

April 10, 2017

Mr. Garrett Toy
Town Manager
Town of Fairfax Planning Department
142 Bolinas Avenue
Fairfax, CA 94930

Dear Mr. Toy,

Thank you for the opportunity to provide some clarifying information regarding the Victory Village development (Development) and Resources for Community Development's (RCD) efforts to incorporate into the Development various features to address the comments from the Planning Commission and the public in order to further avoid and minimize the Development's environmental impacts.

The Town of Fairfax circulated the draft Victory Village Development Initial Study/Mitigated Negative Declaration (draft IS/MND) in accordance with the California Environmental Quality Act (CEQA) on November 30, 2017. We understand that the Town received several comments from local residents during the public review process on the IS/MND. RCD also received comments from several local residents as well as Planning Commissioners and Town Councilmembers over the course of several public meetings regarding the proposed development and proposed re-zoning to Residential Multi-Family – Senior (RM-S).

RCD has reviewed the revised IS/MND, which accurately reflects the proposed development and describes appropriate mitigation measures. To assist the Planning Commission with its review of our Development at its meeting on April 20, 2017, and to provide clarifying information for the Town Council in anticipation of future Town Council meetings, the purpose of this letter is to formally respond to the comments we received and explain how RCD and the Victory Village design team have incorporated features into the revised site plan and design in order to address those comments.

As you know, RCD submitted comments on January 4, 2017, on the initial Draft IS/MND. RCD also responded to questions raised at the December 2016 Planning Commission meeting in a letter dated January 12, 2017. Those letters are incorporated by reference into this letter.

Response to comments about the November IS/MND

- **Planned Development District "streamlining" amendment** – Town staff responded to concerns that the initial draft IS/MND neglected to study the impact of the zoning text amendment on the two other Housing Opportunity Sites zoned PDD (10 Olema Road and School Street Plaza) by establishing a new zoning district in lieu of the prior proposed PDD zoning. **We understand that the Town is recommending that the RM-S zoning district be defined such that it only applies to the Victory Village site at this time.**

The Town published the Revised and Recirculated IS/MND for Victory Village on March 29, 2017. The Revised and Recirculated IS/MND updates the initial draft (November 2016 IS/MND regarding the environmental impacts of the revised proposed re-zoning of the Victory Village 2-acre parcel because this is the only senior housing site that satisfies the Town’s requirements for the RM-S zone.

- **Traffic** – RCD previously explained how by using the Town’s standard approved methodology, the October 2016 traffic study concluded that, “Traffic generated by the project would not result in any service level changes at any of the study intersections during the current weekday a.m. and p.m. peak hours.” (November 2016 IS/MND, p. 111). By way of background, the Initial Study and Mitigated Negative Declaration for the Fairfax 2010-30 General Plan (April 4, 2012) evaluated the Lutheran Church site as developed for 40 housing units in addition to the continued operation of Christ Lutheran Church and Cascade Canyon School along with all of the Opportunity Sites. The General Plan IS/MND concluded that the effects of buildout of all of these projects would result in “less than significant” traffic impacts with mitigation measures at five intersections, including the Sir Francis Drake Blvd/ Mitchell Drive intersection.

The 2012 report recommended evaluating traffic signalization as the mitigation measure for the Sir Francis Drake Blvd/Mitchell Drive intersection. The 2016 traffic study examined that option, but upon analyzing the impact of a new traffic signal, concluded that it would actually create greater traffic delays on Sir Francis Drake Blvd., so the Town did not recommend installation of a traffic signal. The traffic analysis also indicates that with approximately 25 vehicles during the a.m. peak hour and 12 vehicles during the p.m. peak hour, Mitchell Drive is not considered a major roadway in the Town’s principal circulation system.

When compared to the 2012 traffic analysis findings, Victory Village is projected to generate 26 fewer peak hour vehicle trips than the previous church and school operations and 148 fewer peak hour trips than if a 40-unit senior housing development were operating on site with the church and school. Please see the table below, which describes vehicle volumes based on the different uses at the Christ Lutheran Church site (January 2012 and October 2016 Traffic Studies by Parisi).

	Weekday AM peak trips	Weekday PM peak trips	Total peak trips
School & church in operation (2012)	45	7	52
2012 Peace Village proposal: 150-student school, church, 40-unit senior housing	147	27	174
2016 Victory Village proposal	12	14	26
<i>Net Change from church & school’s 2012 operations</i>	-33	+7	-26
<i>Net Change from the 2012 Peace Village proposal together with church & school</i>	-135	-13	-148

Given that the cumulative traffic impact of building out all of the General Plan’s opportunity sites has already been studied and found to result in a less than significant impact, and **Victory Village is estimated to generate less traffic than the development proposal studied in the General Plan**, the Victory Village Development will result in less-than-significant traffic impacts.

Further, the latest October 2016 traffic study is based on the number of apartments, and not number of parking spaces, to determine traffic volumes. Consequently, **the increased number of parking spaces has no bearing on the traffic impacts identified in the**

report. Additionally because the revised project would no longer require access via Mitchell Drive, the potential increase in left-turn delays (three to four seconds) would be further reduced which remains consistent with the General Plan 2012 traffic analysis less than significant conclusion. **Although the change in project access would result in a decrease in vehicle trips traveling onto Mitchell Drive, the same amount of vehicle trips in and out of the project site would occur.** Nonetheless, as discussed in the Parisi 2016 traffic analysis, these traffic trips would be far fewer than the trips reported in the previous GP IS/MND and Housing Element evaluations for development of the property and therefore would not result in significant adverse impacts to the overall Fairfax circulation system.

How the proposed Victory Village Development responded to community feedback

- **Parking** – The original planning application for Victory Village submitted to the Town in June 2016 included 39 parking spaces. Residents raised concerns that the 39 parking spaces would be an insufficient supply of parking for a 54-unit affordable senior housing facility, resulting in parking overflow into the surrounding neighborhoods. **The revised site plan, which connects the driveway directly to Sir Francis Drake Blvd., presents the opportunity to add four additional parking spaces at the front of the site, bringing the total to 43 spaces.** Based on RCD's experience with affordable senior projects located in low-density neighborhoods, providing **0.8 parking spaces/unit** is more than sufficient to meet the parking needs of residents, staff, guests and caretakers. Moreover, the impacts of this new access location to hydrology and storm water runoff reported in the initial Draft IS/MND have been eliminated by shifting the location of the detention pond and using permeable paving for those four spaces. A diagram of this revised site plan is attached.

To support residents in living a car-free lifestyle, RCD is developing a transportation demand management strategy, including facilitating resident participation in Whistlestop services, advocacy with transit agencies for more frequent service, exploring a van shuttle, and car-pooling and car-sharing options.

Building Height – At several public meetings, some residents expressed concern regarding the building height. Currently, the tallest point of the proposed building is 40-feet and 10-inches. RCD is requesting a density-bonus concession, provided to affordable housing proposals under state law, so that a building of this height is permitted, rather than seeking an amendment to zoning language which could affect other parcels. By employing computer-aided modeling and photography, VMWP (architect for Victory Village) demonstrated that **the proposed development will not obstruct views of the ridgeline from Sir Francis Drake Blvd.** The story poles erected on site further confirm that the design does not obstruct ridge views from Sir Francis Drake Blvd.

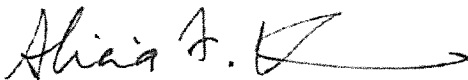
However, in an effort to acknowledge the concerns regarding the building height, **VMWP is revising the building design to lower the tallest point of the building to 38-feet and 7-inches.** Additionally, VMWP will also remove the shed roof element above the building's main entryway and extend the gable roof in its place. This serves to lower the eave height above the main entry area as viewed from Sir Francis Drake Blvd. The shed roof ridgeline in previous design iterations appeared to be higher than the rest of the gable roof because the high point is nearer to the viewer than the ridge of the gable roof. The roof will have a low slope of 3:12, as low as possible for asphalt shingle roofing.

A revised elevation will be included in the staff report for the Planning Commission meeting on April 20th. Updated artistic renderings will be presented at the meeting as well to demonstrate the visual effect of replacing the shed roof with the extended gable roof.

- Open Space Preservation – RCD strives to ensure its developments have a positive impact on the surrounding neighborhoods where they're located. In Fairfax, where the commitment to preserving open space is exceptionally important, **RCD is pursuing acquisition funding which will contribute to the cost of the 18 acres of undeveloped oak and bay woodland and recreation features of the former school behind the proposed Victory Village site.** If RCD is successful, the open space will be donated to the Town of Fairfax, which has expressed its interest in stewarding this land in the long-term to ensure that it remains a community asset. In this event, RCD may seek to enter into an agreement coordinating maintenance responsibilities of the shared driveway to the rear lots.
- Stormwater/hydrology – With the new site plan, civil engineering firm Carlile Macy updated the stormwater management plan in March 2017 to reflect the updated site plan. The report is explained in detail in the updated IS/MND. Under existing conditions, larger storms overload the Town's existing stormwater system capacity, creating a condition for over-surface flow from Cañon Village and Christ Lutheran Church across Sir Francis Drake Blvd. toward Village West. This is detailed in the updated Carlile Macy hydrology report. The drainage improvements included in the development proposal will reduce this flooding in the following two ways:
 - Adding retention ponds at the front of the site to slow runoff from the 2-acre affordable housing site and allow it to percolate back into the water table. **The March 2017 hydrology report estimates that this will reduce potential flooding conditions by up to 13%.**
 - Replacing most of the storm water piping for the back 18 acres with higher capacity drains. These storm drain improvements retain a small section of existing pipe that RCD can easily replace, once downstream drainage infrastructure is upgraded adequately in the future, to accommodate flow resulting from large storm events. Flood District 9 is working on several projects that will help improve the storm water capacity in the area.

Further information about Victory Village can be found at fairfaxvictoryvillage.weebly.com. Please do not hesitate to contact me if you have any questions about Victory Village. Thank you.

Sincerely,



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Cc: Sean Kennings, LAK Associates

Enclosures:

- Revised site plan

PROJECT DATA

Building Area Summary	LOT EASEL			
	2 Bed/1 Bath	1 Bed/1 Bath	1 Bed/0 Bath	Level Count
Floor 1 (1234)	1	2	1	4
Floor Main (154)		14	2	16
Floor 2 (1234)		18	1	19
Floor 3 (154)		15	2	17
TOTAL	1	47	6	54

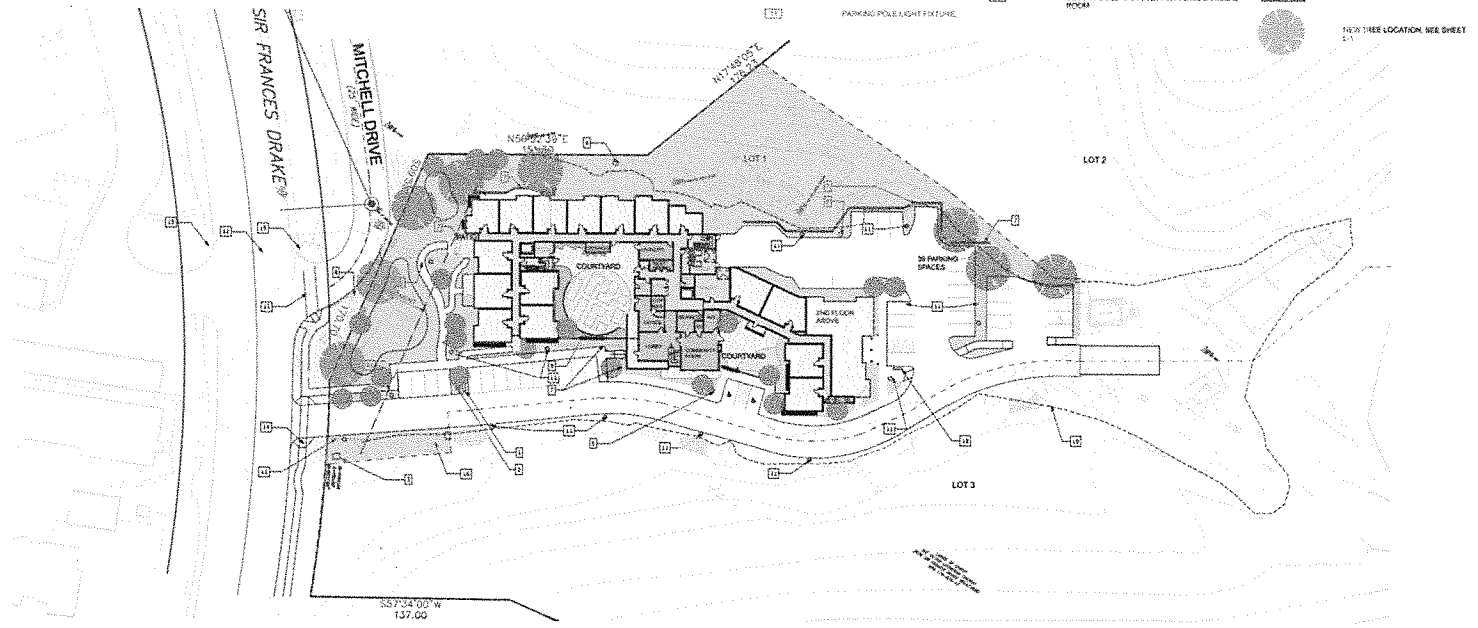
Parking Summary	Spaces
Permitted Parking	40
Street Parking	1
TOTAL	41
Parking Ratio	0.74

SHEET NOTES

- | | | |
|-------------------------------|------------------------------------|---|
| 1. FIRE CONNECTION | 13. NEW HYDRANT | 18. STORM DRAIN |
| 2. BACK FLOW PREVENTERS | 14. PWD MOUNTED TRANSFORMER | 19. REGRAINED CHANNEL, SEE CIVIL DRAWINGS |
| 3. EXISTING HYDRANT | 15. NEW HYDRANT | 20. DESIGNATED SMOKING AREA WITH BENCH |
| 4. NEW HYDRANT | 16. ELECTRIC UTILITY POLE | 21. DASHED LINE REPRESENT PREVIOUSLY DEVELOPED AREA |
| 5. CONCRETE RETAINING WALL | 17. LOW STEEL FENCE WITH WOOD RAIL | 22. DECOMPOSED GRANITE PATH TO MECHANICAL ROOM |
| 6. RAINED ACCESSIBLE PLANTING | 18. METAL DEER FENCE | |
| 7. PARKING POLE LIGHT FIXTURE | | |

LEGEND

- (S) CROSSWALK
- NEW CROSSWALK
- EXTEND SIDEWALK, CURB AND GUTTER TO PROPERTY LINE AS SHOWN
- POTENTIAL PEDESTRIAN CROSSING ENHANCEMENT: SIGNAL WITH FLASHING LIGHT BOTH SIDES OF SIR FRANCIS DRAKE
- PROPERTY LINE
- IN METAL FENCE
- BOUNDARY OF PREVIOUSLY DEVELOPED AREA
- ACCESSIBLE PARKING SPACE
- RESIDENTIAL
- CIRCULATION/MAINTENANCE
- COMMON AREAS
- HWY TREE LOCATION SEE SHEET 2.1



SITE PLAN
SCALE: 1" = 30'

Fairfax Senior Housing | PROPOSED SITE PLAN AND PROJECT DATA

Fairfax, California | 01/12/2017 | Resources for Community Development | # 1429

