

2015 HOUSING ELEMENT – Relevant Goals, Objectives, Policies and Programs

Goal H-2: Housing and programs for special needs populations, including seniors, single parents, and families, as well as workforce housing and emergency homeless shelters.

Objective H-2.1: Housing opportunities for the Town’s residents with special needs, including 40 units of senior housing and 22 units of workforce housing.

Policy H-2.1.6: Amend the Zoning Code to Comply with SB 2. Consistent with SB 2 (GC Sections 65582, 65583, and 65589.5), the Town will establish zoning designations for transitional and supportive housing, and will define “transitional housing” and “supportive housing” in the Zoning Ordinance. The Town will establish procedures to encourage and facilitate the creation of emergency shelters and transitional and supportive housing, and link this housing to programs of the Department of Health and Human Services whenever possible.

Program H-2.1.6.3: Amend Zoning to Allow Single-Room Occupancy Units. Permit single-room occupancy dwelling units without a conditional use permit in the CC zone.

Goal H-3: Create transit-oriented housing in the Town Center area that is less dependent on automobile travel thereby minimizing traffic impacts to the greatest extent possible while providing support for transit.

Objective H-3.1: Develop at least 62 units of lower-income housing within a convenient distance from transit access points, where reduced automobile usage and parking requirements are possible.

Policy H-3.1.1: Transit-Oriented Development. The Town Council will appropriately rezone areas to promote a mix of land uses that are transit-supportive and complement the historic nature of the Town – as articulated in the 2010-2030 Land Use Element.

Program H-3.1.1.1: Amend CH Zone. Rezone all CH zones to CC zones, which will allow housing on second floors without a conditional use permit instead of requiring conditional use permits.

Policy H-3.1.2: Transit-Oriented Development. The Town will establish land use arrangements that facilitate energy-efficient public transit systems, and provide parking incentives for developments convenient to transit. Parking standards to be established on a case-by-case basis, depending upon the location and characteristics of the development. (Please note: density bonuses could still be applied for depending on the proposed affordability ranges of the units.) The following criteria shall be met for TOD:

- The site is within 600 feet of a transit station (i.e., the Town Center and the Parkade).

- Potential impacts are mitigated.
- The development provides design character that is compatible with the surrounding neighborhood.
- The development allows for provision of transit improvements, or services, as appropriate and if feasible.

Program H-3.1.2.1: Identify and Designate Transit-Oriented Development Sites. The Town will identify TOD sites. Such opportunity sites were designated during the update of the Town General Plan and included in the Land Use and Housing Elements; if necessary, the Zoning Ordinance will be revised to accommodate the TOD sites.

Goal H-4: Link housing and jobs in the community; include housing opportunities for Fairfax workers and public service employees.

Objective H-4.1: A closer link between housing and jobs; by creating housing close to where people work and by establishing commercial, office, and other nonresidential use contributions for workforce housing.

Policy H-4.1.1: Link Housing with Jobs. The Town Council will revise the Zoning Ordinance to provide new housing opportunities at sites identified in the 2015–2023 Housing Element.

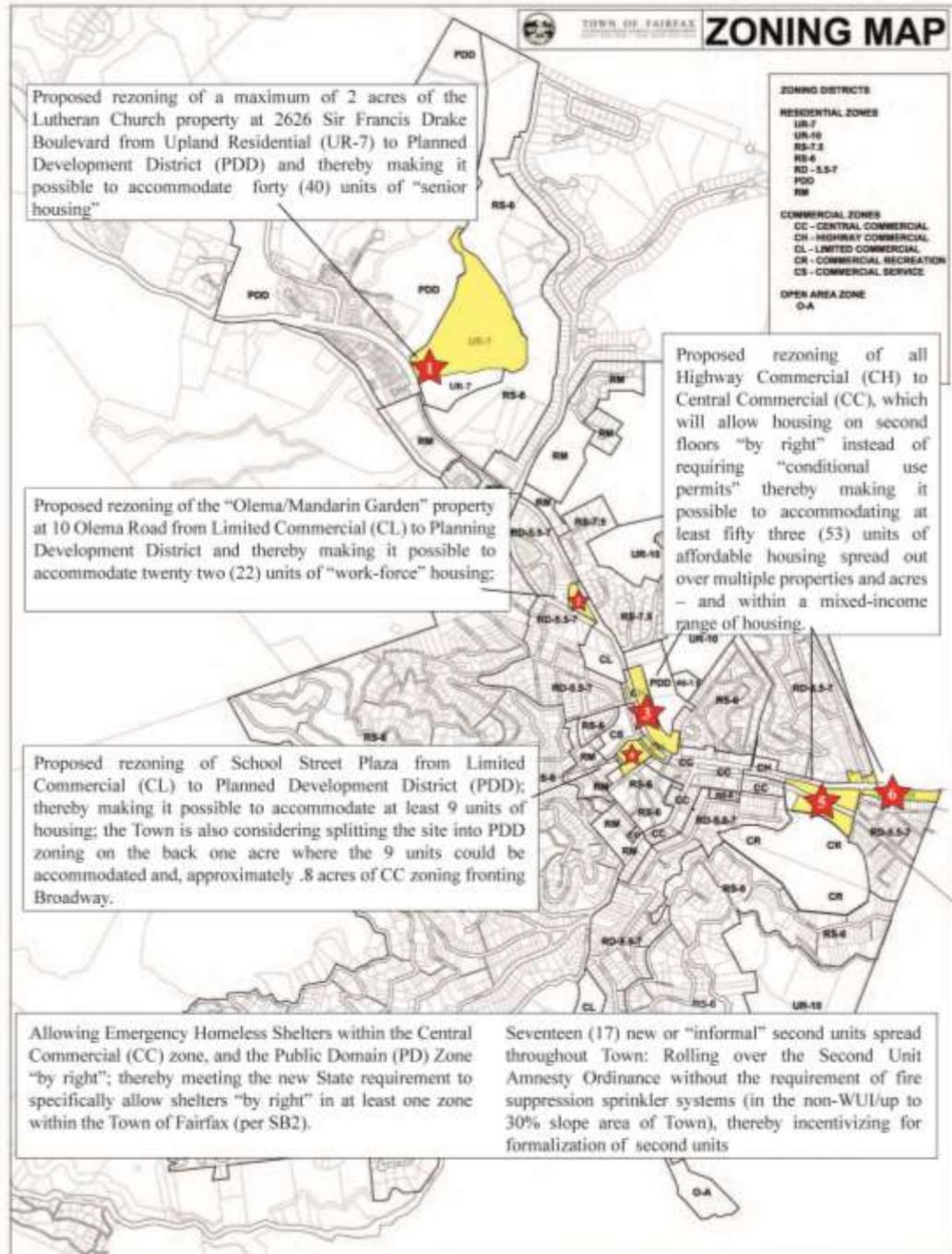
Program H-4.1.1.1: Rezone School Street Plaza from CL to PDD, thereby making it possible to accommodate a minimum of 9 units with a maximum of 10 units of housing. The maximum does not apply to any units granted under the State Density Bonus Law. Please note: The Town is also considering splitting the site into PDD zoning on the back one acre where the 9 units could be accommodated and approximately .8 acres of CC zoning fronting Broadway.

Program H-4.1.1.4: Review and Update Parking Standards. Town staff will review and consider updating parking standards, for review and possible approval by the Planning Commission, to allow for more flexible parking requirements to help facilitate infill, transit-oriented, and mixed-use development. The Town will review and consider reducing the parking space requirements for one-bedroom units. Recommendations will be made based on the review and action taken on the recommendations.

Goal H-5: Sustainable Affordable Housing. Well-designed, energy-efficient housing, affordable to and appropriate for a diverse population at compatible scales.

Objective H-5.1: Well-designed, energy-efficient housing units for a diverse population at compatible scales.

Opportunity Site Master List - 6 Total Sites



Section Three: Housing Opportunity Sites

Site #2: 10 Olema Road



Locator Map



Site Photo



Site Description:

The former restaurant is being used by the property owner as an artist's studio. The residence is a rental unit, occupied by one family and configured as a duplex, with a second living space on the ground floor. This building is one of the oldest homes in Fairfax.

Section Three: Housing Opportunity Sites

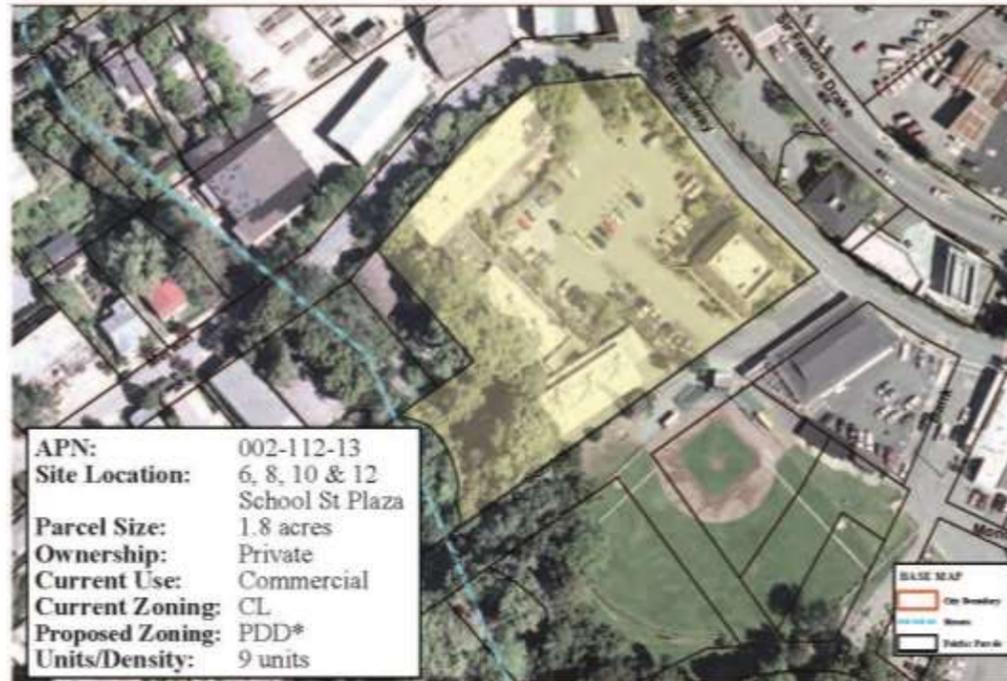
Site #4: School Street Plaza



Locator Map



Site Photo



Site Description:

The former school site is being used by a variety of commercial businesses. The site includes a paved parking area. The property owner is interested in redeveloping the site, including creating some affordable units. The site is adjacent to the Town's central park area.

*The Town is also considering splitting the site into PDD zoning on the back one acre where the 9 units could be accommodated and, approximately .8 acres of CC zoning fronting Broadway.

Section Three: Housing Opportunity Sites

Site #3: Westside Commercial (13 total parcels)



Locator Map



Site Photo



Site Description:

Shopping centers that houses the Women's Fitness Center, Veterinary Office and parking lagoons adjacent to monolithic structures including the Fairfax Market. Three smaller parcels on the southside of Sir Francis Drake in the old railroad right-of-way including a restaurant, bank and gas station.

Section Three: Housing Opportunity Sites

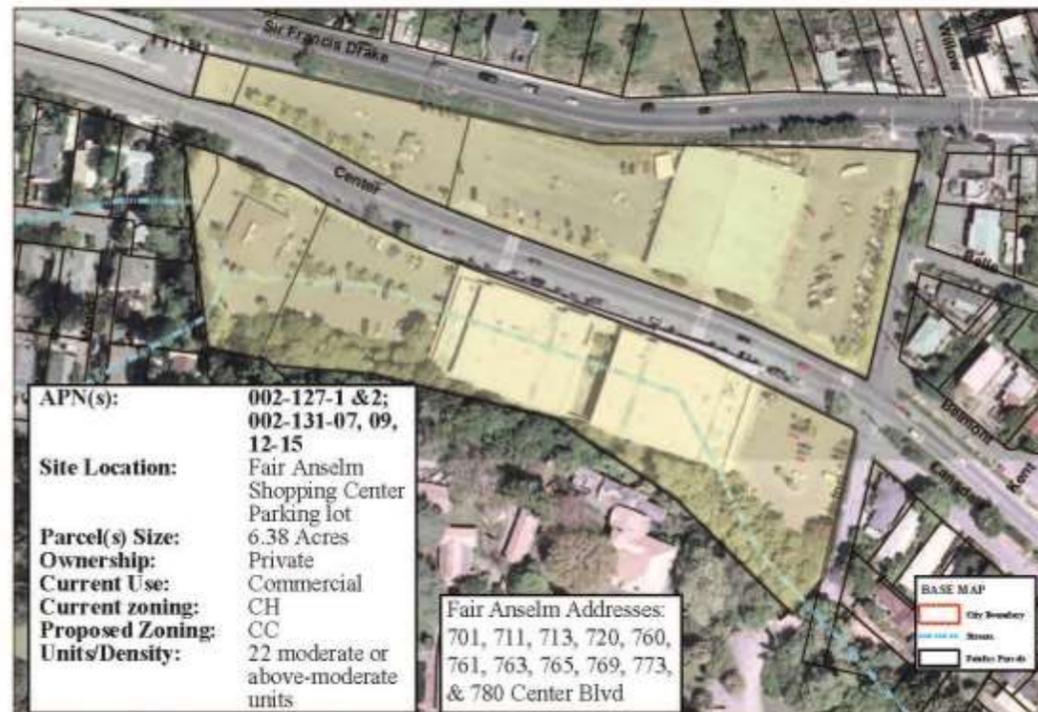
Site #5: Fair Anselm - (8 total parcels)



Locator Map



Site Photo



Site Description:

The shops and parking lot are underdeveloped. There is potential for two story mixed use development

Section Three: Housing Opportunity Sites

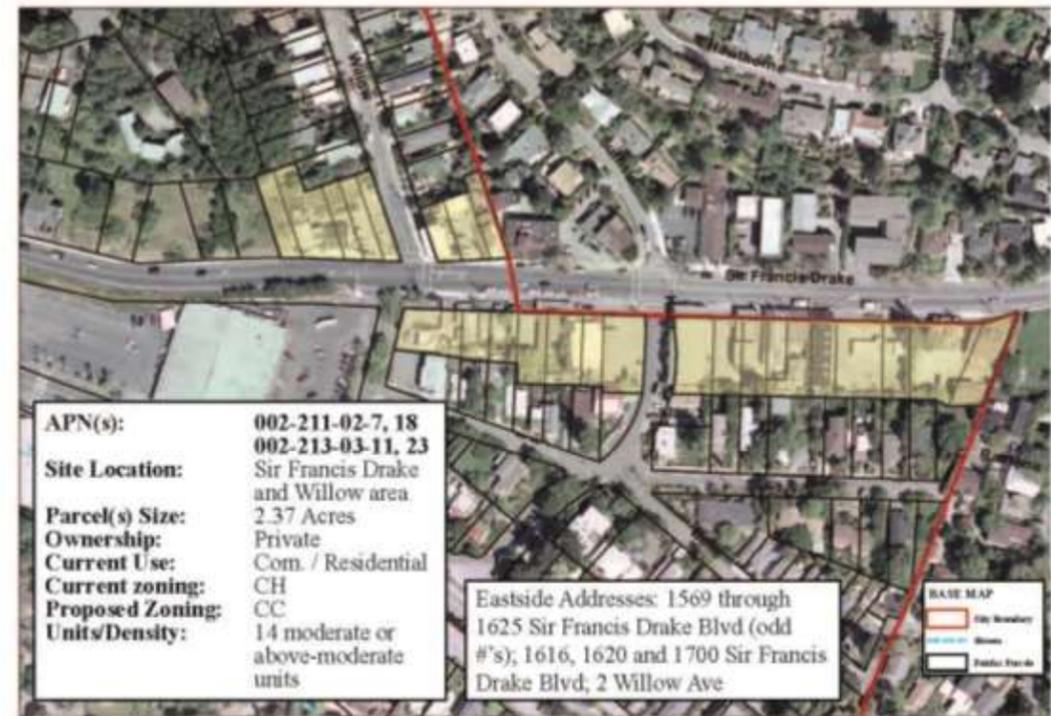
Site #6: Eastside Commercial - (21 total parcels)



Locator Map



Site Photo



Site Description:

An eclectic mix of old homes, apartments, private pre-school and offices - with a strong sense of community; and an overall lack of parking which restricts some uses from occupying the commercial spaces and/or development.

LAND USE ELEMENT– Relevant Goals, Objectives, Policies

GOAL LU-1: Preserve scenic and natural resources.

Objective LU-1.1: Limit development to preserve and enhance the community’s unique natural and scenic resources.

Policy LU-1.1.2: Additional park areas should be created in existing neighborhoods where practicable.

Policy LU-1.1.3: Existing public easements will be utilized to develop a system of pathways as a potential recreational, circulation, and public safety resource.

GOAL LU-5: Manage future growth while preserving the area’s natural resources.

Objective LU-5.1: Permit new and renewed development and extension of urban services in a manner than preserves the area’s natural and cultural resources.

Policy LU-5.1.1: New and renewed development shall occur primarily as infill development.

GOAL LU-7: Preserve community and neighborhood character.

Objective LU-7.1: Preserve and enhance the community’s small-town scale and character.

Policy LU-7.1.1: The existing “village character” of the commercial center of the Town, designated as the Town Center Area, shall be maintained and enhanced. Additional commercial development outside of the designated Town Center Area shall be discouraged except for limited neighborhood-serving uses.

Policy LU-7.1.2: New and/or renewed development in the Town Center Area should preserve and enhance the village character of the Town Center Area in the mix of land uses, architectural styles and ornamentation, materials, colors and textures.

Policy LU-7.1.3: A combination of commercial and residential land uses that are consistent with established building height limits should be encouraged on the same parcel in the Town Center Area.

Policy LU-7.1.4: Amenities and improvements proposed for implementation in the Town Center Area shall be consistent with the criteria for those items as outlined in the Town Center Plan, relative to landscaping, lighting, sidewalks, street furniture, public art and ornamentation, and general guidelines pertaining to signs and banners.

GOAL LU-8: Preserve community diversity through affordable housing opportunities primarily along transit corridors.

Objective LU-8.1: Maintain an economically diverse population by providing a variety of choices in the type, size, cost, and location of new housing.

Policy LU-8.1.1: The Town of Fairfax shall facilitate the development of key housing opportunity sites to provide for the development of affordable housing as identified in the Housing Element.

GOAL LU-9: Preserve and restore local historic buildings, features, and sites.

Objective LU-9.1: To identify, protect, preserve and restore buildings, features, and sites of historic value in Fairfax.

Policy LU-9.1.4: Structures designated as historic which are noteworthy in terms of age, individual style, notable architect or builder, on the site of an historic event, associated with a famous person, industry or activity that is part of local history, shall be preserved and the long-established character of the Town Center should be enhanced.

The overall physical character of the Town Center should be protected from damage or substantial change.

CIRCULATION ELEMENT– Relevant Goals, Objectives, Policies

GOAL C-1: Maintain Sir Francis Drake as a functional regional arterial.

Policy C-1.1: To the extent permitted by regional transportation plans, maintain the commercial and community function of Sir Francis Drake Boulevard in the Town Center.

Policy C-1.2: To the extent allowed by law, continue to make safety the first priority of Town-wide transportation planning. Prioritize pedestrian, bicycle, and automobile safety over vehicle level-of-service.

Policy C-1.3: Promote Pedestrian and bicycle circulation to ensure that automobile convenience does not compromise bicycle and pedestrian safety and convenience.

Policy C-1.4: Maintain, as funding permits, the Town’s bicycle and pedestrian corridor from Olema to Pacheco on Broadway and from Pacheco to Pastori on Center Boulevard.

Policy C-1.6: Preserve Center Boulevard and the Parkade for future use as a light rail corridor with bicycle and pedestrian paths.

Policy C-1.8: Ensure amenities to support public transportation.

GOAL C-2: Promote the safe use of collector streets by automobiles, cyclists and pedestrians.

Policy C-2.4: Encourage pedestrian use of trails and other pedestrian oriented rights of way as an effective means of accessing downtown as well as various neighborhoods, and open space See Appendix C-A for a list of trails.

Policy C-2.5: Comply with State and Federal Regulations related to universal accessibility and Americans with Disabilities Act (ADA). (also important for mothers with strollers)

GOAL C-5: Consider pedestrian and bicycle facilities as an integral part of a complete circulation network that provide affordable, healthful and ecological means of transportation.

Policy C-5.2: Improve accessibility and safety of pedestrian links, especially between the Public Library, Town Center (Bolin Road and Broadway), and Fair Anselm.

Policy C-5.7: Encourage pedestrian-friendly design features, such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art and interesting architectural details.

Policy C-5.8: Bicycle and pedestrian oriented development should be encouraged in the Town Center Planning Area. (Town Center Element Policy TC-3.2.1)

Policy C-5.9: Create safe, direct, pedestrian crossings across the Parkade and between the Parkade and surrounding shops and services.

GOAL C-6: Promote less reliance on single-occupant vehicles.

Policy C-6.1: Make land use decisions that encourage walking, bicycling, and public transit use; particularly ensuring existing and future bus service.

Policy C-6.2: Consider the use of additional parking fees and tax revenues to fund alternative transportation projects.

GOAL C-8: Improve circulation and safety in the downtown area.

Policy C-8.1: Promote better utilization of the Elsie Lane/Bank Street to connect Bolinas Road to Broadway and Sir Francis Drake Boulevard

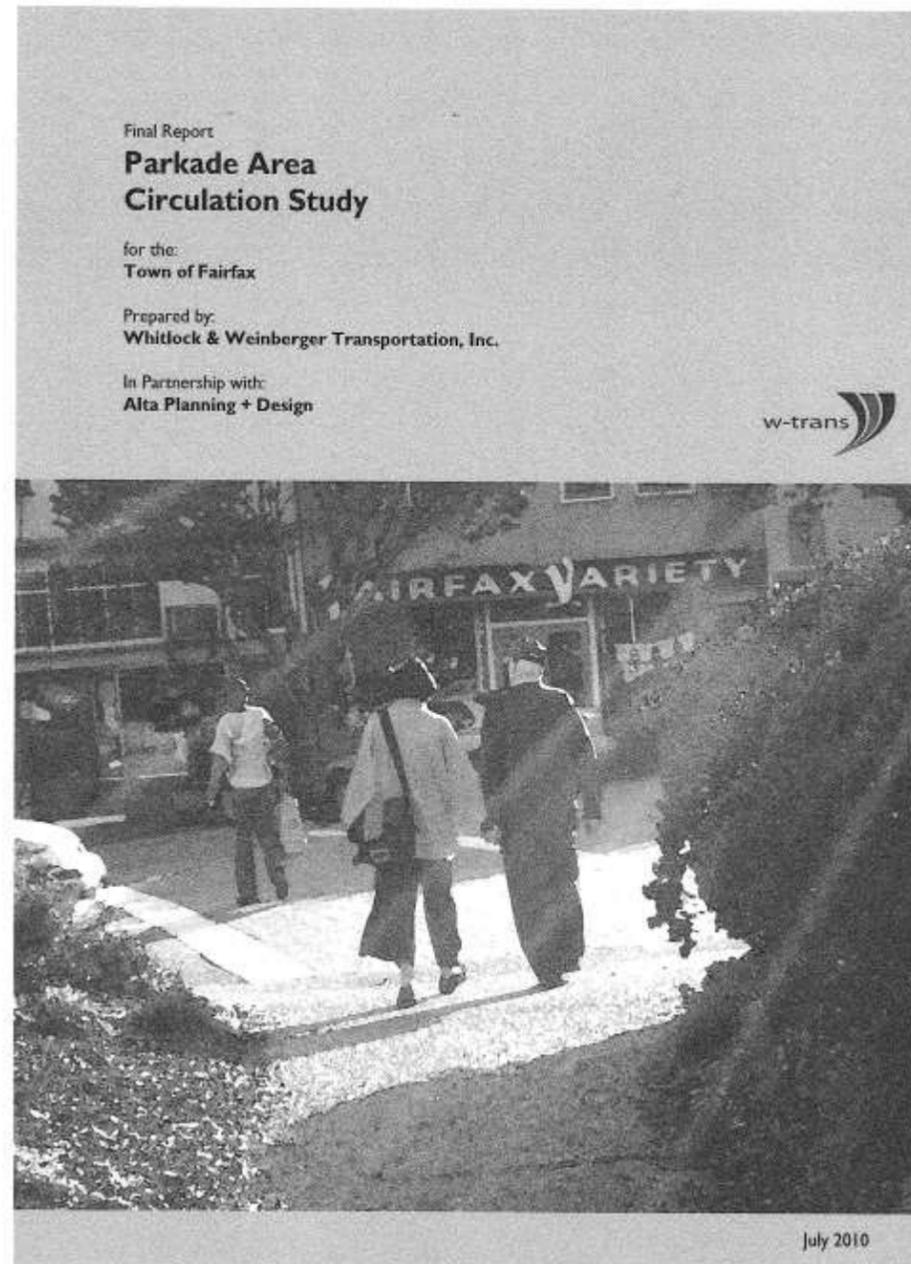
CONSERVATION– Relevant Goals, Objectives, Policies

Goal CON-2: Air quality.

Objective CON-2.1: Improve air quality through proper planning and building decisions.

Policy CON-2.1.1: Support development approaches and usage measures near the Town Center to reduce individual motorized transportation requirements.

2. PARKADE AREA CIRCULATION STUDY – Summary



Introduction and Background

Introduction

This report presents an analysis of transportation issues in and around the Fairfax Parkade, a parking area and small plaza bounded by Broadway, Sir Francis Drake Boulevard, Claus Drive and Pacheco Avenue. The purpose of the study was to examine ways to improve bicycle, pedestrian, and vehicular circulation and safety around the Parkade in Downtown Fairfax.

Specifically, the study focuses on measures that can be implemented in the short-term to improve pedestrian and bicycle infrastructure and safety, disabled access, and transit access; to complete the Fairfax to San Rafael Cross Marin Bikeway through downtown; to maintain and/or increase parking supplies; improve motor vehicle circulation where possible; and to connect land uses on the north side of Sir Francis Drake Boulevard with those south of the Boulevard.

This study is a component of the Non-Motorized Transportation Pilot Program (NTPP), a federally funded pilot program created to demonstrate "the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities." The study is based on information provided by the Town of Fairfax, the Fairfax General Plan Advisory Committee (GPAC), Fairfax to San Rafael Cross Marin Bikeway Technical Advisory Committee, Marin Transit, and citizen input.

Process

This Study was initiated through the NTPP at the request of the Fairfax Town Council. The Study was developed in 2009/10 on a concurrent schedule with the Fairfax to San Rafael Cross Marin Bikeway Feasibility Study. Whitlock & Weinberger Transportation, Inc. (W-Trans) led the development of this Study, working with Town staff, and with input and direction from the Town's GPAC and the Fairfax to San Rafael Cross Marin Bikeway Feasibility Study Technical Advisory Committee. Public outreach for the effort was performed as a component of public workshops conducted for the NTPP and the *Fairfax to San Rafael Cross Marin Bikeway Feasibility Study*.

Setting

The Parkade covers nearly three-quarters of an acre and is a significant feature in downtown Fairfax. With its central location, supply of parking, and transit amenities, the Parkade is a hub of activity for residents and visitors. The Fairfax Parkade and the larger study area are depicted in Figure 1. The Parkade is visible to travelers passing through the Town on Sir Francis Drake Boulevard and Broadway. According to the Town's 2009 draft *Town Center Element of the General Plan* update, "vehicle circulation and parking in downtown Fairfax currently work fairly well, however, 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." Challenges to this 'experience' include beautifying the Parkade, maximizing parking opportunities for vehicles and bicycles, linking the businesses on Sir Francis Drake Boulevard and Broadway, and improving bicycle and pedestrian access and circulation in and around the Parkade.

Proposed Improvements

A series of proposed improvements were developed based on input from staff and the public. The improvements consist of relatively low-cost measures that can be implemented in the short-term without major impacts to existing infrastructure. Graphical plans of the study area including existing conditions, proposed improvements, and cross sections are presented in Plate 2. The graphical plan and the proposed improvements contained within are also a component of the larger *Fairfax to San Rafael Cross Marin Bikeway Feasibility Study*.

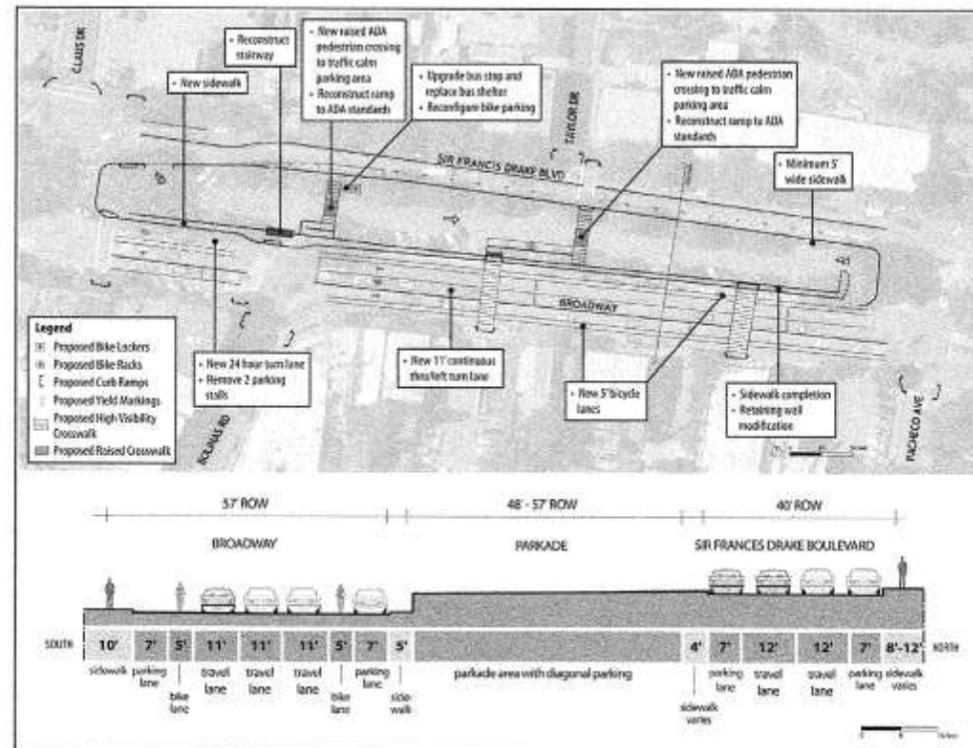


Plate 2 – Project Improvement Plan

Sidewalk Improvements

To improve pedestrian circulation along the Parkade frontages, sidewalk improvements are recommended on the south side of Sir Francis Drake Boulevard and the north side of Broadway. Currently, a mix of standard and substandard sidewalks is provided along the north and south sides of the Parkade from approximately Taylor Drive to Claus Drive, while sidewalks are not provided at all from approximately Taylor Drive to Pacheco Avenue. It is recommended that, at a minimum, continuous five-foot wide

sidewalks be provided along the frontage segments. To achieve consistent sidewalk widths, the following strategies can be employed:

- *Sir Francis Drake Boulevard* – Reduce travel lane widths from 13 feet to 12 feet and relocate the curb line. Two to three feet can then be allocated to sidewalk widening. The remaining width can be obtained from the Parkade by narrowing the existing planting strip where necessary.
- *Broadway* – Modifications to the concrete embankment will be necessary to obtain the width needed to construct a sidewalk on the north side of Broadway. Two different methods are currently employed to transition the grade between the Parkade and Broadway: a retaining wall and an embankment. Where the retaining wall is in place from approximately Taylor Drive to the west, a five-foot wide sidewalk is provided. Where the embankment is in place from approximately Taylor Drive to the east, there is no space available for a sidewalk. Therefore, it is recommended the embankment be replaced with a retaining wall and a five-foot wide sidewalk installed.

Bicycle Circulation Improvements

The Class II bike lanes on Center Boulevard which currently terminate at Pacheco Avenue should be extended to Claus Drive. Class II bike lanes can be achieved by reducing existing vehicle lane widths from 18 feet-12 feet-13 feet to three 11-foot lanes, providing ten feet for two five-foot bike lanes.

Bicycle Parking

To address bicycle parking needs and increase the supply of bicycle parking in the study area it is recommended that secure bicycle lockers be installed in the Parkade adjacent to the transit shelter, and that the existing supply of short term racks adjacent to the transit shelter be reorganized. It is estimated that six bicycle lockers and six additional bicycle racks can be accommodated in the vicinity of the transit shelter without impacting adjacent vehicle parking spaces. Further, it is recommended that bicycle racks be installed as needed and/or requested in front of businesses on the north side of Sir Francis Drake Boulevard. It is recommended that consideration be given to the conversion of one on-street parking space on the south side of Broadway to bicycle parking.

Signing Improvements

To guide and inform visitors and residents alike, reinforce sense of place, and to help unify businesses on the north and south sides of the Parkade, a signing campaign consisting of guide, directional, and warning signs for pedestrians, bicyclists, and motorists is recommended.

Warning advisory signs, “yield here to pedestrians” signs, and advance yield pavement markings (‘shark’s teeth’) are recommended at midblock crosswalks on Broadway and the uncontrolled crossing of Sir Francis Drake Boulevard at Taylor Drive.

Crosswalks

Install pedestrian pathways/crosswalk treatments linking existing crosswalks on Broadway and Sir Francis Drake Boulevard through the Parkade. Especially important is a connection between the ADA ramps

adjacent to Bolinas Road leading through the Parkade to the transit stop and sidewalk on Sir Francis Drake Boulevard.

Upgrade existing crosswalks with high visibility striping (continental pattern) and reflective delineators. Maintain in-roadway 'knockdown signs'. Consider replacing brick crosswalk treatments overtime as a component of maintenance and resurfacing projects and replace with high visibility "Continental" markings.

Streetscape Elements

Employ consistent streetscape materials to visually and physically link Broadway and Sir Francis Drake Boulevard (to be determined through the process of developing a Town Center Plan as called for in the draft 2009 *Town Center Element*).

Landscape Elements

Increase landscape opportunities around the perimeter and within the Parkade to "green up" the site.

Transit Enhancements

It is recommended that the existing transit shelter be upgraded and/or replaced with a user-friendly compact design. Doing so would provide the opportunity to reorganize the existing space within the Parkade that is dedicated to transit amenities, and install more short-term and/or long-term bicycle parking within roughly the same footprint. An upgraded bus shelter should incorporate features such as solar lighting and changeable message signs.

ADA Access Improvements

ADA Curb ramp upgrades and tactile inlays are proposed at all transition points within the Parkade Study area to improve access for the disabled and the general population alike. ADA compliant curb ramps help to provide access between the sidewalk and the roadway for the disabled, people pushing stroller and carts, bicyclists, and others. Where feasible, separate curb ramps for each crossing direction should be provided rather than providing a single curb ramp at a corner for both crosswalks as separate curb ramps along with tactile inlays provide improved orientation for disabled pedestrians, especially the visually impaired. Curb ramp upgrade/installation is recommended at the following locations.

Intersections

- Sir Francis Drake Boulevard/Claus Drive – northwest, northeast, and southeast corners
- Broadway/Claus Drive – northeast and southeast corners
- Broadway/Bolinas Road – northwest, southwest, and southeast corners
- Broadway/Pacheco Avenue – northeast, southeast, and southwest corners
- Sir Francis Drake Boulevard/Taylor Drive – northwest, northeast, and southeast corners

Midblock Crosswalk Locations

- Broadway – midblock crosswalk adjacent to Siam Lotus, north and south sides
- Broadway – midblock crosswalk adjacent to Fairfax Theatre, north and south sides

Parkade

- Transition point from Parkade to Sir Francis Drake Boulevard sidewalk and crosswalk at Taylor Drive

Stairwell Upgrades

There are three existing stairwells that lead from the Parkade down to grade on Broadway, of which two are recommended for reconstruction. The western set of stairs is located opposite the crosswalk at Bolinas Road and an accessible handicap ramp is provided; no changes are recommended to this infrastructure. The middle and eastern stairwells are located opposite the Thai Restaurant and the Fairfax Theatre respectively. Both sets of stairs are, at best, difficult to negotiate. They each have a sharp rise, short run, and narrow treads, and neither includes curb ramps or landings at the transition points. It is recommended that both of these stairwells be reconstructed so that the run may be extended, tread heights and depths built to code, and ramps and ADA landings installed at both ends.

Parking

Remove the two parking spaces on the north side of Broadway between Claus Drive and Bolinas Road to improve circulation. Evaluate the potential to convert the first two to three parallel parking spaces on the north side of the Parkade adjacent to and east of the Taylor Drive crosswalk to diagonal parking spaces.

Project Cost

A planning level cost estimate was completed for these Parkade transportation improvements and was estimated at approximately \$434,000 as shown in Table 2.