sites, for a bicycle staging area in the downtown area.

TC-22.B: The Town should identify possible funding sources for creating a bicycle staging area.

TC-23: The Town should consider purchasing or otherwise negotiating use along creekside properties to expand park area and improve pedestrian access and circulation.



DEFINITIONS

CHARRETTE

An intensive idea, or concept, generating activity, usually held in a workshop format involving a variety of participants. Charrettes are commonly used as an element of a public participation program where community members, local jurisdiction staff and professional consultants work together as a single group, or in small group sessions, to generate planning ideas or identify alternative solutions to familiar issues or problems.

Historically used to define the small cart used by faculty assistants to collect students' work at the Ecole des Beaux Arts in Paris

DOWNTOWN AREA

That portion of the Town of Fairfax that includes the existing commercial core and the public use buildings and areas of the community, including Town Hall, the Women's Club, the Pavilion, Peri Park, the Community Center and the public library. Sir Francis Drake Boulevard, Center Boulevard, Broadway, Bolinas Road, and Bank Street to Elsie Lane comprise the main roadway network in the downtown area.

FAIR-ANSELM

The buildings that house the shops and services located at Pastori Street and Center Boulevard.

GOVERNMENT CODE

The California Government Code.

GPAC

The General Plan Advisory Committee, a group of community members appointed by the Town Council to assist the Council and the Planning Commission in the preparation of the Fairfax General Plan.

MANDATORY ELEMENTS

The seven elements, or subject categories, that must be included in a general plan, as specified by Section 65302 of the California Government Code. The seven elements are; land use, circulation, housing, conservation, open space, noise, and safety. Other, optional, elements may be added to the Fairfax General Plan if directed by the Town Council.

PARKADE

The raised section of the downtown area between Sir Francis Drake Boulevard and

Broadway that is the site of the historic commuter train station, currently used as a parking area.

PAVILION

The Fairfax Pavilion is a multiuse historic structure built in the early 1900's along the edge of Fairfax Creek adjacent Peri Park.

POLICY

A specific statement that guides decision-making. The Town Council establishes the policies that govern the Fairfax general Plan.

PUBLIC ART

Any form of art that is located in, or adjacent to, public areas of the Town, such as sidewalks, parks and public buildings. Such places might include the Town Hall, the Parkade, the post office, the library, Peri Park, and the downtown area sidewalks. Public art could also be in the form of street surface decoration.

STRATEGY

A plan of action intended to achieve a specific goal. Policies, programs, implementation measures, standards and guidelines are used as action items to implement strategies.

STREET FURNITURE

Sturdy public use elements located in the downtown area. Benches, seats, tables, trash receptacles, planter boxes, drinking fountains, bike racks, and signboards and kiosks are examples of street furniture.

TOWN CENTER

The downtown area of Fairfax, including the commercial core, the public building, the creeks, and the parks, the roads, streets and alleys, and parking spaces and areas that comprise the infrastructure.