

TOWN OF FAIRFAX RESPONSE TO STATEMENTS MADE IN FLYER

A flyer was distributed to residents in late August containing the bulleted and underlined statements below. We thought it would be helpful to provide responses to the statements.

- Managed Parking/parking meters & paid parking. Business owners and workers will likely park in our neighborhoods to avoid time restraints and payment

Response: One of the key objectives of a Managed Parking Plan is to address parking in both the downtown area and adjacent residential neighborhoods. We recognize a comprehensive approach is needed in order to prevent adverse impacts to the surrounding neighborhoods. A Managed Parking Plan will need to consider a commercial paid parking system (i.e., meters), a residential parking permit system, and locations for downtown employees and visitors (e.g., bicyclist) to park beyond short term limits.

The Council has indicated that they will begin discussing a Managed Parking Plan in early 2017. Due to the complexity of such a parking plan, the Council believes it should have its own public input process separate from the Town Center Plan workshops.

- Make lower Bolinas Road one-way. This will force traffic onto side streets, such as Dominga, Elsie & Bank Streets.

Response: The Council has NOT adopted a plan to permanently close Bolinas or to make it one-way. The current Town Center Element (Policy 3.2.5) indicates the concept should be explored as part of the development of the Town Center Plan. The concept of “pedestrianizing” Bolinas Rd. was initially explored by the General Plan Advisory Committee (GPAC) and resulted in the preparation of a concept plan in 2005. While this concept plan is included as an exhibit in the Town Center Element, the Council in 2009 decided that the concept should only be evaluated.

One of the objectives of the upcoming Town Center Plan workshops is to solicit input on the disposition of Bolinas Rd. and determine the interest in further exploring specific concepts. Should a concept be further explored, we would evaluate the impacts and identify any mitigation measures (e.g., traffic calming improvements) that should be considered to minimize adverse impacts to adjacent residential neighborhoods.

As additional clarification, the October 1st workshop is the process for creating a Town Center Plan. Please note there is no adopted Town Center Plan. The “to-be-developed” Town Center Plan should not be confused with the Town Center Element. The Town Center Element is part of the General Plan and identified policies to consider in the creation of a Town Center Plan. Specifically, one goal of the Town Center Element is to “Define and Implement a Town Center Plan.” These policies should be considered “guiding principles”, not as dictating what the final Town Center Plan needs to contain.

- Allowing up to 57 apartments units downtown with reduced parking requirements, will more than likely have new residents parking in our quiet neighborhoods.

Response: By rezoning CH to CC, housing would be allowed on the second story without the conditional use permit which is currently required in the CH zone. The General Plan and Housing Element did model 53 units for the existing Highway Commercial (CH) zone. The proposed maximum density for this area would allow up to 57 units.

The recommended amendments do reduce parking requirements for new housing units, but only if the units are less than 500 square feet and if the commercial space meets the commercial parking standards. If not, then the residential parking standards apply.

- The Planning Commission, at their meeting of July 21st, approve a huge commercial rezoning that will facilitate redevelopment of downtown Fairfax and the SF Drake corridor.

Response: The Planning Commission is recommending a draft ordinance to rezone Highway Commercial (CH) to Central Commercial (CC) consistent with policies in the adopted General Plan. Attached is a table comparing the current CH to CC zoning language and the suggested revisions. Also attached is a map of the existing CH and CC zones.

An item to note is that the current CC zone allows second story residential units without a conditional use permit which is required for residential in the CH zone. However, the proposed amendment does include a maximum density (of 4.5 units/acre) in the CC zone where none exists now. The existing CH zone also does not have a maximum density limit. Also, no existing businesses will be displaced by the recommended zoning revisions.

- The proposed Rezoning sets residential density by-right in commercial zones and with developers using the State Density Bonus Law, Fairfax could end up with 4 story buildings. Currently the town has a two story limit.

Response: As stated above, the Planning Commission is recommending a draft ordinance to rezone Highway Commercial (CH) to Central Commercial (CC) consistent with policies in the adopted General Plan. By rezoning CH to CC, housing would be allowed on the second story without a conditional use permit which is currently required in the CH zone.

The State Density Bonus Law currently applies to projects in the existing CC or CH zones. If a residential project can meet the State Density Bonus Law requirements, the project proponent may seek land use concession(s) from the Town. While one concession could be height, there are other concessions the Town could offer in-lieu of relaxing the 2-story height requirement. It should be noted that State Density Bonus Law requires projects to meet long term affordability restrictions.