TOWN OF FAIRFAX
STAFF REPORT

TO:	**Mayor, Members of the Town Council**
FROM:	**Michael Rock, Town Manager** MR **Jim Moore, Director of Planning and Building Services**
DATE:	**October 7, 2009**
SUBJECT:	**General Plan and Specific Plan Updates**

GENERAL PLAN:

Progress to date on the General Plan update is as follows:

- The Planning Commission (PC) has completed their review and editing of the **Draft Circulation Element** and by Resolution hereby passes this draft on to the Town Council for consideration. Please find the Draft Circulation Element attached.
- The PC has commenced their review and editing of the **Draft Safety Element**.
- The General Plan Advisory Committee (GPAC) is drafting the **Land Use Element**.
- The GPAC Sub-committee is drafting the **Open Space** and **Conservation Elements**.
- The prime consultant and staff are in the process of drafting the **Housing Element**.
- The prime and sub-consultants have completed the background study for the **Noise Element**.

FAIR-ANSELM SPECIFIC PLAN:

The prime consultant and staff recently had another meeting with a board member of Marin Community Foundation (MCF) along with the President and CEO of MCF to gain support for the pending application from the Town – and to go over additional financing options for the creation of a Specific Plan on the Fair/Anselm property.

Please note: MCF staff, one Board members and the President/CEO are aware and amenable to including the Marin Town and Country Club (MTCC) site as a part of the three stage specific plan process - should the Town Council so desire at later date.

AGENDA ITEM #21

FAIRFAX GENERAL PLAN
(DRAFT)

CIRCULATION ELEMENT

Section 1: Introduction

The Town of Fairfax is basically built out, with few opportunities for significant growth. The primary infrastructure, the elements of the circulation network, including the roads and streets, pedestrian and bicycle ways, and utilities are in place. Therefore, the overarching objective for the Circulation Element is to recognize and understand the opportunities and constraints presented by the established infrastructure, and how best to use the various elements to provide a safe and efficient environment for the entire community while maintaining the Town's quality of life. There are a few opportunities for land use changes and density increases in the Town Center area. Such proposals would require detailed assessment, including the policies of this General Plan and the requirements of the California Environmental Quality Act (CEQA). Appendix B, Guidelines for Traffic Impact Studies, identifies the Town's assessment requirements.

The Town's commitment to reducing greenhouse gas emissions and energy costs, will require some basic and fundamental changes in how people and goods are transported to, from, and through the Town. This will be particularly true if, and/or, when automobile use is "right-priced" through the elimination of public subsidies for gasoline production, roadway and infrastructure construction. It will also be true when auto-related health care expenses (both direct and indirect) and fees for environmental degradation (such as CO2 emissions) are applied to private automobile use. Likewise, by truly privatizing the cost of auto use, mass transit systems will become more economically viable at lower thresholds of housing densities which should result in making transit more politically viable to the public at large.

Sir Francis Drake Boulevard, Center Boulevard, Broadway and Bolinas Road are the major roads to and through the town. All other streets in Fairfax are local streets. They provide access to residences and neighborhood functions. Most local streets in the Fairfax Planning Area were built before the Second World War and many are in hilly areas. Many do not meet minimum current standards for width, curve radius, sight distance and on-street parking. However, the reduction in travel speeds for automobiles necessitated by these design features is compensated by the enhanced sense of place that narrow curving streets promote.

The trail system used for pedestrian recreation and circulation is also useful for evacuation, and accordingly should be mapped and maintained by the town, or by neighborhood or volunteer organizations. Trail locations and status should be made available to neighbors. The Safety Element and the Pedestrian and Bicycle Master Plan (Appendix B) discuss this aspect of pedestrian mobility in more detail.

Pedestrian access to Fairfax town center is relatively good. Residents are not as fortunate when it comes to inter-community travel, or when commuting to San Francisco and other employment centers in the region. There are no transit options within Fairfax outside of the central corridors with the exception of Whistlestop Wheels. Non-automobile links to the rest of Marin County and the Bay Area are improving but still limited, with average waits between buses of 30 minutes or greater. More effective, frequent and convenient transit service is needed.

Fairfax is well known as the birthplace of mountain biking. The Town can enhance this unique history by encouraging a shift from the personal-use motor vehicle to non-polluting forms, such as biking, walking, and public transit. According to the Pedestrian and Bicycle Master Plan, bicycling in Fairfax fits into a number of niches: commute, school, and recreation, with of bicycle use more than three times the state average with more potential for increased bicycle use for many types of trips, and a current trend toward increased bicycle use.

Fairfax can promote the pedestrian mode through encouragement of programs like its "Feet First" campaign.

The Marin County Fire Department, contracts with the California Department of Forestry and Fire Protection, for fire suppression on MMWD property that covers a large portion of the Planning Area south of the Town limits. The Marin County Fire Department has indicated that certain local roads in Fairfax do not afford fire fighters quick access to fires.

Transportation and land use are inextricably linked. Low-density land use generally dictates the use of an automobile, while higher density and mixed use patterns generally translate into higher transit usage and pedestrian activity. Transit stations and bus routes present opportunities for higher density development. The Town recognizes the relationship between transportation and land use and supports walking, bicycling, and reduced dependence on cars.

The real costs of transportation are typically much greater than the costs borne by the actual users. Few of these costs are paid by the users on a per trip or per mile basis. For instance, drivers do not pay directly for the impacts of pollution, the cost of enforcing safety laws, or the land or materials needed for new roads and parking. These costs, and other impacts on society should be considered as future transportation decisions are made.

Traffic congestion can be reduced by eliminating the need to travel, or, at least, eliminating the necessity of traveling alone. A variety of strategies can reduce auto use, including carpooling, fees, increased emphasis on electronic information services, and educating residents and those who work in and visit Fairfax to use transportation alternatives and to change their transportation habits. Computer and telephone will provide an increasing share of personal and business services, such as library book renewal and retail purchases. Private delivery services can reduce the need for "errand-running" trips. Telecommuting can also reduce trips and may ultimately enable some households to reduce the number of cars that they own.

Public education to encourage residents to consciously plan to make fewer vehicle trips each week can help decrease automobile use. The Safe Routes to Schools program removed many

cars from the roads as more children walk and ride to schools. In conjunction with improved transportation options, transportation education can help reduce individual vehicle trips and increase the demand for transit options.

Another mode of transportation to further these goals would be the Zip-Car, or shared-car arrangements, possibly implemented on a neighborhood basis. This could provide for errand-running and short trips, affording relief from the cost of maintaining a personal-use motor vehicle.
Because bicycles are sensitive to poor pavement quality and roadway debris, which increase bicycle travel time and the risk of accidents, more attention and effort must be given to maintain roadway shoulders, bicycle lanes, and off-road paths. Sidewalks and other pedestrian amenities require periodic cleaning and maintenance, especially in high pedestrian traffic areas.

Section 1-1: State Law requirements for Circulation Element

One of the seven State-mandated elements of a local general plan, the Circulation Element contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the Land Use Element of the general plan.

The circulation element is more than a transportation plan. It is an infrastructure plan addressing the circulation of people and goods, including energy, storm drainage, and communications. By statute, the circulation element must correlate directly with the Land Use Element. The Circulation Element also has direct relationships with the Housing, Open-Space, Noise and Safety Elements, and, as in Fairfax, with the optional Town Center Element.

The Circulation Element addresses a community's physical, social, and economic environment as follows:

- **Physical**-The circulation system shapes the physical settlement patterns, and has major impacts on air quality, plant and animal habitats, environmental noise, energy use, community appearance, and other environmental components.

- **Social**-By driving the pattern of human settlement, the circulation system affects community cohesion, and quality of life. The circulation system should serve all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled.

- **Economic**-The vitality of the community's economy is directly affected by the circulation element. The efficiency of a community's circulation system can either contribute to or adversely affect its economy.

Section 1-2: Overview of Circulation Issues

Following numerous public workshops, the General Plan Advisory Committee (GPAC) identified key constraints and opportunities unique to Fairfax:

Circulation network

- An opportunity to better utilize Elsie Lane / Bank Street to connect Bolinas Road to Broadway and Sir Francis Drake Boulevard

- The Dominga/Inyo/Pacheco corridor is currently over-used by motor vehicles to avoid the congestion at Bolinas Road and Broadway, which is a great concern within this neighborhood. Traffic calming techniques, and turning restrictions during rush hour should be considered

- There is a lack of bicycle lanes other than some stretches of Sir Francis Drake Blvd.. Bicycle lanes should be included for the following streets: Bolinas Road, Cascade Canyon, Porteous, Dominga, Forrest, Creek, Manor, Scenic, Olema, Kent, Landsdale, Park, Spruce, parts of Sir Francis Drake Boulevard and, Broadway, and Center. Lack of right of way is a factor on many of these routes.

- Lansdale is a bicycle route parallel to a major street (Center) that could be dedicated primarily for bicycles and pedestrians; this should be considered (See the Pedestrian and Bicycle Master Plan in Appendix B)

- Connect bicycle Route 20 (following Sir Francis Drake Boulevard) to Bicycle Route 24 (leading to the San Rafael Transit Terminal, Cal Park Hill Tunnel, and the Larkspur Ferry Terminal) should be considered

- Bicycle routes: there are major and minor bicycle routes described in the Bicycle/Pedestrian Plan, as well as areas in which gaps exist, and strategies are detailed therein for improvement of this situation.

- Constraints for some residents to walk or bike to the Town Center Area is a community concern

- The current and potential location of crosswalks should be analyzed

- The dominance by motorized vehicles is a concern: for example, Bolinas Road has had the sidewalks severely narrowed to make room for the current two traffic lanes and two parking lanes

- The network of pedestrian ways, including hill trails, which are identified and mapped within the Pedestrian and Bicycle Master Plan in Appendix B, should be improved and utilized

- Safe Routes to Schools has identified a number of issues, which are incorporated in the Pedestrian and Bicycle Master Plan in Appendix B

- Widening of U.S. 101 – if this proceeds it could lead to less regional traffic along Sir Francis Drake

- Serving the needs of visiting recreational bikers accessing Mt. Tam trails through Fairfax
- Center Boulevard-Broadway-Bolinas Road as the Town's "main street" Urban Design
- Widen sidewalks along Bolinas Road and Broadway
- The location of street furniture should be properly designed
- Design improvements to the Parkade should be considered
- The two disconnected downtown areas on either side of Sir Francis Drake should be better connected

Parking

- Impacts of parking on narrow downtown streets are a problem
- Impacts of parking on narrow hillside residential streets are a problem
- Parking restrictions should be considered
- Festival parking days need to be planned
- There is a lack of bicycle parking facilities in the Town Center area, including Fair Anselm, Town Hall, and at the bus stops

Section 1-3: Existing Conditions

1-3.1 Roadway Network

Fairfax is served by Sir Francis Drake Boulevard, a Marin County regional arterial roadway, and Center Boulevard, Broadway and Bolinas Roads, arterial roadways serving central Fairfax (Town Center). All other roadways in Fairfax are local streets. **Figure 1-3.1, Existing Roadway Network,** focuses on the Town Center Roadway Network and Existing Lane Geometrics and Control. All but one intersection in the Town is all-way stop or side street stop sign controlled; Sir Francis Drake Boulevard/Claus Drive is signalized.

Table 1-3.1, Major Streets Classifications, provides classification of major streets in Fairfax (arterial and local). Arterials carry regional trips and traffic between areas of the Town while providing access to major traffic generators. Collector streets link neighborhoods to arterial streets and carry through traffic for short segments in residential and commercial areas, while local streets provide direct access to parcels and residences. Many streets in the Town Center serve both collector and local street functions. All two-way roadways are two-lane, though on

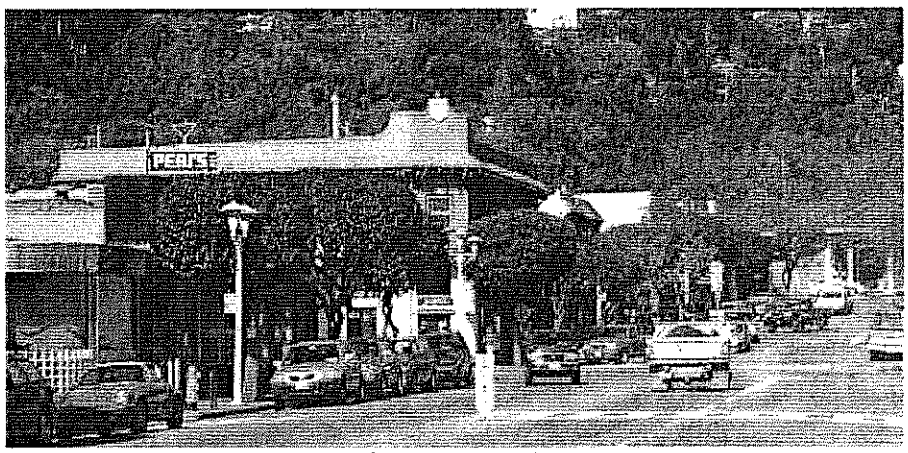
many streets, especially on the hillsides, it is impossible to pass oncoming traffic at the narrowest points.

Table 1-3.1

ROADWAY CLASSIFICATION

ROADWAY
ARTERIAL
Sir Francis Drake Boulevard
Broadway
Center Boulevard
Bolinas Road
COLLECTOR/LOCAL
Pacheco Avenue
Bank Street
Claus Drive
Elsie Lane
Mono Avenue
Dominga Avenue
Sherman Avenue
Napa Street
Park Road
Inyo Avenue
Merwin Avenue
Spruce Road
Wilson Avenue
Creek Road

Source: Crane Transportation Group



A view along Broadway

1-3.2 Volumes

Figures 1-3.2, Weekday AM Peak Volumes, and 1-3.3, Weekday PM Peak Volumes, present existing (2007) intersection approach-departure volumes during the weekday AM and PM peak hours. Weekday AM peak period (7:00 – 9:00) and PM peak period (4:00 - 6:00 PM) turn movement traffic counts were conducted by Crane Transportation Group in January and February 2007 at 12 intersections in the Town Center. The peak traffic hour occurred between 7:45 - 8:45 AM and 4:15 - 5:15 PM at most locations.

It should be noted that traffic volumes are affected by; a) school attendance; and, b) regional commuter patterns, including traffic attempting to by-pass Highway 101.

1-3.3 Intersection Operation

Level of Service Criteria

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing over saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system. **Figure 1-3.4, Intersection Operation**, indicates the LOS measurements for the major elements of the Town's roadway system.

Signalized Intersections. For signalized intersections, the 2000 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1-3.2, Signalized Intersection LOS Criteria,** indicates the conditions that generally describe the LOS used to gage intersections in the downtown area of Fairfax.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2000 Highway Capacity Manual (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay typically represented for the stop sign controlled approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1-3.3, Unsignalized Intersection LOS Criteria,**

identifies the general LOS conditions for the some of the intersections in the downtown area, as well as the more important intersections in other parts of the Town.

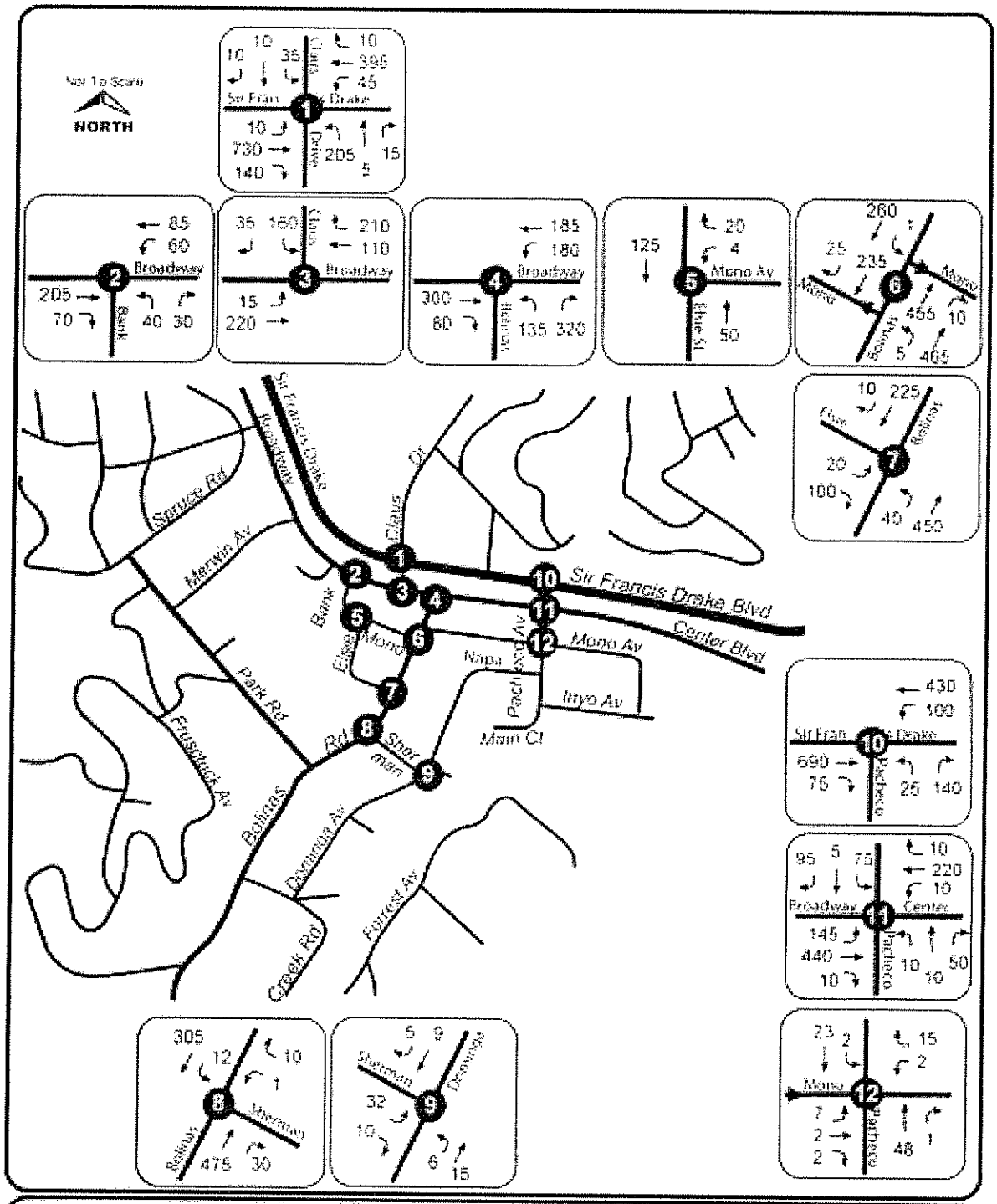
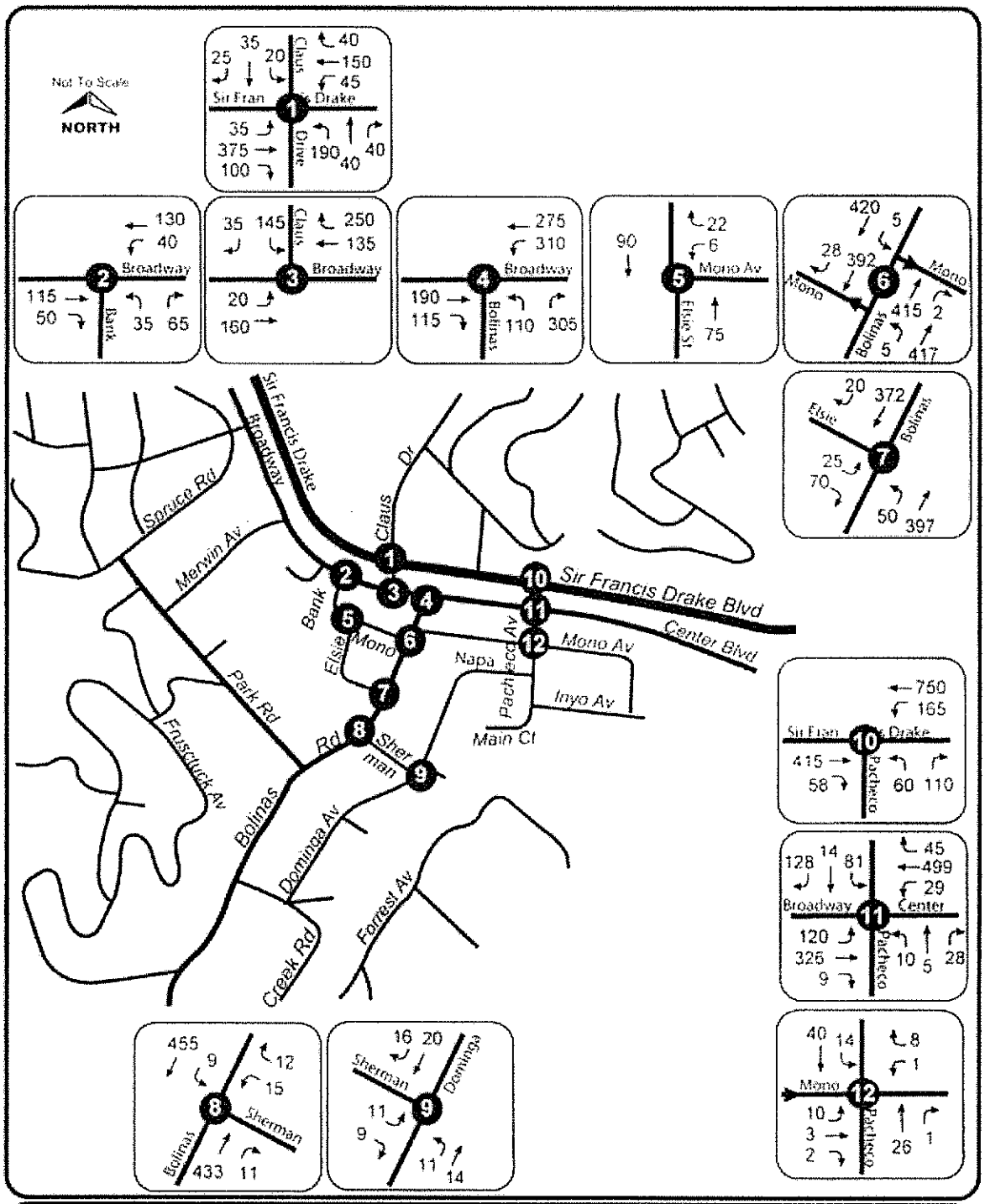


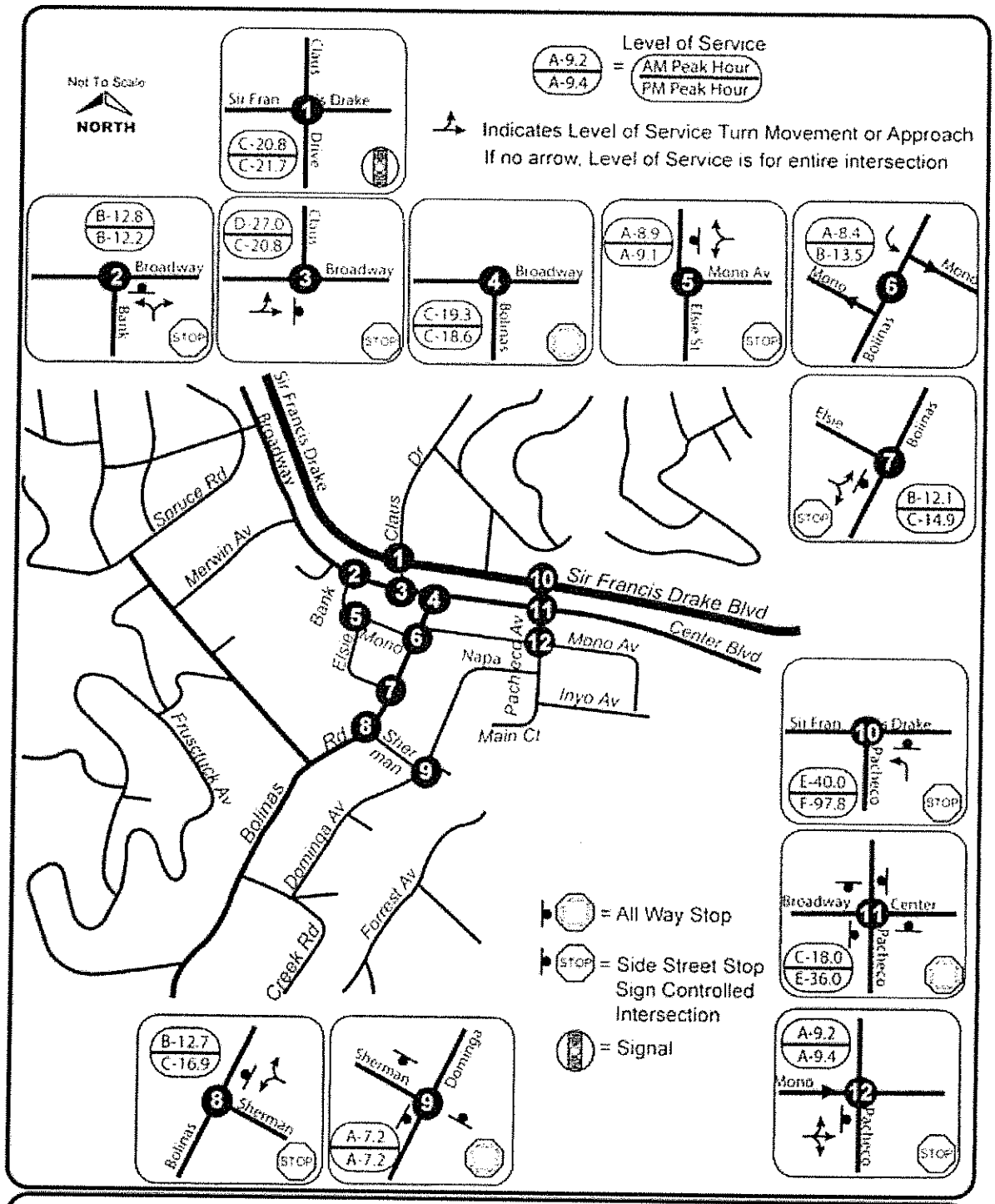
Figure 1-3.2
Existing Town Center
AM Peak Hour Volumes (7:45-8:45)

CRANE TRANSPORTATION GROUP



CRANE TRANSPORTATION GROUP

Figure 1-3.3
Existing Town Center
PM Peak Hour Volumes (4:15-5:15)



CRANE TRANSPORTATION GROUP

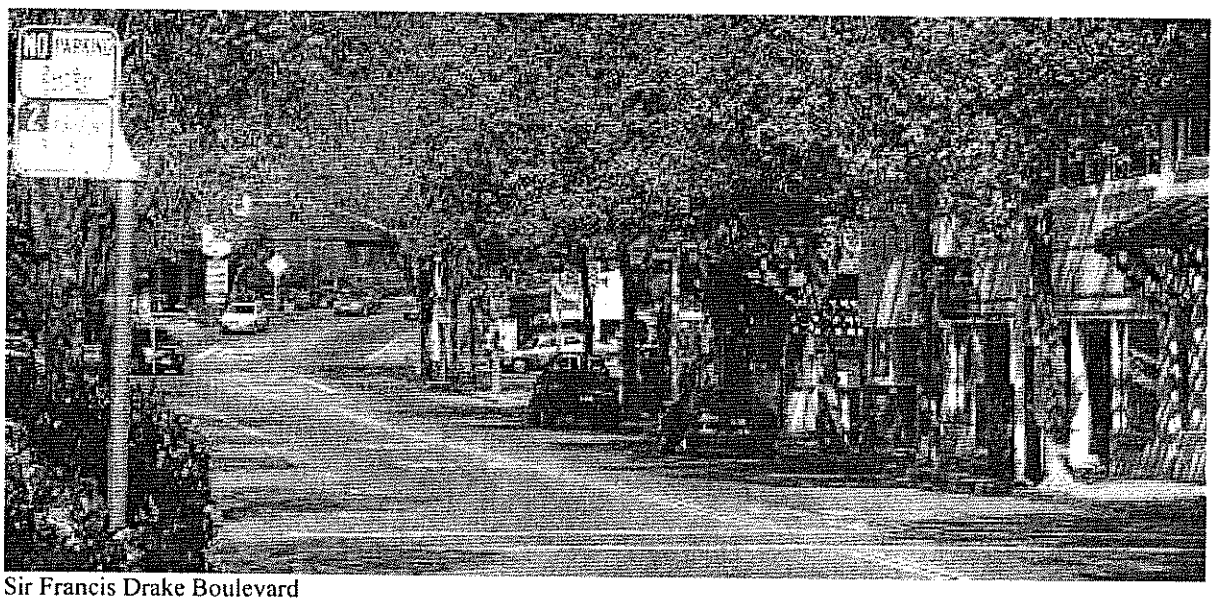
Figure 1-3.4
Existing Level of Service at Select Town Center Intersections

Table 1-3.2

SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).



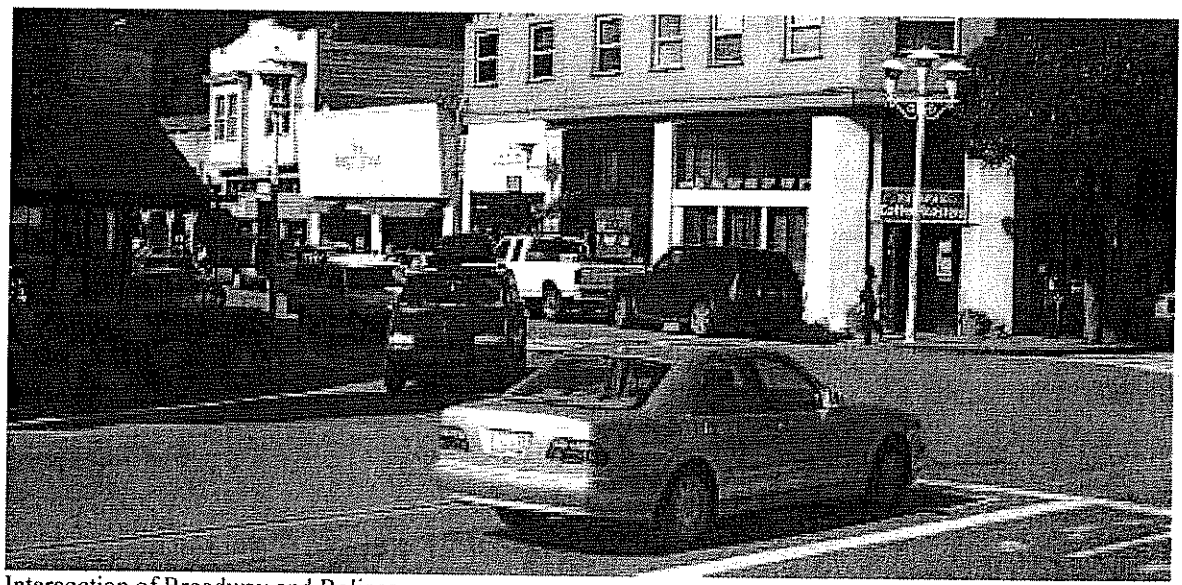
Sir Francis Drake Boulevard

Table 1-3.3

UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	*DESCRIPTION*	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	< 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).



Intersection of Broadway and Bolinas

The Town of Fairfax considers level of service (LOS) D to be the poorest acceptable operation at both signalized and unsignalized intersections. It was found that currently, most intersections evaluated were operating at acceptable levels during the AM and PM peak hours. The locations operating unacceptably were the Sir Francis Drake Boulevard/Pacheco Avenue intersection operating at LOS E during the AM peak hour and LOS F during the PM peak hour, and the Pacheco Avenue/Center Street/Broadway intersection operating at LOS E during the PM peak hour. **Table 1-3.4, Intersection Level Of Service Weekday AM And PM Peak Hours**, indicates the LOS for the downtown intersections during the period January-February 2007.

Present analysis is based upon current conditions. The changes that might impact the LOS operation of intersections would include addition of bicycle lanes and infrastructure (which might adversely affect LOS operation), and the proposed town center reconfiguration (which might improve LOS operation).

1.3.4 Parking

Public parking in the Town of Fairfax is accommodated in several parking lots as well as on-street in the Town Center and on-street in residential areas.

Downtown Parking Issues

Town Center public off-street parking lots consist of the Parkade lot (62 spaces), Mono Avenue lot (22 spaces), Pavilion lot (approximately 25 spaces), and a small lot accessible via Broadway located just west of Claus Drive (7 spaces). **Figure 1-3.5, Town of Fairfax Downtown Parking Areas**, illustrates the locations of approximately 130 on-street, parallel parking spaces in the downtown area as well as eleven 90-degree spaces located along the west side of Elsie Lane, and six angled spaces located on the south side of Broadway west of Bolinas Road. There is a potential to increase the number of on-street, parallel parking spaces in the Town Center through a program of selective re-striping.

Additionally, with implementation of the Town Center Plan, there is a potential for additional parking spaces as part of the Elsie-Bank corridor design. This would include re-design of parking areas along Elsie Drive between Bolinas Road and the Mono Avenue parking lot, and within the Mono Avenue lot). **Figure 3-1.5, Town of Fairfax Downtown Parking Areas**, also indicates locations of on-street parking with time limits (shown in green), on-street commercial loading (shown in yellow on the east side of Bolinas Road at Broadway and on the south side of Broadway at Bolinas Road) and a bus loading zone on the south side of Sir Francis Drake Boulevard just east of the Parkade entrance. Red indicates on-street areas where parking is prohibited. **Table 1-3.5, Parking Spaces in Downtown Fairfax**, indicates the number and location of parking spaces in the downtown area.

Table 1-3.4

INTERSECTION LEVEL OF SERVICE
WEEKDAY AM and PM PEAK HOURS
January – February 2007

INTERSECTION	AM Peak Hour	PM Peak Hour
SIGNAL		
Sir Francis Drake Blvd./Claus Drive	C-20.8 (1)	C-21.7
ALL-WAY-STOP		
Broadway/Bolinas Road	C-19.3 (2)	C-18.6
Sherman Avenue/Dominga Avenue	A-7.2 (2)	A-7.2
Broadway/Center Blvd./Pacheco Avenue	C-18.0 (2)	E-36.0 *
SIDE STREET STOP SIGN CONTROL		
Broadway/Bank Street	B-12.8 (3)	B-12.2
Broadway/Claus Drive	D-27.0/C-16.8 (4)	C-20.8/C-16.7
Mono Avenue/Elsie Lane	A-8.9 (5)	A-9.1
Mono Avenue/Bolinas Road	A-7.8/A-8.4 (6)	A-8.6/A-8.3
Elsie Lane/Bolinas Road	B-12.1 (7)	B-14.9
Sir Francis Drake Blvd./Pacheco Avenue	E-40.0 * (8)	F-97.8 *
Mono Avenue/Pacheco Avenue	A-9.2/A-8.7 (9)	A-9.4/A-8.6
Bolinas Road/Sherman Avenue	B-12.7 (10)	C-16.9

* Intersection with unacceptable operation.

(1) Signalized level of service—average vehicle delay (in seconds).
(2) All-Way-Stop level of service—average vehicle delay (in seconds).
(3) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Bank Street northbound approach to Broadway.
(4) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Claus Drive southbound approach to Broadway/Broadway westbound approach to Claus Drive.
(5) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Mono Avenue westbound approach to Elsie Lane.
(6) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Bolinas Road northbound left turn to Mono Avenue /Bolinas Road southbound left turn to Mono Avenue.
(7) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Elsie Lane eastbound approach to Bolinas Road.
(8) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Pacheco Avenue northbound left turn to Sir Francis Drake Boulevard.
(9) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Mono Avenue eastbound approach to Pacheco Avenue/ Mono Avenue westbound approach to Pacheco Avenue.
(10) Side street stop sign controlled level of service—average vehicle delay (in seconds) – Sherman Avenue westbound approach to Bolinas Road.

Year 2000 Highway Capacity Analysis Methodology
Source: Crane Transportation Group

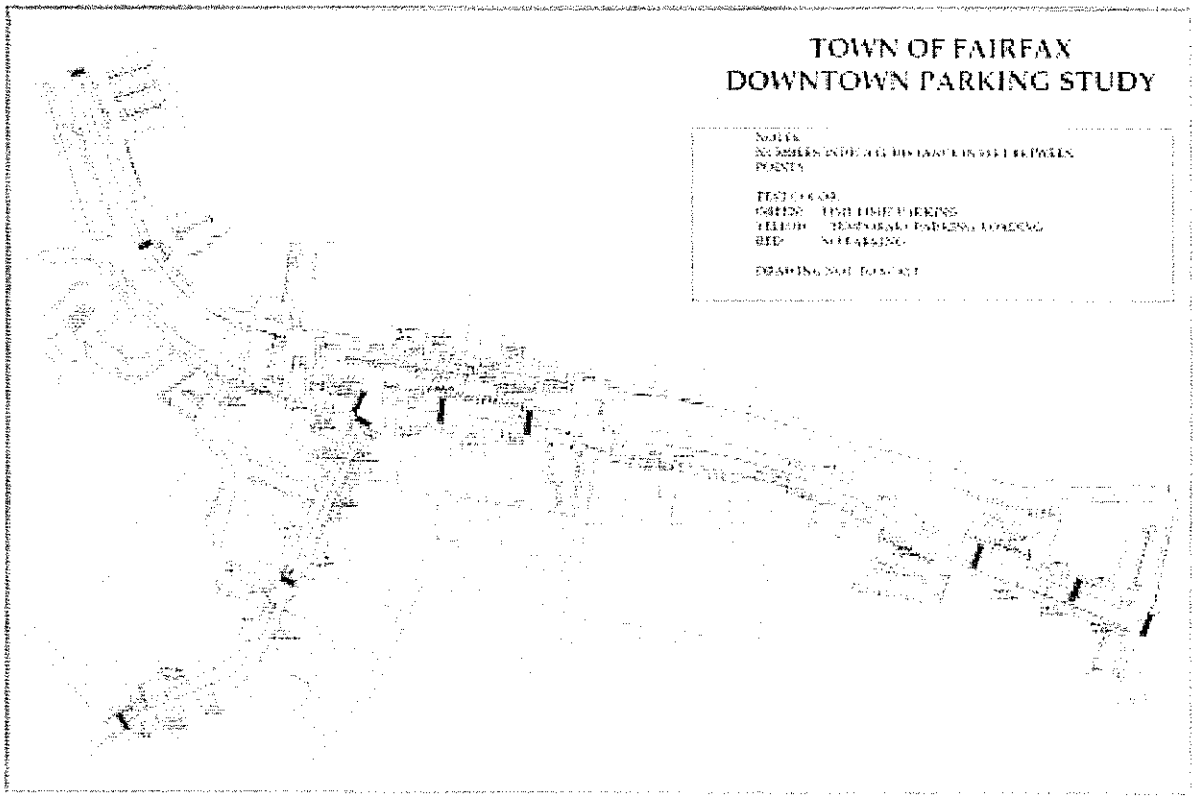


Figure 1-3.5: Downtown Parking Areas

Table 1-3.5: Parking Spaces in Downtown Fairfax

LOCATION	SPACES	HANDICAPPED	POTENTIAL*	NOTES
Fair-Anselm Center				
Street- marked	27		5	
Street-unmarked	31		5	
Private				
- South of Albertson's.	51	2		
- North of Albertson's	64	2	25	
- Post Office	17	1		
- South Fair Anselm	44	2		
- North Fair Anselm	54	2		
Broadway				
Street	27		9	
Private				
- Library	28	2		
- Lumber Yard	42	1		
- Peri's	16	1		
- Theater	32	2		
- Bank of America	20			
- Behind Ballfield	60	2		
Bolinas Road				
Street	42		5	
Mono Lane Lot	28	1		
Private				
- 7/11 Store	9			
- Octagon	17	2		
- Cleaners	3			
- Across from Mono Lane	12			
Elsie Lane/Bank Street				
Street	26			
Pavilion Lot	22			
Sir Francis Drake Boulevard				
Street	22			
Parkade	79	2		
Private				
- IGA Market	87	4		
- M&G Burgers	11			
- Good Earth	23	1		
TOTAL STREET	**304**			
TOTAL PRIVATE	**590**			
GRAND TOTAL	**894**	**27**	**41**	

*Potential spaces include eliminating gaps between street spaces and clearly marking all street spaces.

In addition to public parking areas there are private parking lots in the Town Center serving a bank (Bank Street/ Broadway – 19 spaces), a grocery (Claus/Sir Francis Drake Boulevard – 25 spaces) and the Fairfax Theater (Broadway/Pacheco – 20 spaces) that add significantly to the downtown parking supply.

Although there has been no formal survey, parking is observed to be available in the downtown during most hours of the day and evening on weekdays and weekends. Merchants in the Town Center report that, in general, parking is available most of the time within a reasonable walking distance. Exceptions can occur during a Farmer's Market or special events in progress. Merchants generally support the concept of maintaining the existing parking supply rather than lose spaces to projects such as landscaping portions of the Parkade.

There are no officially designated park-and-ride lots in Fairfax. Commuter park-and-ride lots are located outside the Town, at locations served by Golden Gate Transit. However, transit riders have utilized the Pavilion parking lot as a local park-and-ride lot for years, albeit without official sanction.

Residential Street Parking

Parking in residential areas is in short supply in many locations in Fairfax. This reflects a roadway system built in a time before families had multiple vehicles, and the dense use of residential properties in Fairfax, with numerous small lots supporting secondary dwellings. Converting garage space to other uses is also common. Therefore, it is important to enforce parking requirements in residential areas.

Many streets do not accommodate two-way traffic if vehicles are parked on both sides of the street. However, due to residential parking demand exceeding supply, curbside parking and parking along roadway shoulders on both sides of narrow streets is often the practice. Residents are observed to tolerate the resulting street width that supports only one-way access, requiring vehicles to yield and take turns passing through narrow sections. However, emergency vehicle access can be impeded, raising safety concerns. These problems are common on hills where roadways may be both narrow and steep. There has been no survey to document the most severe areas of parking problems, nor any formal program of marking spaces to maximize use, or red-curbing to limit use.

1.3.5 Transit

Golden Gate Transit runs the #24 into San Francisco AM and back to Fairfax PM. There is presently no direct transit connection from Fairfax to the Larkspur ferry: Marin Transit sponsored #29 provides service to the Ferry Terminal, but has no coordination with ferry departures and arrivals. Commuting to the East Bay requires getting to San Rafael and transferring to a #40/#42. To travel to Petaluma or northwards requires getting to San Rafael and transferring to a #80. Local transit to and through Fairfax is governed by the county-wide agency Marin Transit, which contracts with the Golden Gate Bridge Highway and Transportation District GGBH&TD to provide local bus service via the #23

connecting to the San Rafael Transit Center, and with West Marin Stage providing service via Fairfax to San Geronimo Valley and Point Reyes. Currently there is no neighborhood transit service, except for the elderly and the disabled, by appointment, via Whistlestop Wheels, an unwieldy and inefficient service. Other private and non-profit operators provide other specialized transportation.

Golden Gate Transit

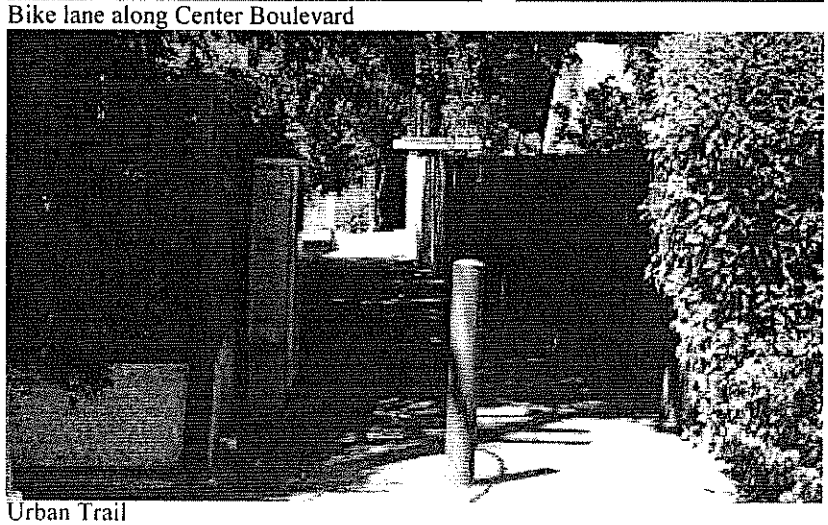
West Marin Stagecoach

1-3.6 Bikeways and Urban Trails

Attached to this Circulation Element is the Town's Pedestrian and Bicycle Master Plan (Appendix B) that was prepared, with frequent public involvement, during 2007-2008. The Master Plan recognizes the extensive network of bicycle paths, lanes and routes, as well as the interlacing pattern of formal and informal pedestrian ways in the community. The primary intent and purpose of the master Plan is "to improve bicycle and pedestrian circulation transportation in Fairfax", which mimics the overarching goals for this Circulation Element. The Master Plan's three goals conform to the goals of Town's General Plan.

In addition to the community's work to prepare the Pedestrian and Bicycle Master Plan, a significant effort by the Town's volunteer organization (Fairfax Volunteers) investigated and mapped the trails, pedestrian Rights-of-Way, and easements that exist throughout Fairfax. The use of these routes as evacuation opportunities during emergencies was also a valuable part of the study. The Safety Element of the General Plan describes this trail/lane system in greater detail. A map of these recreational trail is available at the following website: Recreational trails map: see http://www.fairfaxvolunteers.org/trails.htm

Bike lane along Center Boulevard



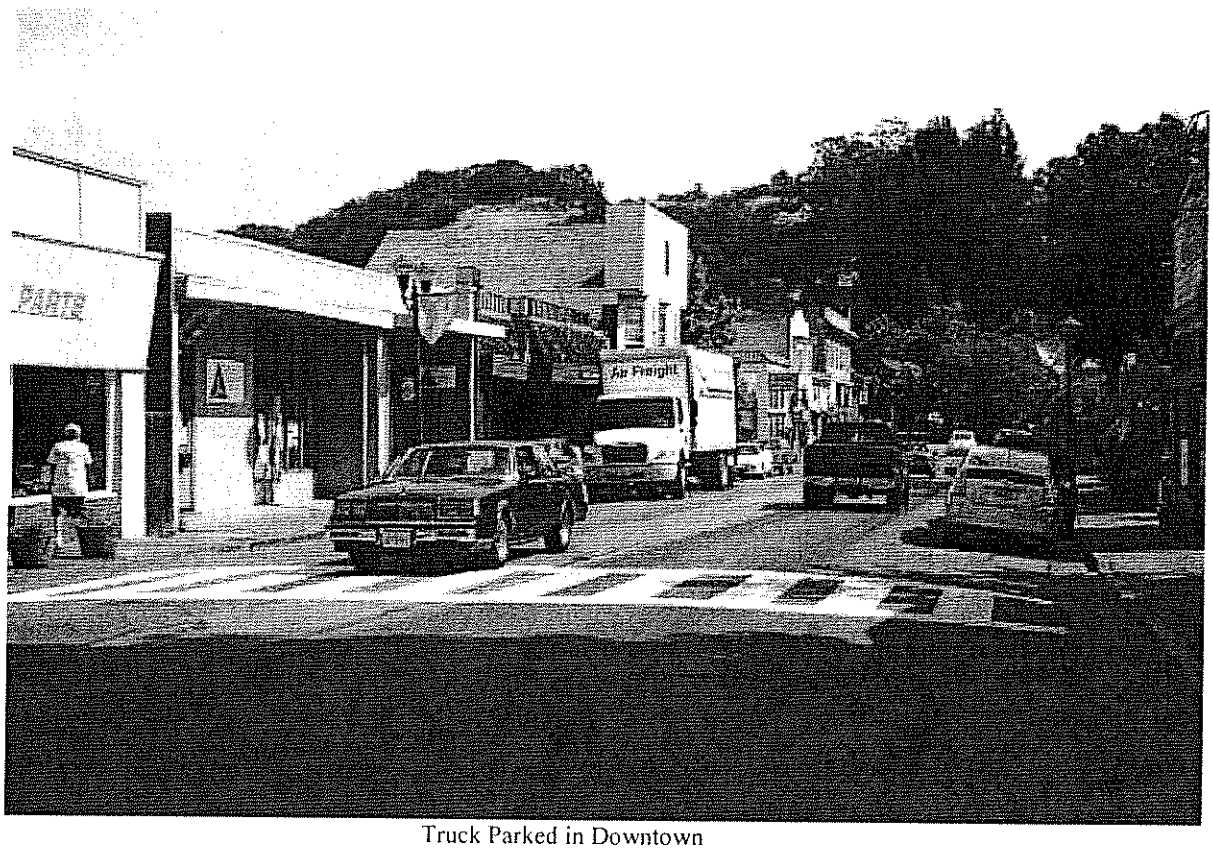
Urban Trail

**Figure 1-3.6: Town of Fairfax Bikeways and Public Pathway System-
11"x17" foldout**

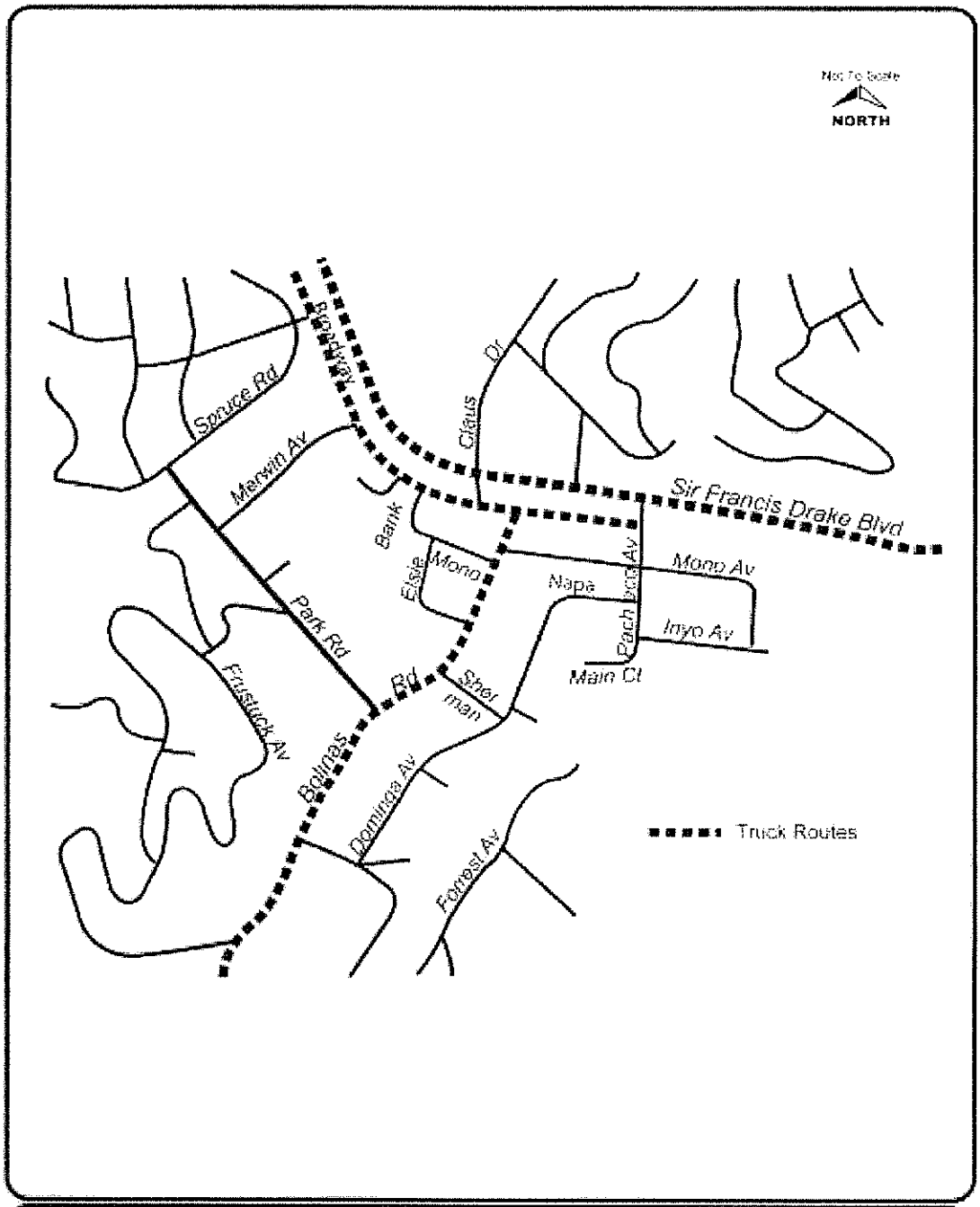
1.3.7 Truck Routes

Fairfax truck routes provide access to the Town Center via Sir Francis Drake Boulevard, Broadway, Center Boulevard, and Bolinas Road. Many connecting roads are too narrow, or too occupied by on-street parking (or both), to accommodate large trucks as through traffic, or their turning movements. Currently, large delivery trucks must park in the downtown, then transfer items to smaller delivery vehicles able to negotiate narrow, curving Fairfax local streets.

There is a need to identify appropriate truck staging areas for the Town for large delivery trucks, public works and private construction projects. **Figure 1-3.7, Truck Routes,** shows Town of Fairfax truck routes.



Truck Parked in Downtown



CRANE TRANSPORTATION GROUP

Figure 1-3.7
Truck Routes

Section 2: Intent, Goals, Policies and Implementation Programs

Section 2-1: Vision Statement: Promote efficient and effective transportation

Major changes in travel behavior will be needed to reduce traffic congestion, greenhouse gas emissions, and air pollution in Fairfax.

The Town should promote the development and expansion of public and alternative transportation systems to better connect jobs, housing, schools, and shopping and recreational facilities. Consistent with the County-wide General Plan, Fairfax seeks to achieve 20% of trips made by walking or biking by 2020. Fairfax has also adopted a "complete streets" resolution, instructing staff to accommodate all modes of transportation within the public right of way. Therefore Fairfax will promote affordable and convenient transportation alternatives to encourage cycling and walking, reduce dependence on single-occupancy vehicles, conserve resources, improve air quality, and reduce traffic congestion.

In addition to reducing vehicle miles traveled, the personal automobile and light truck fleet will likely undergo technological changes in the coming years. At present it appears that electrification of vehicles, first as Plug-in Hybrids (PHEVs) and eventually also as fully electric vehicles (EVs), is on the horizon, driven by factors including greenhouse gas emissions, the cost of oil, and the desire to reduce dependence on foreign energy sources. Additional benefits of a greater penetration of electric vehicles would also include less tailpipe emissions and less noise.

Transportation/public spaces will be used to enhance the pedestrian experience and promote community.

Section 2-2: Goals, Policies and Implementation Programs

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.

> ***Program C-1.1.1***
> *Participate in regional transportation planning program to maintain the commercial and community function of Sir Francis Drake Blvd in the town center.*
> **Responsibility:** Planning & Building Services, Town Council
> **Time Frame:** Ongoing

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 at intersections.

> ***Program C-1.2.1***
> *Review the design and location of bicycle and pedestrian crossings along Sir Francis Drake Boulevard In consultation with the Pedestrian & Bicycle Master Plan, Chapter 5.*
> **Responsibility:** Planning & Building Services, Public Works, Police
> **Time Frame:** One year and thereafter every five years

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

> ***Program C-1.3.1***
> *See Program C-1.2.1*

> ***Program C-1.3.2***
> *Pursue implementation of recommendations in the Pedestrian & Bicycle Master Plan to promote safe pedestrian and bicycle circulation*
> **Responsibility:** Planning & Building Services, Police, and Public Works
> **Time Frame:** Five years

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.

> ***Program C-1.4.1***
> *See Program C-1.3.2*

Policy C-1.5
Participate in the Non-Motorized Pilot Program study of the San Rafael – San Anselmo – Fairfax corridor.

> ***Program C-1.5.1***
> *See Program C-1.1.1*

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

> ***Program C-1.6.1***
> *See Program C-1.1.1*

Policy C-1.7
Coordinate the timing of traffic signals with adjacent jurisdictions.

Program C-1.7.1
Coordinate the timing of traffic signals at Willow and Sir Francis Drake with traffic signals at Kent and Sir Francis Drake Boulevard and Butterfield and Sir Francis Drake Boulevard.
Responsibility: Police and Public Works
Time Frame: One year

Policy C-1.8
Ensure amenities to support public transportation.

Program C-1.8.1
Coordinate with regional transit authorities to maintain and enhance public transportation amenities.
Responsibility: Public Works
Time Frame: Ongoing

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

Policy C-2.1
Vigorously and consistently enforce speed limits and other traffic laws for all modes of transportation.

Program C-2.1.1
Re-evaluate speed limits in residential neighborhoods to promote a safe and livable community.
Responsibility: Public Works
Time Frame: One year

Program C-2.1.2
Develop an enforcement and educational program to increase compliance with existing traffic laws and promote a safe and livable community.
Responsibility: Police
Time Frame: One year

Policy C-2.2
Maintain the street, sidewalk and pathway network through a regular maintenance program.

Program C2.2.1
Repave streets on a regular basis, and require any pavement that has been damaged or dug up to be returned to a safe and serviceable condition. Take advantage of repairing or resurfacing projects to upgrade existing pedestrian or bicycle infrastructure and to install bicycle lanes or shared lane markings.
Responsibility: Public Works
Time Frame: Ongoing

Program C-2.2.2
Promote existing program of Town sharing cost of sidewalk repair/improvements with property owners.
Responsibility: Public Works, Planning Commission, Town Attorney
Time Frame: Three years

Policy C-2.3
Encourage the safe use of bicycles for commuting and recreational use. .

Program C-2.3.1
Include Class II bike lanes on collector streets, and where no room is available for bike lanes, use shared lane markings, "share the road" signage and wider shoulders.
Responsibility: Public Works
Time Frame: One year

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.

Program C-2.4.1
Provide benches for resting at the top intersection of trails between streets.
Responsibility: Public Works
Time Frame: One year

Policy C-2.5
Comply with State and Federal Regulations related to universal accessibility and Americans with Disabilities Act (ADA).

Program C2.5.1
Review the Town network of collector streets for compliance with state and federal regulations regarding facilities and improvements that provide handicapped access.
Responsibility: Public Works
Time Frame: One year

Program C2.5.2
Develop and implement a program for compliance with state and federal regulations regarding facilities and improvements that provide handicapped access within the network of Town collector streets.
Responsibility: Public Works
Time Frame: Three years

Program C2.5.3
Incorporate the needs of people with disabilities during the planning and implementation of public improvement projects.
Responsibility: Public Works, Planning & Building Services
Time Frame: Ongoing

Policy C-2.6
Promote safe use of the collector streets for pedestrians and cyclists

Program C2.6.1
Provide continuous sidewalks where possible and prioritize these locations where it is most feasible to provide them.
Responsibility: Public Works
Time Frame: Two years

Policy C-2.7
Where possible maintain or expand pedestrian and bicycle oriented rights of way between collector streets in appropriate locations so as to enable and encourage safe use.

Program C2.7.1
Inventory existing right of way easements as well as sites where existing connectivity is not secured.
Responsibility: Fairfax Volunteers, Planning & Building Services
Time Frame: Ongoing

Goal C-3: Maintain the narrow and curving streets of Fairfax neighborhoods as part of the Town's distinct sense of place, with flexible street standards to preserve neighborhood character.

In addition to policies C2.1 through C2.4 and their related programs, adopt the following policies and programs:

Policy C-3.1
Since many local streets in Fairfax do not have sidewalks, ensure that speed limits are set to reduce danger to children and other pedestrians.

Program C-3.1.1
Identify specific streets that would benefit from traffic mitigation measures, and develop plans for these streets. (Also see Program C2.1.1)
Responsibility: Public Works
Time Frame: One year

Policy C-3.2
Upgrade local streets to optimal traffic engineering standards only where there is a demonstrated public safety need to do so.

Program C-3.2.1
Conduct periodic public meetings to review and prioritize street maintenance projects and determine roadway improvement programs and schedules.
Responsibility: Town Council
Time Frame: Annually

Policy C-3.3
Ensure that local streets created to serve new development are designed to resemble those serving similar areas, provided that they meet public safety requirements.

Program C-3.3.1
New streets shall have pavement markings, including cross walks, shared lane markings, pedestrian oriented lane markings and signage consistent with existing town standards and character.
Responsibility: Public Works
Time Frame: As Needed

Policy C-3.4
Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems or where necessary for emergency vehicle access. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.

Program C-3.4.1
See Program C-3.2.1

Goal C-4: Ensure access by emergency service vehicles and public evacuation.

Policy C-4.1
Coordinate with both the Ross Valley Fire Department and the Marin Municipal Water District to ensure safe conditions on roads in areas of high fire hazards. Identify evacuation routes for all areas of Town.

Program C-4.1.1
Prepare and distribute an emergency evacuation route map for the Town, utilizing the existing neighborhood street system. As part of the mapping process, also indicate the locations of paths, lanes, steps and unimproved rights-of-way, which also may provide unimproved emergency egress in the event that emergency evacuation routes are not available.
Responsibility: Public Works, Fire Department, Police Department
Time Frame: Six months

Program C-4.1.2
Identify alternatives to evacuation routes for residents to consider in the event of an emergency.
Responsibility: Public Works, Fire Department, Police Department
Time Frame: Six months

Policy C-4.2
Coordinate with the Ross Valley Fire Department to identify standards, needs and opportunities for emergency vehicle turn-outs and turn-arounds on town streets.

Program C-4.2.1
Prepare and implement a neighborhood street "marked space" parking plan that restricts on-street parking to safe areas wide enough to allow passage of emergency vehicles.
Responsibility: Ross Valley Fire Department, Public Works
Time Frame: Ongoing

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-5.1
Improve and maintain the existing network of sidewalks and bike paths, bike lanes, pavement markings (cross walks, shared lane markings).

Program C-5.1.1
Create and improve network per the recommendations set out in the Pedestrian and Bicycle Master Plan as most currently updated.
Responsibility: Public Works
Time Frame: Ongoing

Program C-5.1.2
Create connecting paths for pedestrians and bicycles where dead-end streets prevent through circulation in new developments and in existing neighborhoods (e.g.. east-west corridors, steps, lanes and paths, and Safe Routes to Schools).
Responsibility: Public Works
Time Frame: Five years

Program C-5.1.3
Improve and maintain bicycle and pedestrian infrastructure.
Responsibility: Public Works
Time Frame: On-going and as part of every roadway improvement

Program C-5.1.4
Encourage extensive educational programs for safe use of bicycles, mopeds, and motorcycles, including the Town sponsored bicycle education programs in the public schools and the bicycle traffic school program for juveniles.
Responsibility: Fairfax Police; Planning & Building Services
Time Frame: One year and on-going thereafter

Program C-5.1.5
Prepare and implement a uniform bicycle directional and informational signage program.
Responsibility: Public Works
Time Frame: Three years

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

Program C-5.2.1
See Program C-5.1.2

Program C-5.2.2
Complete a pedestrian/bicycle route alternative to Sir Francis Drake east/west through town.
Responsibility: Planning & Building Services; Public Works
Time Frame: Three years

Program C-5.2.3
Complete the route of the east / west bicycle corridor through Fairfax (Route 20).
Responsibility: Planning & Building Services; Public Works
Time Frame: One year

Policy C-5.3
Expand the network of pedestrian trails and bicycle facilities to serve neighborhoods, taking into account safety concerns caused by steep grade residential streets and substandard roads in the hills.

Program C-5.3.1
See Program C-5.1.2

Program C5.3.2
Develop a pedestrian path system in the neighborhoods that respects the environmental character of the Town.
Responsibility: Public Works
Time Frame: Five years

Policy C-5.4
Preserve and make continuous the network of bicycle and pedestrian routes that allows the traversing of the downtown area along quiet back streets and alleys. (Town Center Element Policy TC-21)

Program C-5.4.1
See Program C-5.1.2

Program C-5.4.2
Promote pedestrian and bicycle circulation within new development areas and provide connections to all areas of Town.
Responsibility: Planning & Building Services
Time Frame: Ongoing

Policy C-5.5
Link the Fairfax bike path networks with the countywide system. (Update map for bike kiosk).

Program C-5.5.1
See Program C-5.1.5

Program C-5.5.2
Coordinate with the county and surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails, utilizing creek, utility, and railroad rights-of-way.
Responsibility: Planning & Building Services
Time Frame: Ongoing

Policy C-5.6
Develop facilities, services, and programs that encourage and promote walking and bicycling.

Program C-5.6.1
See Program C-5.1.4

Program C-5.6.2
Implement the recommendations of the Safe Routes to Schools program as part of the Circulation, Land Use and Town Center Elements.
Responsibility: Planning Commission, Town Council
Time Frame: One year

Program C-5.6.3
Provide increased bicycle parking in heavily used areas, particularly downtown.
Responsibility: Public Works
Time Frame: One year

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.

Program C-5.7.1
Establish a pedestrian priority program that identifies and ranks circulation needs and safe street crossings.
Responsibility: Public Works, Police Department
Time Frame: One year

Program C-5.7.1
Future designs for Center Boulevard/Broadway-Bolinas Road as the Town's "main street" should improve walkability.
Responsibility: Public Works, Police Department
Time Frame: One to three years

Policy C-5.8
Bicycle and pedestrian oriented development should be encouraged in the Town Center Planning Area. (See Town Center Element Policy TC-8)

Program C5.8.1
Create a bicycle staging area including bathrooms, showers and lockers, possibly in partnership with local businesses. (Town Center Element Policy TC-22)
Responsibility: Public Works, Planning Commission, Town Council
Time Frame: Five years

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

Program C5.9.1
Stripe the Parkade surface to connect the Broadway steps to the Sir Francis Drake Boulevard pedestrian crossing.
Responsibility: Public Works
Time Frame: Six months

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.

Program C-6.1.1
Encourage infill, redevelopment, and reuse of vacant or underutilized parcels employing minimum density requirements that are appropriate to support transit, bicycling, and walking.
Responsibility: Planning & Building Services
Time Frame: On-going

Program C-6.1.2
Promote mixed-use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving.
Responsibility: Planning & Building Services
Time Frame: On-going

Program C-6.1.3
Locate higher density development along transit corridors and near multi-modal transit stations.
Responsibility: Planning & Building Services
Time Frame: On-going

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

Program C6.2.1
Develop a parking revenue plan.
Responsibility: Town Council
Time Frame: One year and ongoing

Policy C6.3
Support the development and expansion of comprehensive, effective programs to reduce auto use at both the local and regional level and promote and encourage improved transit options, including restoring the light rail vehicle system; particularly by privatizing (through "right-pricing") the true cost of auto use, whereby mass transit systems will become more economically viable at lower thresholds of housing densities.

Program C-6.3.1
See Program C-6.1.1

Program C-6.3.2
See Program C-6.1.2

Program C-6.3.3
See Program C-6.1.3

Program C-6.3.4
Create a long-term education program to change the travel habits of residents, visitors and workers by informing them about transportation alternatives, incentives and impacts. Work with the School District and private interests, such as the Chamber of Commerce, to develop and implement the program. Safe Routes to Schools, which originated in Fairfax and is now national, is an excellent example of this type of program.
Responsibility: Fairfax Volunteers
Time Frame: On-going

Program C-6.3.5
Encourage telecommuting, satellite office concepts, and work at home options.
Responsibility: Planning & Building Services
Time Frame: On-going

Program C-6.3.6
Initiate a website to help carpoolers find rides, and maintain a "ride board" to encourage regular carpooling.
Responsibility: Fairfax Volunteers; Town Manager
Time Frame: One year

Program C-6.3.7
Implement, as appropriate, the "local action list" of the Bay Area Air Quality Management District (BAAQMD) and work with the Congestion Management Program (CMP) and other jurisdictions to implement those actions that require a multi-jurisdictional effort.
Responsibility: Town Council; Town Manager
Time Frame: On-going

Program C-6.3.8
Pursue outside (federal, state, private) funding sources to promote alternative transportation projects.
Responsibility: Town Manager, Public Works, Planning and Building Services; Town Council
Time Frame: On-going

Program C-6.3.9
Develop an employee parking plan for the businesses in the Town.
Responsibility: Planning and Building Services, Police Department
Time Frame: One year

Policy C-6.4
Encourage amenities, such as seating, lighting, and signage at bus stops to increase rider comfort and safety and protection from elements.

Program C6.4.1
Provide and maintain clean, safe and comfortable places to wait for public transportation.
Responsibility: Public Works
Time Frame: Ongoing

Program C6.4.2
Create an urban design plan for the Parkade, including consideration of a transit station and pedestrian and bicycle facilities.
Responsibility: Planning & Building Services; Public Works
Time Frame: One year

Goal C-7: Promote a shift from conventional to new vehicle designs, including electrification of transportation.

Policy C-7.1
Support state and federal legislation to reduce motor vehicle emissions, noise, and fuel consumption.

Program C7.1.1
Consider purchasing of electric or hybrid vehicles as part of the Town fleet.
Responsibility: Town Manager, Town Council
Time Frame: Ongoing

Program C7.1.2
As infrastructure changes are made, and as warranted by available transportation options, build infrastructure to support emerging options, such as charging stations for electric vehicles or plug-in hybrids.
Responsibility: Planning & Building Services
Time Frame: Ongoing

Program C7.1.3
As infrastructure changes are made, support the possibility of streetcars/Light Rail Vehicles (LRVs).
Responsibility: Planning & Building Services; Public Works
Time Frame: Ongoing

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 Blvd.

Program C8.1.1
Develop a circulation implementation strategy as part of the Town Center Plan, as called for in the Town Center Element, utilizing the study and recommendations included in the Fairfax Town Center Traffic Concept developed by the GPAC and Crane Consulting (see Town Center Element Appendix).
Responsibility: Planning & Building Services
Time Frame: One Year

Section 2-3: Coordinating Circulation Element, Land Use Element, and Town Center Element

The Circulation Element, the Land Use Element, and the optional Town Center Element represent the basis for the General Plan. These three elements are closely aligned. In as much as the Town has been, to a great extent, built out, any changes to the mosaic of land uses can cause corresponding changes to the circulation systems. The State Planning Law requires that the Circulation Element contain the components of the Town's infrastructure that relate to the movement of people, goods and services, including their location and relationship to the land uses represented by the Land Use Element. Changes made to the Land Use Element or the Town Center Element as a result of the update of the General Plan, should be reflected in the Circulation Element.

Section 2-4: Public Participation

Public involvement is an essential component of the traditional fabric of the Fairfax community. The Town Council created a framework for public participation that is far reaching. The Council appointed a General Plan Advisory Committee (GPAC) to represent the community in the planning process that would result in an updated General Plan. The GPAC adopted a monthly meeting schedule, all of which were noticed public hearings, with opportunity for community comment as part of each agenda.

The GPAC maintained a community expression table during the Fairfax Festival. Opinions and comments were solicited from the community related to the Town character and the update of the General Plan. Relevant comments and suggestions have been incorporated into this Circulation Element, including all-day workshops and charrettes.

The Town has reviewed the Circulation Element in conjunction with the Town center Element during public hearings held by the Planning Commission. Final approval of this Element will be the responsibility of the Town Council, which will review the version approved by the Planning Commission, also during a series of public hearings.

Appendix A: Definitions

[Definitions to be articulated in an appendix to the entire General Plan rather than each individual Element.]

Appendix B: Pedestrian and Bicycle Master Plan

RESOLUTION NO. 09-05

A RESOLUTION OF THE FAIRFAX PLANNING COMMISSION FORWARDING THE DRAFT CIRCULATION ELEMENT OF THE GENERAL PLAN UPDATE TO THE TOWN COUNCIL FOR REVIEW AND TO MAKE APPROPRIATE AMENDMENTS

WHEREAS, The General Plan Advisory Committee was given the task of creating a Draft Circulation Element of the Fairfax General Plan Update; and

WHEREAS, The General Plan Advisory Committee worked diligently with staff and qualified consultants to create the initial version of the Draft Circulation Element; and

WHEREAS, The Planning Commission received the Draft Circulation Element of the General Plan Update from the General Plan Advisory Committee, conducted public hearings and performed a complete review of the Draft Circulation Element with subsequent edits; and

WHEREAS, The Planning Commission has now completed their extensive review and consideration; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby forwards the Draft Circulation Element of the Fairfax General Plan Update to the Town Council for consideration.

The foregoing resolution was duly introduced and adopted on the 1st day of October, 2009, by the following vote:

AYES:
NOES:
ABSTAIN:

_____
Peter Lacques, Chairperson

ATTEST:

_____
James M. Moore
Director of Planning and Building Services