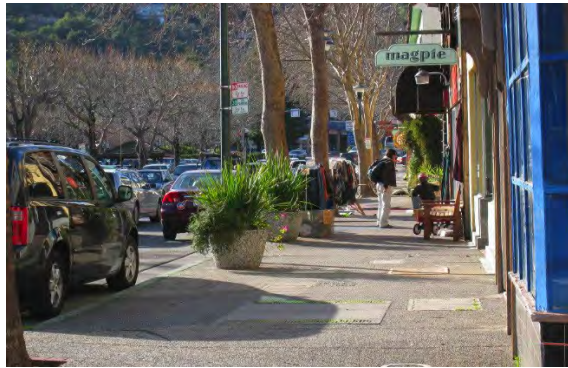


TOWN OF FAIRFAX

2010-2030 GENERAL PLAN



Final Adoption April 4, 2012

Town of Fairfax

Department of Planning & Building Services

Final Draft 2010-2030 General Plan Accepted by Town Council — December 2010
Final Draft 2010-2030 General Plan CEQA Review — January 2011 through January
2012 Final Adoption 2010-2030 General Plan by Town Council — April 2012
2015 -2023 Housing Element Update Adopted by Town Council — May 2015
General Plan Text Amendment Adopted by Town Council Resolution No. 21-51 — December 2021

TOWN OF FAIRFAX 2010-2030 GENERAL PLAN



Town Council

Pam Hartwell-Herrero, Mayor
John Reed, Vice Mayor*
Larry Bragman
David Weinsoff
Ryan O'Neil
[Lew Tremaine, Former Mayor*]

Planning Commission

Brannon Ketcham, Chair*
Shelley Hamilton, Vice Chair*
Terry Goyan
Peter Lacques
Shelby LaMotte
Pam Meigs
Peter Ramsay

General Plan Advisory Committee (GPAC) Consultants

Bruce Ackerman, Chair*
Tom Childers, Vice Chair
Hobart Bartshire
Diane Causey*
Nav Patel
Ray Moritz

**Super Committee*

Staff

Michael Rock, Town Manager
James M. Moore, Planning Director*
Linda Neal, Senior Planner
Mark Lockaby, Building Official
Susan Waters, Administrative Assistant II

Other Contributors

Lini Bodian
Ruth Horn
Mary Ann Maggiore
Mimi Newton, Chair – Open Space Committee*
Bill Sagar

LAK Associates, LLC
Crane Transportation Group
Illingworth & Rodkin
Paula Schulz

Final Draft 2010-2030 General Plan Accepted by Town Council — December 2010
Final Draft 2010-2030 General Plan CEQA Review — January 2011 through January 2012
Final Adoption 2010-2030 General Plan by Town Council — April 2012

142 Bolinas Road, Fairfax, California 94930
415.453.1584 phone, 415.453.1618 fax | <http://townoffairfax.org>

TABLE OF CONTENTS

INTRODUCTION

Mayor’s Message	1
Planning Director’s Message.....	3
Executive Summary	5
Public Participation.....	7
Document Orientation	8
History of Fairfax.....	13

LAND USE ELEMENT

Introduction.....	LU-1
Historic Land Use Patterns in Fairfax	LU-7
Transit-Oriented Development.....	LU-7
Traditional Neighborhood Design	LU-8
Principles for Future Land Use Decisions.....	LU-9
Goals, Objectives, Policies, and Programs.....	LU-9

CIRCULATION ELEMENT

Introduction.....	C-1
State Law requirements for Circulation Element.....	C-4
Coordinating Circulation Element, Land Use Element, and Town Center Element	C-5
Overview of Circulation Issues	C-5
Existing Conditions	C-7
Goals, Policies, and Programs	C-24

HOUSING ELEMENT

Introduction.....	H-1
Purpose of the Housing Element.....	H-1
Governmental Requirements.....	H-2
Public Process.....	H-3
Housing Resources and Opportunities.....	H-9
Regional Housing Needs Allocation: ABAG.....	H-9
Remaining 2007-2014 RHNA.....	H-11
Analysis of Land.....	H-12

Progress Toward Meeting the RHNA.....	H-24
Evaluation of Previous Housing Element.....	H-33
Goals, Objectives, Policies, and Programs.....	H-63
Housing Goals.....	H-63
Housing Programs.....	H-63
TOWN CENTER ELEMENT	
Introduction	TC-1
Regulatory Framework.....	TC-3
Relationship to Other Elements	TC-3
Public Participation	TC-4
Organization of The Town Center Element.....	TC-5
Emerging Themes.....	TC-7
Specific Recommendations.....	TC-7
Goals, Objectives, Policies, and Programs	TC-13
OPEN SPACE ELEMENT	
Introduction	OS-1
Setting.....	OS-2
Solving the Open Space Challenge	OS-3
Regulatory Framework and Terminology	OS-5
Designated Open Space.....	OS-6
Goals, Objectives, Policies, and Programs	OS-7
CONSERVATION ELEMENT	
Introduction	CON-1
Regulatory Framework.....	CON-2
Relationship to Other Elements	CON-5
Population and Growth	CON-5
Sustainability, Localization, and Stewardship	CON-6
Goals, Objectives, Policies, and Programs	CON-6
SAFETY ELEMENT	
Introduction	S-1
Regulatory Framework.....	S-2
Relationship to Other General Plan Elements and other Supporting Town Plans	S-3
Organization of the Element.....	S-4
Goals, Objectives, Policies, and Programs	S-4

NOISE ELEMENT

Introduction.....N-1
State Requirements.....N-2
Overview of Noise Issues.....N-3
Goals, Objectives, Policies, and Programs.....N-22

GLOSSARY GL-1

APPENDICES

- Appendix Land Use
- Appendix Circulation
- Appendix Housing
- Appendix Town Center
- Appendix Open Space
- Appendix General Plan Matrix

List of Figures

Figure LU-1 Fairfax General Plan Map..... LU-3

Figure LU-2 Fairfax Zoning LU-4

Figure LU-3 Fairfax Sphere of Influence LU-5

Figure LU-4 Fairfax Planning Area LU-6

Figure C-1 Existing Roadway Network..... C-8

Figure C-2 Weekday AM Peak Volumes C-10

Figure C-3 Weekday PM Peak Volumes C-11

Figure C-4 Intersection Operation C-13

Figure C-5 Downtown Parking Areas C-18

Figure C-6 Truck Routes C-25

Figure TC-1 Town Center Study Area TC-6

Figure TC-2 Town Center Land Use Map..... TC-25

Figure OS-1 Map of Visual Resources..... OS-4

Figure CON-1 Surface Hydrology Map CON-19

Figure S-1 Geology Soil TypeS-6

Figure S-2 Areas Susceptible to Earthquake Shaking.....S-8

Figure S-3 Areas Susceptible to LandslidesS-9

Figure S-4 FloodplainsS-16

Figure S-5 Wildland Urban Interface ZonesS-23

Figure N-1 Noise Measurement Locations N-10

Figure N-2 Noise Levels at LT-1 N-11

Figure N-3 Noise Levels at LT-2 N-11

Figure N-4 Noise Levels at LT-3 N-12

Figure N-5 Noise Levels at LT-4 N-13

Figure N-6 Noise Levels at LT-5 N-14

Figure N-7 Noise Levels at LT-6 N-15

Figure N-8 Noise Levels at LT-7 N-16

Figure N-9 Noise Contours for Major Roadways in FairfaxN-20

Figure N-10 Land Use Compatibility for Transportation Noise.....N-21

List of Tables

Table C-1	Roadway Classification	C-9
Table C-2	Signalized Intersection Level of Service Criteria	C-14
Table C-3	Unsignalized Intersection Level of Service Criteria	C-15
Table C-4	Intersection Level of Service Weekday AM and PM Peak Hours – January to February 2007.....	C-17
Table C-5	Parking Spaces in Downtown Fairfax.....	C-19
Table H-1	Regional Housing Needs Determination (ABAG 2010)	H-7
Table N-1	Definitions of Acoustical Terms Used in this Report.....	H-4
Table N-2	Typical Noise Levels in the Environment	H-6
Table N-3	Noise Measurement Summary.....	H-17
Table N-4	Traffic Noise Levels in the Town of Fairfax	H-21

INTRODUCTION

MAYOR'S MESSAGE

In reading this General Plan, it should be understood at the onset that this document is just as named – “General”. It represents an overarching set of goals and a statement of direction for the community in the coming decade. It is, and will remain a living document, open to revision as the community’s needs or circumstances change. The document’s intent is to help focus the town’s energies and efforts in a common direction.



While the workload outlined in the General Plan appears daunting, in reality many of the activities can be implemented simultaneously. The schedules and responsibilities are subject to review and change.

I share and endorse the strong recommendation of the General Plan Super Committee that implementation of the goals, objectives, policies, and programs be monitored and facilitated by a Town Council appointed General Plan Implementation Committee (GPIC).

This committee should consist of one representative from:

- The Town Council
- The Planning Commission
- The Open Space Committee
- The Volunteer Board
- The former General Plan Advisory Committee (GPAC)
- Two members from the community at-large

It is recommended that this committee meet monthly to review and monitor the proposed timelines contained within the General Plan and to provide or recruit assistance as needed. It should report to the council on a quarterly basis, at least in the first year of implementation.

My heartfelt thanks go out to the dozens of Fairfaxians who have worked on this General plan as members of the GPAC, planning commissioners, council members, volunteers, and staff and over the last 12 years. Thanks also to the hundreds of residents whose valuable input guided the creation of this home-grown document. The community’s priorities and dreams for a sustainable future are contained within its pages.

The completion of this document is a landmark moment for Fairfax.

Lew Tremaine, Mayor

PLANNING DIRECTOR'S MESSAGE

The final “packaging” of all eight draft elements of the 2010 General Plan was accomplished at a special ad-hoc “Super Committee” retreat held on November 4th, 5th, and 6th of 2010. The Super Committee was comprised of Mayor Lew Tremaine, Council-member John Reed, Planning Commission Chair Brannon Ketcham, Vice-Chair Shelley Hamilton, former GPAC Chair Bruce Ackerman, Committee member Diane Causey, and the Open Space Committee Chair Mimi Newton.



*Left to right: Jim, Brannon, Bruce, John, Shelley, Lew, Diane, Mimi & Larry.
November 6, 2010*

Prior to the Super Committee retreat the Council had received all eight draft elements – one at a time – over the last 20 months from the Planning Commission. The elements were reviewed and edited by the Planning Commission at special monthly publicly noticed workshops over several years. Each of the eight draft elements that the Planning Commission reviewed and edited at the publicly noticed workshops had been crafted by the GPAC *over a period of 12-plus years* in publicly noticed meetings.

Throughout this entire time period there has been one person always there for the betterment of the Town’s current and future generations. He patiently guided what has truly been a “bottom-up” public participatory process. That one person is Larry Kennings of LAK & Associates. Without Larry’s love of the Town of Fairfax, the crafting of this 2010 General Plan would not have been possible. Within it, you will find his brilliance with regards to health, beauty, and permanence.

It has been a true joy and distinct honor to have worked with the gifted and dedicated people of Fairfax – and all of the various committee members involved in this process.

James M. Moore, Planning Director



EXECUTIVE SUMMARY

With the exception of the Housing Element, this is the first revision to the General Plan in over 35 years, incorporating a number of new elements and establishing a vision for the future of the Town. Key initiatives in this Plan include:

- Establishing a public process to create a new Town Center Plan.
- Zoning changes to preserve the historic nature, visual aesthetic and vibrant business community of the downtown area while incorporating residential uses, to reduce automobile use and encourage public transit and bicycle and pedestrian transportation modes.
- An initiative to catalog and preserve open space areas in and around the Town.
- A Climate Action Plan, and creation of a new Town committee, to reduce greenhouse gas emissions by the Town and its residents.
- A goal of zero waste generation by 2025.
- Development of design and construction guidelines by the Town Department of Planning and Building Services.



“Freedom is participation in power.”

Cicero

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 GPAC in 1998 to represent the community in the planning process that would result in this 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.

Charettes, workshops, public presentations, and surveys were also part of the public process.

The Planning Commission, Open Space Committee, Bicycle and Pedestrian Committee, the Chamber of Commerce, Fire and Police Departments, and the Town Attorney all reviewed and contributed to the update process.

DOCUMENT ORIENTATION

Land Use Element

The **Land Use Element** provides a guide to the general public, the Council and Planning Commission, to appointed committees and boards and to the Town Manager, Planning Director and staff as to the ultimate pattern of development for the Town in the future.

The **Land Use Element** has the broadest scope of all of the General Plan elements. It plays a central role in presenting land use issues, and the policies that will influence those issues. The goals, objectives, policies and programs found in this element relate directly to all other elements. In the daily business of the Town, this element is usually the most visible and most often used. While all of the general plan elements are equal in importance, the **Land Use Element** is usually referred to as being most representative of the Town's General Plan. Central to this element are the General Plan Map and the Zoning Map, both of which have a significant role in the daily decisions of the Town. The programs contained in this element influence the short- and long-term actions for the Town, including the yearly budget.

Circulation Element

The **Circulation Element** is more than a transportation plan for vehicles. The Town's substantial commitment to transit, bicycle and pedestrian systems is also reflected in this element. The **Land Use Element** and the **Circulation Element** are bound together by state law. This element also has direct relationships to the **Housing, Open Space and Safety Elements**. The goals, objectives, policies and programs of this element affect the Town's physical, social and economic environment. Even though the Town is primarily built-out, changes to the existing circulation networks and systems are possible; and in some cases, particularly those related to transit, bicycle and pedestrian circulation, are preferred by the community.

Housing Element

The **Housing Element** is distinct from the other elements as it is subject to detailed legal requirements regarding its content, particularly its policies and programs. The **Housing Element** is required, by state law, to be updated every five years, and must be reviewed and certified by the Department of Housing and Community Development. This requirement is symbolic of the state's recognition that the availability of meaningful housing

opportunities is critical to the community's well-being and that cooperation between government and the private sector is important to the attainment of the state's housing goals.

State law requires the Town to adequately plan to meet existing and projected housing needs, including its fair share of the regional demand. The state sees the **Housing Element** as part of its market-based strategy to increase the housing supply at all levels of income. In this element, the Town has identified some unique ways to meet the community's goals while maintaining the integrity of the Town.

Town Center Element

The **Town Center Element** is an optional element, not required by State law that has been included in the General Plan as a result of ideas generated during the community-based workshops. This element is a subset of both the **Land Use Element** and the **Circulation Element**. This element is specific to the mixed-use central area of the Town, extending from the dual gateways of the Town at Sir Francis Drake and Center Boulevard at the San Anselmo border to the library at the northern end of the downtown area, including School Street Plaza. Also included is the area from Broadway along the Bolinas Road to the Town Hall and the 7-11, as well as Peri Park and the Women's Club. The programs in this element will implement the **Land Use Element** and the **Circulation Element** when the creation of a "Town Center Plan" called for in this element is formulated and acted on.

Open Space Element

The **Open Space Element** establishes a guide for the comprehensive and long-range preservation and conservation of key open space land around and throughout the Town. Next to the **Land Use Element**, this element is the broadest in scope, overlapping some of the other elements while including goals and policies that are central to the quality of life as clearly defined by the community. Included in this element is an inventory of the areas of open space around and in the Town that are seen as candidate parcels for preservation, conservation or restoration. The **Open Space Element** is also closely related to the **Conservation Element**, and taken together these two elements identify and strengthen the collective environmental-quality attitudes of the Town.

Conservation Element

The **Conservation Element** provides direction regarding the conservation, management and careful utilization of the Town's natural resources, including the air around it. This element directly relates to the **Open Space Element**, and overlaps the requirements of the **Land Use, Safety, and Circulation Elements**. The most significant difference between this element and others is that it focuses primarily on the Town's natural resources and systems. The most significant role of the **Conservation Element** is to establish policies and programs that recognize and reconcile the conflicting demands on both renewable and non-renewable resources while respecting the social and economic needs of the community.

Safety Element

The Town is located in an area of unique scenic beauty and spectacular weather. However, along with those physical riches, the area also possesses the ability to destroy itself at any given time. The aim of the **Safety Element** is to recognize and reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from catastrophic wildland fires, floods, earthquakes, and landslides. This element also overlaps other elements, including **Land Use, Open Space, and Conservation**.

The **Safety Element** identifies local hazards and hazard abatement recommendations to assist the Town in decisions related to zoning and entitlement permits. The element contains hazard and risk reduction strategies and policies and programs supporting hazard mitigation measures. Other policies and programs address the identification of hazards and the appropriate emergency responses. Specific attention is paid to community preparedness for fire potential in the wildland/urban interface, flooding of the creeks that extend through the Town, and earthquakes and landslides.

Noise Element

The primary purpose of the **Noise Element** is to limit the exposure of the community to excessive levels of unwanted sound. In developing this element, noise levels and the extent of noise was analyzed and quantified through actual on-site measuring activities. The technical data was gathered and analyzed and a series of noise control policies and programs were developed that minimize the exposure of the community members to excessive and unwanted noise.

The policies and programs in the **Noise Element** that will serve as community guidelines for compliance with sound transmission control requirements. Of particular importance to the Town are the recommended construction noise mitigation measures, particularly in light of the bowl-like configuration of the landscape, and the typical construction and reconstruction patterns currently in effect. The **Noise Element** directly relates to the **Land Use, Circulation**, and **Housing**.

Element Contents

Each element is organized to present all the background and regulatory information in the beginning, followed by Goals, Objectives, Policies and Programs.

- **Goals** are statements of direction, stating where the Town is focusing efforts and attention, and towards what end.
- **Objectives** are more specific directives guiding the implementation of Goals.
- **Policies** are specific statements that are intended to guide future actions. They answer the questions of What and Why.
- **Programs** are the actions used to put into effect the policies of the element. Programs answer the questions of What, How, Where, and by Whom.



HISTORY OF FAIRFAX

Fairfax is a unique and very diverse community located in a spectacular setting in Upper Ross Valley. Its history is equally unique, and provides some insight to the origin of the Town so highly prized by the community today. From its early beginnings, Fairfax has been a destination and a haven for like-minded individuals. People came to Fairfax because it was unique, offering a quality of life experience, because of what it was environmentally and spiritually, to find solace and to re-create themselves.

The Town was once part of the 6,558-acre Canada de Herrera land grant given to Domingo Sais on August 10, 1839, by the Mexican government as a reward for his military service. This grant covered all of Fairfax and part of San Anselmo. Sais occupied the land, with his wife and eleven children. Shortly before he died in 1853, Sais gifted the area that is now the site of the Fair-Anselm Shopping Center and the former Marin Town and Country Club to Dr. Alfred W. Taliaferro, formerly of Virginia, one of the first Europeans to settle in what is now Marin County, becoming its first physician. In 1855, Dr. Taliaferro, in turn, transferred a 32 acre site to a fellow Virginian and boyhood friend, Charles Snowden Fairfax, as a wedding gift. Fairfax, the tenth Baron of Cameron, Scot-

land, had come to California in 1849 as part of the Gold Rush at the age of 20. Fairfax and his wife, Ada, named their home, the “Bird’s Nest Glen.”

Fairfax never accepted his title of Lord. To do so he would have had to renounce his U.S. citizenship and return to England. Instead he stayed in California to make his mark in the young country. Charles Fairfax became very much involved in state and local politics, serving as State Assemblyman in 1853, Speaker of the Assembly in 1854, and Clerk of the State Supreme Court from 1857 to 1862. He also served as a Marin County Supervisor for two years after being elected in 1865. Later, he served as a Marin delegate to the Democratic National Convention in New York City in July of 1868.

After the convention, Fairfax stayed on the East Coast and visited relatives in the Baltimore, Maryland, area where he died in April 1869, at the age of 40. In 1870 Ada Fairfax sold the property to Mary Owens and moved to property that she and Charles owned in Fort Ross. Owens eventually sold the property to Emma Woodward in 1880.

In 1868, a house was built on property owned by Jesus Sais, at what is now 10 Olema Road. The house was occupied by Dominga Sais and her husband, Joseph Bresson. The house, under new ownership, was later known as the Lepori House and the lower part of the building was used as a restaurant. It still stands today as the oldest residence in Fairfax. (Please note this house would be rehabilitated as part of the affordable “work-force” housing units that are being proposed at this site - as part of the 2010 Housing Element.)

In 1875, Manuela Sais leased 1,500 acres of the original rancho to the North Pacific Coast Railroad for summer picnics, an area that quickly became known as Fairfax Park. The railroad built the first covered dancing hall, or pavilion.

In 1876, the Fairfax District was granted its own school district for the lands contained in the former Sais Rancho. The first school was built in Sleepy Hollow.

A tavern was built south of the railroad station, known as “Fairfax House” in 1884 by Alphonse Bresson. He later moved his tavern to the other side of the tracks to the site now occupied by the Rino gas station.

Charles and Adele Pastori leased the “Bird’s Nest Glen” in 1890 from Emma Woodward, opening a restaurant in 1893, and purchasing the property outright in 1905. The couple operated a high quality restaurant in the original Fairfax residence until 1911 when the

building was destroyed in a fire. Charles also died in 1911. Adele Pastori rebuilt the structure in 1912 at an even grander scale, and continued in the restaurant business until she closed the restaurant and sold it to the Emporium for use by its employees in 1925. Some of the new buildings still exist today, including several summer cabins built by Mrs. Pastori that were used by guests.

Henry Frustuck and Henry Wreden bought Fairfax Park in 1905 and, in 1908, built a new pavilion, at that time the largest on the West Coast. The Fairfax Park Annex had been built around 1896, first as a home and it later became a saloon, at the corner of Bolinas and Main Street, which is now Broadway. The first post office was opened in Blagg's Store in 1910 (now 1780-1788 Sir Francis Drake) and John Blagg became the Town's first postmaster.

The community began to grow rapidly when the Fairfax Tract at Pastori's Station, Ridgeway and Deer Park was developed in 1907 and 1908. Additional development occurred as the Fairfax Improvement Company marketed the Pacheco Tract in 1910. Next, the Fairfax Development Company subdivided the Fairfax Manor Tract, and Henry Frustuck subdivided the Fairfax Park Tract, both of which occurred in 1911. By 1911, there were 100 homes in Fairfax, while in 1905 only five homes had existed. The expansion of the community continued, as the Rocca Brothers developed Fairfax Heights in 1912, and the Bush Annex, Bothin Park, and the Manor Tracts became available for residential use in 1913.

Also in 1913, Edward Holt and Prentice Gray developed the Fairfax Incline Railway on the hill behind what is now Fairfax Lumber. The primary purpose for this unusual railway was to help sell lots on Manor Hill along Redwood, Spruce, Scenic and Tamalpais Roads. The Railroad was eventually determined to be unsafe in 1929, and was scrapped in 1930.

The Cascades subdivision was developed in 1914, and later expanded in 1921 and 1926.

St. Rita's Church was built in 1916, the original building is still in place and now used as the Church Hall, the new church being built alongside in 1953.

The area around the Town was used as the setting for western movie productions during the early years of the motion picture industry between 1910 and 1923. Essanay Film Manufacturing Company with Bronco Billy filmed several movies in Fairfax in 1911.

Fairfax even had its own company, United Keanograph Studios, located at the east end of Mono Avenue. United Keanograph produced the movie “Money” in 1914.

The demographics of the growing community changed significantly with the construction of Alpine Dam in 1917, which precipitated an influx of Italian laborers and caused the Willow Avenue portion of the Town to be known as “Little Italy” for many years after the dam was completed. The dam was dedicated in 1919.

In 1920 the Fairfax Volunteer Firemen purchased nine acres of the Fairfax Park Tract from Henry Frustuck for a park for the Town. The current Pavilion was constructed on the park site in 1921. A year later, part of the area reserved as a park was sold to the School District as the site for Central School, today’s School Street Plaza. Currently, the Women’s Club, the fire station, the Youth Center and Town Hall also occupy portions of the original park area. The Women’s Club was dedicated in 1939. The Fairfax Bank, later the Bank of Italy and now the Bank of America, was dedicated in 1921. The restaurant, “Deer Park Villa” was started by Dan and Irene Celani in 1923. Joseph Ghiringhelli bought it in 1937, and it has been in operation since.

The owners of the Emporium department store purchased the Pastori property in 1925 and established a retreat facility for their employees. The first swimming pool was constructed in 1927. The Emporium ceased their employees’ use of the property and leased the facilities to the Marin Boys School in 1937. San Francisco businessman Max Friedman bought the property in 1943, operating the Marin Town & Country Club from the spring of 1944 until the fall of 1972.

In 1929, the Meadow Club opened.

The Town was officially incorporated in February 1931, governed by a five-member council.

(Special thanks to Bill Sagar of the Fairfax Historical Society for his assistance regarding the history of the Town)

Today, Fairfax is a small town located at the western edge of Marin County’s city-centered corridor that parallels U.S. Highway 101, with the agriculturally rich rural portion of the county just beyond to the west. The town’s natural setting encompasses a series of valleys, canyons, and forested hills with largely undeveloped ridgelines. Scenic

and natural resources are key aspects of the community's sense of place and contribute to the overall quality of life in Fairfax. In addition to the form of the land, mature trees and the extensive areas of protected open space in and around the Town help define the Town's identity as a community that values nature and environmental preservation. The architectural diversity of the neighborhoods and the compact, small scale Town Center area also make Fairfax a very special place for residents and visitors.

The residential development that occurred between 1907 and 1914, with winding streets and a wide range of lots sizes, set the stage for the future development of the community's built environment. Much of the subsequent residential and commercial development of Fairfax prior to World War II was related to the town's status as a summer resort for residents of San Francisco attracted by the warm, sunny weather of the Ross Valley. In recent years, rapidly rising housing prices have resulted in numerous proposals to significantly renovate existing residential structures. Any change to the existing fabric of the Town will not occur primarily as a result of subdivisions of land, but rather as infilling scattered undeveloped or underdeveloped sites, or through the replacement of one residential structure with another.

LAND USE ELEMENT



INTRODUCTION

Historic development patterns in Fairfax created a town with a distinct center, providing a good public transit hub within walking and bicycling distance of most of the town's inhabitants. Fairfax has retained a village-like quality, with distinct neighborhoods, and large areas of surrounding visible open space.

This General Plan seeks to preserve these qualities by providing policies and programs to guide future development. Interestingly, modern humanistic trends in urban development support many of the planning choices made by the Town over the last hundred years. The current town center creates a lively mixture of businesses and residences and supports a wide variety of transportation choices. The intent of this document is to retain for future generations, the aspects of the town that make it special, while guiding evolution of the town center area over the next few decades.

The Land Use Element is the nexus of the General Plan. As its name implies, the Land Use element describes the land uses that define our community, our town, and the area. All other plan elements are supported by the Land Use element.

This Element conveys a sense of the uniqueness of Fairfax; the Town's robust, village-like land use characteristics, as seen in the small businesses, quaint neighborhoods and busy streets where many residents bicycle and walk. Framing and dominating the town is its natural setting – a perceived vast open space of oak-studded hills to the north and west, and the forested shoulders of the Coastal Range to the south. Fairfax is a special place, loved by residents as well as visitors.

The General Plan, and specifically the Land Use Element, creates a framework for maintaining the Town's distinctive land use characteristics, regardless of future events. For instance, if a catastrophic event occurred, how would Fairfax be rebuilt? The severe destruction caused by the 1991 Oakland Hills fire wiped out unique and diverse neighborhoods, and many of these areas were rebuilt with homes of greater scale and differing appearance, changing the nature of the area. This element includes policies to address the issue of future development, even in the event of a disaster.

One of the greatest problems facing Marin County relates to population growth. Traditional solutions to that problem can be seen on the land in the form of compromise, if not complete loss, of natural areas; it can be seen in skies that are not as blue in the day and have fewer stars in the night; and it can be heard in the increase in traffic sounds and the decrease of natural sounds or the distance that sound travels. Where and how growth is accommodated in Fairfax is of paramount importance in crafting this Land Use Element.

In addition to the economic pressures of development in desirable Marin and Bay Area, the pressures to develop Fairfax for housing human growth are tremendous. Fairfax is required by the State to provide affordable housing (108 units required as of July 2010) as its share of California's population growth. The other end of the scale could be something so personal as a parent's hope of seeing their children live out their lives here, or a homeowner who wants to add a second unit to house a relative or offset rising costs. How Fairfax will address these demands is guided by the Land Use Element.

Figure LU-1, Fairfax General Plan Map and **Figure LU-2, Fairfax Zoning**, are particularly germane to this element. **Figure LU-3** defines the **Fairfax Sphere of Influence** and **Figure LU-4** indicates the **Fairfax Planning Area**.

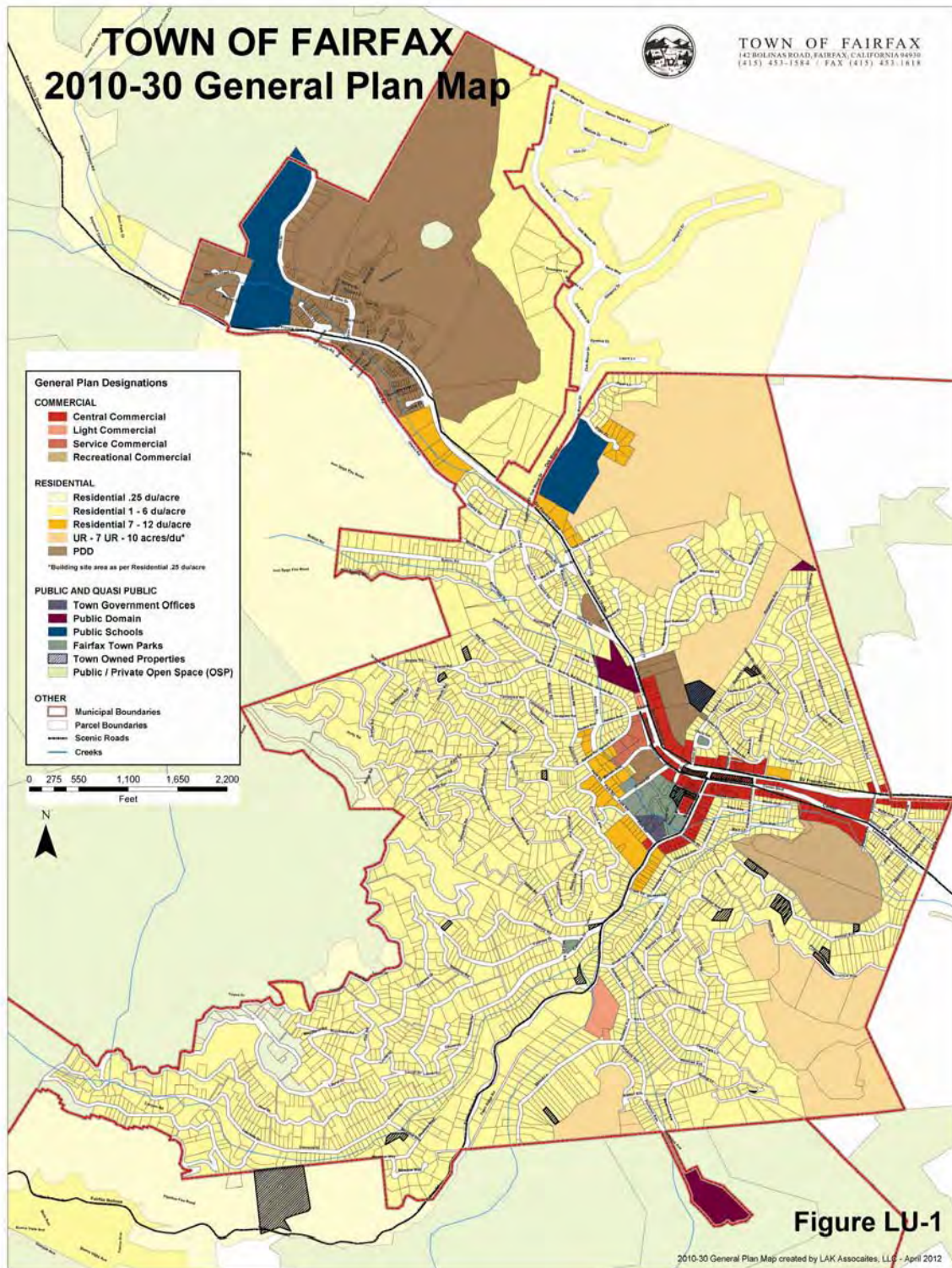


Figure LU-1 *Fairfax General Plan Map*

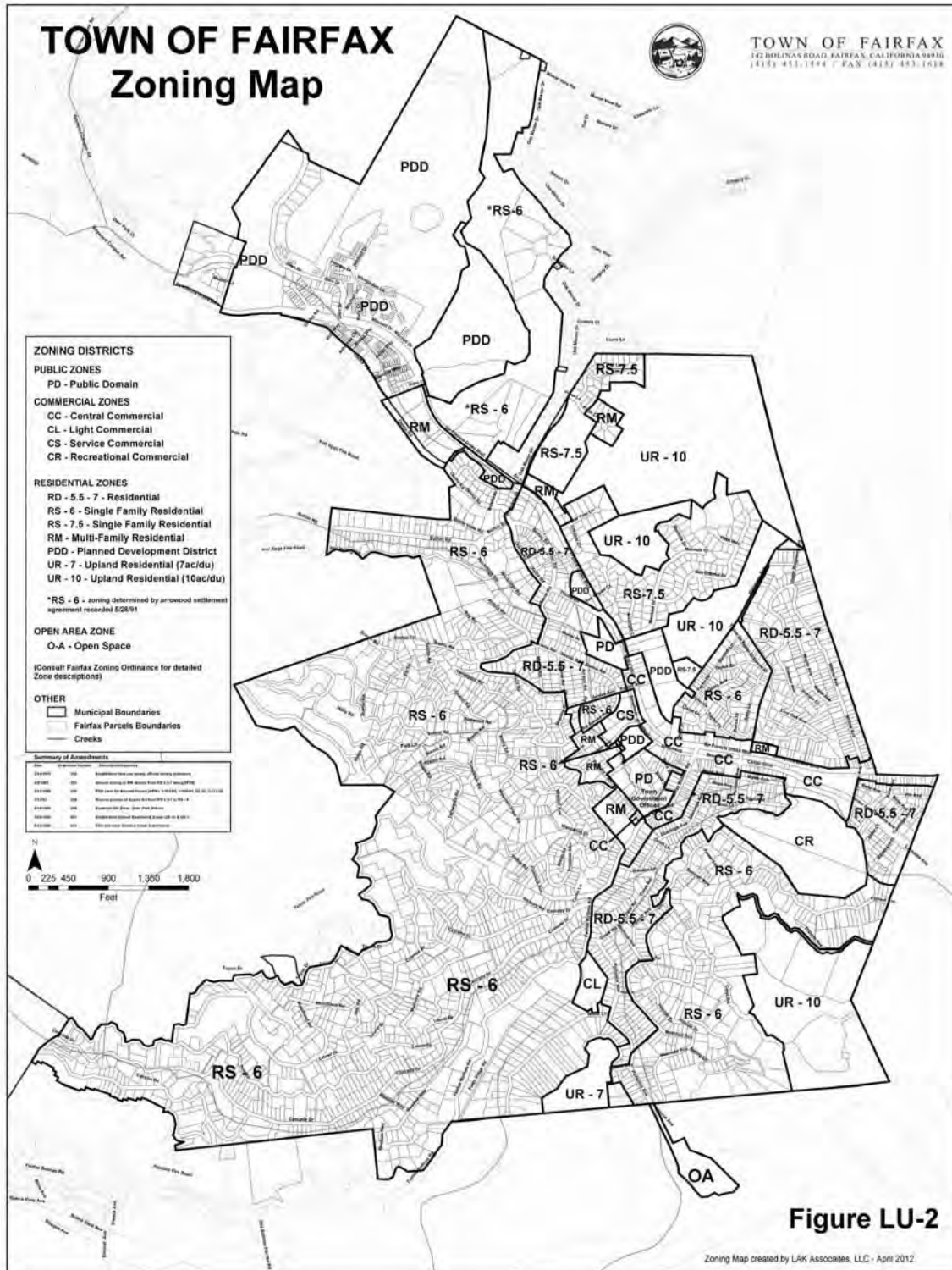


Figure LU-2 Fairfax Zoning

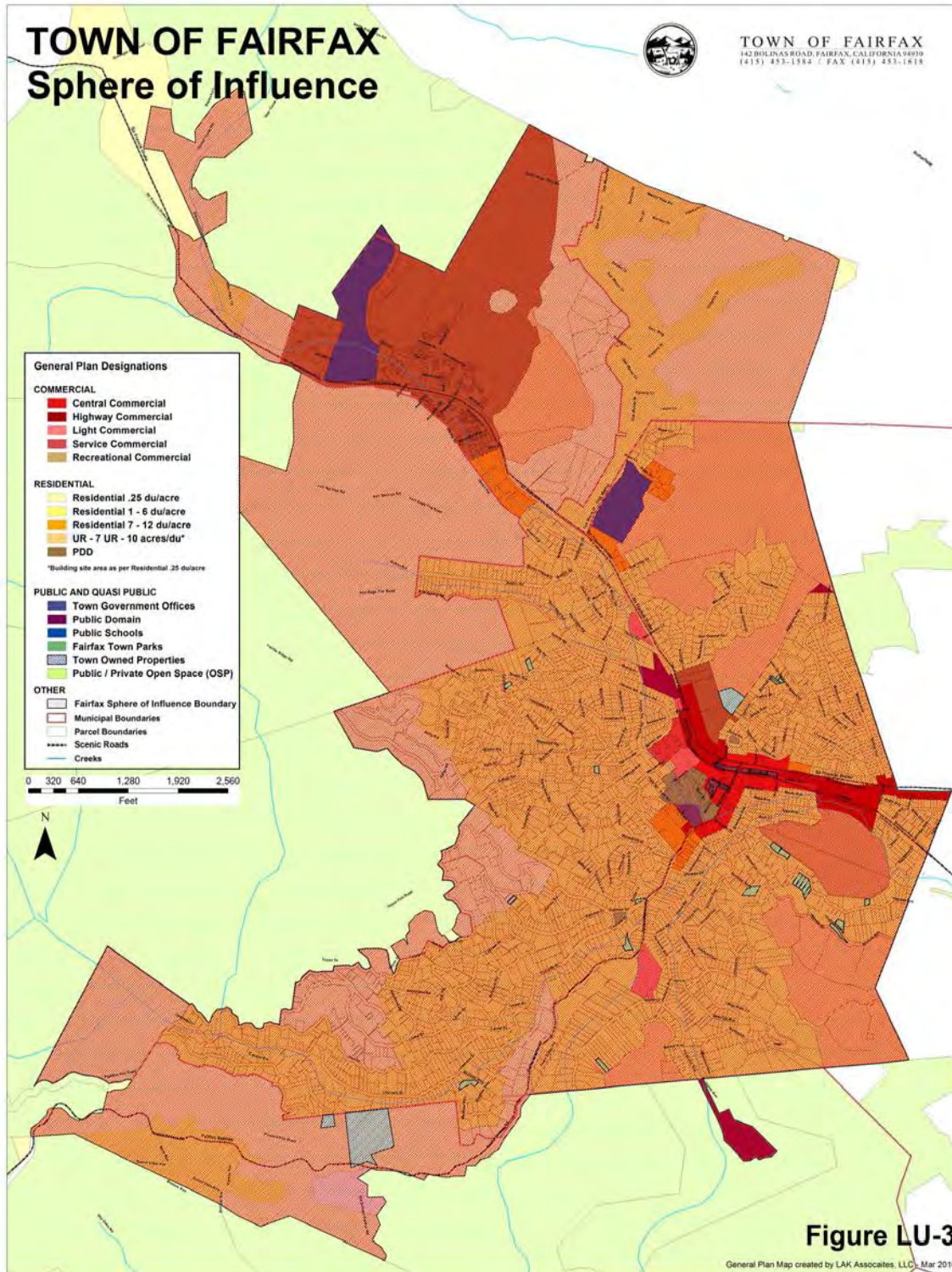


Figure LU-3 Fairfax Sphere of Influence

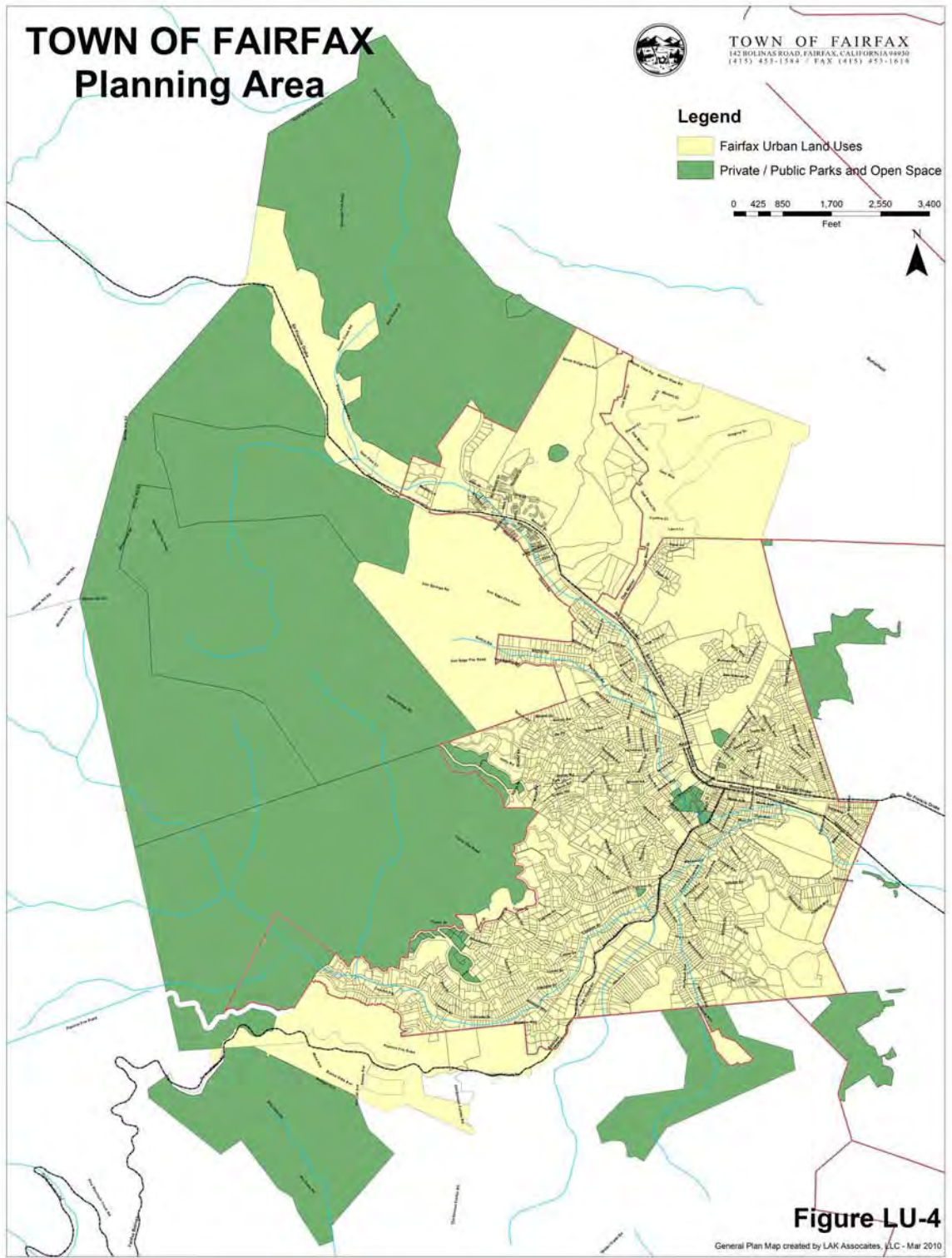


Figure LU-4 Fairfax Planning Area

HISTORIC LAND USE PATTERNS IN FAIRFAX

The core of the Town of Fairfax is a classic example of “old urbanism,” where human-scale development was oriented around a transit station. Unfortunately, planning and development patterns since 1930 have often given preference to automobile travel over all other forms, minimizing or eliminating other transit options and human-scaled development. This shift is evidenced in Marin County by ever expanding commercial districts and residential development, until one community abuts another and commercial areas become continuous strips, only accessible by car or sparse public transit service.

One can see this trend most strikingly in commercial areas adjacent to the historic core of Fairfax that are zoned Highway Commercial (CH). CH areas are typified by large monolithic structures surrounded by “parking lagoons”; for example, Fairfax Market to the west on Sir Francis Drake Boulevard and the Fair-Anselm and grocery store complex to the east on Center Boulevard.

Fortunately, residents of Fairfax over the past several decades have intuitively resisted these impacts and vigorously fought to save the Town from automotive-centric development patterns, seeking instead to preserve the Town's human-centric development pattern. Fairfax citizens have sought to secure open space for future generations, limit development not compatible with the original historic scale of the Town, and inhibit development that furthers grid-lock along the Sir Francis Drake Boulevard, the main arterial that runs through the entire Ross Valley corridor. For example, plans to create a freeway through the Ross Valley in the middle of the 20th century, and proposals to create massive residential development in the east end of town at the end of the 20th century, were defeated by citizen activism.

Fairfax development can be described in terms of well-defined urban planning principles. Below is an overview of relevant concepts that currently experience renewed interest throughout the country, in our efforts to address climate change, strive for social equity, and create economically viable communities with a sense of place.

TRANSIT-ORIENTED DEVELOPMENT

Historically and currently, Transit-Oriented Development (TOD) represents the functional integration of land use and transit by creating compact, mixed-use communities

within walking distance of a transit facility. TOD brings together people, jobs and services, and makes it efficient, safe, and convenient to travel on foot, by bicycle, transit, or car.

Understanding the design principles involved with the creation of successful TOD is an important aspect of preserving the historic nature of the Town, as Fairfax strives to manage future growth while preserving the area's natural resources.

TOD design principles include:

- Housing densities that support transit, public amenities, and community businesses.
- Mix of uses to support pedestrian activity.
- Enhanced transit station areas.
- Convenient connections to transit stations for pedestrians and bicyclists.
- Enhanced transportation networks.
- Managed amount and location of parking.
- A complete sense of place at each transit station.

TRADITIONAL NEIGHBORHOOD DESIGN

Another important historic element of the Town is the pattern of development commonly referred to as Traditional Neighborhood Design (TND). TND by definition creates “complete” neighborhoods or towns. In other words, TND offers a range of housing types, with humane public spaces and amenities within walking distance of residence, and a network of well-connected streets and blocks. Understanding the design principles involved with the creation of successful TND is an important aspect of preserving the historic nature of the Town as Fairfax strives to manage future growth while preserving the area's historic neighborhoods.

TND design principles include:

- Variety of lot sizes.
- Variety of home types and styles.
- Mix of land uses.
- Compact development.
- Good connectivity within and between neighborhoods.

PRINCIPLES FOR FUTURE LAND USE DECISIONS

In addition to the general principles outlined in the introduction of the General Plan the Town of Fairfax will apply the principles of TOD and Traditional Neighborhood Design to all development decisions in the future.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

The goals for this Element are:

- **Goal LU-1: Preserve scenic and natural resources.**
- **Goal LU-2: Preserve open space.**
- **Goal LU-3: Restore natural habitats in Fairfax, including creeks and water-courses.**
- **Goal LU-4: Minimize potential for wildfires and impacts from other natural catastrophes.**
- **Goal LU-5: Manage future growth while preserving the area's natural resources.**
- **Goal LU-6: Annex developed and undeveloped lands where advantageous to the Town.**
- **Goal LU-7: Preserve human-centered scale and sense of community.**
- **Goal LU-8: Preserve community diversity through affordable housing opportunities primarily along transit corridors.**
- **Goal LU-9: Preserve and restore local historic buildings, features, and sites.**

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-1.1.1: New development outside of the town's boundary shall be limited and of a scale that preserves the significant scenic and natural resources and natural environment qualities of the areas adjacent to the Town.

Program LU-1.1.1-1: Identify and pre-zone lands outside the Town's boundaries that are considered subject to development for the purpose of maintaining land use practices that respect the Town's natural environment.

Responsibility: Planning and Building Services, Planning Commission, Town Council in coordination with LAFCO

Schedule: Year 3-5

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

Program LU-1.1.2-1: Identify opportunities for creating park facilities in the community.

Responsibility: Planning and Building Services, Public Works

Schedule: Ongoing

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.

Program LU-1.1.3.1: Identify, catalog and map public easements. (See Circulation Element including Appendix C-A, Safety Element, Open Space Element Objective OS-3.1.)

Responsibility: Fairfax Volunteers, Open Space Committee, Planning Commission, Town Council

Schedule: Year One

Objective LU-1.2: Limit development on hillside and ridgeline parcels to preserve and enhance the scenic qualities of the Town.

Policy LU-1.2.1: Identify the Visually Significant Areas within the FPA where development will be limited.

Program LU-1.2.1.1: Evaluate existing Visually Significant Areas on the Visual Resources Map and update as appropriate.

Responsibility: Open Space Committee, Planning and Building Services
Schedule: Year One

Program LU-1.2.1.2: Update the Fairfax Visual Resources Map to identify Visually Significant Areas within the FPA.

Responsibility: Open Space Committee, Planning and Building Services
Schedule: Year One

Policy LU-1.2.2: New or renewed development in Visually Significant Areas shall be designed and sited to have the least visual impact as seen from the majority of the Town.

Program LU-1.2.2.1: Develop Design Guidelines for visual impact analysis procedures, including requiring computer simulations.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission
Schedule: Year 3-5

Policy LU-1.2.3: New and renewed development shall be designed and located so as to minimize the visual mass. The Town will require exterior materials and colors that blend the exterior appearance of structures with the surrounding natural landscape, allowing for architectural diversity.

Program LU-1.2.3.1: Develop Design Guidelines for visual impact analysis procedures, including computer simulations.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission
Schedule: Year 3-5

Policy LU-1.2.4: No roads or streets shall be permitted to traverse a ridge, except as deemed necessary specifically for emergency access and egress.

Program LU-1.2.4.1: Develop Design Guidelines for roads, streets and drainage facilities built in the hills.

Responsibility: Planning and Building Services, Public Works, Planning Commission

Schedule: Year 3-5

GOAL LU-2: Preserve open space.

Objectives, Policies and Programs for this goal are included within the Open Space Element.

GOAL LU-3: Restore natural habitats in Fairfax, including creeks and watercourses.

Objectives, Policies and Programs for this goal are included within the Conservation Element.

GOAL LU-4: Minimize potential for wildfires and impacts from other natural catastrophes.

Objective LU-4.1: Limit threats from wildfires and other natural disasters to the health, safety, and welfare of Town residents.

Policy LU-4.1.1: New and renewed development shall include a wildland fire protection component, consistent with the Safety Element and the fire management programs of the Ross Valley and Marin County Fire Departments and Fire Safe Marin.

Program LU-4.1.1.1: Develop a set of application submittal requirements for fire management, as required by the Ross Valley Fire Department.

Responsibility: Planning and Building Services, Public Works, Ross Valley Fire Department

Schedule: Year One

Policy LU-4.1.2: New and renewed development shall comply with all federal, state, and local regulations pertaining to development in flood zones.

Program LU-4.1.2.1: Develop a set of application submittal requirements for flood zones.

Responsibility: Planning and Building Services, Public Works
Schedule: Year One

Policy LU-4.1.3: New and renewed development shall comply with all regulations encompassed in the California and Uniform Building Codes intended to reduce potential damage and threats to the public's health, safety, and welfare in the event of an earthquake.

Program LU-4.1.3.1: Develop a set of application submittal requirements for geotechnical analysis and earthquake retrofits.

Responsibility: Planning and Building Services
Schedule: Year One

Policy LU-4.1.4: New and renewed development shall be designed to minimize runoff in a manner that does not cause undue hardship on neighboring properties.

Program LU-4.1.4.1: Develop site development guidelines for site hydrology analysis and drainage.

Responsibility: Planning and Building Services, Public Works
Schedule: Year Two

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.

Program LU-5.1.1.1: Identify and catalog all potential infill development sites within the Town.

Responsibility: Planning and Building Services

Schedule: Year One

Policy LU-5.1.2: Development shall be discouraged in areas not served by existing utilities.

Program LU-5.1.2.1: Prepare a map indicating the extent and capacity of existing and approved utilities in the Planning Area. Maintain this map as an accessible exhibit at the public counter.

Responsibility: Public Works, Planning and Building Services

Schedule: Year Two

GOAL LU-6: Annex developed and undeveloped lands where advantageous to the Town.

Objective LU-6.1: Provide for orderly annexation within the Fairfax Planning Area where provisions for services and utilities exist.

Policy LU-6.1.1: Pre-zone parcels within the FPA that should be annexed to the Town.

Program LU-6.1.1.1: Identify, catalog and prioritize areas within the FPA that should be pre-zoned.

Responsibility: Planning and Building Services, Planning Commission, Open Space Committee, Town Council in coordination with LAFCO

Schedule: Year 3-5

Program LU-6.1.1.2: Pre-zone parcels deemed necessary to incorporate into the Town in conformance with the goals, objectives and policies of the General Plan.

Responsibility: Planning and Building Services, Planning Commission, Town Council in coordination with LAFCO

Schedule: Ongoing

Policy LU-6.1.2: Preview and if necessary comment on all development proposals within the Town's Urban Service Area Boundary.

Program LU-6.1.2.1: Coordinate with Marin County Community Development Agency for review of development proposals in the unincorporated portions of the Town's Planning Area.

Responsibility: Planning and Building Services in coordination with Marin County CDA

Schedule: Ongoing

Policy LU-6.1.3: Development proposed on properties contiguous to the Town Limits and pre-zoned by the Town should be annexed into the Town prior to any decisions on each development proposal.

Program LU-6.1.3.1: Approval of development in pre-zoned areas outside the Town Limits shall require annexation according to LAFCO procedures.

Responsibility: Planning and Building Services

Schedule: Year Two

GOAL LU-7: Preserve a human-centered scale, mixed use, and sense of community.

Objective LU-7.1: Preserve and enhance the community's small-town scale and sense of community.

Policy LU-7.1.1: The existing village-like qualities 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.

Program LU-7.1.1.1: Map and describe the Town Center Plan Area as the commercial core of the Town.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year One

Program LU-7.1.1.2: Rezone All Commercial Highway (CH) Zone to Central Commercial (CC) Zone and revise the CC Zone as appropriate.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year One

Program LU-7.1.1.3: Revise Zoning Ordinances, as necessary, to allow limited neighborhood-serving commercial uses to be developed outside the core area by Conditional Use Permits.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year One

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

Program LU-7.1.2.1: Develop and adopt general and area-specific Design Guidelines for residential and commercial projects.

Responsibility: Planning and Building Services, Design Review Board, Planning Commission, Town Council

Schedule: Year 3-5

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.

Program LU-7.1.3.1: Encourage applicants with development proposals to incorporate mixed-use elements into their project plans.

Responsibility: Planning and Building Services, Planning Commission

Schedule: Ongoing

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.

Program LU-7.1.4.1: Develop Design Guidelines and Development Standards to be used by project applicants.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission, Town Council
Schedule: Year 3-5

Policy LU-7.1.5: New and renewed residential development shall preserve and enhance the existing characteristics of the Town's neighborhoods in their diverse architectural style, size and mass.

Program LU-7.1.5.1: Develop Design Guidelines and Development Standards to be used by project applicants.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission, Town Council
Schedule: Year 3-5

Policy LU-7.1.6: New and renewed residential development outside of the Town Center Area should be compatible with, and subordinate to, the topography, wild-life corridors and habitat, natural vegetation pattern, hydrology, and geotechnical characteristics of the area.

Program LU-7.1.6.1: Develop an Environmental Checklist and Development Standards for use by project applicants.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission
Schedule: Year One

Objective LU-7.2: Preserve, maintain, and enhance in a sustainable manner, the existing design aesthetic, scale, and quality of life in Fairfax's residential neighborhoods.

Policy LU-7.2.1: New and renewed development shall be compatible with the general design and scale of structures in the vicinity.

Program LU-7.2.1.1: Develop and adopt general and area-specific Design Guidelines for residential and commercial projects.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission
Schedule: Year 3-5

Policy LU-7.2.2: To the extent feasible natural features including the existing grade, mature trees, and vegetation shall be preserved for new and renewed development.

Program LU-7.2.2.1: Develop and adopt general and area-specific Design Guidelines for residential and commercial projects.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission
Schedule: Year 3-5

Policy LU-7.2.3: Traffic and parking concerns related to new and renewed development shall be addressed in a manner that does not result in undue hardship or significant negative impacts on properties and infrastructure in the vicinity.

Program LU-7.2.3.1: Develop and adopt general and area-specific Design Guidelines for residential and commercial projects.

Responsibility: Planning and Building Services, Design Review Board,
Planning Commission
Schedule: Year 3-5

Policy LU-7.2.4: Home offices should be accommodated in residential units in the Town's neighborhoods to the extent that offices will not negatively impact neighborhood quality of life, residential uses or vehicular circulation or parking patterns.

Program LU-7.2.4.1: Approve business permits that do not impact neighborhood quality of life, residential uses or vehicle circulation and parking.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Ongoing

Policy LU-7.2.5: In the event of a natural disaster, destroyed neighborhoods including the Town Center shall be rebuilt with a scope, scale and design aesthetic consistent with the previously existing structures and features.

- Program LU-7.2.5.1: Develop and adopt a definition and measurement of wide-scale neighborhood destruction.
 Responsibility: Planning and Building Services, Planning Commission
 Schedule: Year One
- Program LU-7.2.5.2: Develop and adopt an ordinance to preserve the scope, scale and design aesthetic in rebuilt structures when wide-scale destruction has occurred.
 Responsibility: Planning and Building Services, Planning Commission
 Schedule: Year Two
- Program LU-7.2.5.3: Adopt an extension of the existing 1-year non-conforming rebuild exemption to 5 years when wide-scale destruction has occurred.
 Responsibility: Planning and Building Services, Planning Commission
 Schedule: Year One
- Program LU-7.2.5.4: Develop neighborhood-specific profiles of structures and natural features.
 Responsibility: Planning and Building Services, Planning Commission
 Schedule: Year Two

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.

- Program LU-8.1.1.1: Inventory all sites in the Planning Area that afford opportunities for developing affordable housing, with adoption of each revision of the Housing Element (see **Appendix LU-C**).
 Responsibility: Planning and Building Services.
 Schedule: Ongoing

Program LU-8.1.1.2: Implement the programs included in the adopted Housing Element.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Program LU-8.1.1.3: Change the zoning designation for 10 Olema (the former Mandarin Gardens restaurant site) from Limited Commercial to Planned Development District.

Responsibility: Planning and Building Services; Planning Commission; Town Council

Schedule: Year One

Program LU-8.1.1.4: Change the zoning designation for 2626 Sir Francis Drake (Christ Lutheran Church) from Residential UR-7 to Planned Development District.

Responsibility: Planning and Building Services; Planning Commission; Town Council

Schedule: Year One

Program LU-8.1.1.5: Change the zoning designation for the School Street Plaza area from Limited Commercial to Planned District Development; thereby making it possible to accommodate a mix of uses including housing and/or a new school at the site.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year One

Policy LU-8.1.2: The Town of Fairfax shall permit construction of well-designed second units consistent with state law, zoning requirements, and building codes, parking requirements and street capacity.

Program LU-8.1.2.1: Establish a classification for second units with parking restrictions, accessible without use of an automobile.

Responsibility: Planning and Building Services, Public Works, Planning Commission, Town Council

Schedule: Year Two

Policy LU-8.1.3: The Town of Fairfax shall limit the size of new Second Units to maintain affordability.

Program LU-8.1.3.1: Develop sizing guidelines for residential Second Units.

Responsibility: Planning and Building Services, Public Works, Planning Commission, Town Council

Schedule: Year Two

Policy LU-8.1.4: The Town will consider zoning changes within 300 yards (1,200 feet) of transit routes that encourage Transit-Oriented Development.

Program LU-8.1.4.1: Review current zoning along the Sir Francis Drake Boulevard corridor, and rezone areas as appropriate, to support transit-oriented development.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year Two

<p>GOAL LU-9: Preserve and restore local historic buildings, features, and sites.</p>
--

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

Policy LU-9.1.1: The Town of Fairfax shall undertake a historic survey and maintain an inventory of buildings, features, important eras, and sites of local, regional, and national significance.

Program LU-9.1.1.1: Inventory and record historic buildings, features and sites in the Fairfax Planning Area.

Responsibility: Planning and Building Services, Fairfax Historical Society

Schedule: Year Two

Policy LU-9.1.2: The Town of Fairfax shall ensure the preservation of historical resources pertaining to pre-European settlement, including those of the Miwok tribe.

Program LU-9.1.2.1: Inventory and record pre-European resources in the Planning Area.

Responsibility: Planning and Building Services, Fairfax Historical Society

Schedule: Year 3-5

Policy LU-9.1.3: The Town of Fairfax shall chronicle and preserve buildings, features, and sites related to the community's music-related, 1960's era history.

Program LU-9.1.3.1: Inventory and record music-related (1960's era) buildings, features and sites in the Town.

Responsibility: Planning and Building Services, Fairfax Historical Society

Schedule: Year 3-5

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 historic nature of the Town Center should be enhanced. The overall physical attributes of the Town Center should be protected from damage or substantial change.

Program LU-9.1.4.1: Develop a plan, with implementation programs and funding sources, to preserve historic structures.

Responsibility: Planning and Building Services, Fairfax Historical Society

Schedule: Year 3-5

CIRCULATION ELEMENT



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.

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 carbon dioxide (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 C-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 conjunc-

tion with improved transportation options, transportation education can help reduce individual vehicle trips and increase the demand for transit options.

Other modes of transportation to further these goals would be electric bicycles, 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.

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.

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 core 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.

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 on at least the following streets: Bolinas Road, Cascade Canyon, Porteous, Dominga, Forrest, Creek, Manor, Scenic, Olema, Kent, Landsdale, Park, and 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 C-B.)
- Connecting 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 C-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 C-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.

EXISTING CONDITIONS

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 C-1, Existing Roadway Network**, focuses on the Town Center Roadway Network and Existing Lane Geometrics and Control. All but one of the intersections illustrated in this figure are all-way stop or side street stop sign controlled; Sir Francis Drake Boulevard/Claus Drive is signalized.

Table C-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.

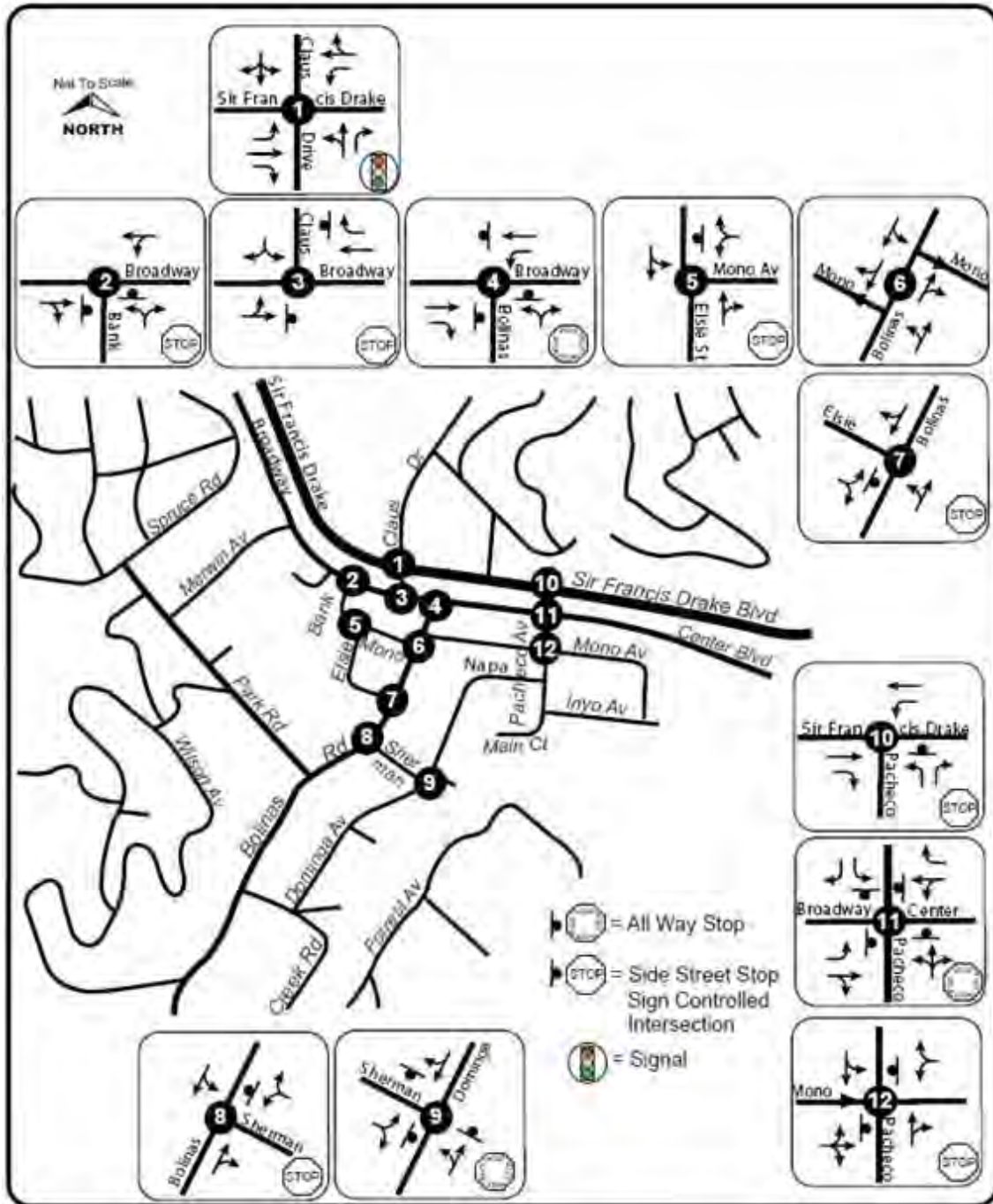


Figure C-1 Existing Roadway Network

TABLE C-1 ROADWAY CLASSIFICATION

Roadway
Arterial
Sir Francis Drake Boulevard
Broadway
Center Boulevard
Bolinas Road
Collector/Local
Pacheco Avenue
Bank Street Claus
Drive Elsi
e Lane Mono
Avenue
Dominga Avenue
Sherman Avenue
Napa Street Park
Road
Inyo Avenue
Merwin Avenue
Spruce Road
Willow Avenue
Creek Road

Source: Crane Transportation Group.

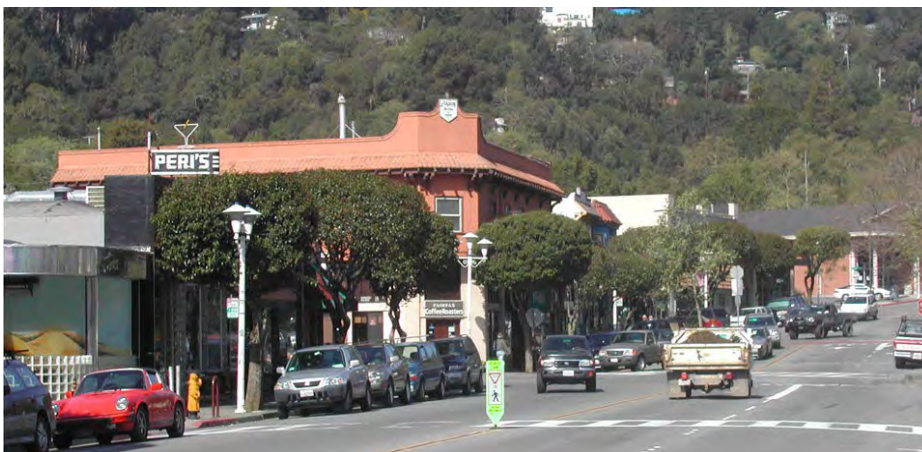
Volumes

Figure C-2, Weekday AM Peak Volumes, and Figure C-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 to 9:00) and PM peak period (4:00 to 6:00 p.m.) 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 to 8:45 a.m. and 4:15 to 5:15 p.m. 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.

Intersection Operation

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. Level of service is a description of



A view along Broadway

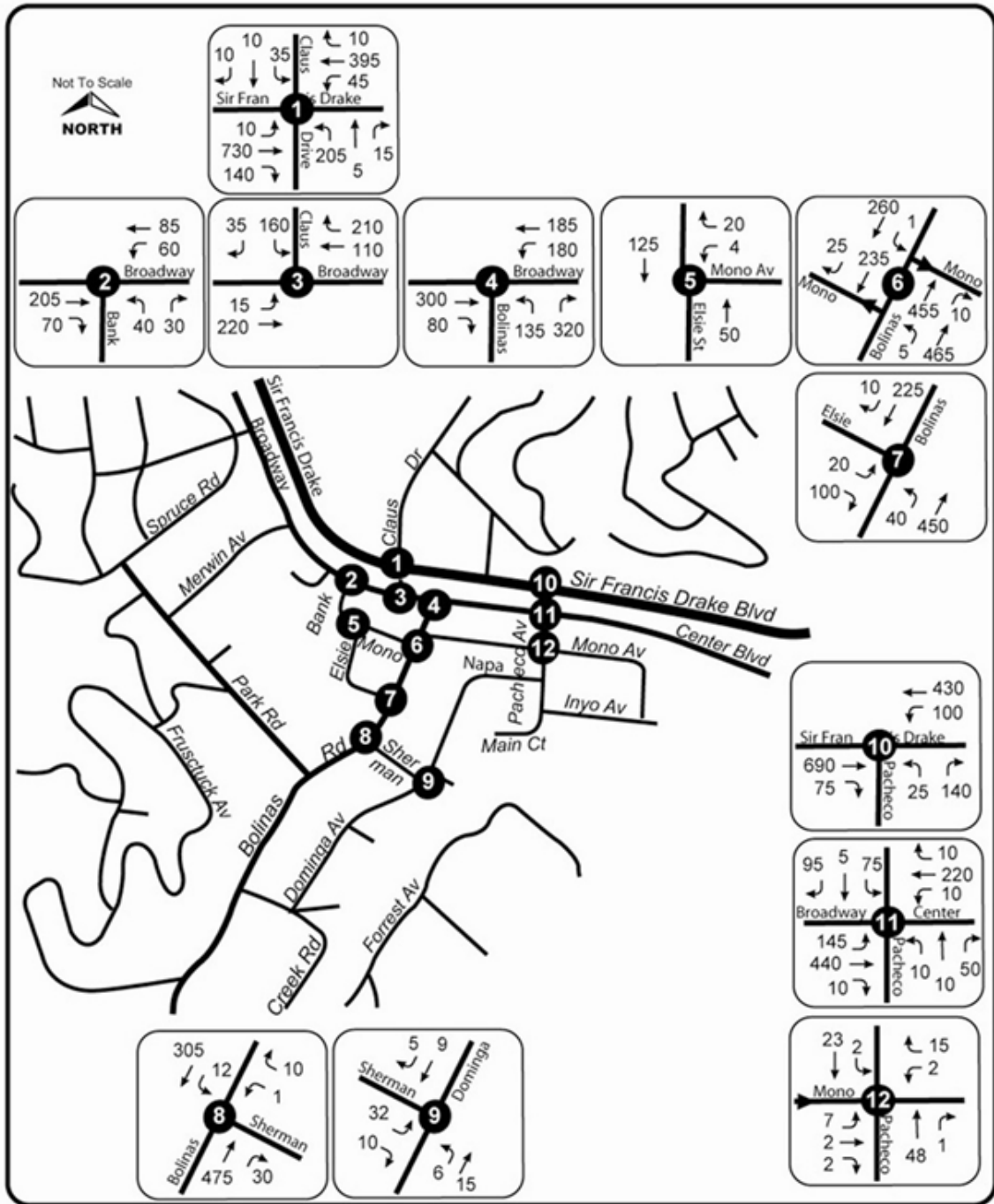


Figure C-2 Weekday AM Peak Volumes

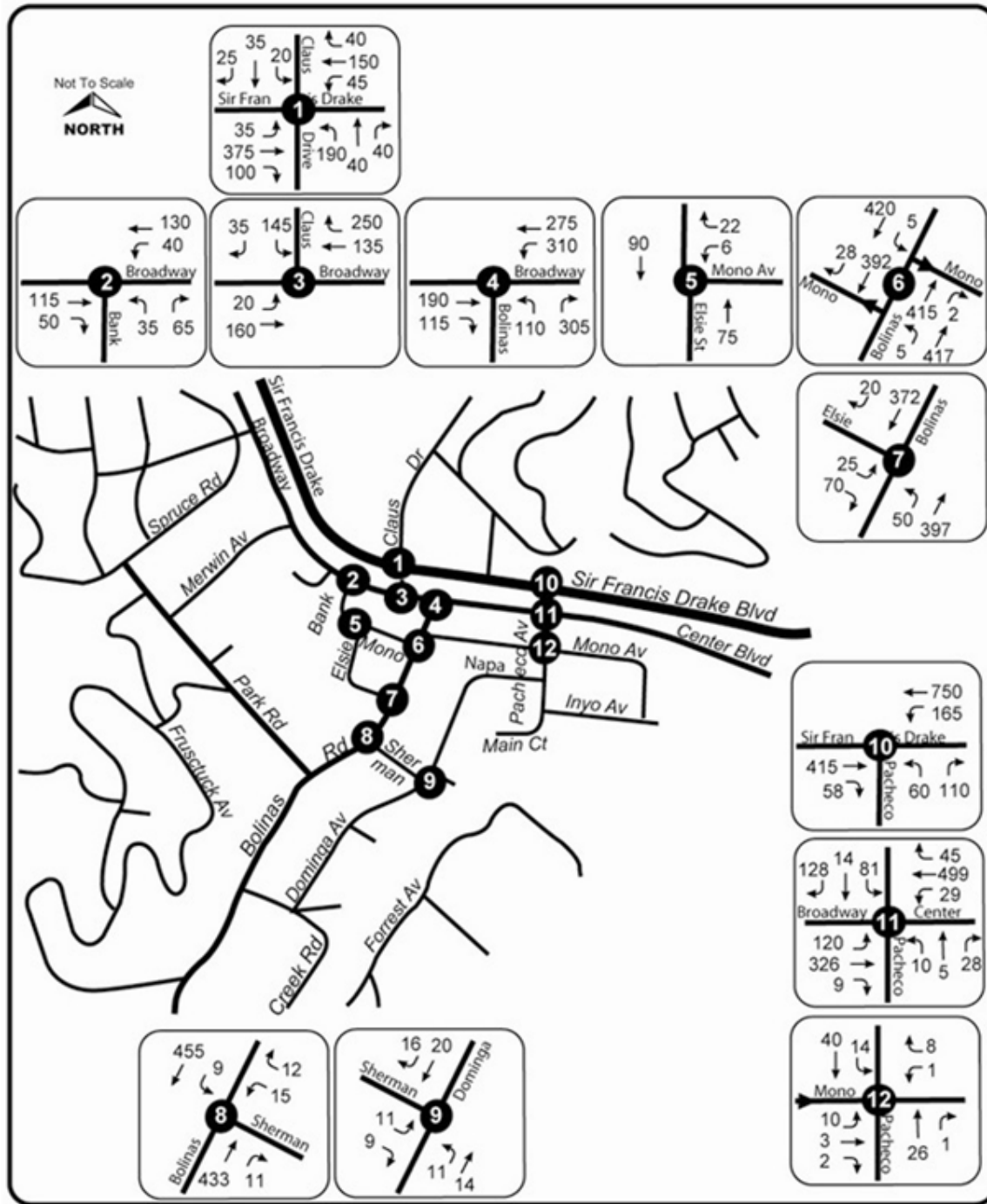


Figure C-3 Weekday PM Peak Volumes

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 C-4, Intersection Operation**, indicates the level of service 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 C-2, Signalized Intersection Level of Service Criteria**, indicates the conditions that generally describe the level of service 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 C-3, Unsignalized Intersection Level of Service Criteria**, identifies the general level of service conditions for the some of the intersections in the downtown area, as well as the more important intersections in other parts of the Town.

Problematic Intersections

The intersections of (1) SFD/Claus/Broadway, (2) SFD/Pacheco/Broadway-Center, and (3) Willow/ SFD/Pastori/Center/Lansdale are challenging at present, and safety issues need to be addressed in the Town Center Plan.

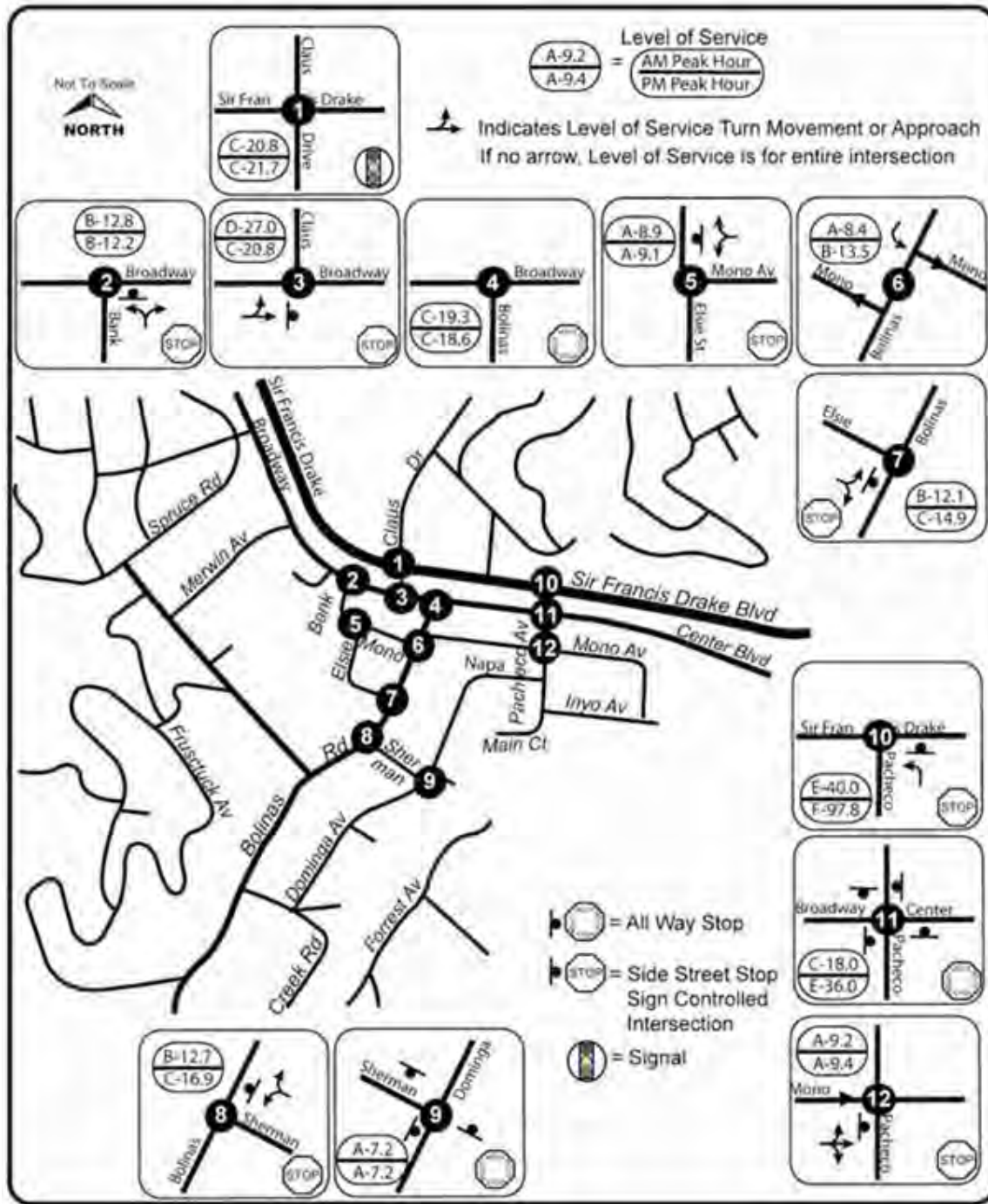
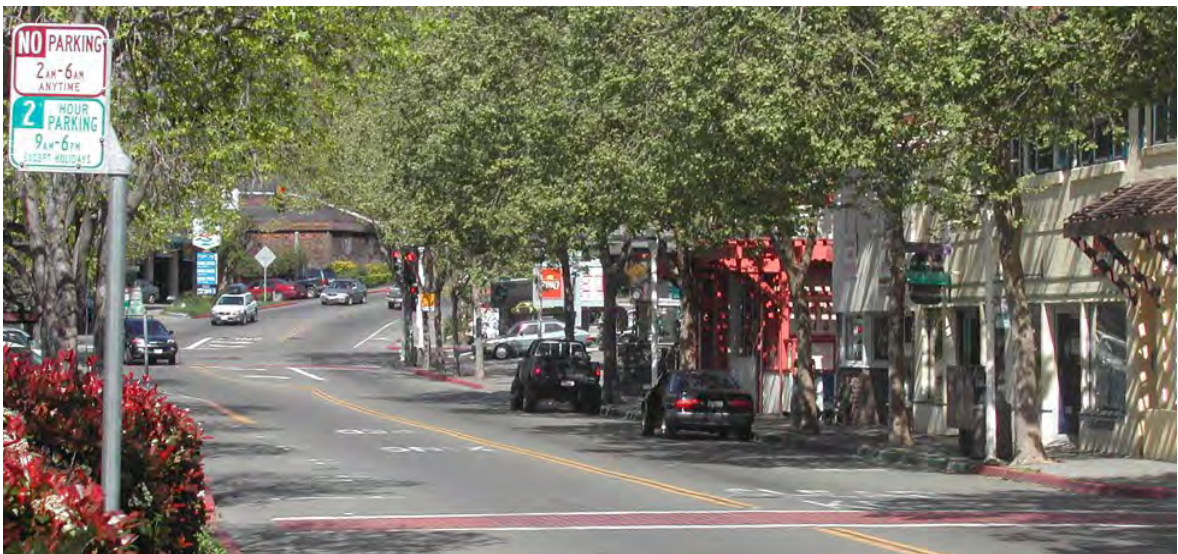


Figure C-4 Intersection Operation

TABLE C-2 SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

LOS	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).



San Francisco Drake Boulevard

TABLE C-3 UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

LOS	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

*Intersection of Broadway and Bolinas*

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

The Town of Fairfax considers LOS D to be the minimum level of 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 C-4, Intersection Level of Service Weekday AM and**

PM Peak Hours, indicates the level of service for the downtown intersections during the period January-February 2007.

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

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 (seven spaces). **Figure C-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 C-5 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 C-5, Parking Spaces in Downtown Fairfax**, indicates the number and location of parking spaces in the downtown area.

**TABLE C-4 INTERSECTION LEVEL OF SERVICE WEEKDAY AM AND PM PEAK HOURS –
JANUARY TO FEBRUARY 2007**

Intersection	AM Peak Hour	PM Peak Hour
Signal		
Sir Francis Drake Blvd./Claus Drive	C-20.8 ^a	C-21.7
All-Way-Stop		
Broadway/Bolinas Road	C-19.3 ^b	C-18.6
Sherman Avenue/Dominga Avenue	A-7.2 ^b	A-7.2
Broadway/Center Blvd./Pacheco Avenue	C-18.0 ^b	E-36.0*
Side Street Stop Sign Control		
Broadway/Bank Street	B-12.8 ^c	B-12.2
Broadway/Claus Drive	D-27.0/C-16.8 ^d	C-20.8/C-16.7
Mono Avenue/Elsie Lane	A-8.9 ^e	A-9.1
Mono Avenue/Bolinas Road	A-7.8/A-8.4 ^f	A-8.6/A-8.3
Elsie Lane/Bolinas Road	B-12.1 ^g	B-14.9
Sir Francis Drake Blvd./Pacheco Avenue	E-40.0* ^h	F-97.8*
Mono Avenue/Pacheco Avenue	A-9.2/A-8.7 ⁱ	A-9.4/A-8.6
Bolinas Road/Sherman Avenue	B-12.7 ^j	C-16.9

Note: * Intersection with unacceptable operation.

^a Signalized level of service—average vehicle delay (in seconds).

^b All-way-stop level of service—average vehicle delay (in seconds).

^c Side street stop sign controlled level of service—average vehicle delay (in seconds) – Bank Street northbound approach to Broadway.

^d 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.

^e Side street stop sign controlled level of service—average vehicle delay (in seconds) – Mono Avenue westbound approach to Elsie Lane.

^f 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.

^g Side street stop sign controlled level of service—average vehicle delay (in seconds) – Elsie Lane eastbound approach to Bolinas Road.

^h Side street stop sign controlled level of service—average vehicle delay (in seconds) – Pacheco Avenue northbound left turn to Sir Francis Drake Boulevard.

ⁱ 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.

^j Side street stop sign controlled level of service—average vehicle delay (in seconds) – Sherman Avenue westbound approach to Bolinas Road.

Source: Crane Transportation Group, Year 200 Highway Capacity Analysis Methodology.

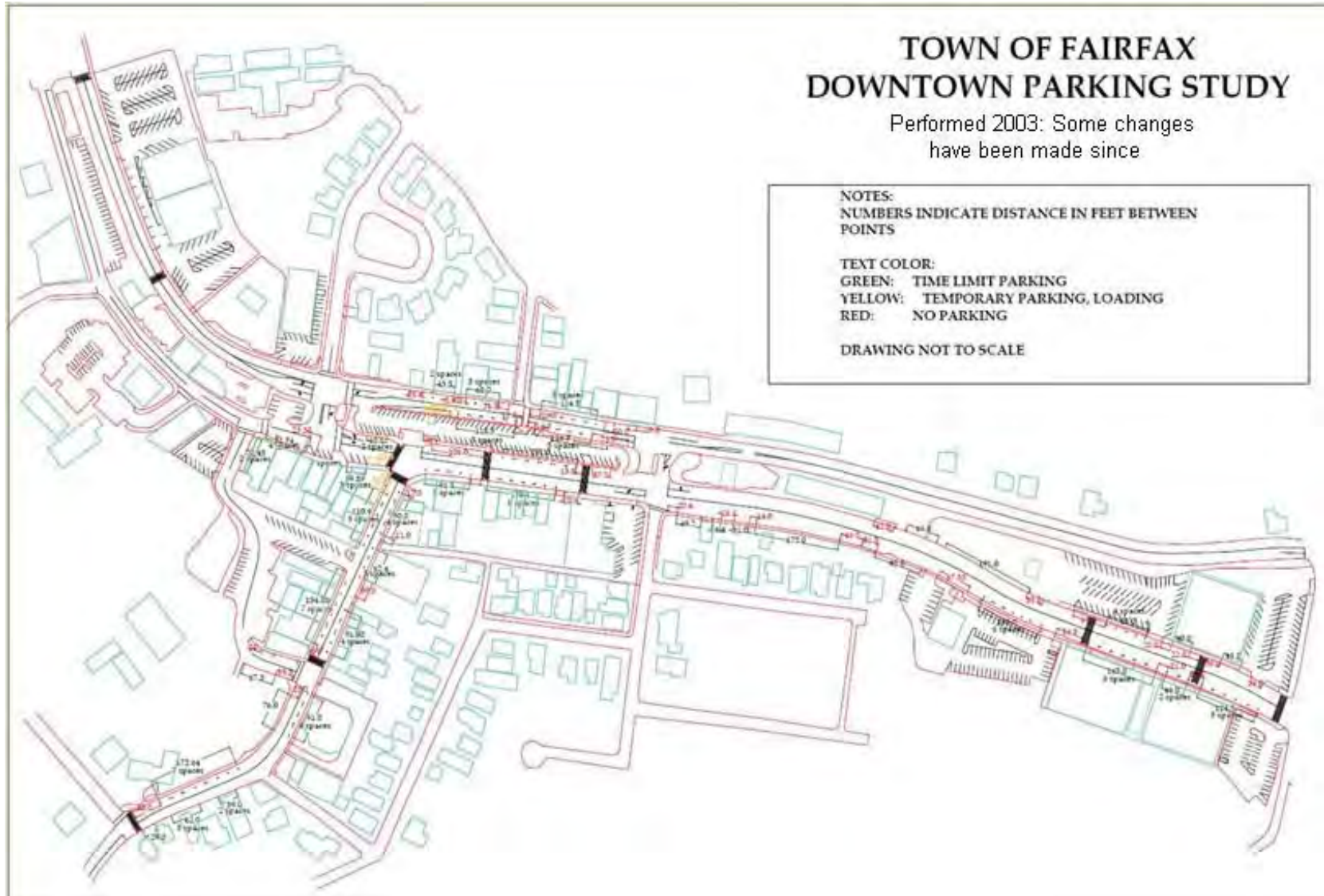


Figure C-5 Downtown Parking Areas

TABLE C-5 PARKING SPACES IN DOWNTOWN FAIRFAX

Location	Spaces	Disabled	Potential*	Notes
Fair-Anselm Center				
<i>On-Street</i>	36			
<i>Private</i>				
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				
<i>On-Street</i>	27		9	
<i>Private</i>				
Library	28	2		
Lumber Yard	42	1		
Peri's	16	1		
Theater	32	2		
Bank of America	20			
School Street Plaza	60	2		
Bolinas Road				
<i>On-Street</i>	42		5	
Mono Lane Lot	28	1		
<i>Private</i>				
7/11 Store	9			
Fairfax Square	17	2		
Cleaners	3			
Across from Mono Lane	12			
Elsie Lane/Bank Street				
<i>On-Street</i>	26			

TABLE C-5 PARKING SPACES IN DOWNTOWN FAIRFAX (CONTINUED)

Location	Spaces	Disabled	Potential*	Notes
Pavilion Lot	22			
Sir Francis Drake Boulevard				
<i>On-Street</i>	22			
Parkade	79	2		
<i>Private</i>				
Fairfax Market	87	4		
M&G Burgers	11			
Good Earth	23	1		
<i>Total Street</i>	<i>287</i>			
<i>Total Private</i>	<i>585</i>			
Grand Total	872	27	31	

Note: *Potential spaces include eliminating gaps between street spaces and clearly marking all street spaces.
Source: LAK & Associates, 2010.

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 comprehensive survey to document the most severe areas of parking problems, nor any formal program of marking spaces to maximize use, or red-curb-ing to limit use.

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 limited service for the elderly and the disabled, by appointment, via Whistlestop Wheels. Other private and non-profit operators provide other specialized transportation.



West Marin Stagecoach

Bikeways and Urban Trails

Attached to this Circulation Element is the Town's Pedestrian and Bicycle Master Plan (Appendix C-B) that was prepared, with frequent public involvement, during 2007-2008. The Master Plan recognizes the extensive



Bike lane along Center Boulevard

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 *Urban trail*

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 trails is available at the Town of Fairfax website.

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.



Truck parked in Downtown

There is a need to identify appropriate truck staging areas for the Town for large delivery trucks, public works and private construction projects. **Figure C-6, Truck Routes**, shows Town of Fairfax truck routes.

GOALS, POLICIES, AND PROGRAMS

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 at least 20 percent 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), as well as electric bicycles, is on the horizon. These and other technological advances are 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 market share 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.

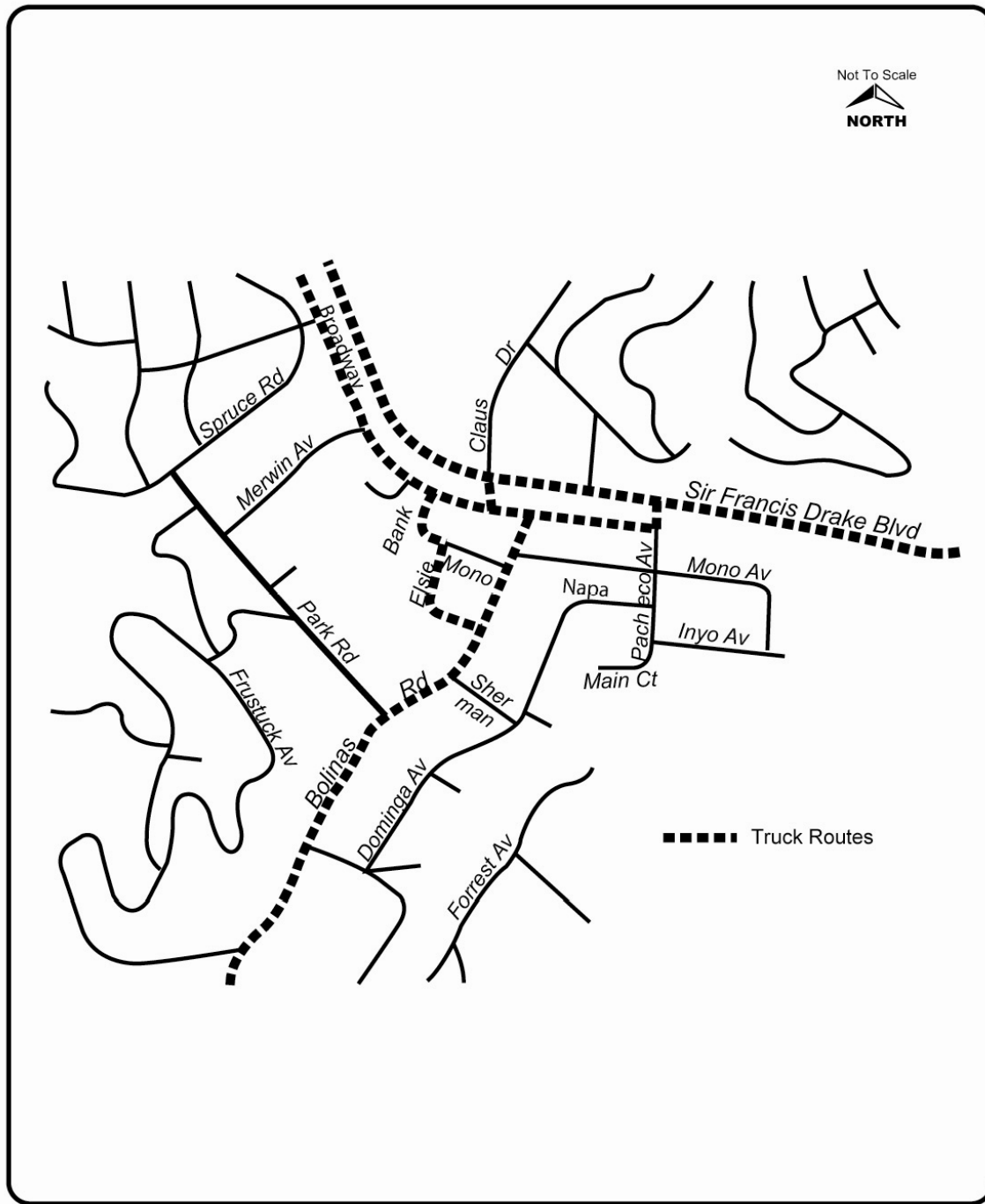


Figure C-6 Truck Routes

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 Boulevard in the Town Center.

Responsibility: Planning & Building Services, Town Council
Schedule: 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.

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
Schedule: Year One

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: 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
Schedule: Year One

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
Schedule: Year 3-5

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: 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
Schedule: Year 3-5

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: 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
Schedule: Year One *The San Rafael-San Anselmo-Fairfax Corridor Study was completed in March 2010.*

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: Participate in regional transportation planning program to maintain the commercial and community function of Sir Francis Drake Boulevard in the town center.

Responsibility: Planning & Building Services, Town Council
Schedule: Ongoing

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 Avenue 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
Schedule: Year One

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

Schedule: 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

Schedule: Year One

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

Schedule: Year One

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

Program C-2.2.1: 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

Schedule: 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
Schedule: Year 3-5

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
Schedule: Year One

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.

Program C-2.4.1: Provide benches for resting at the top intersection of trails between streets.

Responsibility: Public Works
Schedule: Year One

Program C-2.4.2: Provide a marking system at intersections of trails with streets.

Responsibility: Public Works
Schedule: Year One

Program C-2.4.3: Improve steep trails with steps.

Responsibility: Fairfax Volunteers
Schedule: Ongoing

Program C-2.4.4: Provide maps showing trails and status online.

Responsibility: Fairfax Volunteers, Town Manager
Schedule: Year One

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

Program C-2.5.1: Review the Town network of collector streets for compliance with state and federal regulations regarding facilities and improvements that provide disabled access.

Responsibility: Public Works
Schedule: Year One

Program C-2.5.2: Develop and implement a program for compliance with state and federal regulations regarding facilities and improvements that provide disabled access within the network of Town collector streets.

Responsibility: Public Works
Schedule: Year 3-5

Program C-2.5.3: Incorporate the needs of people with disabilities during the planning and implementation of public improvement projects.

Responsibility: Public Works, Planning & Building Services
Schedule: Ongoing

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

Program C-2.6.1: Provide continuous sidewalks where possible and prioritize these locations where it is most feasible to provide them.

Responsibility: Public Works
Schedule: Year Two

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 C-2.7.1: Inventory existing right of way easements as well as sites where existing connectivity is not secured.

Responsibility: Fairfax Volunteers, Planning & Building Services
Schedule: 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 distinct neighborhood streetscape qualities.

In addition to policies C-2.1 through C-2.4 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
Schedule: Year One

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
Schedule: Ongoing

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 design aesthetics.

Responsibility: Public Works
Schedule: Ongoing

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: Conduct periodic public meetings to review and prioritize street maintenance projects and determine roadway improvement programs and schedules.

Responsibility: Town Council

Schedule: Ongoing

GOAL C-4: Ensure access by emergency service vehicles and public evacuation. See also the Safety Element.

Policy C-4.1: Coordinate with both the Ross Valley Fire Department and the Marin Municipal Water District to ensure safe conditions on roads. 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

Schedule: Year One

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

Schedule: Year One

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

Schedule: 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

Schedule: 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

Schedule: Year 3-5

Program C-5.1.3: Improve and maintain bicycle and pedestrian infrastructure.

Responsibility: Public Works

Schedule: Ongoing

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

Schedule: Year One and ongoing thereafter

Program C-5.1.5: Prepare and implement a uniform bicycle directional and informational signage program.

Responsibility: Public Works

Schedule: Year 3-5

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

Program C-5.2.1: 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

Schedule: Year 3-5

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

Schedule: Year 3-5

Program C-5.2.3: Complete the route of the east/west bicycle corridor through Fairfax (Route 20).

Responsibility: Planning & Building Services; Public Works

Schedule: Year One

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: 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

Schedule: Year 3-5

Program C-5.3.2: Develop a pedestrian path system in the neighborhoods that respects the natural environmental setting of the Town.

Responsibility: Public Works

Schedule: Year 3-5

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-3.2.15)

Program C-5.4.1: 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
Schedule: Year 3-5

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
Schedule: 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: Prepare and implement a uniform bicycle directional and informational signage program.

Responsibility: Public Works
Schedule: Year 3-5

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
Schedule: Ongoing

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

Program C-5.6.1: 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
Schedule: Year One and Ongoing thereafter

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
Schedule: Year One

Program C-5.6.3: Provide increased bicycle parking in heavily used areas, particularly downtown.

Responsibility: Public Works
Schedule: Year One

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
Schedule: Year One

Program C-5.7.2: Future designs for Center Boulevard/Broadway-Bolinas Road as the Town's "main street" should improve walkability.

Responsibility: Public Works, Police Department
Schedule: Year One

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)

Program C-5.8.1: Create a bicycle staging area including bathrooms, showers and lockers, possibly in partnership with local businesses. (Town Center Element Policy TC-3.2.16)

Responsibility: Public Works, Planning Commission, Town Council
Schedule: Year 3-5

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

Program C-5.9.1: Stripe the Parkade surface to connect the Broadway steps to the Sir Francis Drake Boulevard pedestrian crossing.

Responsibility: Public Works

Schedule: Year One

<p>GOAL C-6: Promote less reliance on single-occupant vehicles.</p>
--

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

Schedule: Ongoing

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

Schedule: Ongoing

Program C-6.1.3: Locate higher density development along transit corridors and near multi-modal transit stations.

Responsibility: Planning & Building Services

Schedule: Ongoing

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

Program C-6.2.1: Develop a managed parking program.

Responsibility: Town Council

Schedule: Year One

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: 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

Schedule: Ongoing

Program C-6.3.2: Promote mixed-use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving.

Responsibility: Planning & Building Services

Schedule: Ongoing

Program C-6.3.3: Locate higher density development along transit corridors and near multi-modal transit stations.

Responsibility: Planning & Building Services

Schedule: Ongoing

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: Planning and Building, FCAC, working with Sustainable Fairfax

Schedule: Ongoing

Program C-6.3.5: Encourage telecommuting, satellite office concepts, and work at home options.

Responsibility: Planning & Building Services

Schedule: Ongoing

- 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
Schedule: Year One
- 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
Schedule: Ongoing
- 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
Schedule: Ongoing
- Program C-6.3.9: Develop an employee parking plan for the businesses in the Town.
Responsibility: Planning and Building Services, Police Department
Schedule: Year One
- 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 C-6.4.1: Provide and maintain clean, safe and comfortable places to wait for public transportation.
Responsibility: Public Works
Schedule: Ongoing
- Program C-6.4.2: 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
Schedule: Year One

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 C-7.1.1: Consider purchasing of electric or hybrid vehicles as part of the Town fleet.

Responsibility: Town Manager, Town Council
Schedule: Ongoing

Program C-7.1.2: 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
Schedule: Ongoing

Program C-7.1.3: As infrastructure changes are made, support the possibility of streetcars/Light Rail Vehicles (LRVs).

Responsibility: Planning & Building Services; Public Works
Schedule: 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 Boulevard

Program C-8.1.1: 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 TC-A).

Responsibility: Planning & Building Services
Schedule: Year One

HOUSING ELEMENT



TOWN OF FAIRFAX

2015–2023 HOUSING ELEMENT UPDATE

Adopted
May 27, 2015



Prepared by:



860 Walnut Street, Suite B
San Luis Obispo, CA 93401

TABLE OF CONTENTS

Introduction.....	H-1
Purpose of the Housing Element.....	H-1
Governmental Requirements	H-2
Public Process	H-3
Housing Resources and Opportunities.....	H-9
Regional Housing Needs Allocation: ABAG	H-9
Remaining 2007–2014 RHNA.....	H-11
Analysis of Land.....	H-12
Progress Toward Meeting the RHNA.....	H-24
Evaluation of Previous Housing Element	H-33
Goals, Objectives, Policies, and Programs	H-63
Housing Goals.....	H-63
Housing Programs.....	H-63

APPENDICES

- Appendix H-A: Definitions
- Appendix H-B: Housing Needs Assessment
- Appendix H-C: Housing Constraints
- Appendix H-D: Public Outreach

LIST OF TABLES

Table H-1 ABAG Regional Housing Needs Determination 2007–2014 H-10
Table H-2 ABAG Regional Housing Needs Determination 2014–2022 H-11
Table H-3 2007–2014 Remaining RHNA..... H-12
Table H-4 Inventory of sites with Potential for Residential Development H-15
Table H-5 Progress Toward Meeting RNHA..... H-24
Table H-6 Review of Previous Housing Element Achievements H-35
Table H-7 Quantified Objectives By Income Group H-93

LIST OF FIGURES

Vacant SitesH-25
Opportunity Sites H-26



One of three site capacity drawings for workforce housing at 10 Olema Road.

INTRODUCTION

Purpose of the Housing Element

Every jurisdiction in California must have a General Plan, and every General Plan must include a Housing Element as one of the seven mandatory elements. The Housing Element, as required by Government Code (GC) Section 65300, must be updated regularly. Depending on a jurisdiction's geographical location and the status of certification of its Housing Element, the Housing Element is updated sometime between every four to eight years. Currently, Fairfax is on an eight-year cycle that began January 31, 2015, and will last until January 31, 2023. GC Section 65583 defines the contents of a Housing Element.

As defined by the law, the Housing Element presents a statement of the Town's housing goals, objectives, and policies that serve to provide a framework for decision-making. The Housing Element also includes a program of action items that are intended to resolve specific housing problems and needs.

State law requires the assessment of existing and projected housing needs and an inventory of resources and constraints relevant to meeting those needs, as outlined in GC Section 65583.

Governmental Requirements

The Government Code identifies three required components of the Housing Element as being:

- An assessment of housing needs and an inventory of resources and constraints relative to meeting these needs (see GC Section 65583 (a)),
- A statement of the community’s goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing (see GC Section 65583 (b)), and
- A program that sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element through the administration of land use and development controls, the provisions of regulatory concessions and incentives, and the utilization of appropriate federal and state funding and subsidy programs when available (see GC Section 65583(c)).

State law also requires that every updated Housing Element be submitted to the State of California’s Department of Housing and Community Development (HCD) for review to ensure compliance with the state’s minimum requirements. This certification process is unique among the General Plan elements, as none of the other six mandatory elements require state certification.

State law requires that “the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies.” Internal consistency is required to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing in the town. The Town adopted a new General Plan in April 2012. The Town updated all elements of the General Plan concurrently, and all elements have been reviewed for consistency with the Housing Element. This Housing Element update remains consistent with the adopted General Plan

and the Town will continue to maintain General Plan consistency as needed throughout the planning period.

Assembly Bill (AB) 162 requires amendment of the Safety and Conservation Elements of the General Plan to include analysis and policies regarding flood hazard and management information. Town ensured compliance with this requirement during the 2012 General Plan update.

The Town has made significant progress toward revising the Zoning Ordinance to be consistent with the updated 2010 General Plan, and will continue with amendments as detailed in the programs included in this document.

The data that are relevant to Fairfax are found in Appendices H-B and H-C and serve as the background analysis for the following section on housing needs determination. Please note: Appendix H-A includes the relevant definitions that are commonly used in the Housing Element. Appendix H-D provides details on the public participation process for the Housing Element update.

Public Process

Public involvement is an essential component of the traditional fabric of the Fairfax community going back several generations. The Town remains committed to involving all segments of the community in its planning practices.

Affordable Housing Committee/Planning Commission Meeting – Project Initiation

The Affordable Housing Committee was established by Town Resolution in 2008 “to advise the Town Council on matters relating to affordable housing in Fairfax.” The committee is made up of four community members and two members of the Town Council. Several of the community members bring expertise to the committee on nonprofit affordable housing development. The committee meetings are publicly noticed and open to the public. The Affordable Housing Committee’s accomplishments include leading the site capacity studies on the Christ Lutheran Church and 10 Olema Road opportunity sites. The committee was also integral in the process of pursuing the rezoning of the Highway Commercial (CH) zone to Central Commercial (CC) during the recent General Plan update.

The Town held a joint Affordable Housing Committee/Planning Commission meeting on November 25, 2014. Town staff reported on the events since the adoption of the 2007–2014 Housing Element and the proposed approach and requirements for the 2015–2023 Housing Element update. The purpose of the meeting was to let the Affordable Housing Committee and Planning Commission know that the update was being initiated. The meeting was open to the public but was not noticed as a Housing Element workshop. Comments from the Affordable Housing Committee and Planning Commission included questions about the requirement to address the remaining 2007–2014 regional housing needs allocation (RHNA) because of the status of the Zoning Map, the schedule for the Housing Element update, and other questions about specifics of state Housing Element law related to AB 1233. The joint meeting was broadcast live over the internet and through the local cable TV provider and archival video of the session is available on the Town’s website. Nine members of the public were in attendance at the meeting. One member of the public presented questions about implementation of the second unit programs from the 2007–2014 Housing Element and encouraged the inclusion of Junior second units in the update.

Outreach to Lower Income and Special Needs Households

When the Town noticed the public workshops and hearings on the Housing Element update the Town went to great lengths to reach out to the low-income services providers countywide. Table B-33 provides a list of those service providers contacted and their facilities and services.

Importantly, during the public hearings on the update many low-income persons came forward and made public statements about their individual challenges with finding truly affordable housing in Fairfax and/or in the county, the wide affordability gap for extremely low and very low income households in Fairfax, the desire for smaller units that could truly be more affordable for individuals as well as for families, and how most folks that work in Fairfax commute out.

Further, the town’s Affordable Housing Committee members represent a valuable skill set and cross-section of the Town. As mentioned above, the Committee consists of two members of the Town Council and four at-large members from the community. Included from the Town Council is the Mayor, who also sits on the County’s Community Development Block Grant (CDBG) committee – and who has been instrumental in securing the generous allocations toward the Christ Lutheran Church senior housing project. The community members on the Committee include a renowned consulting

planner who helped build his own residence in Fairfax many years ago in a novel “sweat-equity” project and has been professionally involved in several affordable housing projects, a real estate broker who serves on a local realty committee to address affordable housing and who is co-chair of the Fairfax Chamber of Commerce, a licensed family therapist who often deals with the issue of displacement in her practice, and an attorney who advises many municipalities and/or entities on how to best serve the most needy. Specifically this attorney has 20 years of experience working on the issue of homelessness. As a national technical assistance provider funded by HUD, he helps communities across the country to strengthen their homeless assistance systems, Continuum of Care (CoC) programs, and Homeless Management Information Systems (HMIS). In California, he advises cities, counties, and nonprofit agencies on effective approaches for resolving homelessness. For example, he recently wrote Santa Cruz County's new strategic homelessness plan, called All In: Toward a Home for Every Santa Cruz County Resident. In addition, he has raised extensive funds from government and private sources for Homeward Bound of Marin's housing programs, while advising that agency on best practices for permanent supportive housing, rapid rehousing, and workforce development for homeless people.

Housing Element Workshop

On January 22, 2015 the Town held a publicly noticed Housing Element Update Workshop where two identical sessions were held, one from 5:00 pm until 6:45 pm, and the other one from 7:00 pm until 8:45 pm. Both sessions were broadcast live over the internet and through the local cable TV provider and archival video of the sessions are available on the Town's website. The Workshop was also noticed as a joint Town Council, Planning Commission, General Plan Implementation Committee and Affordable Housing Committee meeting so that all members of those elected and appointed bodies could participate. During the first session, there were 10 members of the public present and during the second session there were nine members of the public present. Lively and informative discussions took place at both meetings. The list of questions and list of those attending the January 22 workshops can be found in Appendix H-D.

Public Hearings

February 25, 2015

On February 25, 2015 the Town held a joint Affordable Housing Committee/Planning Commission hearing to review the draft Housing Element. The session was broadcast live over the internet and through the local cable TV provider and archival video of the sessions are available on the Town's website. There were eight members of the public present. The Planning Commission approved a resolution to forward the draft Housing Element to the Town Council for consideration and potential approval of submittal of the draft to HCD for review. The list of questions and comments can be found in Appendix H-D.

March 18, 2015

On March 18, 2015 the Town Council held a hearing to review the draft Housing Element. The Town Council voted to approve submitting the draft to HCD for their 60-day review.

May 11, 2015

On May 11, 2015, the Planning Commission held a hearing to review the revised draft of the Town's updated Housing Element with edits made in response to HCD review and public and decision maker input incorporated. The Planning Commission recommended forwarding the draft to the Town Council for adoption.

May 27, 2015

On May 27, 2015 the Town Council held a hearing to review the revised draft Housing Element, which included edits made in response to HCD review. Approximately eight members of the public attended, five of whom provided comments. The Town Council adopted the Housing Element and authorized Town staff to submit the adopted element to HCD for their final review and certification.

Other Related Outreach

The Town has held two public forums since the Zoning Map was repealed in May 2014. One forum was held in July 2014 and one in September 2014. The forums focused on certain topics related to the Housing Element and the Zoning Map.

- Forum 1, July 2014: Overview of Housing Element.
- Forum 2, September 2014: Christ Lutheran Church, 10 Olema Road, and School Street Plaza opportunity sites.

A third forum is planned in 2015 and will focus on the Housing Element opportunity sites located in commercial zones (e.g., rezoning all CH to CC). The Town prepared poster boards and other materials for the forums.

This page intentionally left blank

HOUSING RESOURCES AND OPPORTUNITIES

Regional Housing Needs Allocation: ABAG

An important aspect of state Housing Element law is the idea of “regional fair share.” Every town, city, and county in the State of California has a legal obligation to address needs of the entire region. State law recognizes the regional nature of the housing market, and requires every town, city, and county to plan for its fair share of the region’s housing needs.

For Fairfax and other Bay Area jurisdictions, the RHNA is determined by the Association of Bay Area Governments (ABAG), based upon an overall regional housing need number established by the state. ABAG’s allocations are based on analysis of:

- Household growth in Priority Development Areas (70 percent)
- Household growth outside of Priority Development Areas (30 percent)

Other factors considered during the RHNA allocation process were local input; sustainability, equity, and economy adjustment factors; the RHNA fair share component; and the RHNA allocation adjustment to the jurisdiction’s total RHNA. Additional detail about all of these factors can be found in ABAG’s Regional Housing Need Plan.

In the 4th cycle Housing Element update, the Town included Program H-4.1.1.6, stating that the Town would accommodate its remaining lower-income RHNA by revising the development standards for the Planned Development District (PDD) zone to address a shortfall of 53 lower-income units. With these changes the PDD zone would allow residential uses only at a minimum of 20 units per acre on two specific Opportunity Sites, 10 Olema Road and two acres of the Christ Lutheran Church property located at 2626 Sir Francis Drake Boulevard. As addressed above, the Town revised the Town Code Zoning Map within the Town Code to begin to implement Program H-4.1.1.6 in March 2014. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance changing the Zoning Map and associated text. Because of this effort the Town Council decided to repeal the ordinance passed in March and all of the other zoning put in place to implement the General Plan Land Use Element in order to conduct further community outreach while pursuing General Plan consistency in the zoning ordinance. Likewise, because of this series of events set out above, RHNA from the 4th cycle remains to be accommodated.

Because of the remaining 4th cycle unit shortfall, the Town must now identify adequate sites to meet the current and previous RHNA Cycle #4 allocations. Fairfax’s share of the regional housing need for the seven-year period from 2007 to 2014 was 108 units, and is an additional 61 units for the period from 2014–2022. The housing need is divided into the five income categories of housing affordability. The allocation of units by income category for Fairfax for the 2007–2014 planning period is shown in **Table H-1, Regional Housing Needs Determination 2007–2014**. The allocation for the 2014–2022 RHNA cycle is described in **Table H-2, Regional Housing Needs Determination 2014–2022**.* Tables H-1 and H-2 summarize the housing needs determination for all of the jurisdictions in Marin County.

TABLE H-1 ABAG REGIONAL HOUSING NEEDS DETERMINATION 2007–2014

	Extremely Low <30%	Very Low 31–50%	Low 51– 80%	Mod 81– 120%	Above Mod > 120%	Total
Belvedere	2	3	4	4	4	17
Corte Madera	33	33	38	46	92	244
Fairfax	11	12	12	19	54	108
Larkspur	45	45	55	75	162	382
Mill Valley	37	37	54	68	96	292
Novato	137	138	171	221	574	1,241
Ross	4	4	6	5	8	27
San Anselmo	13	13	19	21	47	113
San Rafael	131	131	207	288	646	1,403
Sausalito	22	23	30	34	56	165
Tiburon	18	18	21	27	33	117
Unincorporated	91	92	137	169	284	773
Marin County	544	549	754	977	2,056	4,882

Source: ABAG 2009.

TABLE H-2 ABAG REGIONAL HOUSING NEEDS DETERMINATION 2014–2022

	Extremely Low <30%	Very Low 31–50%	Low 51– 80%	Mod 81– 120%	Above Mod > 120%	Total
Belvedere	2	2	3	4	5	16
Corte Madera	11	11	13	13	24	72
Fairfax	8	8	11	11	23	61
Larkspur	20	20	20	21	51	132
Mill Valley	20	21	24	26	38	129
Novato	55	56	65	72	167	415
Ross	3	3	4	4	4	18
San Anselmo	16	17	17	19	37	106
San Rafael	120	120	148	181	438	1,007
Sausalito	13	13	14	16	23	79
Tiburon	12	12	16	19	19	78
Unincorporated	27	28	32	37	61	185
Marin County	307	311	367	423	890	2,298

Source: ABAG 2013.

* **Please Note:** The Cycle #5 RHNA runs from 2014 to 2022; whereas the ‘planning period’ to address the Cycle #5 RHNA allocations and implement the Housing Element programs runs from 2015 to 2023.

Remaining 2007–2014 RHNA

As discussed above, in March 2014 the Fairfax Town Council repealed the ordinance that had put in place the zoning to implement the Town’s recently updated General Plan Housing Element. This repealed the zoning for the Opportunity Sites listed in the 2007–2014 Housing Element, removing some opportunities for residential development from the land inventory. Due to this change a shortfall of sites from the 4th cycle remains as shown in **Table H-3** below.

TABLE H-3 2007–2014 REMAINING RHNA

	Extremely Low Income Units	Very Low Income Units	Low Income Units	Moderate Income Units	Above Moderate Income Units	Total Units
2007–2014 RHNA	11	12	12	19	54	108
2007–2014 units permitted and constructed	0	0	0	0	8	8
Land Inventory	0	0	0	0	20	20
Remaining RHNA	11	12	12	19	26	80

Source: Town of Fairfax 2014.

Analysis of Land

A critical component of the 2015–2023 Housing Element is the required analysis that must be conducted to determine what housing types and how many units could be developed under the current zoning. Land inventory should include not only vacant parcels but also parcels that currently have nonresidential zoning but are suitable for housing.

Providing new housing in Fairfax will require creativity. There are few opportunities within the existing town limits, in terms of undeveloped land, and only a couple of realistic infill development opportunities within town limits, or the sphere of influence. Much of the undeveloped or underdeveloped land is generally very steep, constrained by potential hazardous or environmentally sensitive conditions, such as unstable soils or flooding, or lacking in safe access. However, a few sites exhibit development potential and have become feasible candidates for lower-income housing opportunities; these are described in the Housing Opportunities section.

Establishing Criteria for Identifying Housing Sites

When establishing criteria for identifying housing sites, the following issues must be considered:

- General Plan designation
- Zoning designation
- Access

- Slope and topography
- Availability of public utilities and services
- Environmental factors, including cultural
- Estimated number of units possible (current or revised zoning)

Calculate Residential Development Potential

The calculations for Fairfax are based on:

- Applicable land use controls and site improvement requirements
- Existing development trends
- Cumulative impact of development standards, including minimum lot coverage, height, setbacks, and parking requirements

Compare Development Potential to Regional Housing Needs Allocation

According to the RHNA prepared by ABAG, Fairfax’s allocation for the eight-year period of 2014-2022 is 61. The Town is also responsible for addressing the remaining RHNA from the previous planning period (2007–2014) totaling 80 units.

Sites Inventory

Fairfax is situated in a highly desirable setting, largely related to the forested hillsides that surround the community. Despite its natural beauty, however, the Town is in fact very densely developed. With over 3,500 residents per square mile, and with most of the existing residences built on very small lots, there are few opportunities to provide additional housing through infill development in the Town’s residential areas except through the use of “informal” second units that have traditionally provided low-income housing—though not officially recognized as such.

Fairfax is surrounded on three sides by vast areas of spectacular open space, providing the community with scenic vistas, as well as a rural ambience, despite the Town’s location in one of the nation’s largest metropolitan areas. Within the existing town boundaries, Fairfax is very limited in terms of developable land. The Town is nearly built out with all remaining undeveloped land being either very steeply sloped or constrained

from development for other reasons. Of the relatively large candidate sites located within the Town's Sphere of Influence, most are on steep hillsides or exhibit environmental constraints.

Future land considerations need to account for limitations due to the topography of the Fairfax area. Projections, predictions, and actual buildout numbers often reflect disparity; future Housing Element policies and programs need to realistically identify parcels suitable for development.

Table H-4 lists the inventory of vacant and underutilized opportunity sites with potential for residential development in Fairfax. There are a limited number of potential housing sites in Fairfax that can accommodate the Town's identified need for lower-income housing units. The Town of Fairfax has identified several sites that could be realistically targeted as potential sites for such housing. Further descriptions of the existing conditions and development potential for each site are included below the table.

**TABLE H-4 INVENTORY OF SITES WITH
POTENTIAL FOR RESIDENTIAL DEVELOPMENT**

Site Name	APN	Acreage	Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use
Vacant Sites							
001-150-12		68.05	UR-10	UR-10	.10 du/acre	6 above moderate units	Vacant
001-160-09		18.45	UR-10	UR-10	.10 du/acre	2 above moderate units	Vacant
001-251-31		11.5	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
002-071-01		9.04	UR-7	UR-7	.14 du/acre	1 above moderate unit	Vacant
002-181-05		4.78	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
002-181-04		4.58	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
002-181-12		11.21	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
002-181-20		6.79	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
002-181-21		11	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
002-181-22		.74	UR-10	UR-10	.10 du/acre	1 above moderate unit	Vacant
174-290-01		2.11	RS-6	Residential 1-6 du/acre	1-6 du/acre	1 above moderate unit	Vacant
174-290-03		1.69	RS-6	Residential 1-6 du/acre	1-6 du/acre	1 above moderate unit	Vacant

Site Name	APN	Acreage	Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use
174-290-05		2.21	RS-6	Residential 1-6 du/acre	1-6 du/acre	1 above moderate unit	Vacant
174-290-06		2.15	RS-6	Residential 1-6 du/acre	1-6 du/acre	1 above moderate unit	Vacant
Vacant Sites Subtotal				20 above moderate units			
Underutilized Opportunity Sites							
Site Name	APN	Acreage	Proposed Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use
#1. Christ Lutheran Church	174-070-017	20.00	PDD (on 2 acres only)	PDD (on 2 acres only)	Project specific – no maximum	40 lower income senior housing units	School, church, and open space
Site #1 Subtotal		40 lower income units					
#2. 10 Olema Road	001-104-012	1.24 (1.04 acres net due to creek setback)	PDD	PDD	Project specific – no maximum	22 lower-income housing units	Artist studio
Site #2 Subtotal		22 lower income units					
#3. Westside Commercial	001-182-01	0.16	CC	CC	Project specific – no maximum	2 moderate or above moderate units	parking lot
	001-183-04	.92	CC	CC	Project specific – no maximum	2 moderate or above moderate units	
	001-183-08	.17	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	

Site Name	APN	Acreage	Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use
	001-183-12	.17	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
	001-183-13	.16	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
	001-183-14	.17	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
	001-183-15	.17	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
	001-183-16	.73	CC	CC	Project specific – no maximum	1 moderate or above moderate units	
	001-183-17	.42	CC	CC	Project specific – no maximum	2 moderate or above moderate units	
	001-221-12	.50	CC	CC	Project specific – no maximum	2 moderate or above moderate units	
	002-116-4	.17	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
	2-116-6	.17	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
	2-116-7	.14	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	
Site #3 Subtotal							17 moderate or above moderate units (second-floor second units or ground-floor two-story live/work units.)

Site Name	APN	Acreage	Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use	
#4. School Street Plaza	002-112-13	1.80	PDD (may split to .8 acre CC)	PDD	Project specific – no maximum	9 moderate or above moderate units	Retail-Commercial	
	002-127-01	.28	CC	CC	Project specific – no maximum	2 moderate or above moderate units		
	002-127-02	.35	CC	CC	Project specific – no maximum	2 moderate or above moderate units		
	002-131-07	.02	CC	CC	Project specific – no maximum	1 moderate or above moderate unit		
#5. Fair-Anselm Plaza	002-131-09	.01	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Retail-commercial	
	002-131-12	2.12	CC	CC	Project specific – no maximum	6 moderate or above moderate units		
	002-131-13	.12	CC	CC	Project specific – no maximum	1 moderate or above moderate unit		
	002-131-14	2.69	CC	CC	Project specific – no maximum	6 moderate or above moderate units		
	002-131-15	.59	CC	CC	Project specific – no maximum	3 moderate or above moderate units		
	Site #5 Subtotal					22 moderate or above moderate units		
	#6 Eastside Commercial	002-211-02	.06	CC	CC	Project specific – no maximum		1 moderate or above moderate unit

Site Name	APN	Acreage	Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use
	002-211-03	.06	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Mixed use, residential
	002-211-04	.09	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Mixed use, residential (tutors)
	002-211-05	.11	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Mixed use, residential (nails)
	002-211-20	.22	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Pizzeria, dry cleaners
	002-211-21	.26	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Restaurant
	002-213-27	.24	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Retail-Commercial, art studios
	002-213-04	.09	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Consignment
	002-213-05	.06	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Liquor store
	002-213-06	.11	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Furniture store, commercial
	002-213-07	.08	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Flooring

Site Name	APN	Acreage	Zoning	GP Land Use	Allowed Density	Proposed Capacity	Current Use
	002-213-25	.27	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Car wash
	002-213-10	.19	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Beauty salon
	002-213-26	.24	CC	CC	Project specific – no maximum	1 moderate or above moderate unit	Mixed use, residential
Site #6 Subtotal						14 moderate or above moderate units	
Opportunity Sites Totals						62 lower income units 62 moderate or above moderate income units (including 17 second floor second units or live/work units)	
Grand Total						144 vacant and underutilized opportunity site units¹ (62 lower income units and 82 moderate or above moderate income units)	

Source: Town of Fairfax 2014

Note:

1. These 144 units when combined with the 8 units permitted or constructed between 2007 and 2014 and the 17 projected second units results in a total of 169 units needed to address the 4th and 5th cycle Town of Fairfax RHNAs (See Table H-5).

The following illustrative pages of vacant / undeveloped land and housing Opportunity Sites indicate the key parcels and/or sites that have been identified as potential lower-income housing infill development sites. In considering the available Opportunity Sites, the Town determined the size, location, and current status of each site. The ideal sites should have good access and infrastructure availability, be centrally located or along transit routes, and promote the principles of transit-oriented development (TOD) or traditional neighborhood development (TND) as outlined in the 2010 Land Use Element.

The following Opportunity Sites are proposed to be zoned to accommodate a variety of housing types. Some of the Opportunity Sites have developments pending that would provide housing for low-income households and special needs groups. Three of the sites would be rezoned to PDD: with only two of those having the minimum density of 20 units per acre applied (one being two acres near the lower entry/parking area of the Christ

Lutheran Church site located at 2626 Sir Francis Drake Boulevard, and the second one being at the 10 Olema site). The remainder of the sites would be rezoned from CH to CC. Residential uses would be permitted on the second floor in the CC zone “by-right,” without requiring a Conditional Use Permit whereas they are currently only allowed by Conditional Use Permit in the CL or CH zones. Depending on the size of the parcel and building configuration on sites in the CC zone, one second unit or more than one unit would be able to be accommodated on second floors in this zone. Design review is required in the CC zone. Programs H-2.1.1.1, H-2.1.1.2, H-3.1.1.1, H-4.1.1.1, H-4.1.1.2, and H-4.1.1.5 in this Housing Element are proposed to complete rezoning and updating of development standards on all of the Opportunity Sites. This would result in sites for 124 residential units of various types.

- **Site #1 – Christ Lutheran Church Site.** A portion of the parcel housing Christ Lutheran Church site is proposed to be rezoned from UR-7 to PDD. A development concept has been prepared for this site and an architect selected. The architect, working in conjunction with the school tenant and Church landlord is working towards preparing an application. Certain environmental studies including geological and biological studies have been completed for 40 units of lower-income senior housing and an expansion of the school from 47 to 150 students. If approved, the existing 20-acre parcel would be subdivided into two parcels of approximately two acres where the PDD zoning with a base density of 20 units per acre would apply and the residual 18 acres which would remain zoned UR-7. Forty units of lower-income senior housing are proposed for the two acre parcel adjacent to Sir Francis Drake Boulevard on the western part of the existing site. Unit capacity was calculated based on the proposed site capacity study for the site. The proposed redevelopment of the 18-acre site would include retaining the existing church and expansion of the existing school from 47 to 150 students. The 18-acre parcel is heavily wooded and most of it would be left undeveloped. Program H-4.1.1.5 is proposed to amend the PDD zone requirements for this Opportunity Site (and 10 Olema below) to allow residential development only on the two acre portion of this parcel, if a subdivision is approved, within the PDD zone at a minimum of 20 units per acre.
- **Site #2 – 10 Olema Road.** The 10 Olema Road-Mandarin Gardens site is proposed to be rezoned from CL to PDD as a result of the General Plan update. There is a former restaurant on this site currently being used as an artist’s studio. The site also houses a historic Victorian home, which is divided into two housing units. The Town has performed site capacity studies for 22 units of workforce housing on this Opportunity

Site. In Fairfax, workforce housing includes households making less than 80 percent of area median income. Unit capacity was calculated based on the proposed site capacity study for the site. The site capacity studies and resulting number of housing units assume that the existing historic Victorian home would remain and new structures would be designed to be compatible with the existing uses on-site. The preferred proposed unit type is cottages and/or small units. The Town has worked with the property owner to perform some technical studies (e.g., geological and biological) and discussed a waiver or reduction of fees. Program H-4.1.1.5 is proposed to amend the PDD zone requirements to allow residential development only in the PDD zone at a minimum of 20 units per acre on this specific Opportunity Site along with the Christ Lutheran Church Opportunity site only.

- **Site #3 – Westside Commercial.** The Fairfax Market site, the open parcel next to it including the strip shopping center to the west, and Good Earth market site are proposed to be rezoned from CH to CC as a result of the General Plan update. As part of the General Plan update technical studies, the Town estimated 17 units could be accommodated on the parcels that make up this site, either as second-floor second units or ground-floor two-story live/work units.
- **Site #4 – School Street Plaza.** School Street Plaza is proposed to be rezoned from CL to PDD (without a base density of 20 units per acre) as a result of the General Plan update. As part of the General Plan update technical studies, the Town estimated nine residential units could be accommodated on this site: and has subsequently discussed splitting the site into PDD in the back one acre where the nine units could be accommodated and approximately .8 acre of CC zoning fronting Broadway.
- **Site #5 – Fair-Anselm Plaza.** The Fair-Anselm shopping complex and the Center Oaks apartment building site are proposed to be rezoned from CH to CC as a result of the General Plan update to allow residential units on the second floor by right without a Conditional Use Permit. This site consists of eight total parcels. The Town estimates that 22 new residential units could be accommodated on this site's parcels.
- **Site #6 – Eastside Commercial.** The east side commercial area on Sir Francis Drake Boulevard is proposed to be rezoned from CH to CC as a result of the General Plan update to allow residential units on the second floor by right, without a Conditional Use Permit. The 21 parcels on this site are composed of a combination of old homes, apartments, and commercial and office uses. The Town has estimated that 14 new residential units could be accommodated on the parcels that make up this site.

Most other major sites in the community that are undeveloped or underdeveloped are steeply sloped and environmentally sensitive. These sites not only contribute to the rural nature of Fairfax but would also be extremely difficult to develop due to their site characteristics.

Given the high land costs and the difficulty for development, there have been no long-term trends or changes in market conditions, nor are there any incentives or policies, that would facilitate redevelopment or reuse of existing buildings for residential purposes.

The Marin Municipal Water District (MMWD) provides water to the Town. Ross Valley Sanitary District #1 is the service provider for wastewater. Both agencies have adequate capacity to serve the sites identified in this section of the 2015–2023 Housing Element and therefore there are no infrastructure constraints on any of the vacant or opportunity sites listed above.

This Housing Element also recommends the incorporation of green building technologies; reduced minimum unit size requirements (that allow for efficiency-sized apartments, and the reuse of small parcels); and urban “location-efficiency” placement through the use of historic TOD and TND—principals of sustainable urban design patterns as described in the 2010 Land Use Element.

Second Units

The Town estimates that 17 new second units can be accommodated through the end of the RHNA cycle based on the two new second units approved and work done to bring two existing second units up to code. The second units permitted since January 1, 2014, the upswing in the economy, and the associated increase in housing prices and building activity led to the estimate that 17 second units may be permitted during the remainder of the RHNA cycle. Second units in Fairfax are estimated as affordable to low-income households or higher based on a current rental rates web search. Per the HCD 2014 income limits, a very low-income household could afford a monthly rent of just over \$1,400 that is just below the range of rental prices for one-bedroom units in Fairfax that was between \$1,550 to \$2,500 in December 2014 (see **Table B-18**). No listings for studio units could be found in Fairfax but listings for studio units in other parts of Marin County are comparable to the range for one-bedroom apartments in Fairfax. A low-income household can afford up to \$2,200 that is well within the range of rental prices for one-bedroom apartments in Fairfax. Therefore, as a conservative approach, the projected

second units for the 2014–2022 RHNA cycle are projected in the low- and moderate-income categories.

Progress Toward Meeting the RHNA

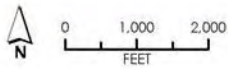
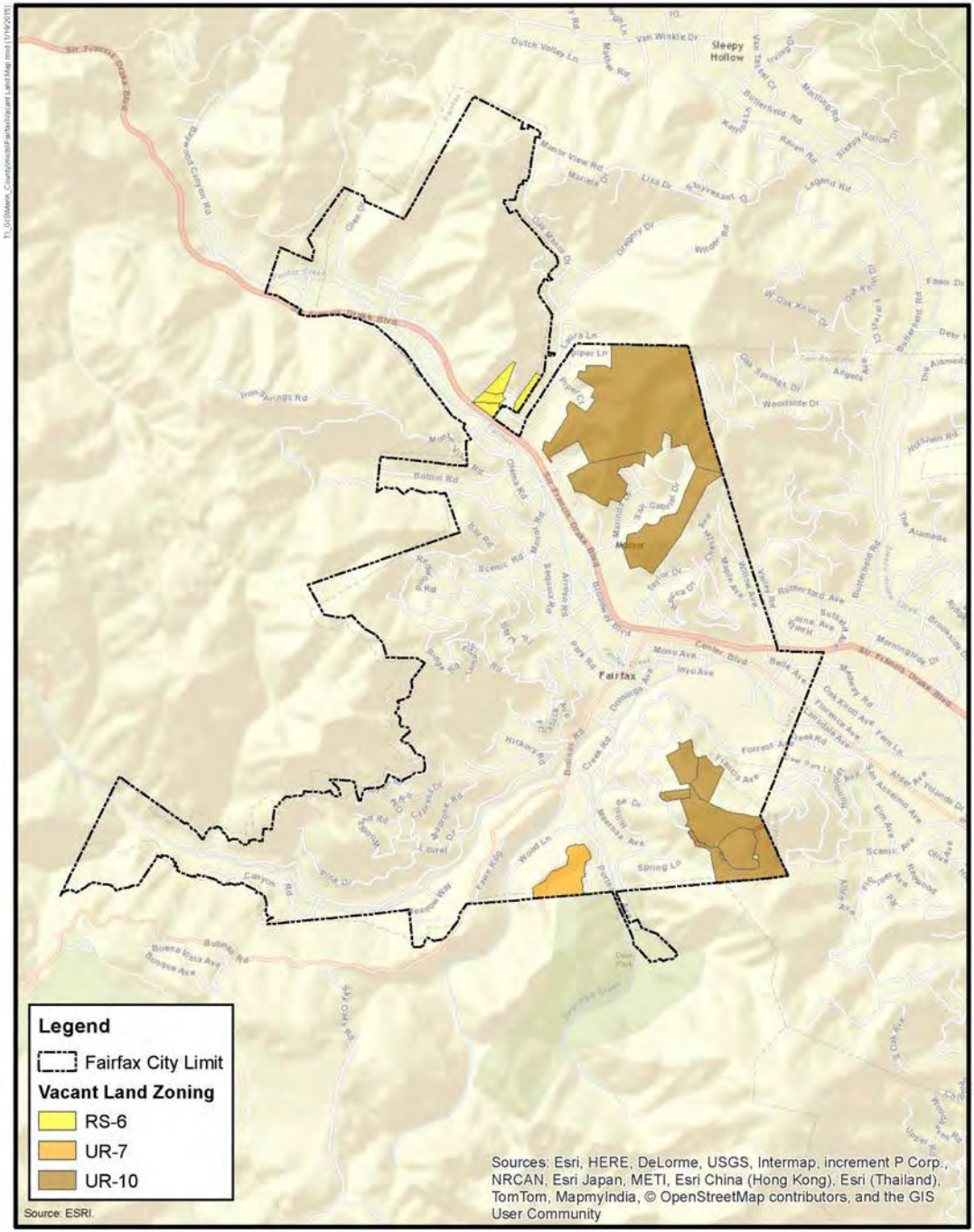
Table H-5 details units permitted or approved since 2007 as well as the Town’s ability to accommodate the remaining RHNA numbers from the 2007–2014 and 2014–2022 RHNA cycles.

TABLE H-5 PROGRESS TOWARD MEETING RNHA

	Extremely Low Income Units	Very Low Income Units	Low Income Units	Moderate Income Units	Above Moderate Income Units	Total Units
2007–2014 RHNA	11	12	12	19	54	108
2007–2014 Units Permitted	0	0	0	0	8	8
Land Inventory	0	0	0	0	20	20
Remaining 2007–2014 RHNA	11	12	12	19	26	80
2014–2022 RHNA	8	8	11	11	23	61
Combined Remaining RHNA	19	20	23	30	49	141
New Second Unit Potential	0	0	8	9	0	17
Remaining RHNA after Land Inventory and Second Unit Potential	19	20	15	21	49	124

Source: Town of Fairfax 2014

VACANT SITES

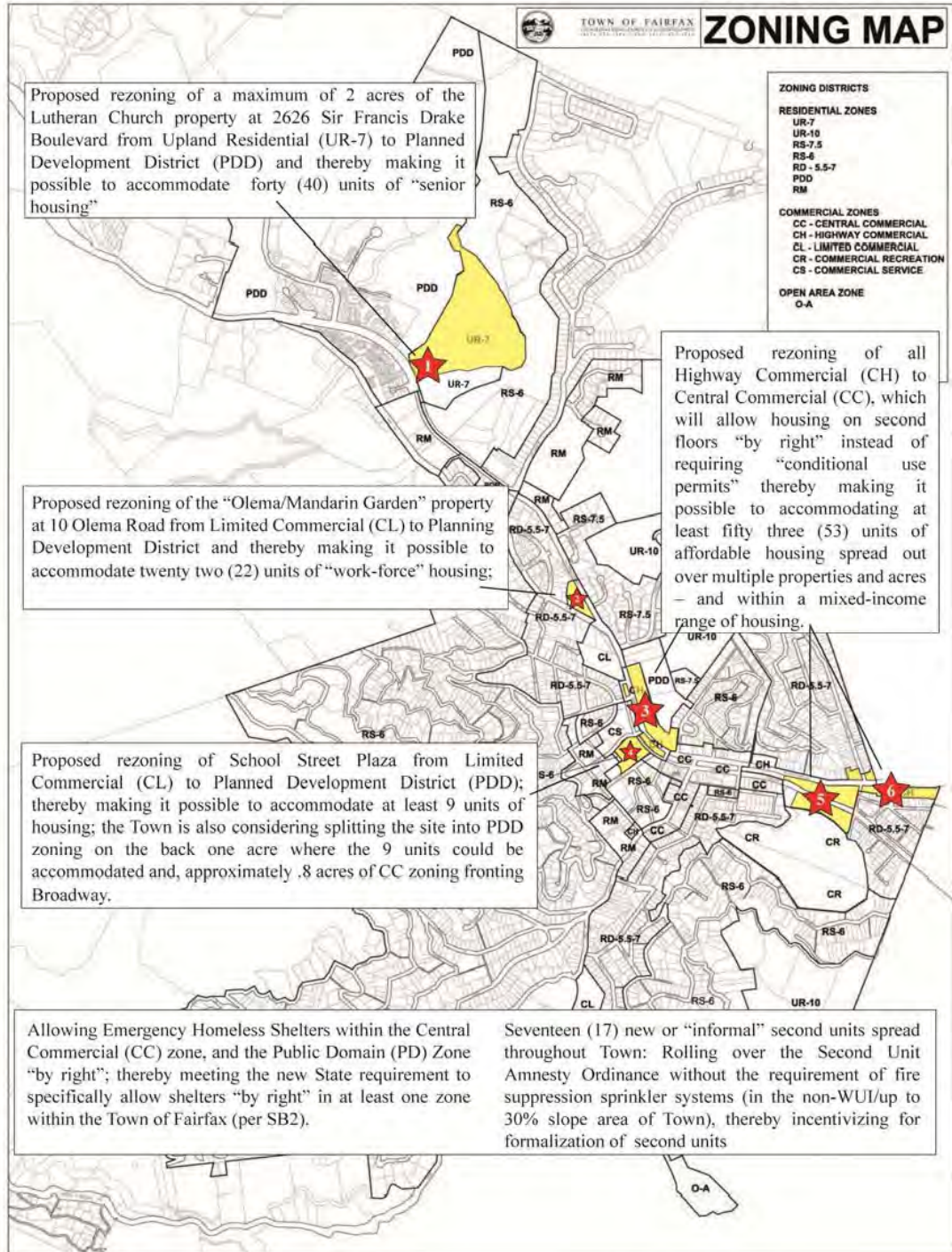


Vacant Land Map



OPPORTUNITY SITES

Opportunity Site Master List - 6 Total Sites



Section Three: Housing Opportunity Sites

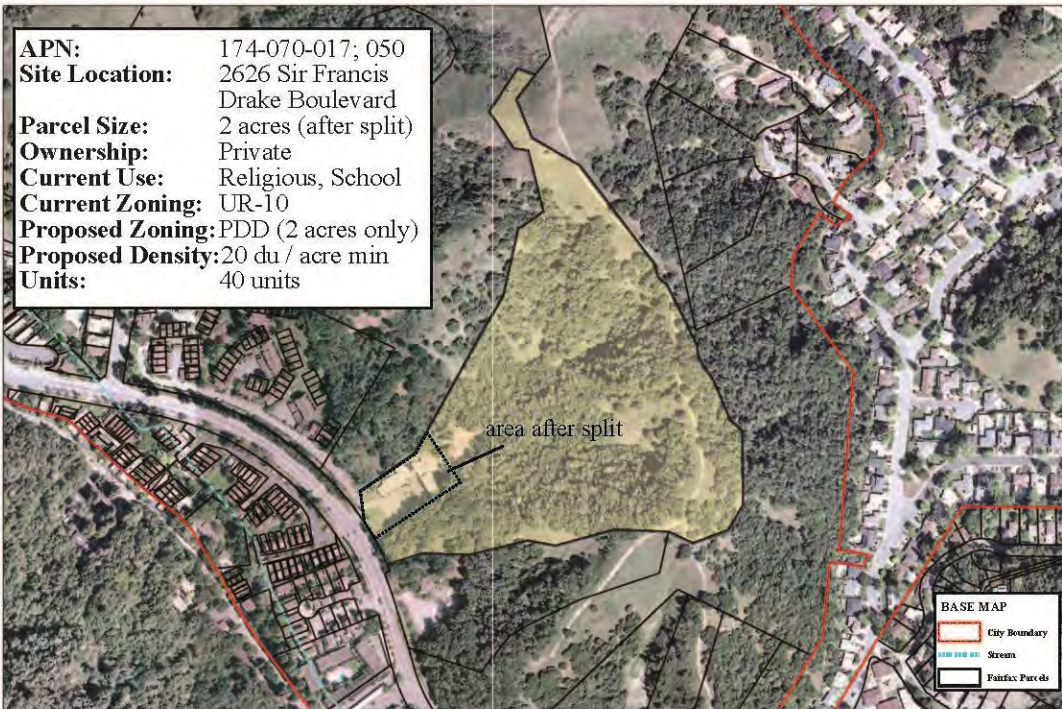
Site #1: Lutheran Church Site



Locator Map



Site Photo



Site Description:

The church, school and parking area occupy the lower portion of the site. Upslope of the church is the outdoor play area for the school. The remainder of the site is oak woodland open space. The lower portion of the site, including the area occupied by the buildings could be redeveloped to include new facilities for the church and school and up to 40 two-bedroom elderly residential units.

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 #3: Westside Commercial (13 total parcels)



Locator Map



Site Photo



APN(s):	001-183-04, 08, 12-17 001-221-12, 002-116-4, 6-7
Site Location:	(see below)
Parcel(s) Size:	4 acres total
Ownership:	Private
Current Use:	Parking lot
Current Zoning:	(CH) Highway Commercial
Proposed Zoning:	CC
Units/Density:	17 units

Site Location: 1966, 2000, 2020 & 2040 Sir Francis Drake Blvd, 2082-2096 Sir Francis Drake Blvd (even #'s)

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

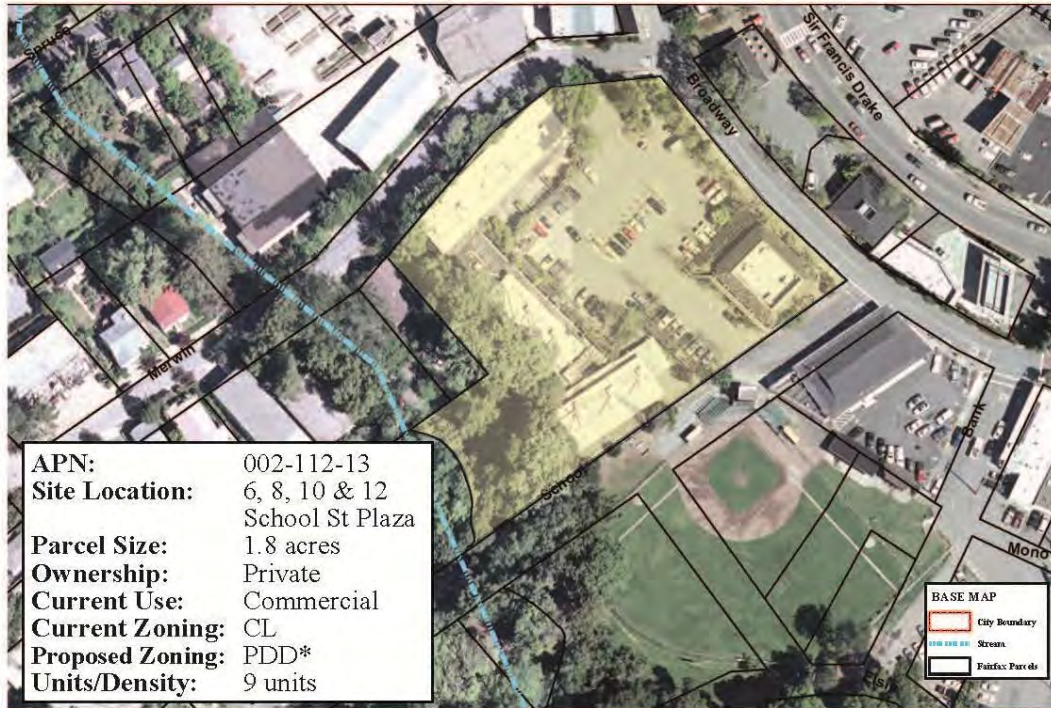
Site #4: School Street Plaza



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

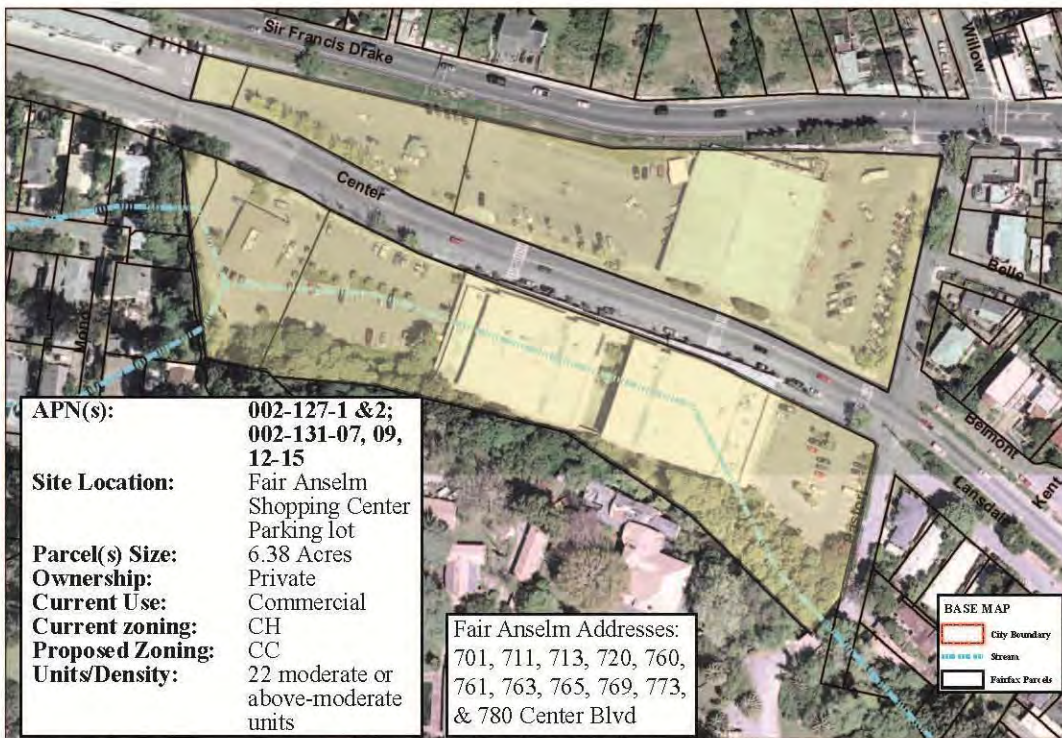
Site #5: Fair Anselm - (8 total parcels)



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

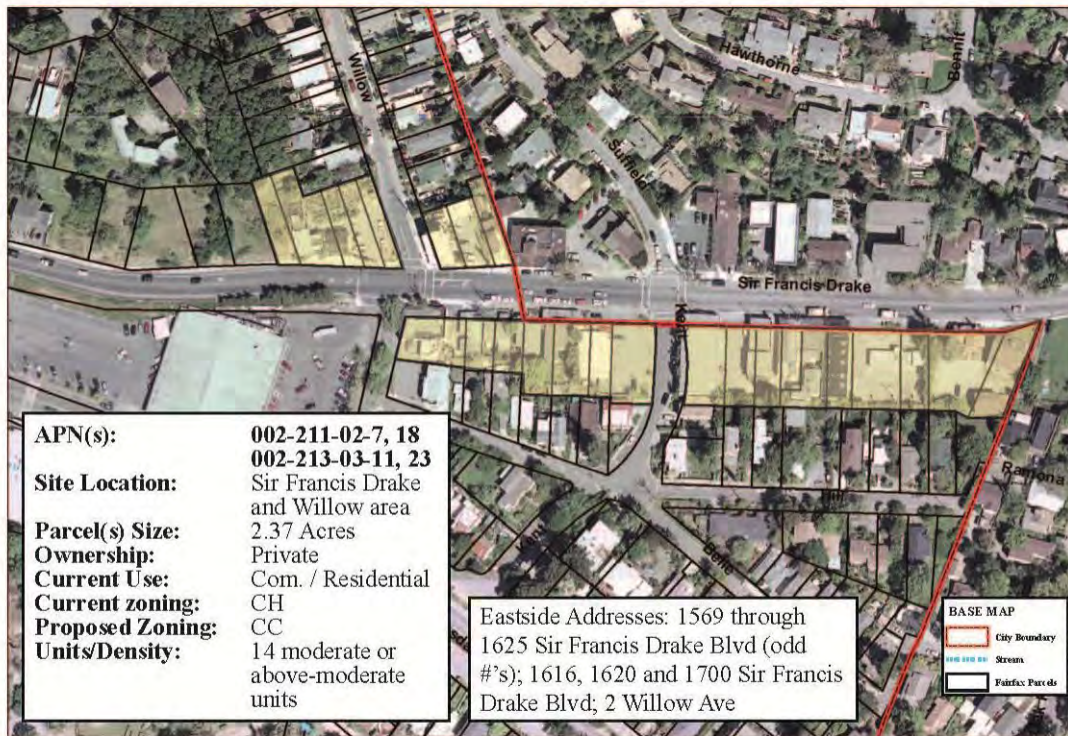
Site #6: Eastside Commercial - (21 total parcels)



Locator Map



Site Photo



APN(s): 002-211-02-7, 18
002-213-03-11, 23
Site Location: Sir Francis Drake and Willow area
Parcel(s) Size: 2.37 Acres
Ownership: Private
Current Use: Com. / Residential
Current zoning: CH
Proposed Zoning: CC
Units/Density: 14 moderate or above-moderate units

Eastside Addresses: 1569 through 1625 Sir Francis Drake Blvd (odd #'s); 1616, 1620 and 1700 Sir Francis Drake Blvd; 2 Willow Ave

BASE MAP
City Boundary
Stream
Fairfax Parcels

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.

EVALUATION OF PREVIOUS HOUSING ELEMENT

State law requires the assessment of the following:

- Appropriateness of Goals, Objectives, and Policies (Section 65588(a)(1))
- Effectiveness of the Element (Section 65588(a)(2))
- Progress in Implementation (Section 65588(a)(3))

Town staff prepared an assessment of the progress with implementation and effectiveness of the policies and programs contained in the 2007–2014 Housing Element. **Table H-6** provides an evaluation of each implementing action. Due to the relatively short time period between adoption of the 2007–2014 Housing Element (October 2013) and preparation of the 2015–2023 Housing Element (early 2015), the Town has been successful in implementing only a few of the policies and programs from the 2007–2014 Housing Element.

General Plan adoption and subsequent rezoning efforts

In April 2012, the Town Council adopted the 2010-2030 General Plan. The following year, the Town Council adopted an update to the Housing Element. In March 2014, the Town Council adopted Ordinance No. 778, which would have implemented all of the zoning map amendments set forth in the revised Housing Element, as well as made multiple amendments to the text of the Zoning Ordinance to implement various Housing Element goals, policies, and programs.

In the wake of the adoption of Ordinance No. 778, community concern regarding the effect of the comprehensive rezoning ordinance led the Town Council to agendize the potential rescission of part or all of the ordinance. However, a referendum petition was submitted prior to the Town Council meeting and the Town Council was thus legally precluded from considering the rescission of the ordinance. By May 2014, this obstacle had been overcome, and the Town Council directed staff to prepare an ordinance to repeal Ordinance No. 778 for its consideration.

Between May and July 2014, the Council considered and discussed at numerous meetings the issues raised by the community both for and against the repeal of Ordinance No. 778.

On August 6, 2014, the Town Council adopted Ordinance No. 780, which repealed Ordinance No. 778 and took effect on September 5, 2014. In its deliberations to repeal Ordinance No. 778, the Council stated it wanted to have a “fresh start” to rezoning the properties as required by the Housing Element. Specifically, staff was directed to return to the Planning Commission and Town Council with separate rezoning actions. This more measured and gradual approach would allow the residents, Planning Commission, and Town Council to craft each zoning action and provide for more specific public input.

The Council has already completed some actions associated with this fresh start, such as a General Plan Amendment on September 17, 2014 to correct inconsistencies and errata in the Housing Element and conducting community forums (described in greater detail above) on Housing Element policies and programs. It is joined in this important work by a key advisory body, the Affordable Housing Committee.

TABLE H-6 REVIEW OF PREVIOUS HOUSING ELEMENT ACHIEVEMENTS

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
Goal H-1: Housing opportunities for a range of household types and incomes (including extremely low, very low, low, moderate, and above moderate incomes – as well as for homeless families and individuals).		
<i>Objective H-1.1: Create conditions that will foster the development of at least a total of 124 units for persons with a variety of incomes by 2014.</i>		
Policy H-1.1.1: <i>Local Government Leadership.</i> Establish affordable housing as an important priority for the Town, with the Planning Commission providing a leadership role working with community groups, other jurisdictions and agencies, and the building and real estate industry to implement the Housing Element programs.		
<p>Program H-1.1.1.1:</p> <p><i>Work with Housing Advocates.</i> The Planning Commission will coordinate with local businesses, housing advocacy groups, and the Chamber of Commerce, and participate in the Marin Consortium for Workforce Housing, to increase community understanding and support for workforce and special needs housing for lower-income households. Work to date has included noticing and facilitating meetings, issuing Requests for Qualifications (RFQs), Requests for Proposals (RFPs), and selecting a developer for the Christ Lutheran Church opportunity site. In addition, the Town sought and received funding from the local County Supervisor for pre-development environmental studies that have been completed for the 10 Olema Road site.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Initiated in 2012 and Ongoing</p>	<p>A request for proposals (RFPs) was issued, and the Town assisted in the selection of a developer for the Christ Lutheran Church opportunity site. In addition, the Town sought and received funding from the County for pre-development biological and geological studies that have been completed for both the workforce housing site at 10 Olema Road and for the senior housing at 2626 Sir Francis Drake Blvd.</p>	<p>Modify to change Marin Consortium for Workforce Housing to Marin Workforce Housing Trust and continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
Program H-1.1.1.2:	<p><i>Prepare Public Information Material.</i> The Planning Commission will prepare community information material to improve awareness of housing needs, issues and programs.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>	<p>The Town has held two public forums since the Zoning Map was repealed in May 2014: one forum in July and one in September 2014. The forums focused on certain topics related to the Housing Element and the Zoning Map.</p> <ol style="list-style-type: none"> 1) Forum 1, July 2014: Overview of Housing Element. 2) Forum 2, September 2014: Christ Lutheran Church, 10 Olema Road, and School Street Plaza opportunity sites. <p>A third forum is planned for early 2015 and will focus on the Housing Element opportunity sites located in commercial zones. The Town prepared boards and other materials for the forums.</p>	Continue.
Program H-1.1.1.3:	<p><i>Conduct Community Outreach.</i> The Planning Commission will develop and implement a program providing public information and outreach to increase citizen awareness, including establishing a forum for discussion of housing issues. Specific actions include:</p> <ul style="list-style-type: none"> ▪ Providing information pamphlets on housing issues and programs at public locations, and in community mailings. ▪ Distributing material to neighborhood groups and associations. 	See review of Program H-1.1.1.2.	Continue.

	Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
	<ul style="list-style-type: none"> ▪ Providing information to the community through articles in the newspapers. ▪ Working with unions, churches, businesses, new housing providers and other groups that might be mobilized to help support lower-income and special needs housing developments. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>		
Program H-1.1.1.4:	<p><i>Shared Responsibilities.</i> The Planning Commission will establish partnerships and identify shared responsibilities with all sectors of the community, including the Town government, businesses, community groups, environmental organizations, the building and real estate industry, non-profit housing sponsors, the school district, faith-based organizations, and health and human services, to implement the 2010 Housing Element.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>	The Town/Planning Commission has not established any partnerships since adoption of the previous Housing Element.	Combine with Program H-1.1.1.3 in the updated element and delete.
Program H-1.1.1.5	<p><i>Preserve Existing Lower-income Units.</i> Work with property owners of deed-restricted units that are at risk of converting to market rate housing to preserve the lower-income housing by providing incentives or resources, such as providing funding from the Town’s trust fund, working with the County to target Section 8 vouchers for the units, or providing other funds for improvements.</p> <p>Additionally, when units become at risk, the Town will comply with all noticing requirements related to at-risk units, educate tenants about their rights, and contact all potentially interested nonprofits to develop a preservation strategy for the at-risk units.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	There are no at-risk units in Fairfax. The Town will continue this program and will implement it if any units become at risk within 10 years of the beginning of the Housing Element planning period on January 31, 2025.	Modify to note that there are not currently any units at risk in Fairfax and continue.

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
<p>Policy H-1.1.2: <i>Neighborhood Meetings</i>. Require developers of any major project (more than four units) to conduct neighborhood meetings with the community residents early in the process to understand local issues and concerns, and to facilitate a more efficient project review.</p>		
<p>Program H-1.1.2.1: <i>Establish Neighborhood Meeting Procedures</i>. The Planning Commission will establish Neighborhood Meeting Procedures that encourage developers to conduct neighborhood meetings with the residents early in the project approval process as a requirement of major residential development applications. The Town will coordinate with nonprofit developers and others who would be affected by the procedures to ensure that there are no constraints to the housing development process.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Within one year of Housing Element adoption or by the end of the planning period.</p>	<p>While the Town has not yet adopted any formal neighborhood meeting procedures, staff has tested a variety of means to obtain public input on recent development applications and land use matters, including pre-application workshops before the Planning Commission, forums sponsored by the Town and facilitated by staff, and developer-led neighborhood meetings.</p>	<p>Continue.</p>
<p>Program H-1.1.2.2: <i>Outreach to Lower-Income Housing Developers</i>. The Town will reach out to potential developers of lower-income housing on the opportunity sites identified in this Housing Element, in particular those who may develop residential units on small underutilized parcels. The Town will seek to understand challenges associated with development of these units and work to reduce constraints associated with the challenges.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Initiated in 2012 and Ongoing</p>	<p>On May 5, 2014, the Marin County Board of Supervisors approved \$522,000 in CDBG funding for the senior housing project at 2626 Sir Francis Drake Blvd. (Christ Lutheran Church site). In addition, the Marin Community Foundation has awarded \$200,000 in pre-development funds for this project.</p>	<p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
	<p>Policy H-1.1.3: <i>Equal Housing Opportunities.</i> The Town will ensure that no one seeking housing in Fairfax will experience discrimination because of race, color, religion, marital status, disability, age, sex, sexual orientation, family status, national origin, political party, or other arbitrary factors, consistent with the Fair Housing Act and State of California law.</p>		
<p>Program H-1.1.3.1:</p>	<p><i>Adopt an Anti-Discrimination Ordinance.</i> The Planning Commission will prepare, and the Council will adopt an Anti-Discrimination Ordinance.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Within one year of Housing Element adoption or by the end of the planning period.</p>	<p>The Town has not adopted an anti-discrimination ordinance.</p>	<p>Continue.</p>
<p>Program H-1.1.3.2:</p>	<p><i>Respond to Complaints.</i> In order to promote equal housing opportunities for all persons, the Town provides means for the resolution of housing complaints and fair housing issues by referring phone inquiries to the Marin County Department of Health and Human Services. In addition, the Town provides the following services on housing complaints and fair housing issues:</p> <ul style="list-style-type: none"> • Provide Marin County brochures and Marin County Department of Health and Human Services information regarding fair housing and tenant rights at Town Hall and on the Town’s website. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	<p>The Town has not received any complaints since adoption of the previous Housing Element. Any complaints received would be referred to the Marin County Department of Health and Human Services.</p>	<p>Program H-1.1.3.3 will be integrated into this program in updated element.</p>
<p>Program H-1.1.3.3:</p>	<p><i>Develop a Program to Broadly Disseminate Information on Fair Housing.</i> The Planning Commission will develop a program for distributing and displaying fair housing information. Display areas will include the traditional locations in the Town including the Town Hall, Post Office, Library, and the Women’s Club, and will consider other locations, such as the Golden Gate transit vehicles, the markets,</p>	<p>The Town has not yet developed a program to disseminate fair housing information. However, the Town has created an extensive mailing list of stakeholders and special interest groups and individuals that it uses to publicize the public involvement</p>	<p>Combine with Program H-1.1.3.2 in updated element and delete.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<p>churches, community service centers, real estate and rental offices, and restaurants, cafes and coffee houses.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>	<p>events.</p>	
<p>Programs H-1.1.3.4:</p>	<p><i>Identify Housing Programs and Funding Sources.</i> The Planning Commission and staff will explore available housing programs and funding sources that are applicable to Fairfax. In particular, efforts will be made to identify funding for developments appropriate for the opportunity sites identified in this Housing Element.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Initiated in Spring 2012 and ongoing.</p>	<p>The Town has explored options and identified sources of funding. Funds have been received through Marin County CDBG (\$500,000), the Marin Workforce Housing Trust (\$30,000), the Marin Community Foundation (\$200,000), and other Marin County funds (\$10,000).</p> <p>The Marin Workforce Housing Trust funds and other Marin County funds were used for biology and geology predevelopment studies for the Christ Lutheran Church and 10 Olema Road sites. See also the achievements/ effectiveness information for Programs H-1.1.1.1 and H-1.1.2.2.</p>	<p>Continue.</p>
<p>Goal H-2: Housing and programs for special needs populations, including seniors, single-parent and families, as well as workforce housing and emergency homeless shelters.</p>			
<p>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 and identify appropriate zones for emergency homeless shelters.</p>			
<p>Policy H-2.1.1: Senior and Workforce Housing. The Town Council will appropriately rezone properties suitable for “senior and workforce housing” on a case-by-case basis and seek to accommodate the growing number of seniors as identified in the needs analysis within the Fairfax community.</p>			

	Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
Program H-2.1.1.1.1:	<p>Rezone the Lutheran Church property at 2626 Sir Francis Drake Boulevard from UR 7 du/acre (UR-7) to PDD and thereby make it possible to accommodate at least 40 units of senior housing. Program H-4.1.1.6 proposes to revise the PDD district standards to require residential only development in the PDD zone at a minimum of 20 units per acre. In addition the standards will be revised to reduce the minimum acreage for a PDD parcel from five acres to one acre.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Completed in 2012</p>	<p>The Town rezoned this property per the requirements of Program H-2.1.1.1 in March 2014. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance. Because of this effort the Town Council decided to repeal the ordinance passed in March. The Town is conducting outreach in order to enact a Zoning Map that is acceptable to the community. This program will be continued.</p>	Continue.
Program H-2.1.1.1.2:	<p>Rezone 10 Olema, the old “Mandarin Gardens” restaurant site, from CL to PDD and thereby making it possible to accommodate 22 units of workforce housing. Program H-4.1.1.6 proposes to revise the PDD district standards to require residential only development in the PDD zone at a minimum of 20 units per acre. In addition the standards will be revised to reduce the minimum acreage for a PDD parcel from five acres to one acre.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Completed in 2012</p>	<p>The Town rezoned this property per the requirements of Program H-2.1.1.1 in March 2014. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance. Because of this effort the Town Council decided to repeal the ordinance passed in March. The Town is conducting outreach in order to enact a Zoning Map that is acceptable to the community. This program will be continued.</p>	Continue.
<p>Policy H-2.1.2: Rental Assistance Programs. The Planning Commission will identify and publicize opportunities for using available rental assistance programs, such as the project-based and tenant-based Section 8 certificates programs, in coordination with the Marin Housing Authority, and pursue funding from the Marin Community Foundation, and continue to participate in the Rebate for Marin Renter’s Program.</p>			
Program H-2.1.2.1:	<p><i>Assist in the Effective Use of Rental Assistance Programs.</i> Develop and implement measures to make full use of available rental assistance programs. Actions include:</p>	<p>Housing Authority of the County of Marin operates the Fairfax Vest Pocket Shared Housing, a six-unit community for seniors and single parents. <u>The Housing Authority also</u></p>	Continue.

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<ul style="list-style-type: none"> ▪ Encourage owners of new apartment units to accept Section 8 certificates, ▪ Maintain descriptions of current programs at the Town Hall to distribute to interested individuals, ▪ Post notification of information regarding current programs at the usual places in the Town, ▪ Provide funding support, as possible and appropriate, and ▪ Coordinate with the Marin Housing Authority on rental assistance programs, including Shelter Plus Care, AB 2034, Housing Opportunities for Persons with AIDS (HOPWA), the Rental Assist Line, Rental Deposit Program, and Welfare to Work Program. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	<p>administers the Section 8 Housing Choice Voucher program that currently has 2,145 vouchers available countywide. 67 vouchers are currently in use in Fairfax. The County has 6,500 people on the wait list that has been closed since 2008.</p>	
<p>Policy H-2.1.3: Process Reasonable Accommodation Requests. It is the policy of the Town of Fairfax to provide reasonable accommodation for persons with disabilities seeking fair access to housing in the application of its zoning laws, policies, and processes. A person with disabilities is someone who has a “physical or mental impairment which substantially limits one or more of such person’s major life activities.”</p>			
<p>Program H-2.1.3.1:</p>	<p><i>Ensure Reasonable Accommodation.</i> Consistent with Senate Bill 520 (SB 520), reduce barriers in housing for individuals with disabilities. Enact the following:</p> <ul style="list-style-type: none"> ▪ Revise the Town Code to include a Reasonable Accommodation procedure. ▪ Amend the Town Code to clarify that access ramps are allowed in setback areas. ▪ Develop guidelines encouraging the principles of universal design. ▪ Create an ordinance codifying the guidelines. 	<p>The Town has not adopted a reasonable accommodation procedure. Access ramps may be informally allowed in setbacks but the Town Code has not been clarified to formally allow this. Guidelines to encourage universal design principles have not been developed and codified and reduced parking requirements have not been established.</p>	<p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<ul style="list-style-type: none"> ▪ Establish reduced parking requirements, particularly for disabled persons housing. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>		
Program H-2.1.3.2	<p><i>Assure Good Neighborhood Relations Involving Emergency Shelters and Residential Care Facilities.</i> Encourage positive relations between neighborhoods and providers of emergency shelters and residential care facilities. Providers or sponsors of emergency shelters, transitional housing programs and community care facilities shall be encouraged to establish outreach programs with their neighborhoods.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	To the Town's knowledge no housing providers have established outreach programs with their neighborhoods.	Continue.
<p>Policy H-2.1.4: Special Needs Housing. The Town shall seek to meet the special housing needs of individuals with disabilities and developmental disabilities, extremely low-, very low- and low-incomes, large families, senior citizens, farmworkers and their families, female-headed households with children, and others with special needs.</p>			
Program H-2.1.4.1	<p>Work with housing providers to ensure that special housing needs are addressed for seniors, large families, female-headed households, single-parent households with children, persons with disabilities and developmental disabilities, and homeless individuals and families. The Town will seek to meet these special housing needs through a combination of regulatory incentives, zoning standards, new housing construction programs, and supportive services programs. Program H-4.1.2.1 contains incentives the Town plans to implement. In addition, the Town may seek funding under the federal Housing Opportunities for Persons with AIDS, California Child Care Facilities Finance Program, and other state and federal programs designated specifically for special needs groups such as seniors, persons with disabilities, and</p>	The Housing Authority of the County of Marin has recently worked to increase the number of Section 8 vouchers available at Fairfax Vest Pocket Shared Housing, a six-unit community for seniors and single parents. In addition the Town has worked with the applicant for the Peace Village senior affordable housing project at the Christ Lutheran Church opportunity site. A formal application is expected in 2015.	Program H-2.1.6.4 will be integrated into this program in the updated element.

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<p>persons at risk for homelessness.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>		
<p>Program H-2.1.4.2:</p>	<p>To comply with the State Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6), the Town will amend the Town Code to treat employee housing that serves six or fewer persons as a single family structure and permitted in the same manner as other single family structures of the same type in the same zone (Section 17021.5) in all zones allowing single-family residential uses. The Zoning Ordinance will also be amended to treat employee housing consisting of no more than 12 units or 36 beds as an agricultural use and permitted in the same manner as other agricultural uses in the same zone (Section 17021.6).</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>	<p>The Town Code has not been amended to comply with the Employee Housing Act.</p>	<p>Continue.</p>
	<p>Policy H-2.1.5: Group Homes. A group home is a dwelling operated under State regulations that provides room and board for more than six individuals who as a result of age, illness, handicap or some specialized program, require personalized services or a supervised living arrangement in order to assure their safety and comfort. All group home facilities shall be regulated by the State of California. Additional requirements may be imposed by the applicable Building Code.</p>		
<p>Program H-2.1.5.1:</p>	<p>Expand Conditional Use categories for group homes, through the following approach:</p> <ul style="list-style-type: none"> ▪ Group homes for more than six individuals shall be added as a Conditional Use to all residential zones. ▪ Conditional Use permits require a public hearing/approval by the Planning Commission. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013</p>	<p>The Town Code has not been amended to change how group homes are allowed.</p>	<p>Continue.</p>

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
<p>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 Planning Commission has defined and established zoning designations for emergency shelters and will establish designations for transitional and supportive housing, and will define “transitional housing,” and “supportive housing” in the Zoning Ordinance. The Planning Commission 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.</p>		
<p>Program H-2.1.6.1: <i>Identify, Rezone, and Provide Appropriate Standards for Homeless Shelters.</i> Amend the Town Code to allow the development of emergency shelters as a permanent, non-conditional use in the Central Commercial (CC) and Public Domain (PD) zones in the Town. There are nine sites available in the CC zone totaling 1.65 acres and three sites in the PD zone totaling 7.45 acres. These are the most centrally located areas of the Town that are close to transit and services. Likewise, they will be the least publically contentious areas to place emergency shelters. Amendments will also define reasonable development, parking and management standards (per (Government Code Section 65583(a)(4)).</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Amend zoning within one year of Housing Element adoption.</p>	<p>In May 2015 the Town amended the Town Code to allow emergency shelters without discretionary review in the Central Commercial (CC) and Public Domain (PD) zones.</p>	<p>Delete.</p>
<p>Program H-2.1.6.2: <i>Revise the Town Code to Allow Transitional and Supportive Housing.</i> Add to the Town Code definitions of transitional housing and supportive housing as a residential use. Transitional and supportive housing will be allowed in the same way other residential uses are allowed in all residential zones. The Town will simplify existing practices and clarify the zoning code.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Amend zoning within one year of Housing Element adoption.</p>	<p>The Town Code has not been amended to allow transitional and supportive housing per state law.</p>	<p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
Program H-2.1.6.3:	<p><i>Modify Residential Care Facility Zoning.</i> Town staff will prepare recommendations, for review and approval by the Planning Commission and the Town Council to modify the Zoning Ordinance to establish care facilities as a residential use as compared to a commercial use. Apply inclusionary requirements, if any, to all licensed facilities. The Zoning Ordinance shall be amended to allow residential care facilities (group homes) for six persons or fewer by right in all residential districts. The Zoning Ordinance shall be amended to permit group residential uses in appropriate areas, in compliance with the General Plan, and with a review of the parking standards, as well as other applicable standards.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>	<p>The Town Code has not been amended to change how residential care facilities are allowed to comply with state law.</p>	<p>Continue.</p>
Program H-2.1.6.4:	<p><i>Encourage Housing for Special Needs Groups.</i> Continue to work with lower-income housing providers and funders to construct or acquire a variety of types of lower-income housing opportunities for individuals and groups with special needs and extremely low income households. Specific housing types include:</p> <ul style="list-style-type: none"> ▪ Smaller units, including single-room occupancy units (see Program H-2.1.6.5). ▪ Senior housing, including assisted living facilities. ▪ Larger units with three or more bedrooms for larger families. ▪ Units with special adaptations for people with disabilities; per California Title 24 standards. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	<p>The Town has worked with the applicant for the Peace Village senior affordable housing project at the Christ Lutheran Church opportunity site. A formal application is expected in 2015.</p>	<p>Combine into Program H-2.1.4.1 in updated element and delete.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
Program H-2.1.6.5:	<p><i>Amend Zoning to Allow Single-Room Occupancy Units.</i> Permit single-room occupancy dwelling units without a Conditional Use Permit in the CC zone.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013–2014</p>	The Town Code has not been amended to permit single-room occupancy units without a CUP in the CC zone.	Continue.
Program H-2.1.6.6	<p><i>Amend Zoning to Allow Mobile Homes and Mobile Home Parks.</i> Permit mobile homes (manufactured homes) on permanent foundations by right in all residential zones, subject to the same standards as single-family dwellings and permit mobile home parks in all residential zones with a Conditional Use Permit.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013–2014</p>	The Town Code has not been amended to allow mobile homes (manufactured homes) without a CUP in all residential zones.	Continue.
Program H-2.1.6.7:	<p><i>Engage in a Countywide Effort to Address Homelessness-related Needs.</i> Support Countywide programs to provide a continuum of care for the homeless, including emergency shelter, transitional housing, supportive housing, and permanent housing.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	The Town has continued to support the Countywide Continuum of Care. In 2014 the Town committed \$16,600 to the Rotating Emergency Shelter Team (R.E.S.T.), the program in the County that is working to establish a permanent emergency homeless shelter.	Continue.
Program H-2.1.6.8:	<p><i>Address Town Homeless Needs.</i> Continue to work on providing additional housing and other options for the homeless.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	See review of Program H-2.1.6.7.	Continue.

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
<p>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.</p>		
<p>Objective H-3.1: Develop at least 53 units of lower-income housing within a convenient distance from transit access points, where reduced automobile usage and parking requirements are possible.</p>		
<p>Policy H-3.1.1: Transit-Oriented Development. The Planning Commission and 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 Land Use Element.</p>		
<p>Program H-3.1.1.1: <i>Amend CH Zone.</i> Rezone all CH zones to CC zones, which will allow housing on second floors by right instead of requiring Conditional Use Permits.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Completed in 2012</p>	<p>This zoning change was completed in 2014. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance. Because of this effort the Town Council decided to repeal the ordinance passed in March. The Town is conducting outreach in order to enact a Zoning Map that is acceptable to the community. This program will be continued.</p>	<p>Continue.</p>
<p>Policy H-3.1.2: Transit-Oriented Development Density Bonus. The Planning Commission will establish land use arrangements and densities that facilitate energy-efficient public transit systems; and provide the following incentives for developments convenient to transit: (1) a density bonus, up to 25 percent above allowable, and (2) parking standards to be established on a case-by-case basis, depending upon the location and characteristics of the development. The following criteria shall be met for TOD:</p>		
<ul style="list-style-type: none"> ▪ The site is within 600 feet of a transit station and/or services (i.e., the Town Center and the Parkade). ▪ Potential impacts are mitigated. ▪ The development provides design character that is compatible with the surrounding neighborhood. 		
<p>The development allows for provision of transit improvements, or services, as appropriate and if feasible.</p>		

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
<p>Program H-3.1.2.1: <i>Identify and Designate Transit-Oriented Development Sites.</i> The Planning Commission 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.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Completed in 2012</p>	<p>All CH and CC zoned areas are considered TOD as detailed in the Town's Land Use Element. The zoning remains to be put in place in these areas.</p>	<p>Continue</p>
<p>Goal H-4: Link housing and jobs in the community; include housing opportunities for Fairfax workers and public service employees.</p>		
<p>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.</p>		
<p>Policy H-4.1.1: Link Housing with Jobs. The Planning Commission and Town Council will revise the Zoning Ordinance to provide new housing opportunities at sites identified in the 2010 Housing Element.</p>		
<p>Program H-4.1.1.1: Rezone School Street Plaza from CL to PDD thereby making it possible to accommodate at least nine units of housing.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Completed in 2012</p>	<p>This zoning change was completed in 2014. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance. Because of this effort the Town Council decided to repeal the ordinance passed in March. The Town is conducting outreach in order to enact a Zoning Map that is acceptable to the community. This program will be continued: though the Town has discussed splitting the site into PDD in the back one acre where the nine (9) units could be accommodated and approximately .8 acre of CC zoning fronting Broadway.</p>	<p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
Program H-4.1.1.2:	<p><i>Revise the Town’s Zoning Ordinance.</i> Town staff will review, and if necessary, prepare Zoning Ordinance amendments, for consideration and action by the Planning Commission and the Town Council to facilitate and incentivize creation of lower-income housing especially on mixed-use and infill sites. Amendments will include:</p> <ul style="list-style-type: none"> ▪ A zoning designation allowing Live/Work residential units in the CC zoned areas. ▪ Opportunities for infill housing. ▪ Waiving penalties for legalizing existing second units by bringing them up to code. ▪ Trading second unit use permit approval for contract to maintain such units for low-income residents for a specific amount of time. ▪ Create an Inclusionary Zoning Ordinance applying a fee to new development including single family residences and 50 percent remodels to create an affordable housing fund. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Some amendments completed and some ongoing. All amendments will be completed by the end of the planning period.</p>	<p>Some of the amendments called for in this program were accomplished in 2014 with adoption of the necessary zoning changes to implement it. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance. Because of this effort the Town Council decided to repeal the ordinance passed in March. The Town is conducting outreach and Town Forums in order to enact a Zoning Map that is acceptable to the community. This program will be continued.</p>	Continue.
Program H-4.1.1.3:	<p><i>Acceptance of Live/Work Developments.</i> Town staff will prepare, for consideration and approval by the Planning Commission and the Town Council, flexible standards that provide opportunities for live/work developments, where housing can be provided for workers on-site and/or caretaker - or other types of housing can be provided.</p> <p>Responsibility: Planning Commission, Planning and Building Services</p>	<p>The Town has not prepared live/work standards.</p>	Continue.

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	Schedule: Completed		
Program H-4.1.1.4:	<p><i>Facilitate Development at Key Housing Opportunity Sites.</i> Town staff will prepare revisions to the Zoning Ordinance, for review and possible approval by the Planning Commission and the Town Council, to facilitate the provision of lower-income housing to make best efforts to meet the Town’s “fair share” of the regional housing need for lower income households. Facilitate the development of lower-income housing by using potential non-municipal funding sources to assist in any other on- and off-site mitigation that may be required.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: Initiated and ongoing</p>	<p>See review of Programs H-2.1.1.1, H-2.1.1.2, and H-4.1.1.6.</p> <p>This program is redundant with other programs and will not be continued.</p>	Delete.
Program H-4.1.1.5:	<p><i>Review and Update Parking Standards.</i> 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.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>	The Town’s parking standards have not been reviewed and updated.	Continue.
Program H-4.1.1.6	<p><i>Amend the Planned Development District (PDD) Zone Standards For Specified Opportunity Sites.</i> Amend Chapter 17.112 of the Fairfax Town Code to:</p> <ul style="list-style-type: none"> ▪ Reduce the minimum acreage for a PDD from five acres to one acre for the specified Opportunity Sites (i.e., Lutheran Church and 10 Olema Road). ▪ Specify that a maximum of 2 acres on the Christ Lutheran Church 	The Town implemented this program in March 2014. However, a petition was circulated to place a referendum on the ballot to repeal the ordinance. Because of this effort the Town Council decided to repeal the ordinance passed in March. The Town is conducting outreach in order to enact a Zoning Map that is	Continue.

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<p>Opportunity Site and the 10 Olema Road Opportunity Site shall be reserved for residential development only at a minimum of 20 units per acre. This change may also require revisions to other sections of Chapter 17.112 including the purpose and residential density policy sections.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: By January 31, 2015 (end of the 2006–2014 ABAG Planning Period)</p>	<p>acceptable to the community. This program will be continued.</p>	
<p>Program H-4.1.1.7</p>	<p><i>Land Monitoring Program to Meet the RHNA.</i> The Town will implement a land monitoring program to ensure that the Town has enough land to meet its RHNA, throughout the planning period. The Town has identified sites to meet their current and previous planning period lower-income RHNA numbers and the PDD Zone district standards will be amended to require a minimum of 20 dwelling units per acre. This program will ensure that the proposed sites are rezoned to appropriate minimum densities and identify additional sites to be rezoned if any of the proposed sites cannot be rezoned.</p> <p>All rezoned sites will permit owner-occupied and rental multi-family developments by right and will not require a conditional use permit or any other discretionary review for allowing the housing units (e.g., Design Review and Development Standards will still be reviewed). All sites will accommodate a minimum of 20 units per acre and at least 16 units per site, per state law requirements. In addition, the City will ensure that at least 50% of its lower- income RHNA shortfall is accommodated on sites designated for exclusively residential uses.</p> <p>Responsibility: Planning and Building Services Schedule: 2014 and ongoing</p>	<p>The Town continues to implement this program. Efforts are ongoing to provide adequate sites to meet the 4th and 5th cycle RHNA numbers. See also review of Program H-4.1.1.6.</p>	<p>Continue.</p>

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
<p>Policy H-4.1.2: Density Bonuses and Other Incentives for Lower-income Housing Developments. Support and expand the use of density bonuses, and other incentives, to help achieve housing goals while ensuring that potential impacts are considered and mitigated. Provide the following incentive options for developments containing a significant percentage of extremely low-, very low- or low-income units on-site:</p> <p>State Bonus Law. Offer density bonuses consistent with the State Density Bonus Law (GC Section 65915, et. seq.).</p> <p>Parking. Sites within 962.5 feet (300 meters) of a transit stop may be permitted a reduction in parking required by current code, and tandem parking or off-site parking alternatives will also be considered.</p> <p>Relationship of Density to Floor Area and Lot Coverage. Provide flexibility in applying development standards (e.g., parking, floor area and setback), subject to the type of housing, size, and unit mix, location and overall design. Additional density, beyond the maximum permitted, may be appropriate where units are significantly smaller and would have less impact than the market norm. For example, if the norm is 1,200 square feet of overall space for a two-bedroom unit, two units, 600 square feet each, may be permitted.</p> <p>Reduced Fees. Waive or reduce fees on a sliding scale related to the levels of affordability, such as a rebate of all planning and building fees for lower-income units based on the proportion of such units in the project.</p> <p>Coordination with Other Agencies. Coordinate with service providers and other agencies, as necessary, to create opportunities for the development to be built.</p> <p>Use of Housing Trusts. Use housing trust funds, as appropriate, to achieve greater affordability</p>		
Program H-4.1.2.1:	<p><i>Enact Density Bonus Zoning and Other Incentives.</i> Town staff will prepare amendments to the Zoning Ordinance, for review and approval by the Planning Commission and Town Council, to encourage an increase in the supply of well-designed housing for extremely low-, very low-, low-, and moderate-income households. The amendments will include adoption of a density bonus ordinance consistent with the State Density Bonus Law (GC Section 65915, et. seq.). In addition, staff and decision-makers will evaluate the following:</p> <ul style="list-style-type: none"> ▪ Implementation of additional elements of a density bonus program (above and beyond those required by GC Section 65915, et. seq.), including establishing simplified density bonus provisions, such as offering two bonus units for each unit affordable to low income (ownership) or extremely or very low income (rental), 	<p>The Town has not adopted a density bonus ordinance but Town staff has begun gathering materials to educate Town staff and decision makers regarding density bonus ordinances and state density bonus law.</p> <p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<ul style="list-style-type: none"> ▪ Inclusion of financially equivalent incentives, such as use of trust fund resources, expedited processing by Planning and Building Services, and waived or reduced fees to the extent possible for lower-income housing, ▪ Updates to fee schedules to reduce and/or defer fees, to the extent possible, for lower-income housing. ▪ Establishment of streamlined processing procedures and other mechanisms to fit with funding requirements and to facilitate desirable lower-income projects that have a significant portion of their total floor area committed to housing. <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013</p>		
<p>Goal H-5: Sustainable Affordable Housing. Well-designed, energy-efficient housing, affordable to and appropriate for a diverse population at compatible scales and in the appropriate (transit-supported) locations.</p>			
<p>Objective H-5.1: Well-designed, energy-efficient housing units for a diverse population at compatible scales and in the appropriate (transit supportive) locations.</p>			
<p>Policy H-5.1.1: <i>Resource Conservation and Renewable Energy Technologies.</i> The Planning Commission will promote development and construction standards that provide resource conservation by encouraging housing types and designs that use cost-effective energy conservation measures and fewer resources (water, electricity) and, therefore, cost less to operate over time, supporting long-term housing affordability.</p>			
<p>Program H-5.1.1.1:</p>	<p><i>Prepare Recommendations and Guidelines.</i> The Planning Commission will prepare informational materials, to be distributed to developers, architects and builders, listing and describing development and construction standards for energy conservation via the adoption of a Green Building Ordinance (see 2010 Conservation Element).</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013–2014 for adoption of green building ordinance and ongoing</p>	<p>The Town adopted CalGreen as part of building code adoption in January 2014. No informational materials have been prepared.</p>	<p>Modify to clarify program and continue.</p>

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete	
<p>Policy H-5.1.2: Innovative and “Non-Traditional” and “Traditional” Forms of Housing. Provide opportunities and facilitate innovative approaches in financing, design, construction and types of housing to increase the supply of low and moderate-income housing. Examples include: co-housing, eco-housing, “traditional” forms of housing like “Yurts,” and other “non-traditional” forms of housing; manufactured housing; new construction or rehabilitation with self-help, or “sweat equity”; and for first time, very-low to moderate income homeowners; and cooperatives or joint ventures between public/private sectors, home owners, and/or non-profit groups in the provision of lower-income housing.</p>			
<p>Program H-5.1.2.1:</p>	<p><i>Create Home-Sharing and Tenant Matching Opportunities.</i> The Planning Commission will work with non-profit groups to implement a homesharing/matching program for single-family dwelling owners with excess space and potential renters as a means of efficiently using existing housing stock. This effort will include:</p> <ul style="list-style-type: none"> ▪ Analyzing the need for single parent shared housing to determine whether there are constraints that could be removed without adversely affecting single-family neighborhoods, ▪ Identifying potential owners, such as seniors who prefer to remain in their homes, or new buyers who could afford single-family homes with extra income potential, ▪ Identifying potential renters, such as tenants that do not have vehicles matched at locations that have limited parking facilities, and ▪ Revising the Zoning Ordinance to encourage “shared housing” by allowing a small meal preparation area in addition to a kitchen, particularly in large, underutilized dwelling units that are occupied by only one or two people. 	<p>The Town has not initiated a homesharing/matching program.</p>	<p>Continue.</p>
<p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2014</p>			

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
Goal H-6: Create additional opportunities for the development of second units.		
Objective H-6.1: Well-designed, legal second units in all residential neighborhoods; applying reasonable parking and street capacity standards.		
Policy H-6.1.1: <i>Continue the Second Unit Amnesty Ordinance.</i> The Town Council will extend the Second Unit Amnesty Program on a year-by-year basis; without the fire suppression system (i.e., sprinklers) requirement until at least 27 “informal” second units are brought into compliance.		
<p>Program H-6.1.1.1:</p>	<p>Reopen the Second Unit Amnesty Program and revise the ordinance without the requirement of fire suppression sprinkler systems, thereby “incentivizing” formalization of second units.</p> <p>Responsibility: Town Council, Planning Commission, Planning and Building Services</p> <p>Schedule: 2013–2014. Anticipated to continue during 5th cycle planning period.</p>	<p>The Town has not yet reopened the Second Unit Amnesty Program but plans to in the near future. This program will be continued.</p> <p>Continue.</p>
Policy H-6.1.2: <i>New Second Unit Approach.</i> Permit construction of well-designed second units in both new and existing residential neighborhoods, consistent with parking and street capacity standards.		
<p>Program H-6.1.2.1:</p>	<p><i>Modify Second Unit Development Standards and Permit Process.</i></p> <p>Modify and update the second unit development requirements to:</p> <ul style="list-style-type: none"> ▪ Establish second units as a permitted use by right when the single-family lot, primary structure, and second unit meet all the established zoning and building development and density standards, when adequate traffic safety and parking are available. Attached second units approved by right should be limited in size to a maximum of 700 square feet in floor area. ▪ To the extent that State law prohibits discretionary review, the Town shall create guidelines and standards for applications for second units, to be reviewed at the ministerial level. Such guidelines and standards shall be consistent with AB 1866, amending GC Sections 65852.2, 65583.1, and 65915. 	<p>The Town has not yet modified the development standards and permit process for second units but plans to in the near future. When the development standards are modified, parking requirements for new second units will be reduced in the non-Wildland Urban Interface (WUI) area of town on up to 30 percent slopes. This program will be continued. However, with the adoption of the new Fire Code in January 2014, the Town relaxed the fire sprinkler requirements in the non-Wildland Urban Interface (WUI) area of town on up to 30 percent</p> <p>Continue.</p>

Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
<ul style="list-style-type: none"> ▪ Establish procedures for second unit applications that require review for second units that meet performance standards and design guidelines at a low cost, and allow processing of the application at the staff level with appropriate public notice. ▪ Reduce per unit fees in recognition of the small size and low impacts of second units. ▪ Enact an ordinance that provides for the creation of second units related to single-family residences. The ordinance, as specified by Section 65852.2 of the GC, shall do any of the following: <ul style="list-style-type: none"> ○ Impose standards on second units that include, but are not limited to, parking, height, setbacks, lot coverage, architectural review, maximum unit size, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historic Places. ○ Provide that second units do not exceed the allowable density for the lot upon which the second unit is located, and that the second units are a residential use that is consistent with the Town's General Plan and zoning designation for the lot. ▪ Provide for the granting of a variance or special use permit for the creation of second units if said unit complies with all of the following: <ul style="list-style-type: none"> A. The second unit is not intended for sale and may be rented. B. The lot is zoned for single-family or multi-family use. C. The lot contains an existing single-family or multi-family dwelling. D. The second unit is either attached to the existing dwelling 	slopes.	

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	<p>and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.</p> <p>E. The increased floor area of an attached second unit shall not exceed 30 percent of the existing living area.</p> <p>F. The total area of floor space for a detached second unit shall not exceed 700 square feet.</p> <p>G. Requirements relating to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other zoning requirements generally applicable to residential construction in the zone in which the property is located.</p> <p>H. Local building code requirements that apply to detached dwellings, as appropriate.</p> <p>I. The owner of the property with a second unit must live in one of the units.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013–2014</p>		
<p>Program H-6.1.2.2:</p>	<p><i>Allow Second Units in New Development.</i> Allow some second units and/or duplexes as part of new single-family subdivision development where four or more new units are proposed.</p> <p>Responsibility: Planning and Building Services Schedule: Ongoing</p>	<p>The Town allows second units and duplexes as part of new single-family subdivisions where four or more new units are proposed. This program has been completed and will not be continued.</p>	<p>Delete.</p>
<p>Program H-6.1.2.3:</p>	<p><i>Second Unit Affordability.</i> When local funding is used to assist in the construction of a second unit, require use agreements as a condition of approval to ensure that second unit rents are affordable to lower income households.</p>	<p>Requirements will be included in use agreements as a condition of approval to maintain second units funded with Town funds as affordable.</p>	<p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
	<p>Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>		
<p>Program H-6.1.2.4:</p>	<p><i>Second Unit Incentives.</i> The Town will create guidelines and incentives to ensure affordability of second units.</p> <p>Responsibility: Planning Commission, Planning and Building Services Schedule: 2013 and ongoing</p>	<p>The only second unit incentive that has been established is the relaxation of the requirement for fire sprinklers in the non-WUI part of Town on slopes up to 30 percent.</p>	<p>Continue.</p>
<p>Program H-6.1.2.5:</p>	<p><i>In-Lieu Fee/Second Dwelling Unit Program.</i> Fairfax will establish an affordable housing in-lieu fee. This fee will be imposed on all new homes, and major remodels and additions that result in a structure that exceeds over 2,000 square feet. The fee has a base rate of up to \$10,000 for new homes. In addition, a fee shall be imposed at the rate of \$1,000 per 100 square feet for each 100 square feet of floor area over 2,000 square feet. For houses with a square footage greater than 2,500 square feet, the fee shall increase to \$1,500 for each 100 square feet over 2,500 square feet. The affordable housing in-lieu fees shall be deposited in a housing trust fund or other similar repository.</p> <p>The affordable housing in-lieu fee shall be used to create lower-income housing units within the Town of Fairfax, in order to meet the Town's lower-income housing needs as determined by the State and ABAG.</p> <p>Property owners shall have the option of creating a new second unit on the site, as an alternative to paying the in-lieu fee. The site must be suitable for creating a second unit and comply with applicable zoning regulations. Additionally, the property must be deed restricted so that the second unit shall be rented only to low- or moderate-income households.</p>	<p>The Town has not yet established an affordable housing in-lieu fee program.</p>	<p>Continue.</p>

	Program/Action	Achievements/Effectiveness	Continue/Modify/Delete
	Responsibility: Planning Commission, Planning and Building Services Schedule: 2013–2014		
Program H-6.1.2.6:	<p data-bbox="474 402 1255 508"><i>Projects Implemented with Affordable In-Lieu Fee Funds.</i> The Town will explore the following possible projects in order to create lower-income housing.</p> <ol data-bbox="474 532 1255 1097" style="list-style-type: none"> <li data-bbox="474 532 1255 797">1. Work with Habitat for Humanity (or by a like kind “entity” or organization) to build 10–20 units of lower-income housing in cottages in groups of two to six dwellings. These cottages will be deed restricted and sold to those with 30 percent to 50 percent of median income. The homes will be built by Fairfax volunteers. The Town will assist in facilitating the purchase of the land and work with Habitat for Humanity to help “entitle” and build. <li data-bbox="474 821 1255 967">2. Town will consider buying-down the cost of units to make them affordable to lower-income households. A lottery system may be put in place to assist people in buying the lower-income homes. <li data-bbox="474 992 1255 1097">3. The Town will consider purchasing single family dwelling and converting them into a duplex. The duplex will be rented out as affordable living units and permanently deed restricted. <p data-bbox="474 1122 1255 1187">Responsibility: Planning Commission, Planning and Building Services Schedule: Ongoing</p>	See review of Program H-6.1.2.5.	Continue.

Program/Action	Achievements/Effectiveness	Continue/Modify/ Delete
Goal H-7: Create efficient procedures for monitoring housing need achievements.		
Objective H-7.1: Establish standardized methods for the effective and efficient management of housing data among jurisdictions in Marin.		
Policy H-7.1.1: <i>Housing Data Standards</i>. The Planning Commission will establish methods to enable the effective and efficient management of housing data relevant to Fairfax.		
Program H-7.1.1.1: Conduct an Annual Housing Element Review. The Planning Commission will review the Town's Housing Element annually, with opportunities for public participation, in conjunction with the State requirement for a written review by July 1 of each year (GC Section 65583(3)). Responsibility: Planning Commission, Planning and Building Services Schedule: Annually in April; April 2014.	The Town prepared a Housing Element annual report for 2013 and submitted it to HCD.	Continue.
Program H-7.1.1.2: Update the Housing Element. The Planning Commission will update the Housing Element, as required by State law. Responsibility: Planning Commission, Planning and Building Services Schedule: 2013-2014	The Town continues to regularly update its Housing Element, as required by state law. As this is a requirement of the law, it is done as a matter of normal procedure at the Town and is not needed as a program in the Housing Element. This program will not be continued.	Delete.

This page intentionally left blank

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

Housing Goals

Goals are general statements of values or aspirations held by the community in relation to each issue area. Goals are the ends toward which the jurisdiction will direct its efforts. The 2015–2023 Housing Element update responds to community needs and priorities through the following seven goals:

- **Goal H-1: Housing opportunities for a range of household types and incomes (including extremely low, very low, low, moderate, and above moderate incomes – as well as for homeless families and individuals). When possible, the Town will encourage and assist with projects that include units for extremely low, very low, or low income households.**
- **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.**
- **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.**
- **Goal H-4: Link housing and jobs in the community; include housing opportunities for Fairfax workers and public service employees.**
- **Goal H-5: Sustainable Affordable Housing. Well-designed, energy-efficient housing, affordable to and appropriate for a diverse population at compatible scales and in the appropriate (transit-supported) locations.**
- **Goal H-6: Create additional opportunities for the development of second units.**
- **Goal H-7: Create efficient procedures for monitoring housing need achievements.**

Housing Programs

Programs are the most dynamic part of the 2015–2023 Housing Element. Programs or “implementation actions” represent specific actions that the jurisdiction or other identified entities will undertake to address policy issues and move closer to the

community's goals. These include ongoing programs sponsored by the jurisdiction, discrete time-specific actions, or further planning actions. Each program or implementation action is linked to a goal, objective, and policy and addresses one or more of the following:

- Land Use and Development Controls
- Regulatory Incentives
- Available Subsidies

Program Descriptions

Each program or implementation action described in the eight-year action plan below must provide the following information in addition to the basic program description:

- Time Frame for Implementation
- Responsible Agencies
- Quantified Objectives

Program Requirements

State law requires that the Housing Element consider and address the following primary areas of housing need. These provide an overall structure for the consideration of alternative housing strategies, and subsequently for the organization and articulation of goals, objectives, policies, and implementing programs. These include:

- Identify actions that will make sites available during the planning period:
 - with appropriate zoning,
 - with appropriate development standards, and
 - with appropriate services and facilities.
- Availability of a variety of housing types.
- Sufficient to meet the RHNA goals.

- Assist in the development of adequate housing to meet the needs of extremely low-, very low-, low-, and moderate-income households.
- Address and remove governmental constraints to the maintenance, improvement, and development of housing.
- Conserve and improve the condition of existing lower-income housing.
- Preserve assisted housing development for lower-income households.

Goal H-1: Housing opportunities for a range of household types and incomes (including extremely low, very low, low, moderate, and above moderate incomes – as well as for homeless families and individuals). When possible, the Town will encourage and assist with projects that include units for extremely low, very low, or low-income households.

Objective H-1.1: Create conditions that will foster the development of at least a total of 141 units for persons with a variety of incomes by 2022.

Policy H-1.1.1: *Local Government Leadership.* Establish affordable housing as an important priority for the Town, with the Planning Commission providing a leadership role working with community groups, other jurisdictions and agencies, and the building and real estate industry to implement the Housing Element programs.

Program H-1.1.1.1: *Work with Housing Advocates.* The Town will coordinate with local businesses, housing advocacy groups including the Marin Workforce Housing Trust, and the Chamber of Commerce to increase community understanding and support for workforce and special needs housing for lower-income households.

Responsibility: Planning and Building Services

Schedule: Meet annually with groups listed in program and ongoing

Funding Source: General Fund

Program H-1.1.1.2: *Prepare Public Information Material.* Staff will continue to prepare community information material to improve awareness of housing needs, issues, and programs. Materials will include meeting materials and presentations as well as handouts at the planning counter.

Responsibility: Planning and Building Services

Schedule: 2015 and as needed throughout the planning period

Funding Source: General Fund

Program H-1.1.1.3: *Conduct Community Outreach and Shared Responsibilities.* The Staff will continue to implement a program providing public information and outreach to increase citizen awareness, including establishing a forum for discussion of housing issues. Specific actions include:

- Providing information pamphlets on housing issues and programs at public locations, and in community mailings.
- Distributing material to neighborhood groups and associations.
- Providing information to the community through articles in the newspapers.
- Working with unions, churches, businesses, new housing providers, and other groups that might be mobilized to help support lower-income and special needs housing developments.

Town staff will establish partnerships and identify shared responsibilities with all sectors of the community, including the Town government, businesses, community groups, environmental organizations, the building and real estate industry, nonprofit housing sponsors, the school district, faith-based organizations, and health and human services, to implement the 2015–2023 Housing Element.

Responsibility: Planning and Building Services

Schedule: One or more outreach events per year throughout the planning period and ongoing; Track partnership establishment progress annually as part of the Housing Element annual report and ongoing

Funding Source: General Fund

Program H-1.1.1.4 *Preserve Existing Lower-Income Units.* The Town has two deed restricted housing projects, Bennett House and part of Creekside, but does not currently have any deed-restricted “at-risk” units at this time. Should there be affordable units at risk in the future, the Town will work with property owners of deed-restricted units that are at risk of converting to market rate housing to preserve the lower-income housing by providing incentives or resources, such as providing funding from the Town’s trust fund, working with the County to target Section 8 vouchers for the units, or providing other funds for improvements.

Additionally, when units become at risk, the Town will comply with all noticing requirements related to at-risk units, educate tenants about their rights, and contact all potentially interested nonprofits to develop a preservation strategy for the at-risk units.

Responsibility: Planning and Building Services

Schedule: As needed throughout the planning period

Funding Source: General Fund

Policy H-1.1.2: *Neighborhood Meetings.* Require developers of any major project (more than four units) to conduct neighborhood meetings with the community residents early in the process to understand local issues and concerns, and to facilitate a more efficient project review.

Program H-1.1.2.1: *Establish Neighborhood Meeting Procedures.* The Town will establish Neighborhood Meeting Procedures that encourage developers to conduct neighborhood meetings with the residents early in the project approval process as a requirement of major residential development applications. The Town will coordinate with nonprofit developers and others who would be affected by the

procedures to ensure that there are no constraints to the housing development process.

Responsibility: Planning and Building Services

Schedule: Within one year of Housing Element adoption

Funding Source: General Fund

Program H-1.1.2.2: *Outreach to Lower-Income Housing Developers.* The Town will continue to reach out to potential developers of lower-income housing on the opportunity sites identified in this Housing Element, in particular those who may develop residential units on small underutilized parcels. The Town will seek to understand challenges associated with development of these units and work to reduce constraints associated with the challenges.

Responsibility: Planning and Building Services

Schedule: Annually and ongoing

Funding Source: General Fund

Policy H-1.1.3: *Equal Housing Opportunities.* The Town will ensure that no one seeking housing in Fairfax will experience discrimination because of race, color, religion, marital status, disability, age, sex, sexual orientation, family status, national origin, political party, or other arbitrary factors, consistent with the Fair Housing Act and California law.

Program H-1.1.3.1: *Adopt an Anti-Discrimination Ordinance.* The Town will prepare, and the Council will adopt an Anti-Discrimination Ordinance.

Responsibility: Planning and Building Services

Schedule: Within one year of Housing Element adoption

Funding Source: General Fund

Program H-1.1.3.2: *Respond to Complaints and Develop a Program to Broadly Disseminate Information on Fair Housing.* In order to promote equal housing opportunities for all persons, the Town provides means for the resolution of housing complaints and fair housing issues by referring phone inquiries to the Marin County Department of Health and Human Services. In addition, the Town provides Marin County brochures and Marin County Department of Health and Human Services information regarding fair housing and tenant rights at Town Hall and on the Town's website.

In addition, the staff will develop a program for additional distribution and display of fair housing information. Display areas will include the traditional locations in the Town including the post office, library, and the Women's Club, and the Town will consider other locations, such as the Golden Gate transit vehicles, the markets, churches, community service centers, real estate and rental offices, and restaurants, cafes, and coffee houses.

Responsibility: Planning and Building Services

Schedule: Establish program in 2016 and ongoing

Funding Source: General Fund

Programs H-1.1.3.3: *Identify Housing Programs and Funding Sources.* Staff will continue to explore available housing programs and funding sources that are applicable to Fairfax. In particular, efforts will be made to identify funding for developments appropriate for the opportunity sites identified in this Housing Element.

Responsibility: Planning and Building Services

Schedule: Continue to build on the work completed during the previous planning period throughout the 2015–2023 planning period.

Funding Source: CDBG, Marin Community Foundation, Marin Workforce Housing Trust, Marin County Board of Supervisors, ABAG.

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-2.1.1: *Senior and Workforce Housing.* The Town Council will appropriately rezone properties suitable for senior and workforce housing on a case-by-case basis and seek to accommodate the growing number of seniors as identified in the needs analysis within the Fairfax community.

Program H-2.1.1.1: Rezone two acres of the Christ Lutheran Church property (upon approval of subdivision of the site) at 2626 Sir Francis Drake Boulevard from UR 7 du/acre (UR-7) to PDD and thereby make it possible to accommodate a minimum of 40 units and a maximum of 41 units of senior housing. The maximum does not apply to any units granted under the State Density Bonus Law. Program H-4.1.1.5 proposes to revise the PDD district standards to require residential-only development at this Opportunity Site at a minimum of 20 units per acre and to put specific development standards in place. No discretionary review besides confirming compliance with objective design standards will be allowed on the site following rezoning. In addition, the standards will be revised to reduce the minimum acreage for this PDD parcel from 5 acres to 1 acre. If the rezoning and General Plan Amendment happens as a result of a submittal of a development application for the Christ Lutheran Church site the Town will cover the costs of the rezone and General Plan Amendment.

Responsibility: Planning and Building Services

Schedule: Complete rezone by January 31, 2016

Funding Source: General Fund

Program H-2.1.1.2: Rezone 10 Olema Road, the old “Mandarin Garden” restaurant site, from CL to PDD and thereby make it possible to accommodate a minimum of 22 units and a maximum of 23 units of workforce housing. The maximum does not apply to any units granted under the State Density Bonus Law. Program H-4.1.1.5 proposes to revise the PDD district standards to require residential-only development in the PDD zone on two specific Opportunity Sites (e.g., this Site and two acres of the Christ Lutheran Church Site at 2626 Sir Francis Drake Boulevard only) at a minimum of 20 units per acre and to put specific development standards in place. No discretionary review besides confirming compliance with objective design standards will be allowed on the site following rezoning. In addition, the standards will be revised to reduce the minimum acreage for a PDD parcel from 5 acres to 1 acre.

Responsibility: Planning Commission, Planning and Building Services

Schedule: Complete rezone by January 31, 2016

Funding Source: General Fund

Policy H-2.1.2: *Rental Assistance Programs.* Staff will identify and publicize opportunities for using available rental assistance programs, such as the project-based and tenant-based Section 8 certificates programs, in coordination with the Marin Housing Authority, and pursue funding from the Marin Community Foundation, and continue to participate in the Housing Stability Program.

Program H-2.1.2.1: *Assist in the Effective Use of Rental Assistance Programs.* Develop and implement measures to make full use of available rental assistance programs. Actions include:

- Encouraging owners of new apartment units to accept Section 8 certificates.
- Maintaining descriptions of current programs at the Town Hall to distribute to interested individuals.

- Posting notification of information regarding current programs at the usual places in the Town.
- Consider providing funding support, as possible and appropriate.
- Coordinating with the Marin Housing Authority on rental assistance programs, including Shelter Plus Care, AB 2034, Housing Opportunities for Persons with AIDS (HOPWA), HOME Investment Partnerships, the Rental Assist Line, Rental Deposit Program, Community Development Block Grants (CDBG), and Welfare to Work Program.

Responsibility: Planning and Building Services

Schedule: Annually and ongoing

Funding Source: Section 8, Shelter Plus Care, AB 2034, CDBG, HOME Investment Partnership, HOPWA, Rental Assist Line, Rental Deposit Program, Welfare to Work Program.

Policy H-2.1.3: *Process Reasonable Accommodation Requests.* It is the policy of the Town of Fairfax to provide reasonable accommodation for persons with disabilities seeking fair access to housing in the application of its zoning laws, policies, and processes. A person with disabilities is someone who has a “physical or mental impairment which substantially limits one or more of such person’s major life activities.”

Program H-2.1.3.1: *Ensure Reasonable Accommodation.* Consistent with Senate Bill (SB) 520, reduce barriers in housing for individuals with disabilities. Enact the following:

- Revise the Town Code to include a reasonable accommodation procedure.
- Amend the Town Code to clarify that access ramps are allowed in setback areas.
- Develop guidelines encouraging the principles of universal design.

- Create an ordinance codifying the guidelines.
- Establish reduced parking requirements, particularly for disabled persons housing.

Responsibility: Planning and Building Services

Schedule: 2016–2017

Funding Source: General Fund

Program H-2.1.3.2 *Assure Good Neighborhood Relations Involving Emergency Shelters and Residential Care Facilities.* Encourage positive relations between neighborhoods and providers of emergency shelters and residential care facilities. Providers or sponsors of emergency shelters, transitional housing programs, and community care facilities shall be encouraged to establish outreach programs with their neighborhoods.

Responsibility: Planning and Building Services

Schedule: Ongoing

Funding Source: General Fund

Policy H-2.1.4: *Special Needs Housing.* The Town shall seek to meet the special housing needs of individuals with disabilities and developmental disabilities, those with extremely low-, very low-, and low-incomes, large families, senior citizens, farmworkers and their families, single-parent households with children, and others with special needs.

Program H-2.1.4.1 Work with housing providers to ensure that special housing needs are addressed for seniors, large families, female-headed households, single-parent households with children, persons with disabilities and developmental disabilities, and homeless individuals and families. The Town will seek to meet these special housing needs through a combination of regulatory incentives, zoning standards, new housing construction programs, and supportive services programs. Program H-4.1.2.1 contains incentives that the Town plans to implement. The Town will also continue to work with lower-income housing providers and funders

to construct or acquire a variety of types of lower-income housing opportunities for individuals and groups with special needs and extremely low-income households. Specific housing types include:

- Smaller units, including single-room occupancy units (see Program H-2.1.6.3).
- Senior housing, including assisted living facilities.
- Larger units with three or more bedrooms for larger families.
- Units with special adaptations for people with disabilities, per California Title 24 standards.

In addition, the Town may seek funding under, CDBG, HOME Investment Partnerships, the federal HOPWA, California Child Care Facilities Finance Program, and other state and federal programs designated specifically for special needs groups such as seniors, persons with disabilities, and persons at risk for homelessness.

Responsibility: Planning and Building Services

Schedule: Ongoing

Funding Source: Federal HOPWA, CDBG, HOME Investment Partnerships, California Child Care Facilities Finance Program, and other state and federal programs designated specifically for special needs groups.

Program H-2.1.4.2: To comply with the state Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6), the Town will amend the Town Code to treat employee housing that serves six or fewer persons as a single-family structure and permitted in the same manner as other single-family structures of the same type in the same zone (Section 17021.5) in all zones allowing single-family residential uses. The Zoning Ordinance will also be amended to treat employee housing consisting of no more than 12 units or 36 beds as an agricultural use and permitted in the same manner as other agricultural uses in the same zone (Section 17021.6).

Responsibility: Planning and Building Services

Schedule: 2016-2017

Funding Source: General Fund

Policy H-2.1.5: *Group Homes*. A group home is a dwelling operated under state regulations that provides room and board for more than six individuals who as a result of age, illness, handicap, or some specialized program require personalized services or a supervised living arrangement in order to ensure their safety and comfort. All group home facilities shall be regulated by the State of California. Additional requirements may be imposed by the applicable building code.

Program H-2.1.5.1: Expand conditional use categories for group homes, through the following approach:

- Group homes for more than six individuals shall be added as a conditional use to all residential zones.
- Conditional use permits require a public hearing/approval by the Planning Commission.

Responsibility: Planning and Building Services

Schedule: 2016-2017

Funding Source: General Fund

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-2.1.6.1: *Revise the Town Code to Allow Transitional and Supportive Housing.* Add to the Town Code definitions of transitional housing and supportive housing as a residential use. Transitional and supportive housing will be allowed in the same way other residential uses are allowed in all residential zones. The Town will simplify existing practices and clarify the zoning code.

Responsibility: Planning and Building Services

Schedule: Amend zoning within one year of Housing Element adoption.

Funding Source: General Fund

Program H-2.1.6.2: *Modify Residential Care Facility Zoning.* Town staff will prepare recommendations for review and approval by the Planning Commission and the Town Council to modify the Zoning Ordinance to establish care facilities as a residential use as compared to a commercial use. Apply inclusionary requirements, if any, to all licensed facilities. The Zoning Ordinance shall be amended to allow residential care facilities (group homes) for six persons or fewer by right in all residential districts. The Zoning Ordinance shall be amended to permit group residential uses in appropriate areas, in compliance with the General Plan, and with a review of the parking standards, as well as other applicable standards.

Responsibility: Planning and Building Services

Schedule: 2016

Funding Source: General Fund

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.

Responsibility: Planning and Building Services

Schedule: 2016

Funding Source: General Fund

Program H-2.1.6.4: *Amend Zoning to Allow Mobile Homes and Mobile Home Parks.* Permit mobile homes (manufactured homes) on permanent foundations by without a conditional use permit in all residential zones, subject to the same standards as single-family dwellings and permit mobile home parks in all residential zones with a conditional use permit.

Responsibility: Planning and Building Services

Schedule: 2016

Funding Source: General Fund

Program H-2.1.6.5: *Engage in a Countywide Effort to Address Homelessness-Related Needs.* Continue to support countywide programs to provide a continuum of care for the homeless, including emergency shelter, transitional housing, supportive housing, and permanent housing.

Responsibility: Planning and Building Services

Schedule: Set goals annually for work on this program and ongoing

Funding Source: General Fund

Program H-2.1.6.6: *Address Town Homeless Needs.* Continue to work on providing additional housing and other options for the homeless.

Responsibility: Planning and Building Services

Schedule: Set goals annually for work on this program and ongoing

Funding Source: General Fund

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.

Responsibility: Planning and Building Services

Schedule: January 31, 2016

Funding Source: General Fund

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.

Responsibility: Planning and Building Services

Schedule: 2016-2017

Funding Source: General Fund

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.

Responsibility: Planning and Building Services

Schedule: January 31, 2016

Funding Source: General Fund

Program H-4.1.1.2: *Revise the Town's Zoning Ordinance.* Town staff will review, and if necessary, prepare Zoning Ordinance amendments, for consideration and action by the Planning Commission and the Town Council to facilitate and incentivize creation of lower-income housing especially on mixed-use and infill sites. Amendments will include:

- A zoning designation allowing live/work residential units in the CC-zoned areas.
- Opportunities for infill housing.
- Waiving penalties for legalizing existing second units by bringing them up to code.
- Enforcing affordability maintenance through deed restrictions.
- Create an Inclusionary Zoning Ordinance applying a fee to new development including single-family residences and 50 percent remodels to create an affordable housing fund.

Responsibility: Planning and Building Services

Schedule: Some amendments completed and some ongoing. All amendments will be completed by January 31, 2016.

Funding Source: General Fund

Program H-4.1.1.3: *Acceptance of Live/Work Developments.* Town staff will prepare, for consideration and approval by the Planning Commission and the Town Council, flexible standards that provide opportunities for live/work developments, where housing can be provided for on-site workers and/or caretakers; other types of housing can be provided.

Responsibility: Planning and Building Services

Schedule: 2017

Funding Source: General Fund

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.

Responsibility: Planning and Building Services

Schedule: 2017

Funding Source: General Fund

Program H-4.1.1.5 *Amend the PDD Zone Standards for Specified Opportunity Sites.* Amend Chapter 17.112 of the Fairfax Town Code to:

- Reduce the minimum acreage for a PDD from 5 acres to 1 acre for the Lutheran Church and 10 Olema Road opportunity sites.
- Specify that the 10 Olema Road opportunity site and a maximum of 2 acres on the Christ Lutheran Church opportunity site shall be reserved for residential development only at a minimum of 20 units and a maximum of 21 units per acre. The maximum does not apply to any units granted under the State Density Bonus Law. This change may also require revisions to other sections of Chapter 17.112 including the purpose and residential density policy sections.

Responsibility: Planning and Building Services

Schedule: By January 31, 2016

Funding Source: General Fund

Program H-4.1.1.6 *Land Monitoring Program to Meet the RHNA.* The Town will implement a land monitoring program to ensure that the Town has enough land to meet its RHNA, throughout the planning period. The Town has identified two sites (10 Olema Road and two acres

of the Christ Lutheran Church) to meet its current and previous planning period lower-income RHNA numbers. The PDD zone district standards will be amended for two of these sites (10 Olema Road and a portion of the Christ Lutheran Church site) to require a minimum of 20 and a maximum of 21 dwelling units per acre. The maximum does not apply to any units granted under the State Density Bonus Law. The Town will continue to maintain a list of available sites during the planning period. This program will ensure that two Opportunity Sites (10 Olema Road and two acres of the Christ Lutheran Church) are rezoned to appropriate minimum densities, and will identify additional sites to be rezoned if any of the proposed sites cannot be rezoned.

All rezoned sites will permit owner-occupied and rental multi-family developments without a conditional use permit or any other discretionary review for allowing the housing units (though design review will still occur). The two Opportunity Sites (10 Olema Road and two acres of the Christ Lutheran Church) will accommodate a minimum of 20 units and a maximum of 21 units per acre and at least 16 units per site, per state law requirements. The maximum does not apply to any units granted under the State Density Bonus Law. In addition, the Town will ensure that at least 50 percent of its lower-income RHNA shortfall is accommodated on sites designated for exclusively residential uses.

Responsibility: Planning and Building Services

Schedule: Monitor 2015 and annually thereafter; maintain list of sites throughout the 2015–2023 planning period

Funding Source: General Fund

Policy H-4.1.2: *Density Bonuses and Other Incentives for Lower-income Housing Developments.* Support and expand the use of density bonuses, and other incentives, to help achieve housing goals while ensuring that potential impacts are considered and mitigated. Provide the following incentive options for developments containing a significant percentage of extremely low-, very low-, or low-income units on-site:

- ***State Bonus Law.*** Offer density bonuses consistent with the State Density Bonus Law (GC Section 65915 et seq.).
- ***Parking.*** Sites within 962.5 feet (300 meters) of a transit stop may be permitted a reduction in parking required by current code, and tandem parking or off-site parking alternatives will also be considered.
- ***Relationship of Density to Floor Area and Lot Coverage.*** Provide flexibility in applying development standards (e.g., parking, floor area, and setback), subject to the type of housing, size, and unit mix, location, and overall design. Additional density, beyond the maximum permitted, may be appropriate where units are significantly smaller and would have less impact than the market norm. For example, if the norm is 1,200 square feet of overall space for a two-bedroom unit, two units, 600 square feet each, may be permitted.
- ***Reduced Fees.*** Waive or reduce fees on a sliding scale related to the levels of affordability, such as a rebate of all planning and building fees for lower-income units based on the proportion of such units in the project.
- ***Coordination with Other Agencies.*** Coordinate with service providers and other agencies, as necessary, to create opportunities for the development to be built.
- ***Use of Housing Trusts.*** Use housing trust funds, as appropriate, to achieve greater affordability.

Program H-4.1.2.1: *Enact Density Bonus Zoning and Other Incentives.* Town staff will prepare amendments to the Zoning Ordinance, for review and approval by the Planning Commission and Town Council, to encourage an increase in the supply of well-designed housing for extremely low-, very low-, low-, and moderate-income households. The amendments will include adoption of a density bonus ordinance consistent with the State Density Bonus Law (GC

Section 65915 et seq.). In addition, staff and decision-makers will evaluate the following:

- Implementation of additional elements of a density bonus program (above and beyond those required by GC Section 65915 et seq.), including establishing simplified density bonus provisions.
- Inclusion of financially equivalent incentives, such as use of trust fund resources, expedited processing by Planning and Building Services, and waived or reduced fees to the extent possible for lower-income housing.
- Updates to fee schedules to reduce and/or defer fees, to the extent possible, for lower-income housing.
- Establishment of streamlined processing procedures and other mechanisms to fit with funding requirements and to facilitate desirable lower-income projects that have a significant portion of their total floor area committed to housing.

Responsibility: Planning Commission, Planning and Building Services

Schedule: 2017

Funding Source: General Fund

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.

Policy H-5.1.1: Resource Conservation and Renewable Energy Technologies. The Town will promote development and construction standards that provide resource conservation by encouraging housing types and designs that use cost-effective

energy conservation measures and fewer resources (water, electricity) and, therefore, cost less to operate over time, supporting long-term housing affordability.

Program H-5.1.1.1: *Prepare Recommendations and Guidelines.* The Town will prepare informational materials to be distributed to developers, architects, and builders, listing and describing development and construction standards for energy conservation in the CalGreen portion of the Building Code.

Responsibility: Planning and Building Services

Schedule: Prepare materials by 2016

Funding Source: General Fund

Policy H-5.1.2: *Innovative and “Nontraditional” and “Traditional” Forms of Housing.* Provide opportunities and facilitate innovative approaches in financing, design, construction, and types of housing to increase the supply of low- and moderate-income housing in general and specifically for first time, very low- to moderate-income homeowners; Examples include: co-housing, eco-housing, traditional forms of housing in other cultures (e.g., yurts), and other nontraditional forms of housing; manufactured housing; new construction or rehabilitation with self-help, or “sweat equity”; and cooperatives or joint ventures between public/private sectors, homeowners, and/or nonprofit groups in the provision of lower-income housing.

Program H-5.1.2.1: *Create Home-Sharing and Tenant Matching Opportunities.* The Town will work with nonprofit groups to implement a homesharing/matching program for single-family dwelling owners with excess space and potential renters as a means of efficiently using existing housing stock. This effort will include:

- Analyzing the need for single parent-shared housing to determine whether there are constraints that could be removed without adversely affecting single-family neighborhoods.
- Identifying potential owners, such as seniors who prefer to remain in their homes, or new buyers who could afford single-family homes with extra income potential.

- Identifying potential renters, such as tenants who do not have vehicles matched with locations that have limited parking facilities.
- Revising the Zoning Ordinance to encourage “shared housing” by allowing a small meal preparation area in addition to a kitchen, particularly in large, underutilized dwelling units that are occupied by only one or two people.

Responsibility: Planning and Building Services

Schedule: 2017

Funding Source: General Fund

Program H-5.1.2.2: *Engage with Nonprofit Housing Providers for Rehabilitation and New Construction.* Substandard units may be rehabilitated and/or new units constructed between 2014–2022 by various nonprofit organizations such as Habitat for Humanity. Work may be conducted with the use of other state, federal, or regional funds.

Responsibility: Planning and Building Services

Schedule: 2015–2023

Funding Source: General Fund, state, federal and local funding sources

Goal H-6: Create additional opportunities for the development of second units.

Objective H-6.1: Well-designed, legal second units in all residential neighborhoods; applying reasonable parking and street capacity standards.

Policy H-6.1.1: Continue the Second Unit Amnesty Ordinance. The Town Council will extend the Second Unit Amnesty Program on a year-by-year basis, without the fire suppression system (i.e., sprinklers) requirement in the non-Wildlife Urban

Interface (WUI) area / up to a 30% slope until at least 17 “informal” second units are brought into compliance.

Program H-6.1.1.1: Reopen the Second Unit Amnesty Program and revise the ordinance without the requirement of fire suppression sprinkler systems in the non-Wildlife Urban Interface (WUI) area / up to a 30% slope, thereby “incentivizing” formalization of second units.

Responsibility: Planning and Building Services

Schedule: 2015-2016

Funding Source: General Fund

Policy H-6.1.2: *New Second Unit Approach*. Permit construction of well-designed second units in both new and existing residential neighborhoods, consistent with parking and street capacity standards.

Program H-6.1.2.1: *Modify Second Unit Development Standards and Permit Process*. Modify and update the second unit development requirements to:

- Establish second units as a permitted use by right when the single-family lot, primary structure, and second unit meet all the established zoning and building development and density standards, when adequate traffic safety and parking are available. Attached second units approved by right should be limited in size to a maximum of 700 square feet in floor area.
- To the extent that state law prohibits discretionary review, the Town shall create guidelines and standards for applications for second units, to be reviewed at the ministerial level. Such guidelines and standards shall be consistent with AB 1866, amending GC Sections 65852.2, 65583.1, and 65915.
- Establish procedures for second unit applications that require review for second units that meet performance standards and design guidelines at a low cost, and allow processing of the application at the staff level with appropriate public notice.

- Reduce per unit fees in recognition of the small size and low impacts of second units.
- Enact an ordinance that provides for the creation of second units related to single-family residences. The ordinance, as specified by GC Section 65852.2, shall do any of the following:
 - Impose standards on second units that include but are not limited to parking, height, setbacks, lot coverage, architectural review, maximum unit size, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historic Places.
 - Provide that second units do not exceed the allowable density for the lot upon which the second unit is located, and that the second units are a residential use that is consistent with the Town's General Plan and zoning designation for the lot.
- Provide for the granting of a variance or special use permit for the creation of second units if said unit complies with all of the following:
 - The second unit is not intended for sale and may be rented.
 - The lot is zoned for single-family or multi-family use.
 - The lot contains an existing single-family or multi-family dwelling.
 - The second unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.
 - The increased floor area of an attached second unit shall not exceed 30 percent of the existing living area.

- The total area of floor space for a detached second unit shall not exceed 700 square feet.
- Requirements relating to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other zoning requirements generally applicable to residential construction in the zone in which the property is located.
- Local building code requirements that apply to detached dwellings, as appropriate.
- The owner of the property with a second unit must live in one of the units.

Responsibility: Planning and Building Services

Schedule: 2016-2017

Funding Source: General Fund

Program H-6.1.2.2: *Second Unit Affordability*. When local funding is used to assist in the construction of a second unit, require use agreements as a condition of approval to ensure that second unit rents are affordable to lower-income households.

Responsibility: Planning and Building Services

Schedule: Ongoing

Funding Source: General Fund

Program H-6.1.2.3: *Second Unit Incentives*. The Town will create guidelines and incentives to ensure affordability of second units.

Responsibility: Planning Commission, Planning and Building Services

Schedule: 2016 and ongoing

Funding Source: General Fund

Program H-6.1.2.4: *In-Lieu Fee/Second Dwelling Unit Program.* Fairfax will establish an affordable housing in-lieu fee. This fee will be imposed on all new homes, and on major remodels and additions that result in a structure that exceeds over 2,000 square feet. The fee will be based upon a study to be commissioned by the Town. The affordable housing in-lieu fees shall be deposited in a housing trust fund or other similar repository.

The affordable housing in-lieu fee shall be used to create lower-income housing units in the Town of Fairfax, in order to meet the Town's lower-income housing needs as determined by the state and ABAG.

Property owners shall have the option of creating a new second unit on the site or paying the in-lieu fee. The site must be suitable for creating a second unit and comply with applicable zoning regulations. Additionally, the property must be deed restricted so that the second unit shall be rented only to low- or moderate-income households.

Responsibility: Planning and Building Services

Schedule: 2016

Funding Source: General Fund

Program H-6.1.2.5: *Projects Implemented with Affordable In-Lieu Fee Funds.* The Town will explore the following possible projects in order to create lower-income housing.

1. Work with Habitat for Humanity (or with a like kind entity or organization) to build 10–20 units of lower-income housing in cottages in groups of two to six dwellings. These cottages will be deed restricted and sold to those with 30 percent to 50 percent of median income. The homes will be built by Fairfax volunteers. If possible, the Town will assist in facilitating the purchase of the land and work with Habitat for Humanity to help entitle and build.

2. Town shall evaluate alternate options for the use of In-Lieu Fees that would benefit affordable housing goals.

Responsibility: Planning and Building Services

Schedule: 2016–2023

Funding Source: Affordable housing in-lieu fees

Program H-6.1.2.6: *Junior Second Unit Ordinance*. Review and adopt zoning standards and fees that serve to incentivize the creation of junior second units. Standards and fee considerations should include, but not be limited to, the following:

Zoning Standards to consider:

- Conversion of existing bedroom required – no building expansion;
- Maximum 500 square-foot size;
- Wet-bar type kitchen only with limitations on size of sink, waste line and counter area;
- Cooking facility limited by electrical service (110v maximum) and prohibition of gas appliances;
- Separate bathroom permitted, but not required;
- Require external access and internal access to the remainder of the home;
- No additional parking required if dwelling complies with current parking standards;
- Owner occupancy required and established by recorded deed restriction; and
- Ministerial approval process.

Fees considerations:

- Establish a minimal “flat fee” for a planning entitlement;
- No Town Development Impact Fees charged; and

- Work with special districts, e.g. water and sanitary, to reduce or waive fees.

Responsibility: Planning and Building, Town Council Services

Schedule: Within one year of Housing Element adoption

Funding Source: General Fund

Goal H-7: Create efficient procedures for monitoring housing need achievements.

Objective H-7.1: Establish standardized methods for the effective and efficient management of housing data among jurisdictions in Marin.

Policy H-7.1.1: *Housing Data Standards.* The Town will establish methods to enable the effective and efficient management of housing data relevant to Fairfax.

Program H-7.1.1.1: *Conduct an Annual Housing Element Review.* The Town will review the Town's Housing Element annually, with opportunities for public participation, in conjunction with the state requirement for a written review.

Responsibility: Planning and Building Services

Schedule: Submit annual report to HCD annually in April starting in 2015.

Funding Source: General Fund

TABLE H-7 QUANTIFIED OBJECTIVES BY INCOME GROUP

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New						
Construction ¹	19	20	23	30	49	140
Rehabilitation ²	0	2	3	0	0	5
Preservation ³	0	0	0	0	0	0
Conservation ⁴	0	67	0	0	0	67
Second Units ⁵	0	0	8	9	0	17
Total Quantified Objectives	19	89	34	39	49	230

Notes:

1. New construction quantified objectives represent the remaining 2007–2014 RHNA in addition to the 2014–2022 RHNA.
2. The rehabilitation quantified objectives are associated with Program H-5.1.2.2.
3. There are no preservation quantified objectives because none of the assisted units in Fairfax are at risk within 10 years of the beginning of the 5th cycle planning period.
4. Based on the number of housing choice vouchers in use in Fairfax as of January 2015.
5. New second units

This page intentionally left blank

HOUSING ELEMENT - APPENDICES

APPENDIX H-A: DEFINITIONS AND ACRONYMS

Definitions

Accessible Housing: Units accessible and adaptable to the needs of the physically handicapped.

Accessory Dwelling Unit (ADU): Small additions to a larger residential unit that can provide housing opportunities for elderly family members, grown children, or unrelated renters. Flexible space that can be used for a home office. The unit must be under the same ownership as the principal building. One additional parking space is required. The basic amenities include a bedroom, a bath, and a small kitchen. Also known as “granny flats,” “mother-in-law units,” “garage apartments,” and “ancillary units.”

Housing Affordability: The generally accepted measure for determining whether a person can afford housing means spending no more than 30 percent of one’s gross household income on housing costs, including principal, interest, property taxes and insurance. For example, a middle school teacher earning \$70,493 per year should be able to afford \$1,552 per month for housing, either for rent or mortgage financing. A postal clerk earning \$45,676 should be able to afford monthly payments up to \$1,442. Households paying more than 30 percent of their income on housing are considered “overpaying households” by the U.S. Census.

Income Limits: Income limits are updated annually by the U.S. Department of Housing and Urban Development (HUD) for Marin County. For many state and local programs, the California Department of Housing and Community Development (HCD) income eligibility limits are used. HCD income limits regulations are similar to those used by HUD. The most recent HCD income limits can be accessed online at <http://www.hcd.ca.gov>. Income limits as defined by California Housing Element law are:

Extremely Low Income Housing: Households earning 30 percent or less of the median household income, or less than \$33,950 in 2014 for a four-person household.

Very Low Income Housing: Households earning between 31 and 50 percent the median household income, or less than \$56,550 in 2014 for a four-person household.

Low Income Household: Households earning between 51 and 80 percent of the median household income, or less than \$90,500 in 2014.

Moderate Income Household: Households earning between 81 and 120 percent of the median income for a family of four, or less than \$123,600 in 2014.

Above Moderate Income Households: Households earning over 120 percent of the median household income, or a family of four earning more than \$123,600 in 2014.

Median Household Income: The middle point at which half of the Town's households earn more and half earn less. The median income for a family of four in Marin County in 2014 is \$103,000 per year.

Persons per Households: Average number of persons in an individual household.

Senior Housing: Defined by California Housing Element law as projects developed for, and put to use as, housing for the Town's senior citizens. Senior citizens are defined as persons 65 years of age, and older.

Sustainable Development: Development that maintains or enhances equity, economic opportunity, and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Acronyms

ABAG-Association of Bay Area Governments

ACS-US Census American Community Survey

AHC-Affordable Housing Committee

CDBG-Community Development Block Grant

CHAS-Comprehensive Housing Affordability Strategy

CMSA-Central Marin Sanitation Agency

DOF-California Department of Finance

GC-California Government Code

HCD-California Department of Housing and Community Development

HUD-US Housing and Urban Development

MCA-Marin Commission on Aging

MMWD-Marin Municipal Water District

RHNA-Regional Housing Needs Allocation

RVSD-Ross Valley Sanitary District

TND-Traditional Neighborhood Development

TOD-Transit Oriented Development

WUI-Wildland Urban Interface

APPENDIX H-B: HOUSING NEEDS ASSESSMENT

Introduction

This section of the Housing Element describes existing housing needs and conditions in the Town of Fairfax. The analysis in this section primarily utilizes data compiled by the Association of Bay Area Governments (ABAG) in the Data Profiles for Housing Elements, released in January 2014. This data packet was approved by the California Department of Housing and Community Development (HCD). The profiles include population, housing stock, and economics data from the 2000 and 2010 US Census, the California Department of Finance (DOF), 2013 ABAG projections, the US Department of Housing and Urban Development's (HUD) Comprehensive Housing Affordability Strategy (CHAS) database, and the US Census American Community Survey (ACS). ACS figures are estimates based on samples; for a small town like Fairfax, reported figures may be subject to large margins of error. Data that was not included in the ABAG Data Profiles for Housing Elements packet were obtained from direct contact with public agencies, Town staff, or other publicly available data sources.

Marin County Profile and the Town of Fairfax

Marin County has many unique qualities. The people who live and work in Marin County have long appreciated the county's exceptional quality of life—its small towns, rolling hills and bay vistas, cultural events, quality schools, creativity, and diversity of thought. Nevertheless, Marin's quality of life faces serious challenges. While quality of life issues in the past focused largely on environmental concerns and personal health and safety, the range of concerns has grown to embrace far more. Quality of life issues now include a vibrant economy, manageable traffic, affordable housing, appreciation of diverse cultures and outlooks, accessible recreational and cultural opportunities, and broad community dialogue.

Compared to other Bay Area counties, Marin experienced a slow growth in population from 1980 to 1990, adding 7,500 persons (a 3.4 percent increase). Between 1990 and 2000, the county's population increased by 8.8 percent, more than double the rate for the previous decade. Nevertheless, Marin remained the slowest growing county in the Bay Area region. Growth slowed somewhat between 2000 and 2010 with the addition of just over 5,000 residents countywide.

The median age has increased significantly from 33.3 years in 1980 to 44.5 years in 2010. By the year 2020, Marin is expected to have the oldest population in the state, with a median age of 47.7 years—almost 10 years older than the projected statewide median age of 38.1 years. The greatest increases in population age groups over the next 40 years are expected to be elderly and young adult households, which tend to have the lowest income levels. According to the California DOF, the elderly population is expected to comprise 26 percent of the population increase in Marin over the next 40 years, with the greatest percentage increase in those over 75 years of age. The Marin Commission on Aging (MCA) predicts even greater increases in Marin’s elderly population. By the year 2020, according to MCA, one out of every three Marin residents will be 60 years of age or older. MCA predicts this age group will nearly double in size from 40,000 to 74,000 persons by 2020. Three out of four individuals of the “oldest old,” 85 years of age or greater, are expected to be women.

Population Characteristics

The Town of Fairfax experienced very minor population growth from 2000 to 2010. As illustrated in **Table B-1**, the Town’s population grew from 7,319 in 2000 to 7,441 in 2010, an increase of approximately 2 percent. By comparison, the cities of Novato, Ross, and San Rafael grew 9, 4, and 3 percent, respectively, between 2000 and 2010, according to the US Census. The population of nearby Sausalito decreased approximately 4 percent for the same period. The California DOF estimated Fairfax’s 2014 population to be 7,541.

TABLE B-1 POPULATION CHARACTERISTICS

Jurisdiction	2000 Population	2010 Population	Percentage Change 2000–2010	2014 Population	Percentage Change 2010–2014
Fairfax	7,319	7,441	2%	7,541	1%
Belvedere	2,125	2,068	-3%	2,094	1%
Corte Madera	9,100	9,253	2%	9,381	1%
Larkspur	12,014	11,926	-1%	12,102	1%
Mill Valley	13,600	13,903	2%	14,257	3%
Novato	47,630	51,904	9%	52,967	2%
Ross	2,329	2,415	4%	2,461	2%
San Anselmo	12,378	12,336	0%	12,514	1%
San Rafael	56,063	57,713	3%	58,566	1%
Sausalito	7,330	7,061	-4%	7,175	2%

Source: US Census 2000 and 2010, California DOF 2014

ABAG projects that the Fairfax population will continue to grow slowly through 2040, as shown in **Table B-2**. The ABAG projections, prepared in 2013, call for a population increase of 10 percent over the next three decades, bringing the Town's population to 8,200 by 2040.

TABLE B-2 POPULATION PROJECTIONS

Year	Population	Decade Percentage Change
2000	7,319	--
2010	7,441	2%
2020	7,600	2%
2030	7,900	4%
2040	8,200	4%

Sources: US Census 2000 and 2010, ABAG 2013 Projections

As shown in **Table B-3**, the age makeup of the Town's population shifted slightly older from 2000 to 2010. The median age increased slightly from 41.6 to 45.9. Similarly, the median age in Marin County increased from 41.3 to 44.5 for the same period.

Approximately 17 percent of Fairfax residents were between the ages of 60 and 74 in 2010, an increase from 9 percent in 2000. This is an additional indicator that the Town's population is aging. Children and youth up to 19 years of age constituted 20 percent of Fairfax's population, while residents aged 60 and greater made up 22 percent of the population.

TABLE B-3 POPULATION AGE CHARACTERISTICS

Jurisdiction	2000 Population	2010 Population	Percentage Change 2000– 2010
Under 5 Years	377	336	-11%
5 to 19 years	1,135	1,186	4%
20 to 34 years	1,197	904	-24%
35 to 44 years	1,493	1,158	-22%
45 to 59 years	2,160	2,228	3%
60 to 74 years	634	1,302	105%
75 years and over	323	327	1%
Total	7,319	7,441	2%
Median Age	41.6	45.9	10%

Source: US Census 2000 and 2010

Households

The Census Bureau defines a household as all persons who occupy a housing unit, including families, single people, or unrelated persons. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

Household Growth and Types

As shown in **Table B-4**, the number of households in Fairfax increased from 3,306 in 2000 to 3,379 in 2010. This 2 percent increase is roughly consistent with growth in Marin County, which grew 3 percent over the same period. According to ABAG's 2013 projections, the 2 percent decadal growth rate is expected to occur through 2040, when there are expected to be 3,620 households in the Town.

TABLE B-4 HOUSEHOLD GROWTH TRENDS AND PROJECTIONS (2000–2040)

Year	Town of Fairfax		Marin County	
	Households	Decade Percent Change	Households	Decade Percent Change
2000	3,306		100,650	
2010	3,379	2%	103,210	3%
2020	3,460	2%	106,170	3%
2030	3,540	2%	109,100	3%
2040	3,620	2%	112,050	3%

Source: US Census 2010, ABAG 2013

According to the 2007–2011 ACS, families comprised the largest percentage of households in Fairfax, approximately 59 percent. Among family households, a little over half were families with children. For purposes of the US Census and ACS, a family is defined as a group of two or more people related by birth, marriage, or adoption residing together. This is different from the state definition of family which is broader and includes unrelated individuals co-habiting. As shown in **Table B-5**, approximately 30 percent of households were single persons who lived alone and the remaining 11 percent were multi-person non-family households.

TABLE B-5 HOUSEHOLD TYPES IN FAIRFAX, 2011

Household Type	Number of Households	Percentage
Single Person (living alone)	977	30%
Family	1,937	59%
<i>No children</i>	964	30%
<i>With children</i>	973	30%
Multi-Person, Non-Family	348	11%
Total Households	3,262	100%

Source: 2007–2011 ACS (ABAG Housing Element Data Profiles)

Note: Because the survey sample size is different in the ACS and US Census, the number of total households varies from table to table in this document.

Housing Tenure (Ownership and Rental Housing)

Table B-6 shows the rate of homeownership in Fairfax (referred to as housing tenure). According to the 2010 Census, approximately 62 percent of households were homeowners, while 38 percent rented their homes. Homeownership rates in the Town held roughly constant between 2000 and 2010.

TABLE B-6 HOUSEHOLDS BY TENURE

	2000		2010	
	Number	Percentage	Number	Percentage
Households	3,306		3,379	
Owner Occupied	2,031	61%	2,103	62%
Renter Occupied	1,275	39%	1,276	38%

Source: US Census 2000 and 2010

At 2.3 residents per household in 2010, household size in Fairfax was considerably smaller than Marin County, where household size averaged 2.9 residents per household

(**Table B-7**). With a lower average household size, more residential units will be required to accommodate any given increases in population.

TABLE B-7 AVERAGE SIZE OF HOUSEHOLDS

	2000	2010
Town of Fairfax	2.2	2.3
Marin County	2.3	2.9

Source: US Census 2000, 2007–2011 ACS (Five-year estimates)

High housing prices can force people to share living accommodations, thereby increasing household size. However, Marin’s aging population also reduces the occupancy rate as children move out and mortality increases. On average, renter households in Fairfax (2.1 persons per household in 2011) are slightly smaller than owner households (2.4 persons per household in 2011) (2007–2011 ACS (five-year estimates)) which does not indicate that renter households are more crowded than owner households.

Employment

Employment by Industry

Table B-8 illustrates the employed residents by industry in Fairfax according to the 2000 Census and 2007–2011 ACS (this information was not collected in the 2010 Census). While some changes from 2000 to 2011 may be attributable to the change in data sources (the ACS has a high margin of error), data shows growth in several industries including manufacturing and professional services. There were reductions in the number of Fairfax residents employed in the wholesale trade, retail, and information industries. **Table B-9** reports the 10 largest major employers in terms of number of employees in Marin County. Fairfax does not have any employers of this size in the Town limits.

TABLE B-8 EMPLOYED RESIDENTS BY INDUSTRY, 2000–2011

Industry	2000		2011*		Percentage Change
	Number	Percentage	Number	Percentage	
Agriculture, forestry, fishing and hunting, and mining	14	0%	0	0%	-100%
Construction	302	7%	289	7%	-4%
Manufacturing	189	4%	280	6%	48%
Wholesale trade	143	3%	49	1%	-66%
Retail trade	634	15%	411	9%	-35%
Transportation and warehousing, and utilities	104	2%	135	3%	30%
Information	309	7%	157	4%	-49%
Finance, insurance, real estate, and rental and leasing	425	10%	432	10%	2%
Professional, scientific, management, administrative, and waste management services	550	13%	965	22%	75%
Educational, health, and social services	824	19%	1,014	23%	23%
Arts, entertainment, recreation, accommodation, and food services	437	10%	276	6%	-37%
Other services (except public administration)	291	7%	239	5%	-18%
Public administration	115	3%	154	3%	34%
Employed civilian population 16 years and over	4,337	100%	4,401	100%	1%

Sources: US Census 2000; 2007–2011 American Community Survey (ABAG Housing Element Data Profiles 2013)

* ACS data has a high margin of error but is the only source available for this data as the 2010 Census did not include a long form.

TABLE B-9 MAJOR EMPLOYERS IN MARIN COUNTY

Employer Name	Range of Number of Employees	Location	Industry
Autodesk, Inc.	250-499	San Rafael	Computer Programming Services
Buck Institute for Research on Aging	200	Novato	Research Institution
College of Marin	500-999	Kentfield	Schools-Universities & Colleges Academic
Corrections Dept	1,000-4,999	San Quentin	State Government-Correctional Institutions
Fair Isaac Corp	1,000-4,999	San Rafael	Credit Reporting Agencies
Lucas Licensing	1,000-4,999	Nicasio	Video Production & Taping Service
Kaiser Permanente Medical Center	250-499	San Rafael	Hospitals
Marin General Hospital	1,000-4,999	Greenbrae	Hospitals
San Francisco State University	500-999	Belvedere Tiburon	Schools-Universities & Colleges Academic
Sonnen Motorcars-Audi-VW	500-999	San Rafael	Automobile Dealers-New Cars

Source: California Employment Development Department 2014 (Please note that this data may be dated); Buck Institute for Research on Aging, 2015

Relationship of Population and Jobs to Transportation

There is projected to be a continuing increase in regional travel activity in the Bay Area as a result of an expanding exurban population and the continuing predominance of the automobile as the primary commute mode. Projections for the Bay Area as a whole show that there will be longer commute travel times. Recommendations currently being considered by the County's Congestion Management Agency conclude that while there is clearly a need for improvements in all modes, a rational transportation plan for Marin County must emphasize solutions to the problems as they exist today.

While population and employment growth in Marin is expected to be lower than any county in the Bay Area region, except San Francisco, congestion is projected to increase at about two times the rate of either population or jobs growth in the county. It is apparent that the increase in congestion has very little to do with growth in Marin County. Not all solutions to the transportation problems relate to improvements in modes of transportation. These include:

- Improving the jobs/housing balance in the county to reduce the need for commuting.
- Creating transit-oriented development focused on transit modes.
- Creating mixed-use developments that avoid the need for many “midday trips”—including targeted placement of day care, convenience retail, and other services co-located with employment centers.

The number of jobs in a community has implications for the number of houses needed in the area. If there is an inadequate supply of affordable housing, persons working locally will tend to commute from less expensive outlying areas. This problem is manifest in Marin. Although housing has been built, job growth has still outpaced the growth in the housing supply. Furthermore, while Marin housing costs are among the highest in the Bay Area, the payroll from Marin jobs is among the lowest in the region. This imbalance contributes to severe traffic congestion on Highway 101 (the main link between Marin and Sonoma County where housing costs are lower).

Jobs/Housing Balance

Table B-10 reports job and employment projections for Fairfax through 2040. Projections indicate that Fairfax will add 330 jobs between 2010 and 2040. The jobs/employed residents ratio compares the number of jobs available in the Town to the total number of employed residents. Fairfax has considerably more employed residents than jobs and experiences net out-commuting. Projections indicate that this will not change over the next three decades. Fairfax’s jobs/employed residents ratio is projected to be .40 in 2040.

TABLE B-10 FAIRFAX JOBS AND EMPLOYED RESIDENTS, 2010–2040

Year	Number of Jobs	Number of Employed Residents	Jobs per Employed Resident
2010	1,490	4,050	0.37
2020*	1,670	4,500	0.37
2030*	1,740	4,470	0.39
2040*	1,820	4,570	0.40

Sources: ABAG 2013

*ABAG projections

The low number of jobs per employed resident helps explain the commute patterns identified in **Table B-11**. Nearly half of all employed residents take longer than 30 minutes to travel one way to their primary job. Just over half of employed residents travel less than 30 minutes to work which would include jobs in the County job center of San Rafael, the state penitentiary at San Quentin, and other job centers in eastern Marin County.

TABLE B-11 FAIRFAX COMMUTE TIMES, 2013

Travel Time to Work	Percentage
Less than 30 minutes	52%
30 to 59 minutes	29%
60 or more minutes	19%
Total	100%

Source: ACS 2009–2013 Five-Year Estimates Household Characteristics

Occupation and Wages

The California Employment Development Department produces an Occupational Employment and Wage Data spreadsheet by metropolitan statistical area (MSA) yearly. **Table B-12** shows employment projections from 2010 through 2020 as related to job growth for the San Francisco-San Mateo-Redwood City Metropolitan Statistical Area. During the next seven years, the MSA expects new employment to be concentrated in a variety of occupations. When comparing these annual incomes to the median income in 2014 for a family of four (\$103,000), three occupational groups are above this median income (biomedical engineers, computer and information research scientists, and software developers).

Of these ten occupational groups, the highest annual salary falls under the computer and information research scientist occupation at \$119,725. The lowest annual salary is in the human health aides occupations at \$24,170.

**TABLE B-12 FASTEST GROWING OCCUPATIONS,
SAN FRANCISCO – SAN MATEO – REDWOOD CITY MSA**

Occupation	Median Hourly Wage	Median Annual Salary	Estimated Employment		Percentage Change
			2010	2020	
Biomedical Engineers	\$51.14	\$106,371	590	1,320	124%
Microbiologists	\$46.44	\$96,595	970	1,710	76%
Computer and Information Research Scientists	\$57.56	\$119,725	850	1,340	58%
Software Developers, Systems Software	\$56.28	\$117,062	7,580	11,920	57%
Market Research Analysts and Marketing Specialists	\$39.36	\$81,869	7,640	11,850	55%
Biochemists and Biophysicists	\$45.44	\$94,515	980	1,510	54%
Medical Scientists, Except Epidemiologists	\$41.68	\$86,694	4,090	6,240	53%
Home Health Aides	\$11.62	\$24,170	4,310	6,560	52%
Biological Technicians	\$33.61	\$69,909	1,270	1,910	50%
Meeting, Convention, and Event Planners	\$27.21	\$56,597	1,180	1,770	50%

Source: California Employment Development Department 2014

Note: Annual salary is calculated by multiplying hourly wages by 2,080

Income and Housing Costs

The shortage of local housing at affordable prices means that many employees who work in Marin County must live elsewhere. This requires additional personal and societal costs, as the price of commuting is not just the actual expenses for car and gas, but includes the commute time, the environmental impact on air quality, the costs of extended day care, and the toll on peoples' lives.

When housing affordability erodes, many residents are affected. Those on fixed incomes are not able to keep up with rising rents; local employers experience difficulty in attracting and retaining qualified employees; local employees move farther away from their jobs in search of affordable housing in other communities because they cannot find adequate local housing that they can afford; and many households postpone home improvements and new investments, and/or devote an increasing proportion of their monthly budget to meeting housing costs. Overcrowding also increases as people turn to sharing homes and apartments to reduce monthly costs.

An adequate supply of affordable housing, including rental and owned housing, is essential to satisfying the housing needs of all economic segments of Fairfax's existing and projected population. The analysis of housing affordability requires consideration of trends in household income in comparison to trends in housing prices and rents, trying to quantify as best as possible the incidence of overpayment for housing costs, or what might be termed "the affordability gap" between the structure of local wages and salaries and the costs of local housing.

Income

According to the 2007–2011 ACS, the median household income in Fairfax was \$97,992. This is a numeric increase from the 2000 median of \$58,465 (US Census). Even when the 2000 median is adjusted to 2011 dollars to account for inflation, resulting in an adjusted median of \$78,928, the median in 2011 is more than in 2000.

Table B-13 shows the number and percentage of Fairfax households by ranges of annual income. Please note that 2000 figures in this table have not been adjusted to account for inflation. The percentage of households earning \$100,000 or more increased from 23 percent to 48 percent. The percentage of households making less than \$25,000 held steady at approximately 15 percent.

TABLE B-13 HOUSEHOLD INCOME TRENDS IN FAIRFAX, 2000 TO 2011

Annual Income	2000		2011	
	Number of Households	Percentage	Number of Households	Percentage
Less than \$24,999	489	15%	503	15%
\$25,000 to \$49,999	760	23%	448	14%
\$50,000 to \$74,999	833	26%	423	13%
\$75,000 to \$99,999	403	12%	310	10%
\$100,000 or more	753	23%	1,578	48%
Total	3,238	100%	3,262	100%

Sources: US Census 2000; 2007–2011 American Community Survey (ABAG Data Profiles for Housing Elements)

Note: Numbers have not been adjusted to account for inflation.

In 2000, the poverty rate in Fairfax was approximately 6.5 percent. The poverty rate increased to 8.6 percent in 2011. The poverty rate in Fairfax is similar to that of Marin County as a whole, which had poverty rates of approximately 6.6 percent in 2000 and 6.9 percent in 2011.

Housing Affordability

Federal regulations and guidelines define the maximum annual amount that each household can feasibly spend on housing costs (e.g., mortgage, rent, utilities) as 30 percent of gross household annual income. The income categories, as defined by HCD for a four-person household pursuant to the Health and Safety Code, are as follows:

- Extremely low – households with income less than 30 percent of the county’s area median income
- Very low – households with income between 30 and 50 percent of the county’s area median income
- Low – households with income between 51 and 80 percent of the county’s area median income

- Moderate – households with income between 81 and 120 percent of the county’s area median income
- Above moderate – households with income above 120 percent of the county’s area median income

Table B-14 provides an estimate of the number and percentage of Fairfax households according to these income categories. Note that data is not provided specifically for the extremely low-income category in this set. For analysis of households in this income category, please see the Extremely Low-Income Households subsection below. In this analysis, households at the extremely low-income level are included in the very low-income figures. Among all households, approximately 26 percent were considered very low income, 10 percent low income, 19 percent moderate income, and 46 percent above moderate income. Substantially more renters have incomes that are considered very low, and substantially more homeowner households have incomes in the above moderate category.

TABLE B-14 HOUSEHOLDS BY INCOME CATEGORY AND TENURE, 2010

Income Category	Renter		Homeowner		Total	
	Number of Households	Percentage	Number of Households	Percentage	Number of Households	Percentage
Very Low	545	48%	270	13%	815	26%
Low	145	13%	160	8%	305	10%
Moderate	225	20%	365	18%	590	19%
Above Moderate	225	20%	1,250	61%	1475	46%
Total	1,140	100%	2,045	100%	3185	100%

Source: CHAS based on 2006–2010 ACS (ABAG Data Profiles for Housing Elements)

Using the affordability benchmark of spending no more than 30 percent of household income on housing costs, **Table B-15** shows the maximum affordable monthly rent and maximum home purchase price by income category for Marin County. According to HCD, the median household income in Marin County for a family of four was \$103,100 in 2014. The maximum affordable monthly rent for a moderate-income household is

\$3,090. Low-income households, earning between \$56,551 and \$90,500 annually, can afford to spend up to \$2,263 per month for housing.

TABLE B-15 MAXIMUM AFFORDABLE HOUSING COSTS BY INCOME CATEGORY, 2013

Income Category	Percentage of Median	Maximum Income ¹	Maximum Rent	Maximum Sales Price
Extremely Low	≤30%	\$33,950	\$849	\$108,142
Very Low	31–50%	\$56,550	\$1,414	\$187,318
Low	51–80%	\$90,500	\$2,263	\$290,504
Moderate	81–120%	\$123,600	\$3,090	\$418,556

Sources: HCD Income Limits 2014; Zillow.com affordability calculator

Notes:

1. Maximum income is the top of the range published by HCD in 2014 for a family of 4. Sales prices assume 5.5% interest, a 30-year loan, 30% of monthly income spent for housing (including private mortgage insurance and taxes), and a down payment of \$5,000 for extremely low- and very low-income households, \$10,000 for low-income households, and \$20,000 for moderate-income households. Annual income is based on 2014 Marin County median income of \$103,000 according to HCD.

Extremely Low-Income Households

According to HUD's CHAS database, in 2011 there were 460 extremely low-income households in Fairfax (those earning less than 30 percent of the area median income). Extremely low-income households represented 14 percent of all Fairfax households.

Table B-16 illustrates these households by tenure. The majority, approximately 64 percent of extremely-low income households, were renters. Extremely low-income renter households represented approximately 9 percent of the total household population, and extremely low-income homeowner households made up approximately 5 percent of all Fairfax households.

TABLE B-16 EXTREMELY LOW-INCOME HOUSEHOLDS, 2010

	Renter		Owner		Total	
	Number of ELI Households	Percentage of Total Households	Number of ELI Households	Percentage of Total Households	Number of ELI Households	Percentage of Total Households
Extremely Low-Income (ELI) Households	295	9%	165	5%	460	14%

Source: CHAS based on 2007–2011 ACS

Extremely low-income households often have a variety of housing issues and needs. For example, most families and individuals receiving public assistance, such as social security insurance or disability insurance, are considered extremely low-income households. Many minimum wage workers would also be considered extremely low-income households.

Homeownership Housing Costs

Many new jobs have been created in the region since 1990. However, not as many new housing units were built. With demand outpacing supply, the competition for housing has sent rents and sale prices upward.

According to DataQuick, the median home sale price in Fairfax was \$645,000 in 2013, an increase of approximately 12 percent from the 2010 median of \$575,000. The median sales prices indicate that housing values decreased somewhat as a result of the 2008 economic downturn through 2011, before rebounding through 2013. Median prices in Fairfax tend to be in at the lower end when compared to other Marin County communities. **Table B-17** shows median home sales prices in Fairfax and nearby communities for 2012 and 2013. As noted in **Table B-15**, a family of four would need to make more than \$123,600 to afford a \$645,000 house. A median-priced home in Fairfax is only affordable to families with “above moderate” income levels.

TABLE B-17 ANNUAL MEDIAN SALES PRICE, 2012–2013

Community/City	2010 Median Price	2011 Median Price	2012 Median Price	2013 Median Price	Percentage Increase 2010–2013
Marin County	\$659,000	\$610,000	\$649,000	\$766,750	16%
Belvedere/Tiburon	\$1,700,000	\$1,516,000	\$1,483,750	\$1,800,000	6%
Bolinas	\$700,000	\$672,500	\$565,000	\$730,000	4%
Corte Madera	\$820,000	\$750,000	\$840,000	\$872,000	6%
Dillon Beach	\$552,500	\$475,000	\$517,000	\$635,000	15%
Fairfax	\$575,000	\$540,000	\$560,000	\$645,000	12%
Forest Knolls	\$404,000	\$177,500	\$365,500	\$521,000	29%
Greenbrae	\$1,035,000	\$997,500	\$1,023,250	\$1,255,000	21%
Inverness	\$800,000	\$427,500	\$475,000	\$920,000	15%
Lagunitas	\$500,000	\$312,500	\$550,000	\$620,750	24%
Larkspur	\$1,001,000	\$912,000	\$1,050,000	\$1,255,000	25%
Marshall	\$715,750	\$437,000	\$496,750	\$840,000	17%
Mill Valley	\$910,000	\$899,000	\$907,500	\$1,050,000	15%
Nicasio	\$1,077,500	\$1,048,500	\$1,145,000	\$1,073,500	0%
Novato	\$471,000	\$407,250	\$465,000	\$557,500	18%
Point Reyes Station	\$675,000	\$500,000	\$793,500	\$760,000	13%
Ross	\$1,917,500	\$1,900,000	\$2,437,500	\$2,220,000	16%
San Anselmo	\$745,000	\$706,750	\$775,000	\$869,500	17%
San Rafael	\$545,000	\$550,000	\$540,000	\$684,500	26%
Sausalito	\$691,000	\$741,500	\$663,500	\$895,000	30%
Stinson Beach	\$2,150,000	\$1,735,000	\$1,192,500	\$1,550,000	-28%

Community/City	2010 Median Price	2011 Median Price	2012 Median Price	2013 Median Price	
Tomales	\$475,000	\$350,000	\$490,000	\$625,000	32%
Woodacre	\$328,500	\$444,000	\$457,000	\$575,000	75%

Source: DataQuick 2010–2014 (www.DQNews.com)

Rental Housing Cost

Table B-18 provides samples of “typical” rental housing in Fairfax as identified through a point-in-time survey conducted in December 2014. Additional information from Marin Reports MLS listings was reviewed in March 2015. Data was available for 2 bedroom homes and larger. It showed average rents as slightly lower in 2014 for 2-bedroom units at \$2,900 per month and slightly higher for 3-bedroom units at \$4,850. According to both the survey and the Marin Reports data, only moderate and above-moderate income households could afford to rent two- and three-bedroom units in Fairfax.

TABLE B-18 RESIDENTIAL RENTAL PRICES, FAIRFAX, DECEMBER 2014

Type	Number of Units Surveyed	Low	High
1 bedroom	5	\$1,550	\$2,500
2 bedrooms	3	\$2,300	\$3,600
3+ bedrooms	3	\$3,900	\$4,500

Source: www.craigslist.org, December 2014

Although the monthly cost of rental housing is important, most landlords require the first month’s rental payment plus a security deposit prior to moving in and some ask for the last month’s rent in addition. Many landlords require a minimum monthly income of up to three times the monthly rent. There may also be requirements for deposits to connect to services such as water and electricity and possibly extra charges for additional people or pets. Due to these factors, the actual cost of moving into a rental unit is often a greater burden than the subsequent monthly costs.

Overpayment

Overpayment is defined as paying more than 30 percent of monthly household income for housing costs. Severe overpayment is defined as paying more than 50 percent of monthly household income for housing costs. CHAS (based on 2006–2010 ACS data) estimated that 855 Fairfax households with extremely low, very low, or low incomes overpaid for housing. This figure accounts for approximately 27 percent of total households in the town. The percentage of overpaying lower-income households was higher for renter-occupied households (62 percent) than owner-occupied households (38 percent).

Table B-19 illustrates lower-income households paying 30 to 50 percent and more than 50 percent of monthly household income for housing. Among renters, the percentage of households overpaying for housing generally increases as household incomes decrease. Approximately 31 percent of lower-income renter households overpaying for housing had incomes in the low-income category.

**TABLE B-19 LOWER INCOME HOUSEHOLD
OVERPAYMENT FOR HOUSING COSTS, 2010**

Tenure	Owner-Occupied	Renter-Occupied
Paying 30–50%		
Total Lower Income* Occupied Units Pay- ing 30–50% of HAMFI**	65	195
Extremely Low Income <30% of HAMFI	15	25
Very Low Income 31–50% of HAMFI	30	75
Low Income 50–80%	20	95
Paying 50%>		
Total Lower Income Occupied Units Pay- ing 50% of HAMFI or more	260	335
Extremely Low Income <30% of HAMFI	100	140
Very Low Income 31–50% of HAMFI	100	185
Low Income 50–80% of HAMFI	60	10
Total Lower Income Households Overpay- ing at least 30% of HAMFI	325	530
Total Households		3,180
Overpaying Lower Income Households as a Percent of Total Households	10%	17%

Source: US Census 2010, 2010 ACS, HCD 2014

*"Lower Income" includes extremely low, very low, and low income categories.

** HAMFI: HUD Area Median Family Income, huduser.org.

Housing Problems

According to CHAS data (**Table B-20**), in 2011 there were 245 owner households and 450 renter households earning less than 50 percent of the median family income (MFI) in the Town and identified as having at least one of four housing problems (incomplete kitchen facilities, incomplete plumbing facilities, more than one person per room, and a cost burden greater than 30 percent). It is important to note that, similar to ACS data, the CHAS dataset uses small samples and is subject to large margins of error and therefore may have totals and percentages that are slightly different than other data sources used in this document.

TABLE B-20 HOUSEHOLDS WITH ONE OF FOUR PROBLEMS, 2011

Household Income	Renter Occupied	Owner Occupied	Total	Percent of Total Households
<= 30% median income	210	155	365	11%
>30% to <=50% median income	240	90	330	10%
>50% to <=80% median income	130	85	215	7%
>80% to <=100% median income	75	95	170	5%
>100% median income	15	290	305	9%
Total	670	715	1385	42%

Source: 2011 CHAS

Note: The four housing problems, as identified by CHAS, are: incomplete kitchen facilities; incomplete plumbing facilities; more than 1 person per room; and cost burden greater than 30%.

Housing Stock Characteristics

Age and Condition of the Housing Stock

In general, the condition of the housing stock in Marin County is good. Windshield surveys conducted over the past 15 years by various jurisdictions indicate a high level of maintenance and renovation, which is consistent with the high value of housing in the county. Still, there are areas where housing condition is an issue, especially where rental units have deteriorated due to age and lack of maintenance.

The age of a community's housing stock is an indicator of the housing stock's general condition. Units 30 years and older are generally in need of some sort of rehabilitation. Approximately 90 percent of the Town's housing units were built in 1979 or before. Older units are generally in greater need of repair than newer housing stock. Additionally, many of these units could benefit from energy-efficiency improvements to reduce energy usage and related greenhouse gas emissions. **Table B-21** presents information about town's housing stock by decade built. Note that the data comes from the 2000 Census. Town staff provided information about units constructed between 2000 and 2013.

TABLE B-21 HOUSING STOCK BY DECADE BUILT

Decade Built	Number of Structures	Percent of Total
1939 or earlier	919	27%
1940 to 1949	381	11%
1950 to 1959	644	19%
1960 to 1969	686	20%
1970 to 1979	443	13%
1980 to 1989	207	6%
1990 to 1994	44	1%
1995 to 1998	49	1%
1999 to 2000	14	0%
2000 to 2013*	23	1%
Total	3,410	100%

Source: US Census 2000, *Town Records 2013

**Note that both the 2000 Census and Town records reported on units constructed in the year 2000; therefore, a few units may have been counted twice in the last two rows of this table.*

Fairfax is one of the oldest communities in Marin and consequently has a high number of older housing units. Of the Town's housing stock, Town staff knows of five units suffering from deferred maintenance and all the things associated with it:

rodent/mold/termite infestation, potentially unsafe conditions, and inadequate heat. There are an additional four units of substandard housing resulting from unpermitted construction which ranges from demolition of portions of electrical systems and walls throughout portions of houses rendering them unsafe to illegal units building without electrical, plumbing, mechanical or building permits and no oversight inspection by the Town.

Unit Type

Table B-22 shows the distribution of housing units by type of structure in Fairfax in 2000 and 2013. In both 2000 and 2013, a majority of all housing units were single-family detached structures (approximately 63 percent in 2013). In 2013, single-family attached structures constituted 10 percent of the housing stock and multifamily structures (two or more units per structure) made up 27 percent of Fairfax’s housing units. Less than 1 percent of the housing units in Fairfax were mobile homes, RVs, or other housing types.

TABLE B-22 HOUSING UNITS BY TYPE, 2000 AND 2013

Unit Size/Type	2000		2013		Percentage Change
	Number of Units	Percentage	Number of Units	Percentage	
Single-Family	--	--	--	--	--
Detached	2,308	68%	2,273	63%	-2%
Attached (townhome)	191	6%	345	10%	81%
2-4 Units	488	14%	486	14%	0%
5+ Units	389	11%	469	13%	21%
Other (Mobile Home, RV, etc.)	11	0%	13	0%	18%
Total	3,387	100%	3,586	100%	6%

Sources: US Census 2000; California Department of Finance E-5 Report 2011–2013 with 2010 Census Benchmark

Condominium Conversions

Fairfax has sought to ensure the retention of affordable rental units for decades. One of the methods the Town implemented to retain existing rental housing was a prohibition on condominium conversions, enacted in 1973. The Town of Fairfax was one of the first communities in California to pass such a law. Any application for a condominium conversion will be processed as required by law.

Overcrowding

The US Census defines overcrowded housing as housing units with 1.01 or more inhabitants per room, excluding kitchen and bathrooms. According to 2000 Census data, there were 60 households with overcrowded conditions in Fairfax (see **Table B-23**). ACS data indicates that this number was down to 25 in 2010. Although the drop could be explained by the small sample size taken for ACS data, the overall picture remains the same: few households in Fairfax are overcrowded.

TABLE B-23 OVERCROWDING

Tenure/Condition	2000		2010	
	Number of Units	Percentage	Number of Units	Percentage
Overcrowded	60	2%	25	1%
Owner occupied	19	1%	25	1%
Renter occupied	41	1%	0	0%
Severely Overcrowded	0	0%	0	0%
Owner occupied	0	0%	0	0%
Renter occupied	0	0%	0	0%
Total Occupied Units	3,276	–	3,180	–

Sources: US Census 2000; CHAS based on 2006–2010 ACS (ABAG Data Profiles for Housing Elements)

It should be noted, though, that it is likely that census counts of overcrowding underestimate the actual occurrence, as households living in overcrowded situations are unlikely to provide accurate data on other household members who might be living in the unit illegally or in violation of their rental agreement.

Vacancy Rate

The vacancy rates for housing in Fairfax, as indicated by the 2010 US Census, are shown in **Table B-24**. As of 2010, roughly 6 percent of the town's housing stock was vacant. Based on rent level surveys, the rental vacancy rate is most likely much tighter for units affordable to very low-, low-, and even moderate-income households. Fairfax is a desirable place to live and has a vacancy rate lower than that of the county.

TABLE B-24 VACANCY RATES

	Number of Units	Percentage
Total Units	3,585	100%
Occupied	3,379	94%
Vacant	206	6%
Vacancy Status		
For rent	66	32%
For sale	19	9%
Rented or sold, not occupied	15	7%
For seasonal use	54	26%
For migrant workers	0	0%
Other vacant	52	25%

Source: US Census 2010

According to the Bay Area Council and ABAG, a 5 percent rental vacancy rate is considered necessary to permit ordinary rental mobility. In a housing market with a lower vacancy rate, tenants will have difficulty locating appropriate units and strong market pressure will inflate rents.

With increased demand, the costs for land and buildings, and rents, will increase proportionally, keeping rents high. The low- and very low-income residents are most dramatically impacted. As stated earlier, the market is generally not providing an adequate supply of multi-family rental housing and housing for those with those with lower incomes in general. In the absence of efforts to increase the supply of affordable housing, higher paid workers will continue to move into the area, displacing lower-income workers. Lower-income workers often double up in overcrowded conditions, commute long distances, and are required to pay more than they can afford for housing.

Existing Affordable Housing Stock and Units “At Risk”

Government Code Section 65583 requires each city and county to adopt analysis and programs for preserving assisted housing developments. The analysis is required to identify any low-income units that are at risk of losing subsidies over the next 10 years.

According to the California Housing Partnership Corporation, there are two properties with deed-restricted rental units available to the elderly located in Fairfax: the Bennett House and Creekwood. The Bennett House provides a total of 70 units, while Creekwood provides 12 affordable housing units. Both properties are under contract through 2031 and 2032, respectively, and are considered a low risk for conversion to market-rate housing.

Special Needs Groups

To provide adequate housing for all people, the Town must consider the housing needs of disabled persons, developmentally disabled persons, female-headed households, large families, elderly persons, the homeless, and farmworkers. The shelter requirements for these special needs groups may point to the need for accessible, larger or smaller, secure, and/or affordable housing. High housing costs and low vacancy rates (as described in the Housing Costs subsection) are especially problematic for those with special needs.

Disabilities

People with disabilities represent a wide range of different housing needs, depending on the type and severity of their disability as well as personal preference and lifestyle. “Barrier-free design” housing, accessibility modifications, proximity to services and transit, and group living opportunities represent some of the types of considerations and accommodations that are important in serving this need group. Incorporating barrier-free design in all new multi-family housing is especially important to provide the widest range

of choice. The California and federal fair housing laws also require doing so. Special consideration should also be given to the issue of income and affordability, as many people with disabilities may be in fixed income situations.

As the proportion of seniors in the county's population increases, handicapped accessible housing will become even more necessary. Consideration can be given to handicapped dwelling conversion (or adaptability) and site design in new or renovated construction. Buckelew, Allegria, MARC, and the Marin Center for Independent Living operate facilities in Marin for people with disabilities. The Marin Center for Independent Living, for example, serves approximately 4,000 people a year throughout Marin County. Most of its clients live under the poverty level. **Tables B-25** and **B-26** illustrate the data available from the 2000 Census. At that time, there were 1,599 individuals residing in Fairfax that were known to have some form of disability; 29 percent were seniors age 65 or older. Although the 2000 Census data may no longer reflect current conditions, disability data was not collected for the 2010 Census, nor was it collected for small cities for the ACS, so the 2000 Census data is the best available.

TABLE B-25 DISABILITIES, 2000

	Number
Unable to work because of disability (ages 16-64)	455
Able to work, but with disability (ages 16-64)	672
Persons age 65 plus with a disability	458
Total Persons with a Disability	1,599

Source: US Census 2000

TABLE B-26 PERSONS WITH DISABILITIES BY DISABILITY TYPE, 2000

	Number
Total Persons with a Disability	1,599
Total Disabilities for Ages 5-64	1,141
Sensory disability	47
Physical disability	281
Mental disability	169
Self-care disability	49
Go-outside-home disability	140
Employment disability	455
Total Disabilities for Ages 65 and Over	458
Sensory disability	85
Physical disability	181
Mental disability	52
Self-care disability	58
Go-outside-home disability	82

Source: US Census 2000 (SF 3: P41).

Persons with Developmental Disabilities

Senate Bill (SB) 812 requires that the Town include an analysis of the special housing needs of persons with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, “developmental disability” means a disability that originates before an individual attains age 18 years, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual, which includes intellectual disability, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to intellectual disability or to require treatment similar to that required for individuals with intellectual disability, but does not include other handicapping conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently in a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Golden Gate Regional Center is one of 21 regional centers in California that provide a point of entry to services for people with developmental disabilities.

Tables B-27 and **B-28** provide a closer look at the developmentally disabled population in Fairfax.

TABLE B-27 DEVELOPMENTALLY DISABLED RESIDENTS BY AGE

Zip Code	0-14 Years	15-22 Years	23-54 Years	55-65 Years	65+ Years	Total
94930	>10	>10	14	>10	0	24

Source: DDS, 2015

TABLE B-28 DEVELOPMENTALLY DISABLED BY RESIDENCE TYPE

Zip Code	CCF	Foster/Family Home	ICF	Independent Living	Own Home	Total
94930	>10	0	0	>10	14	24

Source: DDS, 2015

A variety of housing types are appropriate for people living with a developmental disability: rent-subsidized homes, supportive homes, Section 8 vouchers, homes purchased through assistance programs, HUD housing, and community care facilities.

The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this special needs group. Special consideration should be given to the affordability of housing, as people with disabilities may be living on a fixed income. Incorporating barrier-free design in all new multi-family housing (as required by California and federal fair housing laws) is especially important to provide the widest range of choices for disabled residents.

To improve access to housing for those with developmental disabilities, this Housing Element includes Program H-2.1.4.1 which directs the Town to work with housing providers to ensure the needs of those with developmental disabilities and other special needs are met.

Female-Headed Households

According to the 2010 US Census, approximately 17 percent of Fairfax families were headed by females, down slightly from 18 percent in 2000. **Table B-29** illustrates that the percentage of female-headed households with children has remained relatively stable since 2000. Female-headed households are considered a special needs group because of the higher incidence of poverty in these households compared with that in all households.

TABLE B-29 FEMALE-HEADED FAMILIES, 2000 AND 2010

	2000		2010		Change	
	Number	Percentage	Number	Percentage	Number	Percentage
Total Families	1,813	–	1,875	–	62	-
Female-headed families	330	18%	319	17%	-11	-1%
With children under 18	223	12%	211	11%	-12	-1%
No children under 18	107	6%	108	6%	1	0%

Source: US Census 2000 and 2010 (ABAG Data Packet for Housing Elements)

Homeownership is more challenging for most female-headed households, especially those in poverty. Female-headed households are likely to seek housing affordable to lower-income households, particularly affordable rental units. Access to transit, schools, child care, parks, and daily services is important for these families.

To support housing opportunities for these households, the Town will implement Program H-2.1.4.1.

Large Families

Large family households, or those with five or more persons, made up 3 percent of all Fairfax families in 2012. **Table B-30** provides detail and offers a comparison to 2000. Finding rental housing with a higher than average number of bedrooms is a typical problem for large families, particularly those with lower-income levels. Larger units are more expensive to buy or rent; therefore, some larger family households, particularly those of lower incomes, live in overcrowded housing situations. The percentages of large family households in Fairfax have remained relatively low and addressing the needs of this special needs group is not a high priority concern in Fairfax.

TABLE B-30 LARGE HOUSEHOLDS BY TENURE, 2000 AND 2012

	Households of 4 or Fewer		Households of 5 or More	
	Number	Percentage	Number	Percentage
2000				
Total Households	3,187	96%	119	4%
Owner occupied	1,944	59%	87	3%
Renter occupied	1,243	38%	32	1%
2012				
Total Households	3,262	97%	117	3%
Owner occupied	2,022	60%	81	2%
Renter occupied	1,240	37%	36	1%

Sources: US Census 2000; 2012 ACS

Elderly

As illustrated in **Table B-31**, according to the 2010 US Census, 13 percent of Fairfax's population was age 65 or older, which is an increase from 9 percent in 2000. Seniors often live on a limited fixed income and suffer disproportionately from poverty. Seniors may also have special needs relating to accessibility.

TABLE B-31 ELDERLY HOUSEHOLDS BY TENURE

Age Group	2000		2010	
	Number	Percentage	Number	Percentage
65+	693	9%	950	13%
Total Population	7,319	100%	7,441	100%

Sources: US Census 2000 and 2010

As shown in **Table B-32**, the 2012 ACS estimated that approximately 20 percent of all households in Fairfax were headed by a senior. Seventy-five percent of these senior households owned homes and 25 percent rented.

TABLE B-32 ELDERLY HOUSEHOLDS BY TENURE

	Householder 15–64 Years		Householder 65+	
	Number	Percentage	Number	Percentage
2000				
Total Households	2,806	85%	500	15%
Owner occupied	1,652	59%	379	76%
Renter occupied	1,154	41%	121	24%
2012				
Total Households	2,696	80%	683	20%
Owner occupied	1,589	59%	514	75%
Renter occupied	1,107	41%	169	25%

Sources: US Census 2000; 2012 ACS

The increasing longevity of people and the increasing number of seniors in the population in Marin County is creating a greater need for affordable housing and specialized housing for older residents.

This has the following implications:

- Marin has a limited supply of vacant land that is suitable for residential development. Senior projects would compete with non-age-restricted housing for this land. Additional housing for area workers and families is an important need.
- Senior households on fixed incomes have limited resources for home improvements to maintain or rehabilitate older housing. The neighborhoods adjacent to Downtown Fairfax are specific areas where this may be a problem given the age of the housing and the high proportion of senior residents. In the future, other neighborhoods may be facing these same issues as well.
- Despite Prop 13 protection, many seniors can become “trapped” in large houses, due to the size and upkeep required for a large, older structure, as well as the increased house payments and taxes that would result from moving into newer residential unit.

The Town will continue to support services that encourage the development of affordable housing for the elderly through the implementation of Programs H-2.1.1.1, H-2.1.4.1, and H-5.1.2.1.

Homeless

Homeless individuals and families have perhaps the most immediate housing need of any group. They also have one of the most difficult sets of housing needs to meet, due to both the diversity and complexity of the factors that lead to homelessness, and to community opposition to the development of facilities that serve homeless clients.

Homeless people face the ultimate housing deprivation. Homeless people’s circumstances vary considerably—some are employed but many have been unemployed for some time.

Homeless people often need permanent supportive housing, emergency shelter, or transitional housing. To the extent this housing or shelter is being provided, it is provided by a combination of local governments, religious organizations, and not-for-profit organizations.

Homelessness and near-homelessness is an important countywide concern. The key findings of the Marin County 2013 Point in Time Count of Homeless Persons indicated there are 933 persons in the county who meet the Marin County Health and Human Services definition of homeless. A total of 174 individuals countywide meet the HUD definition of unsheltered and in immediate need of housing, approximately 20 of whom reported staying in Fairfax. In the Marin County area serving Fairfax, there are currently 18 shelters with a total of 522 beds, and 22 locations offering supportive services, as illustrated in Table B-33.

TABLE B-33 HOMELESS FACILITIES SERVING FAIRFAX

Organization	Facility	Beds Available	Additional Services	Location
Homeward Bound	Fourth Street Center	20		San Rafael
Homeward Bound	Fireside Apartments	8	Permanent Support	Mill Valley
Homeward Bound	Meadow Park	8		Novato
Homeward Bound	Walker Creek Senior Housing	60	Resident Support	Novato
Homeward Bound	New Beginnings Center	80		Novato
Homeward Bound	Next Key Center	23	Adult Beds	Novato
Homeward Bound	Transition To Wellness	6	Medical Respite Beds	Novato
Homeward Bound	Mill Street Center	55		San Rafael
Homeward Bound	Palm Court	24	Mental Health	San Rafael
Homeward Bound	Carmel Program	26	Support Housing	San Rafael
Homeward	Voyager Program	10	Emergency Shelter	San Rafael

Organization	Facility	Beds Available	Additional Services	Location
Bound				
Homeward Bound	San Clemente Family Homes	13		Corte Madera
Homeward Bound	Fireside Apartments	35	Permanent Support	Mill Valley
Homeward Bound	Meadow Park	17	Transitional Support	Novato
Homeward Bound	Next Key Center	12	Transitional Housing	Novato
Homeward Bound	Family Park	40	Transitional Housing	San Rafael/Novato
Homeward Bound	Family Center	25	Emergency Shelter	San Rafael
Homeward Bound	Fresh Starts Culinary Academy		Job Training	Novato
Homeward Bound	Jackson Café		Job Training	San Rafael
Homeward Bound			Apprenticeships	Countywide
Rotating Emergency Shelter Team (R.E.S.T.)	Winter Shelter	60		Rotates between 15 churches
Gilead House Novato			Transitional Housing	Novato
Center Point			Housing Assistance, Substance Recovery	San Rafael
Aldersly, Inc.	Retirement Community		Housing Assistance	San Rafael
Women Helping All People			Housing Assistance, Job Training, Counseling	Marin City

Organization	Facility	Beds Available	Additional Services	Location
Marin Abused Women's Services Center for Domestic Peace			Housing Assistance, Emergency Shelter, Counseling	San Rafael
Marin Interfaith Street Chaplaincy			Counseling, Reference and Referrals, Lunches and Dinners	San Rafael/County-wide
Fair Housing of Marin			HUD Approved Housing Assistance Advocacy	San Rafael
Ritter Center	Ritter Center		Case Management, Health Center, Food Pantry, Clothing	San Rafael
St. Vincent de Paul			Meals, Rental Deposits, Utility Assistance, Social Services Referrals, Homeless Help Desk, Transportation, Affordable Housing	San Rafael/Countywide

Source: Town of Fairfax, 2015

Siting facilities that serve homeless people can be a challenging task. Community education is essential to building community acceptance, helping local residents to question their stereotypes about homeless people, and understand the real issues of homelessness in their community. Also, state law is very clear about the need for local communities to provide adequate sites for emergency shelters and transitional housing facilities that serve homeless individuals and families. The Town has amended the Town Code to allow emergency homeless shelters by right in the CC and PD zones.

Farmworkers

According to California’s Department of Food and Agriculture, Marin County ranked 41 out of 58 counties in the state for agricultural production in 2011. Marin’s agriculture base is predominantly composed of dairies and aquaculture, with a total production value of \$70 million in 2011.

The USDA Census of Agriculture reports on number of farmworkers by county. **Table B-34** reports USDA Census data for 2007 and 2012. The total number of farmworkers in Marin County nearly doubled between 2007 and 2012. The increase in seasonal workers was much greater during the five-year period.

TABLE B-34 MARIN COUNTY FARMWORKERS

Marin County Farmworkers	2007	2012	Percent Change 2007–2012
Total Farmworkers	542	1,072	98%
Permanent: Working more than 150 days per year	300	510	70%
Seasonal: Working less than 150 days per year	242	562	132%

Sources: USDA Ag Census, 2007 and 2012

In 2010, a total of 437 Marin County residents indicated they were employed in the agriculture, forestry, fishing and hunting industry, representing less than 1 percent of the County’s employed residents. The majority of the agricultural land in Marin County is located in the northern and coastal portions of the county. As of the 2010 US Census, there were zero residents employed in the agriculture sector in Fairfax. Accordingly, farmworker housing needs are not an issue for Fairfax.

Workforce Housing

The Town has conducted research on the definition of workforce housing. While the definition varies in different jurisdictions and in the programs of different housing providers, there are some general commonalities. Those defined as workforce include those who work in the area—in this case, the Town of Fairfax. It includes employees who reside both in the Town and commute in from outside the Town.

The range of incomes considered as “workforce” is between 60 percent and 180 percent of area median income. The state defines low income as between 50 and 80 percent of area median income so the 60 to 80 percent portion is considered low income. The state defines 80 to 120 percent as moderate income. Above 120 percent is defined as above moderate income by the state. Based on the state’s 2014 income limits, a four-person household making between 60 and 180 percent of area median income in Marin County would fall into the income range of \$61,800 and \$185,400.

The Town has worked with the County on CDBG funding for “Peace Village” (at the Christ Lutheran Church Opportunity Site) and approximately \$431,000 has been allocated through these efforts, and with the Marin Workforce Housing Trust, a local nonprofit that provides funding and assistance for the development of workforce housing in the county. The trust has given a \$30,000 loan/grant for the “Peace Village” project pending at the Christ Lutheran Church site, and the Marin County Board of Supervisors has provided a \$10,000 loan/grant for the workforce housing site at 10 Olema Road. The Town believes prioritizing funding and assistance for workforce housing serves the needs of many Fairfax residents and will continue to pursue and take advantage of opportunities to facilitate workforce housing.

Important Findings of the Needs Analysis

Market rate housing is generally not affordable to extremely low-, very low-, and low-income households. Current estimates indicate that 36 percent of Fairfax households are in the extremely low-, very low-, and low-income categories, earning less than 80 percent of the median income. An even greater proportion of very low- and low-income households are renters. In 2010, an estimated 61 percent of all renters in Fairfax were in the extremely low-, very low-, and low-income categories, earning less than 80 percent of the median. New construction for extremely low-, very low-, and low-income households usually requires some type of project-based or occupant-based subsidy.

Single-family homes are only affordable to above moderate-income households. Due to high prices, the above moderate-income housing need should be met by market rate construction of single-family homes. The median priced home in Fairfax sold for \$645,000 in 2013. An income of above \$150,000 would be needed to purchase a typical single-family home.

There is a need for workforce affordable housing to be matched to local jobs.

Workforce housing is a critical need throughout Marin as housing costs are relatively high compared to salaries for many local jobs. In the past decade, the supply of jobs has been growing faster than the number of employed residents, indicating that there is a net in-migration of workers. ABAG projects that the majority of new jobs for the next two decades will be in relatively low paying retail sales and service jobs.

The lack of availability of affordable housing contributes to traffic congestion.

Fairfax's lack of affordable housing pushes people farther and farther away, commuting within, to, and through Marin for job destinations. Very little growth in either population or employment is projected for Marin County over the next 20 years. Congestion is growing about two times the rate of either population or employment growth in the county, but the increase in congestion has very little to do with growth in Marin County. Providing affordable housing and improving the jobs/housing balance can reduce the need for commuting. Creating TOD focused on transit modes is also beneficial, as is creating mixed-use developments that reduce the need for many "midday trips." This not only has implications for traffic, but also for employees, businesses, and services available in the community.

The lack of affordable housing will impact available services and businesses. The economic impacts of inadequate workforce housing on businesses include: (1) The cost of recruitment and retention of employees; (2) loss of experienced personnel; (3) lost investment in staff training; and (4) money earned locally being spent elsewhere. The economic vitality of smaller businesses and very low wage jobs may also be disproportionately impacted. Public agencies, school districts, social services, and child and elder care givers will continue to have a difficult time attracting people to work in Marin as affordable housing becomes more difficult to attain. There are also safety issues when a large percentage of police, fire, and other public safety personnel live out of the area. The General Plan Advisory Committee identified the Town's service and emergency personnel as the most important group that should be able to find attainable housing in the community.

The projections for Marin County jurisdictions for jobs, households, and employed residents indicate that affordable housing is likely to remain a major regional issue for many years, with long-term economic repercussions and significant impacts on the quality of life in the Bay Area and Marin County.

There are different ways to examine the balance between jobs and housing in the county. One way is to define it as the ratio resulting from the absolute numbers of jobs divided by the absolute numbers of housing. However, since many households comprise two working adults, a jobs/housing ratio of 1.0 does not necessarily connote a balance between housing and jobs.

Another way to view jobs/housing balance is to compare total employment (i.e., the number of jobs that exist in Marin County, or a specific jurisdiction) with the number of employed residents (whether their jobs are in Fairfax or elsewhere). This helps to account for the numerous two wage-earner households that exist. When total employment equals resident employment, with a jobs/employed resident ratio of 1.0, a more accurate measure of balance results than when the comparison is between the number of jobs and the number of houses, because it accounts for the numerous two wage-earner households in existence throughout Marin County.

A balance of 1.0 between jobs and employed residents provides many benefits, including improved air quality, less congested freeways, reduced fuel consumption, reduced expenditures on major transportation projects, a labor supply more closely matched to local employment needs, and savings in travel time for both businesses and individuals. However, a 1.0 ratio between jobs and employed residents does not guarantee a reduction in commute trips. Although Marin County, as a whole, has expanded its jobs base, many residents still commute elsewhere to work, while many of the people who work in Marin are living in other communities due to high housing costs and availability, or other lifestyle choices. The analysis of jobs and housing presented above does not address the issue of matching housing costs and types to the needs and incomes of the community's workforce; so, even with a 1:1 ratio of jobs to housing, cities or counties can continue to exchange workers regardless of a correlation of employed residents to total jobs.

APPENDIX H-C: HOUSING CONSTRAINTS

Government Policies and Procedures

Government policies and procedures regulating development affect the availability and cost of new housing. Land use controls have the greatest direct impact, but development approval procedures, permit fees, and building code requirements also affect housing costs. This section addresses the relationship of present policies to the Town's ability to address unmet housing need.

In general, Fairfax's development requirements (review procedures and development standards) are similar to those of other jurisdictions in the county. The Town's fees for discretionary permits are generally lower than those in other Marin County communities. It should be noted that, with few exceptions, almost all of the remaining land in Town has severe environmental and access constraints, which require specialized treatment under the Town's Hill Area Residential Development (HRD) permit process. (The exceptions to the above include the Christ Lutheran Church site, at 10 Olema Road, the School Street Plaza, and the areas that include the Fairfax/Good Earth Market areas, and Fair-Anselm Plaza.)

One significant constraint to development is the time required for project approval. To reduce this problem, Town staff routinely advises project applicants to meet with neighborhood residents, including the Open Space Committee (as required by the Open Space Element), as part of the development process.

Land Use Controls

General Plan

The specific land use policies of the Town of Fairfax are designed to encourage infill development and limit new construction in steeply sloped and wooded areas. Review of individual development applications includes consideration and mitigation of environmental, design, traffic and other impacts. In the past, the Town has helped facilitate the construction of lower-income housing in a number of ways, which include allowing planned unit developments (PUDs) and clustered housing. **Table C-1** displays land use categories that allow residential development in Fairfax and their corresponding zones.

**TABLE C-1 GENERAL PLAN LAND USE
CATEGORIES PERMITTING RESIDENTIAL USE**

General Plan Land Use Category	Zoning District(s)	Maximum Density (Units per Acre)	Typical Housing Type(s)
Central Commercial	CC	No maximum	Mixed-Use Development & Emergency Shelters
Limited Commercial	CL	No maximum	Residential units require conditional use permit
Recreational Commercial	CR	No maximum	See Town Code Chapter 17.108
Residential .25 du/acre	FPA*	.25 du/acre	n/a
Residential 1-6 du/acre	RS-6, RS-7.5	1-6 du/acre	Single-family dwelling
Residential 7-12 du/acre	RM, RD 5.5-7	7-12 du/acre	Multi-family units
UR-7	UR-7	.14 du/acre	Single-family dwelling
UR-10	UR-10	.1 du/acre	Single-family dwelling
Planned Development District	PDD	No maximum	Multi-family units
Public Domain	PD	n/a	The only residential use allowed is for emergency shelters

Source: Town of Fairfax Land Use Element 2012; Town of Fairfax 2013

*Fairfax Planning Area (FPA)—Pre-zoned parcels within the Fairfax Planning Area that should be annexed to the Town (LU-6.1.1)

As part of the recent General Plan update, the Town proposes rezoning all of the CH properties to CC, which allows residential units on the second floor “by-right” – rather than by conditional use permit only, as is the case under CH.

Zoning Ordinance

Fairfax's land use designations, as identified in the Zoning Ordinance, have been relatively stable for many years. The predominant designations are residential RS-6 and RD 5.5-7 allowing single-family residences and duplexes. In fact, because most of the lots in Fairfax are legal, "non-conforming" due to exceptionally small size, the density in many areas of the community far exceeds the zoning designation. Due to steep slopes and related narrow roads, as well as a general lack of undeveloped land, increasing density beyond the current maximums in established residential areas would not result in an appreciable increase in the supply of housing. Duplexes are allowed in both primary residential zones and second dwelling units are permitted by right on conforming residential lots. A full listing of the types of dwelling units allowed in each zoning designation is provided in **Table C-2**.

TABLE C-2 ZONES PERMITTING RESIDENTIAL USES

RESIDENTIAL USE	ZONE										
	RS-7.5	RS-6	RD 5.5-7	RM	CL	CC	PDD	SF- RMP	UR	O-A	PD
SF-Detached	P	P	P	-	-	-	C	P	P	-	-
SF-Attached	-	-	P	P	-	-	C	-	-	-	-
2-4 DU	-	-	-	P	C	P*	C	-	-	-	-
5+ DU	-	-	-	P	C	P*	C	-	-	-	-
Residential Care < 6P***	-	-	C	-	-	-	-	-	-	-	-
Residential Care > 6P***	-	-	-	-	-	-	-	-	-	-	-
Emergency Shelter	-	-	-	-	-	P	-	-	-	-	P
Single-Room Occupancy	-	-	-	-	-	-	-	-	-	-	-
Manufactured Homes	-	-	-	-	-	-	-	-	-	-	-
Mobile Homes	-	-	-	-	-	-	-	-	-	-	-
Employee Housing	C	C	C	-	-	-	-	C**	C	C	-
Second Unit	-	-	C	C	-	-	-	C**	C	-	-

Source: Town of Fairfax Code

P=Permitted C=Conditional Use

** When not on the first floor.*

*** In coordination with planned district approval.*

****Transitional and supportive housing uses are currently allowed in the same manner as small and large residential care facilities. These uses are not specifically defined in the Zoning Ordinance.*

Program H-2.1.6.1 is proposed to amend the Zoning Ordinance to comply with state law (SB 2) to allow transitional and supportive housing as residential uses in all residential zones. Program H-2.1.6.3 has been included to allow single-room occupancy units without a conditional use permit in the CC zone to increase housing opportunities for seniors and extremely low-income persons. Mobile homes and mobile home parks are not specifically defined and addressed in the Town's Zoning Ordinance. State law requires that mobile homes (or manufactured homes) on permanent foundations be permitted by right in residential zones, subject to the same development standards and processes as single-family homes. State law also requires that mobile home parks be allowed in all residential zones. Program H-2.1.6.4 is proposed to allow mobile homes by right in all residential zones and to allow mobile home parks with a conditional use permit in all residential zones.

Design Review

Fairfax traditionally encourages developers to submit proposals based upon architectural concepts that complement the Town's natural environment and development history. To this end, the Town has established a Design Review Board to evaluate all new residences and 50 percent remodels (as per Town Code Section 17.016.040B). The Design Review Board is combined with the Planning Commission. This eliminates the need for duplicate meetings and streamlines the process in terms of time and different review focus areas. The procedures outlined below will help to ensure the quality development of the Town's few remaining large parcels:

After an application with a project description and scaled project plans are submitted, the materials are sent out to all relevant internal departments and/or outside agencies for review. The departments/agencies will review the application material within 30 days and either (a) ask for additional information, (b) comment, (c) place conditions on the plan, or (d) ask for a redesign.

Once the Town hears back from all departments and/or outside agencies that no additional information is required, the application is deemed "complete" and placed on the next available Planning Commission agenda and, by law, must be acted upon within six months.

The Town does not have any specific design guidelines at this point in time, though there is an adopted set of design review criteria (Town Code 17.020.040) used to evaluate proposed projects. The design review criteria that apply to residential development are as follows:

- The proposed development shall create a well-composed design, harmoniously related to other facilities in the immediate area and to the total setting as seen from hills and other key vantage points in the community.
- Only elements of design which have significant relationship to the exterior appearance of structures and facilities shall be considered; these elements may include height, arrangement on the site, texture, material, color, signs, landscaping, and appurtenances.
- The proposed development shall be of a quality and design appropriate to, and serving to protect the value of, private and public investments in the immediate area.
- The proposed development shall conform with all requirements for landscaping, screening, usable open space, and the design of parking and off-street loading areas set forth in the Town Code.
- Where the proposed development is located in an area where a neighborhood plan or precise plan has been adopted by the Town, the design of the development shall conform in all significant respects with the plans.
- There shall exist sufficient variety in the design of the structures and grounds to avoid monotony in external appearance.
- The size and design of the structure shall be considered for the purpose of determining that the structure is in proportion to its building site and that it has a balance and unity among its external features so as to present a harmonious appearance.
- The extent to which the structure conforms to the general architectural character of other structures in the vicinity, insofar as the architectural character can be ascertained, and is found to be architecturally desirable.
- The extent to which ornamentation is to be used and the extent to which temporary and second-hand materials, or materials which are imitative of other materials, are to be used.

- The extent to which natural features, including trees, shrubs, creeks, and rocks and the natural grade of the site are to be retained.
- The accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets.
- The reservation of landscaping areas for the purpose of separating or screening service and storage areas from the street and adjoining building sites; breaking up large expanses of paved areas; separating or screening parking lots from the street and adjoining building sites; and separating building areas from paved areas to provide access from buildings to open space areas.

The Town makes efforts to work with developers of lower-income housing projects to mitigate any challenging design review issues. The design review process does not pose unreasonable constraints to the provision of lower-income housing.

Second Units

Fairfax allows residential second units (second units) with a conditional use permit in the RD 5.5-7, RM, SF-RMP, and UR zones (see Town Code Chapter 17.048). In order to comply with Assembly Bill 1866 the Town has proposed Program H-6.1.2.1 to allow second units by right (with design review) in all residential zones allowing detached single-family dwelling units.

The Town had enacted a Second Unit Amnesty Program, which was underutilized by the community. Only two units had been processed since January 1, 2014 due largely to the costly requirement for fire suppression sprinkler systems and/or parking requirements. In 2013, the Town Council eliminated the sprinkler requirements (while still enforcing the other code and other fire safety measures): Program H-6.1.1.1 proposes to reduce second unit requirements in the non-Wildland Urban Interface (WUI) part of Town on slopes up to 30 percent. Although the program is currently suspended, the Town plans to reopen it in the near future (per Program H-6.1.1.1). The application processing and approval time for the amnesty program varies from approximately three weeks for units that are physically in compliance but need an inspection to receive the Town's approval as a permitted second unit, to approximately four months for units in need of upgrades to attain compliance. Second units in need of upgrades to comply must also obtain a building permit to perform the upgrade work.

Housing for Persons with Disabilities

The Town strives to provide housing opportunities for disabled persons through the provision of affordable, barrier-free housing. The requirements for accessibility in the California Building Code and the proposed adoption of a reasonable accommodation ordinance (see Program H-2.1.3.1) will ensure reasonable accommodation and compliance with accessibility requirements and are provided in all projects in Fairfax. As required by state law, residential care facilities (group homes) for six or fewer residents are permitted in all residential zoning districts by the Town, but the Zoning Ordinance needs updating to reflect this permitted use. Program H-2.1.6.2 proposes zoning amendments to amend the Zoning Ordinance to comply with state law. Program H-2.1.5.1 addresses the development of group homes for seven or more residents and proposes to allow these facilities for seven or more residents with a conditional permit in all residential zones.

The Town does not restrict occupancy of unrelated individuals in group homes and the Town's definition of family meets the requirements of the state and includes unrelated persons. The Town permits housing for special needs groups, including for individuals with disabilities, without regard to distances between such uses or the number of uses in any part of the Town. Currently, Fairfax has three group homes with a total capacity of 50 persons. In addition, three residential facilities in the Town offer housing for up to approximately 18 developmentally disabled persons.

The Town's site planning requirements and assistance programs reduce housing constraints for persons with disabilities by providing necessary regulations for a variety of disabilities and housing conditions. The Town does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility.

Compliance with these development standards ensures reasonable accommodation is provided for all new projects. The Town will continue to implement the existing requirements as well as implement the proposed programs discussed above to facilitate housing opportunities for those with disabilities.

Development Standards

Fairfax has adopted standards increasing the required width for roads to serve new development—that, although necessary to provide fire protection to homes in remote hillside locations, increased the cost of development in outlying areas. Consistent with

the Marin County standards, the Town has adopted the following on- and off-site street improvement standards:

- Sidewalks: 4-foot min, with max 2 percent slope
- Curbs, gutters, and streets: Same as Marin County standards and/or fire code.
- Limited residential roads 20 feet with shoulders, 24 feet with curbs
- Minor residential roads 28 feet
- Residential roads 36 feet
- Collector roads 40 feet
- Curbs and gutters required by Town
- Driveways 12 feet wide /1 DU; 16 feet wide /2-6 DUs
- Driveways 20 feet long
- Sidewalks on both sides of road for projects greater than 4 DUs

TABLE C-3 RESIDENTIAL DEVELOPMENT STANDARDS

Zoning Designation	RS-6	RS-7.5	RD 5.5-7	UR-7	UR-10	RM	SF-RMP	PDD	O-A	CL	CC
Max. Density (du/ac)	7	5	12	0.14	0.10	10	Determined during MP	Determined during MP	NA	No Maximum	No Maximum
Min. Lot Size (sq. ft.) (10% slope or less)	6,000 sq ft	7,500 sq ft	5,500 sq ft (single-family) 7,000 sq ft (duplex)	7 acres	10 acres	7,500 sq ft	Determined during MP	5 acres See note 3	5 acres	20,000 sf	No Minimum
Min. Lot Size (sq. ft.) (10%–15% slope)	+300 sq ft per 1% slope increase	+300 sq ft per 1% slope increase	+300 sq ft per 1% slope increase	7 acres	10 acres	+600 sq ft per 1% slope increase	Determined during MP	5 acres See note 3	5 acres	20,000 sf	No Minimum
Min. Lot Size (sq. ft.) (15% slope or more)	+1,000 sq ft per 1% slope increase	+1,200 sq ft per 1% slope increase	+1,000 sq ft per 1% slope increase	7 acres	10 acres	10,500 sq ft	Determined during MP	5 acres see note 3	5 acres	20,000 sf	No Minimum
Minimum Lot Width (ft.)	60 ft	75 ft	60 ft	60 ft	60 ft	60 ft	Determined during MP	See Note 3	100 ft	75 ft	No Minimum
Min. Lot Width (10%-15%) (ft)	60+ ft	75+ ft	60+ ft	60+ ft	60+ ft	+8 ft for each 600 sq ft	Determined during MP	See Note 3	100 ft	75 ft	No Minimum
Min. Lot Width (15% slope or more) (ft)	60+ ft	75+ ft	60+ ft	60+ ft	60+ ft	100 ft	Determined during MP	See Note 3	100 ft	75 ft	No Minimum
Front Yard (ft.) (10% slope or less)	6 ft	10 ft	6 ft	6 ft	6 ft	10 ft ¹	Determined during MP	See Note 3	6 ft ⁴	0 ft	0 ft
Front Yard (ft.) (10% slope or more)	6 ft	6 ft	6 ft	6 ft	6 ft	10 ft ¹	Determined during MP	See Note 3	6 ft ⁵	0 ft	0 ft
Side Yard (ft.) (10% slope or less)	5 ft	5 ft	5 ft	5 ft	5 ft	10 ft ²	Determined during MP	See Note 3	5 ft ⁶	0 ft	0 ft

Zoning Designation	RS-6	RS-7.5	RD 5.5-7	UR-7	UR-10	RM	SF-RMP	PDD	O-A	CL	CC
Side Yard (ft.) (10% slope or more)	5 ft	10 ft	5 ft	5 ft	5 ft	10 ft ²	Determined during MP	See Note 3	5 ft ⁷	0 ft	0 ft
Rear Yard (ft.) (10% slope or less)	6 ft	10 ft	6 ft	6 ft	6 ft	10 ft ¹	Determined during MP	See Note 3	6 ft ⁴	0 ft	0 ft
Rear Yard (ft.) (10% slope or more)	12 ft	15 ft	10 ft	12ft	12ft	10 ft ¹	Determined during MP	See Note 3	12 ft ⁵	0 ft	0 ft
Building Coverage (%)	35%	35%	35%	5000 sf max	5000 sf max	35%	Determined during MP	See Note 3		No Maximum	No Maximum
Max. Bldg. Height (ft.) (10% slope or less)	28.5 ft above natural grade and 2 stories						35 ft	See Note 3	35 ft	28.5 ft above natural grade and 2 stories	
Max. Bldg. Height (ft.) (10% slope or more and uphill)	28.5 ft above natural grade and 3 stories						35 ft	See Note 3	35 ft	28.5 ft above natural grade and 3 stories	
Max. Bldg. Height (ft.) 10% slope or more and downhill)	35 ft above natural grade and 3 stories						35 ft	See Note 3	35 ft	35 ft above natural grade and 3 stories	
Parking (spaces/unit) – Studio	1 space							See Note 3	See 17.048 of Town Code	1 space	
Parking (spaces/unit)–1 bedroom or more	2 spaces and 1 guest space if legal on-street parking is not available along the immediate frontage of the property.							See Note 3	See 17.40 of Town Code	2 spaces and 1 guest space if legal on-street parking is not available along the immediate frontage of the property.	

Source: Town of Fairfax Code

MP = Master Plan

Notes:

1. Front and rear yard will have a combined depth of not less than 40 feet, with neither yard having a depth of less than 10 feet.
2. Side yards will have a combined width of not less than 25 feet, with neither yard having a depth of less than 10 feet.
3. The Planning Commission and Town Council may designate a property less than 5 acres PDD, if deemed suitable. Standards for area, coverage, light and air orientation, site planning, density, yard requirements, open spaces, parking and screening

Zoning Designation	RS-6	RS-7.5	RD 5.5-7	UR-7	UR-10	RM	SF-RMP	PDD	O-A	CL	CC
--------------------	------	--------	----------	------	-------	----	--------	-----	-----	----	----

shall be governed by the standards of the residential, or commercial zoning district(s) most similar in nature and function to the proposed planned development district (PDD) use(s), or by standards that the Planning Commission shall by resolution from time to time adopt.

4. *Front and rear yard will have a combined depth of not less than 25 feet, with neither yard having a depth of less than 6 feet.*
5. *Front and rear yard will have a combined depth of not less than 35 feet, with the front yard having a depth of not less than six feet and the rear yard of not less than 12 feet.*
6. *Side yards will have a combined width of not less than 15 feet, with neither yard having a depth of less than 5 feet.*
7. *Side yards will have a combined width of not less than 20 feet, with neither yard having a depth of less than 5 feet.*

In addition to the development standards listed in **Table C-3**, the development standards, location, and design for projects in the Planned Development District (PDD) zone will be determined in a manner that is consistent with the General Plan land use for the site. The Town requires lot coverage of 35 percent or less in residential zones. None of these zones are proposed to accommodate lower-income units in the Town’s RHNA. The PDD and CC zone districts do not have limitations on lot coverage that would constrain development of high density housing. In addition, parking standards are being evaluated to make sure they do not pose a constraint to development of higher density housing in the CC zone district. For zone district requiring a maximum of 35 percent building coverage with vacant parcels included in the land inventory in **Table H-4**, the parcels allow one primary residential unit per parcel. Nearly all the vacant parcels included are greater than 1 acre in size and should easily accommodate one residential unit.

The Town has placed the municipal code on the Town website and intends to develop additional materials to facilitate electronic inquiry into regulatory and design review policies, to inform applicants of local standards and preferences. Please note that all of the Town’s building requirements are consistent with the Uniform Building Code (UBC), which is updated periodically.

Permit Approval Process

Like all local jurisdictions, the Town of Fairfax has a number of procedures and regulations that developers are required to follow. A project proposed in Fairfax is involved in some combination of the following review processes: zoning, subdivision, design review, use permits, and building permits. Undue delays in processing project applications increase a developer’s costs. In Fairfax, nearly all permits are processed concurrently at the decision of the applicant and the Town.

For projects to be processed in a timely manner, several factors need to be addressed by the applicant: (1) the provision of complete applications and information on the project, (2) submittal of information or fees requested as soon as possible, (3) responding to Town policies and standards in project design, and (4) minimizing public controversy by meeting with neighborhood residents. Also, Town staff encourages pre-application conferences. The General Plan Open Space Element requires applicants to meet with the Open Space Committee. **Table C-4** provides a summary of the typical project application requests and an approximate length of time required to approve each type of application.

TABLE C-4 LOCAL DEVELOPMENT PROCESSING TIMELINES

Item	Approximate Length of Time from Submittal to Public Hearing
Conditional Use Permit	3–4 months
Zoning Clearance	1–2 days
Minor Development Review	3–4 months
Major Development Review	6–12 months
Specific Plan	6–12 months
Tentative Tract Map/Parcel Map/Subdivision	6–12 months
Variance	3–4 months
Zone Change	3–6 months
General Plan Amendment	3–6 months
Environmental Documentation (EIR)	6–12 months

Source: Town of Fairfax, 2015

Typical processing procedures by project type are described in **Table C-5**. On average, applications for single-family custom homes without any site constraints can be deemed complete in four weeks. When proposed single-family developments are not subject to special environmental constraints and are in conformity with existing zoning, it is possible to process the required building permits in approximately three to four months. Multiple-family projects require environmental review, public hearings, and design review. In practice, environmental impact reports (EIRs) are required for most multi-

family developments. Such studies add 6 to 12 months to a project’s approval. If an EIR is not required, Town permit processing could be accomplished in three to four months, which is not out of the normal amount of time required for permit processing. The Town’s typical processing procedures and time frames do not pose constraints to the ability of project applicants to develop lower-income housing projects.

TABLE C-5 TYPICAL PROCESSING PROCEDURES BY PROJECT TYPE

	Single-Family Unit	Multi-family (< 10 units)	Multi-family (> 10 units)
List Typical Approval Requirements	Hill Area Residential Development (HRD) zone requirements	CEQA Initial Study; Neg. Dec.	CEQA Initial Study; Neg. Dec.
	Design Review	Design Review	Design Review
	Excavation Permit	Trans. Impact Study/Permit	Trans. Impact Study/Permit
	Encroachment Permit	Misc.	Misc.
Est. Total Processing Time	4 months	6–12 months	6–12 months

Source: Town of Fairfax 2015

Fees

Permit fees can vary substantially from site to site depending on site conditions, location, and the type and design of development. While information on fees can give a general indication of permit expenses, the “minimum” cost associated does not take into account that much of the remaining land in Fairfax is subject to environmental constraints, such as steep slopes, access, and drainage problems. Careful soils engineering and design studies and associated permits are required depending on the site’s characteristics. **Tables C-6 and C-7** present development and impact fees imposed during the development process in Fairfax. Minimum permit fees in Fairfax are generally less than similar fees charged by other cities in the county.

TABLE C-6 PERMIT PROCESSING FEES

Type of Application	Fee Amount
Conditional Use Permit	\$813
Variances	\$1,125
Hill Area Residential Development	\$4,448
Planned Development District	\$2,500*
Tentative Tract Map	\$2,500
Environmental Review	\$2,500*
General Plan Text Amendment	\$2,500 + graphics at cost
General Plan Map Amendment	\$2,500 + graphics at cost
Rezoning and Pre-Zoning	\$3,000 + graphics at cost

* All deposits are submitted at the minimum listed above. When the balance reaches \$500, additional deposit funds will be requested to continue the project. All costs are consultant costs plus 30%.

Source: Town of Fairfax 2012

TABLE C-7 FAIRFAX DEVELOPMENT IMPACT FEES

Type of Fee	Fee Amount
General Plan Maintenance Fee	5% of building permit fee
Technology Improvement Fee	5% of building permit fee
Infrastructure Fee	5% of building permit fee
Road Impact Fee	1% of building valuation over \$5,000

Source: Town of Fairfax 2012

Based on the fee schedules above and estimated construction costs for Fairfax, **Table C-8** presents typical fees and costs for single- and multi-family housing development in the Town. When compared to the cost of construction and land, the total fees for both

multi-family and single-family units are 5 percent and 2 percent, respectively, and do not pose a constraint to residential development in the Town.

TABLE C-8 TYPICAL PERMIT AND IMPACT FEES

Total Processing and Impact Fees for Single- and Multi-Family Units			
Housing Type	Total Fees	Estimated Development Cost per Unit	Estimated Proportion of Fees to Development Costs per Unit
Single-family unit	\$14,281	\$767,200	2%
Multi-family unit	\$14,033	\$295,800	5%

Source: Town of Fairfax, 2013

Regulatory Measures Analysis

The following is a list of the regulatory controls that apply to projects in the Town:

Land Use Controls

- *The opportunity for a range of housing types.* The Town’s housing stock reflects a wide diversity of unit types and sizes. The available undeveloped and underdeveloped sites, including infill opportunities, would allow a range of housing types to be constructed. However, land availability, land costs, construction costs, and developer interest directly affect the potential development.
- *Land use and density categories match with the local need for housing.* With implementation of Program H-3.1.1.1, the CC zoning designation will allow mixed-use development with second-floor residential allowed as a permitted use. Program H-4.1.1.5 is proposed to amend the zoning district requirements for the PDD zone to allow the use of the PDD zoning on sites of 1 acre or greater and to residential development only at a minimum of 20 units per acre at selected Opportunity Sites.
- *Growth limitations restrict housing development.* The Town of Fairfax does not have an Urban Growth Boundary or a growth management ordinance but there are a very limited number of undeveloped or underdeveloped parcels within town limits and the sphere of influence, most being very steeply sloped. The Town is surrounded by steep hillsides and permanent open space that restricts housing development opportunities.

Project Mitigations that Do Not Affect the Site Capacity of Housing

- *Open space requirements are compatible with housing standards.* The undeveloped and underdeveloped parcels in the Town are not constrained by open space requirements.
- *Parking requirements standards affect housing developments.* The parking requirements for dwelling units in the Town, including single-family and multi-family dwellings, are based on the number of bedrooms. Studio units, without a separate bedroom, are required to have one parking space. Units with one or more bedrooms are required to have two parking spaces. One parking space for guests is required when a legal on-street parking space is not available. These standards are minimal but do affect housing development by restricting useable land area. Site topography and the narrow streets in the Town can also have an effect on the useable land area (and require enforcement of the parking standards). For the parcels to be rezoned as CC or PDD, there will be an emphasis on pedestrian and bicycle transportation modes, and being centrally located next to services—thereby allowing for the possibility of reduced parking requirements for lower-income housing development. Program H-4.1.1.4 calls for the Town to review and consider updating parking standards.
- *There are no zoning and land use requirements that violate fair housing or other applicable laws.* Upon certification of the Housing Element the Town will adopt amendments to the Zoning Ordinance that address group homes, and requests for reasonable accommodations. These revisions will ensure that the Town policies do not pose illegal barriers to any population.

Building Codes and Enforcement

- *The maximum density can be achieved with current building standards.* The current building standards allow a development density that would meet the Town's housing needs and are consistent with the intent and purpose of the General Plan.
- There are no special seismic issues or requirements or roofing requirements that exist for fire safety.
- The Town codes allow for alternate building designs and materials.

- The Town codes incorporate universal adaptive design features to the extent such features are allowed by the UBC.
- The Town adopted a Second Unit Amnesty Program that will allow for second units applying for the amnesty program to comply with the less restrictive Housing Code, e.g., room size, or overall unit size, rather than the UBC; and under subsequent annual extension in 2010 eliminated the fire sprinkler requirement. The program has expired; however, Program H-6.1.1.1 in this update proposes to reopen the amnesty program with the elimination of the fire sprinkler requirement in the non-WUI / up to 30% slope area of town.
- Rehabilitation is allowed using materials and methods as of the date of original construction, consistent with state housing law, unless a health or safety hazard would result to the extent allowed by the UBC.

On- and Off-Site Improvement Requirements

- *Reduced street widths, rights-of-way, and sidewalks are possible.* The Town Code establishes minimum standards for sidewalks and private streets. The Town uses the Marin County Standards for streets, curbs, gutters, and sidewalks. The Town Council can approve alternative standards.
- *Higher density housing is proposed in areas where adequate infrastructure capacity currently exists.* The existing infrastructure either has adequate capacity or can be upgraded to serve developed, underdeveloped, and infill sites that are identified in the Housing Opportunities section of this element.
- *Off-site improvements are cost effective.* The Town's fee structure is based on a cost-recovery basis.
- *Nonprofit and for-profit housing developers give input in reviewing minimum development standards.* The Town approves any new requirements in a public hearing and the development community is typically a primary contributor to the dialogue at such public hearings. In addition the Town maintains an e-mail list that notices numerous affordable housing advocates about upcoming Planning Commission agendas. The Goals, Objectives, Policies, and Programs section of this element includes strategies, policies, and implementation programs for including housing providers in the planning and development process for affordable housing.

There are other potential funding sources for infrastructure so that impact fees for lower-income housing developments can be reduced or eliminated. The Town is actively pursuing funds for both infrastructure and lower-income housing projects. The Town has received grants to upgrade various elements of the infrastructure systems, and is currently implementing a number of improvement projects.

Fees and Exactions

- The Town's fee schedule is the most affordable of Marin's cities and towns. (Fees updated 2012.)
- There are no fees that are paid upon certificate of occupancy. The fees are required for planning and approval purposes.
- *There is a periodic review process for fees and exactions.* The Town adjusted its fee structure on July 1, 2012 and minor upward adjustments were made at that time.

Processing and Permit Procedures

- *There is currently no expedited permit process for desirable developments.* However, upon certification of the Housing Element by HCD, lower-income housing projects shall be eligible for fast-track processing to reduce financing costs and reduce the time to provide the needed units.
- Conditional use permits are not required for multi-family developments in the RM zone. The Town does require a conditional use permit for multi-family projects in other zones. Multiple dwellings and apartments at a density of not more than one living unit for each 4,356 square feet of land area are permitted in the RM zone. There are no vacant sites in the RM zone.
- Allowances are provided for the combined processing of certain applications. The Town typically processes all entitlements simultaneously.
- Design review requirements are not excessive.
- *Design guidelines are explicit and clear.* The Town has informational materials to assist Design Review applicants.
- *Planned Unit Developments (PUDs) are not required.* Sites in the Town designated for lower-income units will be rezoned either CC or PDD.

- *Developers are encouraged and assisted to meet with neighborhood residents.* Town staff encourages not only developers, but also homeowners seeking to implement an extensive remodel to meet with the neighbors. Project applicants are required to have early contact with the Open Space Committee, per the Open Space Element.

Urban Growth Boundaries and Growth Management

The Housing Element looks at the relationship between all jurisdiction policies and what effects they have in achieving a jurisdiction's housing needs. Town staff met frequently with the adjacent jurisdictions and the County during the preparation of the Marin County Housing Element Workbook 2009 during the preparation of the Housing Element.

Complementary policies encourage and/or facilitate lower-income housing development inside the sphere of influence or infill areas. The Housing Element contains complementary policies. The Town's zoning code encourages mixed-use development in the CC zone by conditional use permit.

- *The Town does not have an Urban Growth Boundary.* The Town does not have an Urban Growth Boundary per se; however, the edges of the Town do contain very steep, environmentally sensitive parcels that are zoned for 1 unit per 8 acres and 1 unit per 10 acres.
- The overall strategies are presented in a way that clarifies how housing needs will be achieved with the growth management system.

Land costs, construction costs, availability of parcels, and environmental constraints have the greatest constraining impact on the supply and affordability of housing opportunities. The land use controls and development standards contained in the Town Code, as well as other ordinances, policies, and practices, do not affect the supply or affordability of housing opportunities in a negative way.

Non-Governmental Constraints

Land, Building, and Financing Costs

The price of housing has risen since the late 1970s at a much faster rate than household income. Contributing factors are the costs of land, materials, labor, financing, fees and associated development requirements, sales commissions, and profits. Another factor has

been the increasing perception of housing as a commodity for speculation—until just recently.

Rental construction has become increasingly costly due to the same factors as single-family houses. For these reasons, many developers prefer to use scarce land to build units for sale in order to realize an early profit and minimize risk. Units for sale also are easier to finance during construction.

The fact that most developers are not in the business of property management further reduces the likelihood of rental property development. Some lower-income rental housing funding sources add additional burdens of reporting and data collection, requiring labor that is more costly, and often provoke neighborhood opposition, which adds additional costs and time to the development; and developer fees are restricted by the funding sources, creating more disincentives.

The following costs are associated with both market rate and lower-income housing projects:

Land Cost

The high cost of land will continue to be a critical factor limiting the development of lower-income housing in Fairfax. Land costs include the raw land purchase price, land financing costs, and project approval costs. Total developable lot costs vary in relation to location, amenities, and allowable lot size.

Land costs per square foot increase as allowable densities increase. However, the increase in land costs is rarely proportional to the greater density permitted. For this reason, land costs per unit tend to be lower for multi-family residential construction than for single-family homes.

The cost of land in Marin County is a severe constraint to the development of lower-income housing without extraordinary support or subsidy programs, regardless of location. While the prices differ from parcel to parcel, the difference between residential and nonresidential land is not significant.

Table C-9 reports residential land costs in Fairfax as of January 2015. Residentially zoned land ranged from just under \$210,000 per acre to over \$650,000 per acre, depending on lot location and improvements needed for development. Some parcels

include utility services and roads while others would need to develop this type of infrastructure in order to support residential development.

TABLE C-9 TOWN OF FAIRFAX VACANT LAND COST

Parcel Size (Acres)	Price	Price per Acre
0.95	\$425,000	\$447,368
1.31	\$275,000	\$209,924
0.35	\$149,000	\$425,714
0.73	\$475,000	\$650,685
0.49	\$135,000	\$275,510
0.57	\$135,000	\$236,842
0.82	\$229,000	\$279,268

Source: www.realtor.com, January 2015

Note: Each row in this table represents a single parcel.

Utility Connections and Improvements

Utility connections and improvements include municipal fees, hookup charges, off-site street improvements, and bringing utilities to the site.

On-Site Preparation

On-site preparation includes site stabilization and special drainage control, grading, special landscaping or tree preservation considerations, and all pre-building construction requirements.

Special Foundations

Special foundations include unique footing solutions, special parking solutions such as underground or “tuck” under parking garages, retaining walls, or stepped foundations for hillsides.

Construction and Labor Costs

Factors that affect the cost of building a house include the type of construction, materials, site conditions, finishing details, amenities, and structural configuration. An Internet source of construction cost data (www.building-cost.net), provided by the Craftsman Book Company, estimates the cost of a single-story four-cornered home in Fairfax to be approximately \$210 per square foot. This cost estimate is based on a 1,600-square-foot house of good quality construction including a two-car garage and central heating and air conditioning. The total construction costs excluding land costs are estimated at approximately \$335,000.

Financing Costs

The cost of borrowing money to finance the construction of housing or to purchase a house affects affordability in Fairfax. Fluctuating interest rates can eliminate many potential homebuyers from the housing market or render infeasible a housing project that could have been developed at lower interest rates. When interest rates decline, sales increase. The reverse is true when interest rates increase.

During the past decade, there was dramatic growth in alternative mortgage products, including graduated mortgages and variable rate mortgages. These types of loans allow homeowners to take advantage of lower initial interest rates and to qualify for larger home loans. However, variable rate mortgages are not ideal for low- and moderate-income households that live on tight budgets. In addition, the availability of variable rate mortgages has declined in the last few years due to greater regulation of housing lending markets. Variable rate mortgages may allow lower-income households to enter into homeownership, but there is a definite risk of monthly housing costs rising above the financial means of that household. Therefore, the fixed interest rate mortgage remains the preferred type of loan, especially during periods of low, stable interest rates.

Table C-10 illustrates interest rates as of January 2015. The table presents both the interest rate and annual percentage rate (APR) for different types of home loans. The interest rate is the percentage of an amount of money which is paid for its use for a specified time, and the APR is the yearly percentage rate that expresses the total finance charge on a loan over its entire term. The APR includes the interest rate, fees, points, and mortgage insurance and is therefore a more complete measure of a loan's cost than the interest rate alone. However, the loan's interest rate, not its APR, is used to calculate the monthly principal and interest payment.

TABLE C-10 CONFORMING LOAN INTEREST RATES

Term	Interest	APR
30-year fixed	3.750%	3.800%
15-year fixed	3.250%	3.357%
5-year adjustable rate	3.250%	4.037%

Source: www.wellsfargo.com, January 2015

Notes: Conforming loan is for no more than \$417,000. A jumbo loan is greater than \$417,000.

Environmental Constraints

Hazards

Flooding, wildfire, and seismic hazards provide direct threat to life and property in Fairfax and serve as potential constraints to housing development. The following information comes from the Safety Element of the Town’s 2010–2030 General Plan, which provides a brief description about each of these hazards.

Flooding

The area subject to historic and future flooding lies in the floodplain adjacent to the confluence of Fairfax and San Anselmo Creeks. The Federal Emergency Management Agency (FEMA) produces maps of flood-prone areas to guide community floodplain management programs. These maps, known as Flood Hazard Areas (SFHA), report the area subject to a 1 percent per annum flood. Approximately 500 residential parcels are also located in the mapped SFHA. Modifications to existing structures can be made to reduce potential future damage, including elevating structures, installing flood gates, wet and dry proofing, and erosion control.

Historic records of flood events and their impacts on the community are not well documented. FEMA maps represent a projected probability of future events based on limited hydrologic studies. However, based on the general accounts of flooding over the past 100 years, the maps appear to under-represent the severity and extent of potential flooding for the Town of Fairfax. Further hydrologic studies of the complex upstream and downstream effects of development in the Ross Valley Watershed must be conducted to provide base data for land use planning.

There is an opportunity for new development and redevelopment of residential and commercial zoned vacant properties along Fairfax and San Anselmo Creeks. The potential for flooding and the desire to protect the scenic and biologic qualities of the creeks should be of paramount concern in reviewing all development and redevelopment proposals on these parcels.

Bothin Creek, Deer Park Creek, and Wood Lane drainage have also been identified as potential sources of flooding.

Wildfire

The California Department of Forestry and Fire Protection (CAL FIRE) has developed maps at the county level for both State Responsibility Areas (SRA) and Local Responsibility Areas (LRA). The Town of Fairfax, because it is incorporated and maintains its own fire service through the Ross Valley Fire Department, is mapped as an LRA. The surrounding unincorporated area is mapped as an SRA. CAL FIRE and the Office of the State Fire Marshal have responsibility to publish fire hazard severity zones for SRAs and LRAs. The state produced a draft fire hazard severity zone map for the LRA areas of Marin. The map included very high, high, and moderate fire hazard severity zones. The CAL FIRE maps indicate that the incorporated area of Fairfax lies in a high fire hazard severity zone, with the exception of a portion of the most northern part of Fairfax, which is undeveloped and classified as a moderate fire hazard severity zone. Most of the unincorporated land adjacent to the Town of Fairfax is mapped as a moderate fire hazard severity zone. A notable exception is the southwestern area in the vicinity of the White Hill and Cascade Canyon Open Space Preserves.

State and federal fire risk mapping efforts may underestimate the true fire hazard for the Town of Fairfax because they do not take into account the specific vegetation types present in Fairfax and the surrounding area in their fuel model calculations. The models are based on a 50-acre grid which does not allow for the level of detail necessary to assess the local hazard. The Town of Fairfax Emergency Operations Plan identifies steep hill neighborhoods, such as Cascade Canyon, Forrest/Hillside, Oak Manor, Manor/Scenic Hill, and Willow/Upper Ridgeway, as being at the greatest risk from wildland fire due to the dense vegetation, trees dead/dying of sudden oak death, and the narrow access roads.

Seismic

The Town of Fairfax does not contain any active faults as designated by the Alquist-Priolo Earthquake Fault Zoning Act; however, it is subject to moderate to high levels of ground shaking, which could cause significant damage and disruption to critical Town facilities, residences, businesses, and infrastructure. Aging infrastructure, such as bridges and pipelines, may suffer damage and result in local transportation, water, and sanitation disruptions.

Creekside and hillside areas, which comprise the majority of the built environment in the Town of Fairfax, are most vulnerable to damage caused by ground failure. Creekside development built on alluvial deposits can experience differential settlement caused by liquefaction. Hillside construction is vulnerable to earthquake-induced landslides. This vulnerability is increased during periods of intense or prolonged rainfall when soils become saturated.

Most vacant lots in the Town of Fairfax exist on steep slopes that are susceptible to landslides. Risk to new development can be minimized by conducting thorough geotechnical investigations, incorporating findings into the design and construction, and strict compliance with current building codes.

Adequate Infrastructure

This section provides assessments of domestic water and wastewater capacity. To comply with SB 1087, Fairfax will immediately forward this adopted Housing Element to water and wastewater providers so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

Domestic Water Service

The Marin Municipal Water District (MMWD) provides water to the Town. As reported in **Table C-11**, the MMWD's 2010 Urban Water Management Plan notes that the MMWD has sufficient supply to accommodate expected demand through 2020. This availability of water through 2020 is consistent with the Town's 2010–2030 General Plan, which notes that there is sufficient water to accommodate buildout. In addition, water-conserving policies in the MMWD's Urban Water Management Plan and the Town's General Plan will continue to reduce per capita water use. Domestic water availability does not constrain housing development in Fairfax.

**TABLE C-11 PROJECTED MARIN MUNICIPAL
WATER DISTRICT WATER SUPPLY AND DEMAND,2020**

2020 Water Totals (Acre Feet per Year)	
Supply Totals (AFY)	29,263
Demand Totals (AFY)	24,401
Difference (AFY)	4,862

Source: Marin Municipal Water District 2010 Urban Water Management Plan 2011

Wastewater Service

The Ross Valley Sanitary District (RVSD) provides wastewater conveyance and treatment services to the Town of Fairfax. According to the district's Sewer System Management Plan (2014), the RVSD's current average dry weather flow is approximately 5 million gallons per day (mgd). The RVSD's flows are ultimately conveyed to the Central Marin Sanitation Agency (CMSA) wastewater treatment plant, which is located at 1301 Anderson Drive in San Rafael, Calif. The CMSA was established in 1979 as a joint powers agency comprising the RVSD, the San Rafael Sanitation District, and Sanitary District No. 2 of Marin County serving the Town of Corte Madera and some surrounding areas. The CMSA treats approximately 10 mgd of average dry weather flow and has 30 mgd of secondary treatment capacity. When flows exceed this capacity during peak wet weather events, the plant is permitted to blend primary and secondary treated effluent prior to discharge.

The CMSA has sufficient capacity to accommodate the Town's RHNA. Wastewater treatment availability is not a constraint to residential development.

Opportunities for Residential Energy Conservation

The Town of Fairfax recognizes the importance of developing a community that is both resource and energy efficient, and that housing can be made more affordable through reducing energy costs. As such, the Town provides opportunities to directly affect energy and resource use within its jurisdiction by enforcing energy-efficiency requirements of applicable building codes, encouraging residents to participate in energy-efficiency programs offered by the local utility, and identifying land use patterns that encourage people to live within close proximity to transit and other local services. The following opportunities in the Town promote residential energy conservation.

Green Building Standards

The Town requires all new residential development to comply with California's Energy Efficiency and Green Building standards. Additionally, the Town of Fairfax will consider adopting a green building ordinance that would further the town's energy-efficiency goals and standards for new residential development. Program H-5.1.1.1 proposes to disseminate information about energy conservation and green building.

Property Assessed Clean Energy Financing

The Town of Fairfax participates in California FIRST, a statewide property assessed clean energy (PACE) financing program. The program is a financing option for Fairfax homeowners to make building improvements that save energy or water, such as new windows, insulation, solar panels, energy-efficient heating, ventilation and air conditioning equipment, drip irrigation systems, and more. PACE is an affordable, long-term financing option for energy, water, and renewable energy upgrades to buildings and homes that residents can repay on their property taxes over a time period up to 20 years. This special assessment on local property tax bill remains with the property in the event of sale. Property owners receive 100 percent financing of improvement costs and projects can be cash-flow positive from day one. No upfront cash investment is required.

Marin Climate and Energy Partnership

The Town of Fairfax also participates in the Marin Climate and Energy Partnership, working together with other communities in Marin County to reduce greenhouse gas emissions. Through the Marin Climate and Energy Partnership, the Town will develop strategies to reduce and conserve energy (see Marinclimate.org).

Marin Clean Energy

The Town of Fairfax is a "Deep Green" participating jurisdiction of Marin Clean Energy, California's first Community Choice Aggregation program, which is a not-for-profit electricity provider that gives customers the choice of having 50% to 100% of their electricity supplied from clean, renewable sources of electricity such as solar, wind, bioenergy, geothermal and hydro at competitive rates.

APPENDIX H-D: PUBLIC OUTREACH

At both of the January 22, 2015 pre-draft public Workshops held by a joint meeting of the Town Council/Planning Commission/General Plan Implementation Committee and the Affordable Housing Committee - and at the subsequent Planning Commission/Affordable Housing Committee meeting on February 25, 2015 – public comments were received, considered, addressed and/or used to revise the 2015 Housing Element update. For example, with regards to second units: Program H-6.1.2.6 was added to the document that addresses the creation of a “*Junior Second Unit Ordinance*,” and as the second unit ordinance and the second unit “amnesty” ordinance is updated staff will suggest language to relax the sprinkler and/or parking requirements (where appropriate) as suggested. In addition, as a result of public comments at these events, the Town will strive to make sure that any and all new residential units, whether they be new second units or new upstairs units in the Central Commercial (CC) zones, are: (a) as energy efficient as possible through the creation of a Green Building Ordinance – as called for in the update, are (b) less reliant on car ownership, and (c) that appropriate parking spaces, if required, are provided. Furthermore, as the Town updates the zoning ordinance(s) both the minimum and maximum residential unit sizes that are allowed for both new second units and second floor units in the CC zone will be adjusted – so as to make them as affordable as possible by size for singles as well as for families. There are also other areas where revisions were made to address public comments; please see the bulleted list on the last page of the Appendices (Page HD-8).

Housing Workshop Attendance List (1/22/2015)

Julie Aaronson

Philip Green

John Sergeant

Jessica Green

Lisel Blash

Barbara Coler

David Weinsoff

Alexander Binik

Ester Gonzalez-Parbel

Ruth Horn

Cassidy DeBaker

Bruce Ackerman

Norma Fragoso

Marcia Hagen

Laura Kehrlein

Bob Pendoley

Kiki La Porta

Jody Timms

Helen Strodl

Ted Pugh

David Leonard

Bonnie Leonard

Tony Gardner

Renee Goddard

John Reed

Wendi Kallins

Housing Element Workshop Comments/Questions Received

(1/22/15)

- How many units can be built under base zoning? Could School Street Plaza have 53 units?
- What was settlement for School Street Plaza?
- Explain “by-right”. Means no Conditional Use Permit required.
- State law (Density Bonus) allows negotiation
- 16 second-units in the next Housing Element
- What about junior second-units?
- Do we know how many affordable units already exist in the Town?
- Describe what is planned for the Fair-Anselm center
- There is no additional parking available on the left side of Fair-Anselm
- Could Town require no cars as an incentive?
- Can the Town consider an amnesty program for the unpermitted second units?
- What about car-sharing?
- Big fan of second units
- Are there creative ways to address sprinkler requirements for second units?
- Couldn't we subsidize sprinklers for second units?
- Explain how developers can restrict who lives in the units
- When unpermitted second units are made legal, do they count toward the 16 unit second unit goal?
- Most units proposed are in-fill, right? Which projects are in-fill?
- Consider protections for existing renters of affordable units
- What about rent control?
- Do research on rent control
- Opportunity sites do not provide for for-sale family units
- We are headed for an Airbnb takeover
- Glad for process
- What happens if the Housing Element is not rezoned?
- What happens if the Housing Element is not adopted by May 31?
- What happened as a result of the repeal of Ordinance 778?
- What is the process for rezoning sites in the Housing Element?
- Concerned about the 9 units at the School Street Plaza site
- When did Town know about the 58 units proposed by the developer of School Street Plaza?
- How many units are proposed for School Street Plaza?
- Please post the workshop power-point on the Town's website

- If a proposal is submitted for greater than 9 units at School Street Plaza, what is the Town's authority?
- A lot of people in Fairfax do not have a lot of money
- Has the state looked at what's here?
- Why do we have to build more units when units already exist?
- Necessary bookkeeping
- Can Fairfax substitute low income units for moderate units under the RHNA allotment?
- Wants clarification for swapping question
- Don't we need to do a needs assessment? Does the Housing Element include an analysis of housing needs?
- Can we trade our RHNA requirements with other communities?
- What is the process for approving existing illegal second units?
- Is there amnesty for these second units?
- What are the density bonus impacts? How does it work?
- How do we get people to legalize second units
- How many units can be developed at 10 Olema Road?
- What is the density bonus for 10 Olema Road if half of the units are affordable?
- How does density bonus work for RHNA? Does a reduction apply in other categories?
- Does SB 723 include traffic analyses of projects? What about parking concerns?
- Will HCD have a problem if nothing gets built?
- Are developers free to do what they want?
- What is allowed/exempt by density bonus?
- Seems like the Town is going ahead with what was on the petition
- Traffic, parking and water are the biggest issues, but there is no discussion
- What would be the consequences of not complying?
- Town forums do not represent the voters
- Just "Dog and Pony" shows
- Put the issues on the ballot
- The majority of the Town do not know what is going on
- Zone for 169 units over 15 years
- Does ABAG require construction?
- Tiburon is an example of built vs. planned
- Would HCD require an amount higher than RHNA of the 15 years of the combined planning periods (2007-2023) if the Town adopts the Housing Element?
- There is no parking left at Fair-Anselm
- Where will the people park?
- What about permitted parking?
- Doesn't agree with anything
- Traffic not discussed at the forums

- Other than a parking garage, where will parking go?
- Fair-Anselm units would impact parking
- Need good planning to address parking issue
- Wants parking problems solved before property rezoned
- Will restart petition if parking needs not addressed
- Hundreds of second units to legalize, but financial disincentive
- People afraid of new taxes if second units are legalized
- Wants census of affordable housing in Town
- Density bonus overrides building standards
- What about the rezoning of Deer Park School?
- The population never changed in 40 years
- How would you do a census?
- The highest occupancy units have multiple vehicles

Affordable Housing Committee/Planning Commission Hearing

Comments/Questions Received

(2/25/15)

- More affordable housing is needed in Fairfax due to the level of out commuters.
- There is a large affordability gap for extremely low and very low income households in Fairfax.
- Add site addresses to Table H-4
- Could the Town designate more sites for moderate and lower income households when addressing the RHNA? Response: need to address the numbers in all RHNA income categories but okay to encourage that more lower income units are actually constructed in Town.
- Are second units definitely affordable? Response: Not always but analysis of their affordability has been included in the Housing Element.
- Include a goal or policy to support more affordable units. Response: Okay and also note that Program H-6.1.2.6 has been included to allow junior second units.
- Important to maintain a mix of sites for all income levels
- Please explain the SB 2 emergency shelter requirements
- Table H-4 should have proposed zoning in header
- Correct language regarding sprinkler requirements in second units
- Make sure emergency shelter language in the review of the previous Housing Element programs table matches the program in the previous Housing Element.
- Change “homeless shelter” to “emergency homeless shelter” everywhere it appears in the document except in the verbatim programs from the previous Housing Element
- It is very difficult for residents to use Section 8 vouchers
- Would the 10 Olema and Christ Lutheran Church sites be eligible for a transit-oriented development (TOD) density bonus
- Some changes suggested by the committee and commission will lead to less affordable housing. For example elimination of some funding options and Town ownership of affordable units in Program H-6.1.2.5. Bolinas and other small Marin communities own affordable units.
- Larkspur’s ordinance goes above and beyond state density bonus law
- Comments on the definition of TOD
- Could car ownership be limited on TOD properties?
- Could there be language in the Housing Element to limit the size of units in the CC, PD zones?
- Like the idea of the two for one density bonus under Program H-4.1.2.1

- Fairfax doesn't need more market rate housing
- Council should discuss density bonus ordinance at their meeting on March 18th
- Agree that size of units should be limited
- More housing equals more traffic
- What about trading of the Town's RHNA allocation? Fairfax doesn't need more housing
- An increased density bonus causes parking problems
- Where is workforce housing defined?
- Most Fairfax workers commute out
- Would like a multifamily green building ordinance that helps the Town move towards net zero energy use
- It is important to merge conservation and energy efficiency with affordable housing
- In-lieu fees could be used to leverage funds and assist with affordable housing. Other options include land trusts, transfer of development rights, etc.
- By limiting housing size affordable housing by design for everyone won't necessarily be created. Really small units don't fit families.
- Need affordable housing for households/families
- Prefer to keep funding mechanisms in Program H-6.1.2.5
- Not sure if car ownership could be limited but parking spaces definitely could
- How could unit size be limited. Response: in the zoning code or on a project-by-project basis.
- Move description of referendum process under Evaluation of Previous Housing Element
- Change the timing on Program H-1.1.1.3
- Add the names of the existing assisted units to Program H-1.1.1.4
- Make minor edits to Program H-2.1.2.1
- Change timing on several programs
- Add additional funding sources on several programs
- Revise Policy 3.1.2 to remove the density bonus

Response to Comments Received

- Program H-6.1.2.6 has been included to allow junior second units.
- Moved description of referendum process under Evaluation of Previous Housing Element
- Changed the timing on Program H-1.1.1.3
- Added the names of the existing assisted units to Program H-1.1.1.4
- Made minor edits to Program H-2.1.2.1
- Changed timing on several programs to later in the planning period
- Added additional funding sources on several programs
- Revised Policy 3.1.2 to remove the density bonus and the word services was replaced with transit stops
- Removed sub portions 2. and 3. Of Program H-6.1.2.5 and replaced them with broader language
- Table H-4 was checked for accuracy and edited to read more clearly
- Site addresses were added for the Opportunity Sites on the figures associated with the six Opportunity Sites
- Language was revised as need to clarify that only 2 acres of the Christ Lutheran Church Opportunity Site would receive the PDD zoning with a minimum density of 20 units per acre
- Corrected language regarding sprinkler requirements in second units as needed throughout the document
- Goal H-1 has been revised to support development of more affordable units in Fairfax
- Language was added as needed throughout the document as needed indicating that discussion of splitting the School Street Plaza Opportunity Site in the future is occurring
- Language was also added throughout to clarify that the rezoning has not yet occurred
- Frequently used acronyms have been added to Appendix H-A
- Table B-9 Major Employers in Marin County has been revised
- Additional information was added to the Rental Housing Cost section
- Revisions were made to funding information in the Workforce Housing section
- Information about Marin Clean Energy was added to the Energy Conservation section

TOWN CENTER ELEMENT



INTRODUCTION

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

The Town Center Element is implemented through design guidelines and specific development standards for both public and private projects subject to discretionary design review. Design guidelines are flexible recommendations that are intended to establish the aesthetic look and feel of the downtown area. An example of a design guideline is a palette of landscape materials from which specific items might be chosen to enhance the visual

quality of the downtown area streets. A standard is a fixed rule or measurement that defines the physical qualities of the urban form in the downtown area. Fixed measurements, such as building heights or sidewalk widths, are standards.



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

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

REGULATORY FRAMEWORK

California Government Code (GC) Section 65300 requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning. In this case, “city” and “town” are the same. The Fairfax General Plan defines the community’s goals for a reasonable planning horizon, both in the near future and long-term. The General Plan also includes policies developed through a public participation process that guide the land use mosaic that is the Town. As discussed in the State’s General Plan Guidelines, “the general plan serves to: Identify the community’s land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. Provide a basis for local government decision-making, including decisions on development approvals and executions. Provide citizens with opportunities to participate in the planning and decision-making processes of their communities. Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.”

GC Section 65303 “enables a county or city to adopt any other element or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city. Once adopted, an optional element carries the same legal weight as any of the seven mandatory elements and must be consistent with all other elements, as required by GC Section 65300.5.” The Town Center Element provides additional strategies and policies that are more specific, but still consistent with, the Land Use and Circulation Elements. In particular, the sections of the Town Center Element relate to the urban design pattern for the downtown area, the pedestrian, bicycle and vehicular circulation network, as well as parking, and the historic form and architectural design features of the buildings and other structures.

RELATIONSHIP TO OTHER ELEMENTS

The Fairfax General Plan contains seven mandatory elements (land use, housing, circulation, noise, conservation, open space, and safety) plus one optional element, this Town Center Element. GC Section 65300.5 requires that the elements of the Plan must comprise “an integrated, internally consistent and compatible statement of policies...” All of the elements are given equal status, and no one element has precedence over any other. Policies contained in one element, such as the bicycle policies in the Circulation Element,

must be consistent with similar policies in the Town Center Element. To avoid confusion, the wording may be identical.

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

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

PUBLIC PARTICIPATION

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

- Taking a survey at the 2003 Fairfax Festival comprising short and open-ended questions.
- Interviewing the majority of business owners and property owners within the downtown area.
- Conducting a complete parking space survey of the downtown area, measuring every space and creating a parking map of Fairfax.
- Conducting two Saturday charrettes (workshops) in the Women's Club to which all interested citizens were invited, both of which were very well attended, and both of which were designed to facilitate creative discussion and critique of ideas and, most especially, generation of new ones. The second of the two charrettes was organized to lead to a convergence of ideas, and a number of clear preferences emerged.
- Inviting a number of guests, with technical and planning expertise, to speak at GPAC meetings to contribute to the committee's understanding. In addition, all GPAC meetings were open and noticed. After the outreach activities, such as the charrettes noted above, GPAC meetings always had new attendees. The main source of new members has been the citizens who meet GPAC at public events and/or sat in on meetings. Potential members apply to and are interviewed by the Town Council.



Historic image of the town center, the intersection of Bolinas and Broadway

ORGANIZATION OF THE TOWN CENTER ELEMENT

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

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

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



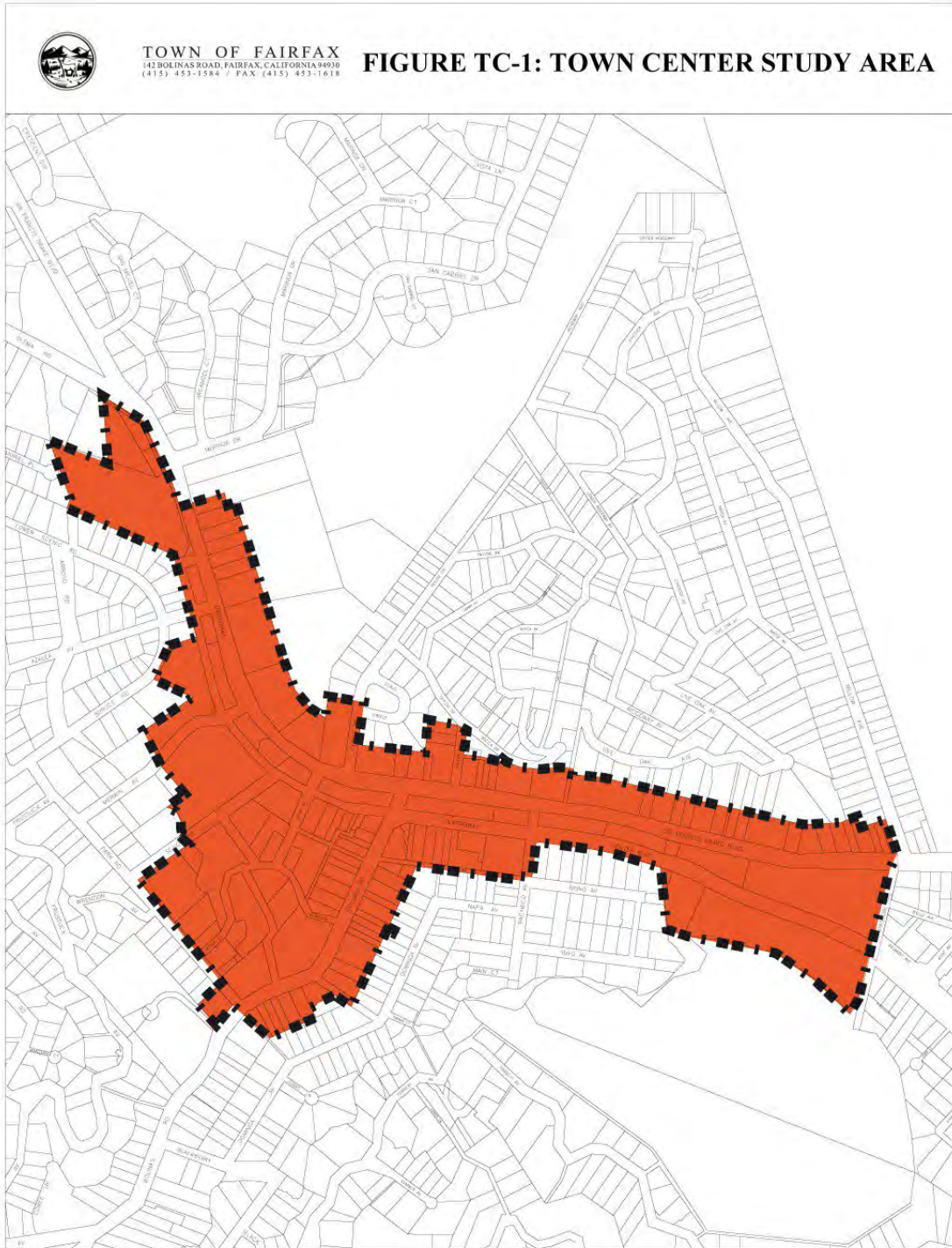


Figure TC-1 Town Center Study Area

EMERGING THEMES

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

Issues that could use improvement have also emerged. Areas of the downtown could be linked together better, such as the area from the Post Office and Fair-Anselm to the Broadway Boulevard area near the Parkade, or the area where the north side of Sir Francis Drake Boulevard along the Parkade does not relate to the south side. Business owners along Bolinas Road universally felt that the activity along Broadway was not translating to business coming into their shops. Similarly, businesses on the east end of Center Boulevard also sought ways to visually define a town center from the viewpoint of motorists passing through on Sir Francis Drake to help support local merchants. Highlighting and restoring the Pavilion was supported by the community comments as well.

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

SPECIFIC RECOMMENDATIONS

Center Boulevard and Linking Downtown Areas

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

Sidewalks

Widening and repairing sidewalks has been a key point of merchant feedback. As opportunities are presented, sidewalks should include room for street furniture and possible restaurant seating and for benches and lighting. Particular attention should be paid to making the area east of the Theater look inviting and safe for pedestrians. By drawing people east on Center, businesses are better supported and considerable opportunity exists for eventual public parking.

Auto Circulation

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



Additionally the intersections at Sir Francis Drake – Pacheco – Broadway/Center and Sir Francis Drake – Pastori – Center - Lansdale are problematic, as discussed in the Circulation Element.

Bolinas Pedestrian Mall

The above and other goals came together in a creative vision arising separately from several of the working groups at one of the Saturday workshops. Bolinas Road could eventually become a pedestrian-only area from Broadway to Elsie Lane. Traffic would be routed along the approximate route of present Bank Street to Elsie Lane. This idea would actually result in more parking through a re-engineering of the Pavilion lot, and would immediately make the Pavilion more central to the flow of traffic through the Town. It addresses the biggest request of citizens and merchants for a pedestrian-oriented town center expanding down Bolinas Road, and for a town center oriented toward the meeting of people and the enjoyment of the great weather and beautiful surroundings of Fairfax. Research has found that other communities have seen substantial benefit from the creation of pedestrian-only zones, with retail revenues increasing significantly in nearly every community.

Such a change would be accomplished in stages, starting intermittently with community events such as farmers markets and festivals, and continuing with preparation of the new circulation route. Businesses located between Bolinas Road and the new route would then orient additionally toward the new street; possibly the Town could help with this process, using grant money, as available. Temporary road closures for both lanes or one lane could be used to test the pedestrian concept. Similarly, a phasing plan, including identifying the necessary improvements to Elsie Lane, would have to be prepared and analyzed.

Before any changes would be made, detailed circulation, parking and economic impact studies would be required.

Residential Neighborhood Concerns

Another effect of the traffic gridlock is the tendency for motor traffic to cut through the Dominga neighborhood via Sherman Avenue in order to avoid the Bolinas Road/Broadway intersection. This is especially true during the rush hour periods. This route is also popular with pedestrians and local cyclists seeking a quiet and safe way around downtown.

It is the intention of the General Plan to daylight the Town's creeks currently in culverts, where possible, without removing any of the existing residences or losing access to any building. This presents an opportunity for a novel solution, daylighting the section of creeks currently under public streets while still allowing pedestrian, bicycle and vehicular access to the existing residences. Where possible, street traffic could be restricted to one lane, with bridges connecting to the existing residences and other uses, with the second lane used to open the creek below. The quiet residential atmosphere and visual aesthetic of the neighborhood would be preserved and the natural amenity would be reinstated. Before any action would be taken, a detailed study of the possible opportunities, and potential impacts, both positive and negative, would be required.

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

Defining Features along Sir Francis Drake Boulevard

There has been feedback suggesting that Fairfax could look more welcoming, eye-catching, accessible and well-defined to people driving along Sir Francis Drake Boulevard. Possibly a central visual feature (such as a fountain or public art in the Parkade area), or "Welcome-to-Fairfax" archways, or even simply a distinctive pavement treatment could address this, and thus draw more people into the town to support the local businesses.

Hillside Right-of-Way

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

munity that everyone loves about Fairfax. Specifically, in terms of the Town Center Element, routes between the downtown area and hillside easements should be reclaimed, repaired and reopened for community use.

Bike Staging Area

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

Parking Recommendations

As described, GPAC created an inventory of the parking spaces in the downtown area, including a map. In addition, parking was a topic on which opinions were actively solicited in surveys of residents and during interviews with business owners. Responses to the latter did not indicate that the town was in need



of more parking, but did show a preference for a policy of losing no spaces overall, which has been GPAC's goal throughout these recommendations. One recommendation GPAC would make is that a parking lot be established near the downtown area that would be free, or nearly free, to merchants and their employees, probably through a nominal-cost permit for merchants. Also noted during the parking survey, a number of spaces could be added by merely restriping the existing ones. GPAC also recommends that the Parkade remain largely a parking area for the foreseeable future, although this objective could change with the likely alteration of the number of vehicles on the road as energy costs increase. On-street parking can be shifted to currently underused areas nearby. In particu-

lar, the recommended conversion of part of Bolinas Road to a pedestrian mall can be, at least, parking-neutral, and the eventual simplification of the Claus intersection could then lead to substantially more parking in an extended Parkade if needed. Hillside easements could lessen the number of residents who need to park downtown. A bike staging area could lessen the impact of recreational bicyclists on downtown parking.



Parkade Park

An idea that was generated early in the GPAC process was the conversion of part or all of the existing Parkade to a green community space. Feedback on this idea was not enthusiastic, as it would lose a very useful parking area in order to create a park in an area surrounded by vehicular traffic that is therefore a less desirable location than the existing excellent town parks. GPAC does not propose this concept. Greening the edges of the Parkade may alleviate aesthetic concerns. This area is the historic location of the Fairfax train station, and the Town shall keep the option available for the return of light rail by not allowing development to occur in the historic right-of-way.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

The four goals of this element are:

- **Goal TC-1: Develop a vision for the Town Center area of Fairfax.**
- **Goal TC-2: Maintain and enhance the historic qualities of the Town Center area.**
- **Goal TC-3: Define and implement a plan for the Town Center area.**
- **Goal TC-4: Actively seek out and review all available funding sources that might be used to implement the Town Center Element improvement program.**

Goal TC-1: Develop a vision for the Town Center area of Fairfax.

Objective TC-1.1: Work together as a community to develop a vision for the Town Center Area of Fairfax.

Policy TC-1.1.1: New and/or renewed development in the Town Center Planning Area shall preserve and enhance the village-like nature and pedestrian scale of the downtown area. Large, highly visible parking lots characteristic of strip shopping centers are inconsistent with the human scale development pattern of the Town Center area.

Program TC-1.1.1.1: The Planning Commission should define the village-like nature and the pedestrian scale of the downtown area of Fairfax.

Responsibility: Planning Commission, Town Council

Schedule: Ongoing

Program TC-1.1.1.2: The Council should enact an ordinance restricting the development of strip shopping centers as being inconsistent with the development vision for the Town Center Area.

Responsibility: Town Council

Schedule: Year Two



Goal TC-2: Maintain and enhance the historic elements of the Town Center area.

Objective TC-2.1: Work with the community to maintain and enhance the historic elements of the Town Center Area.

Policy TC-2.1.1: New and/or renewed development in the Town Center Planning Area should be compatible with the architectural aesthetic of the downtown in terms of height, design treatment, colors, textures, and materials. Future buildings constructed in the downtown area shall be within the vertical form of the existing buildings that they might replace.

Program TC-2.1.1.1: Planning staff should prepare an inventory of the architectural design of the downtown area. The survey will consider building heights, design treatment, colors, texture, and materials. The historical significance of buildings will also be noted.

Responsibility: Planning and Building Services

Schedule: Year Two



Program TC-2.1.1.2: The Planning Commission should define the architectural design features of the downtown area, in terms of height, design treatment, colors, textures and materials.

Responsibility: Planning Commission
Schedule: Year 3-5

Program TC-2.1.1.3: The Council will enact an ordinance that requires new buildings constructed in the downtown area to be within the vertical form of the buildings they might replace.

Responsibility: Town Council
Schedule: Year One

Policy TC-2.1.2: Building heights for new and/or renewed development shall be appropriate for two-story buildings with architectural details compatible with the village-like nature of the Town Center Planning Area. Building height to allow for a residential level above a commercial space with a high first-floor ceiling.

Program TC-2.1.2.1: The height restriction defined by the Land Use Element for the downtown area of 28.5 feet and not more than two stories, applies to the Town Center Element.

Responsibility: Planning Commission, Planning and Building Services,
Town Council
Schedule: Ongoing

Policy TC-2.1.3: New and/or renewed development shall be compatible with the existing scope, scale and design aesthetic of the Town Center Planning Area. A Significant Buildings and Structures Plan should be created by staff. This plan should inventory and establish policies for preservation of significant structures in the Town Center (see Conservation Element Policy CON-8.1.2 and Policy CON-8.1.4).

Program TC-2.1.3.1: The Planning Department should prepare a Significant Buildings and Structures Plan that identifies and establishes policies for the preservation of significant structures in Town.

Responsibility: Planning and Building Services

Schedule: Year Two

Program TC-2.1.3.2: The Design Review Board and Planning Commission will consider the historic significance of buildings and structures when reviewing development applications in the downtown area. Refer to Conservation Element Goal 8, and to Land Use Element Goal 9.

Responsibility: Design Review Board, Planning Commission

Schedule: Ongoing

<p>Goal TC-3: Define and implement a Town Center Plan.</p>

Objective TC-3.1: Involve the merchants and property owners to strengthen and diversify the economic vitality of the Town Center area.

Policy TC-3.1.1: Mixed-use development is allowed in the Town Center Planning Area under Central Commercial zoning. The Town Center Plan, when created, shall be consistent with this zoning.

Program TC-3.1.1.1: The Town shall prepare and adopt the Town Center Plan.

Responsibility: Planning Commission, Town Council

Schedule: Year Two

Policy TC-3.1.2: New and/or renewed development in the Town Center Planning Area, as defined in the Town Center Plan when developed, shall be consistent with the Development Standards and Design Guidelines.

Program TC-3.1.2.1: Planning staff shall prepare Development Standards and Design Guidelines for the Town Center Plan.

Responsibility: Planning and Building Services
Schedule: Year Two

Program TC-3.1.2.2: The Town shall review and approve the Development Standards and Design Guidelines for the Town Center Plan.

Responsibility: Planning Commission, Design Review Board, Town Council
Schedule: Year 3-5

Objective TC-3.2: Create a strategic action plan for the Town Center, including an urban design program for the Parkade and a parking improvement program.

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



Program TC-3.2.1.1: The Town shall consider bicycle and pedestrian related development a priority when reviewing development applications for the downtown area.

Responsibility: Planning Commission, Planning and Building Services
Schedule: Ongoing

Policy TC-3.2.2: Sir Francis Drake Boulevard should serve as the primary east-west artery through the Town of Fairfax, including the Town Center Planning Area. Provisions should be made to support Marin County's designated east-west bicycle corridor, which passes through Fairfax along Center and Broadway. Appropriate measures should be utilized to create safe pedestrian and bicycle crossings of Sir Francis Drake Boulevard and to enhance overall cohesiveness of the Town Center Planning Area.

Program TC-3.2.2.1: The Town shall consider bicycle and pedestrian crossing design and location as a priority along the Sir Francis Drake Boulevard corridor when developing the Land Use and Circulation Elements of the General Plan.

Responsibility: Planning and Building Services, Planning Commission, Town Council, Public Works
Schedule: Year Two

Program TC-3.2.2.2: Town staff shall prepare a risk assessment for bicycle and pedestrian crossings along the Sir Francis Drake corridor.

Responsibility: Planning and Building Services, Police Department
Schedule: Year One

Policy TC-3.2.3: Broadway and Center Boulevard, and Bolinas Road should serve as secondary routes through the Town, primarily for local traffic, and utilizing appropriate design features to ensure safe pedestrian crossings, bicycle use, and an overall pedestrian-scale streetscape.

Program TC-3.2.3.1: The Town shall consider bicycle and pedestrian crossing design and location as a priority along the Broadway and Center Boulevard corridor, and the section of Bolinas Road in the downtown area when developing the Land Use and Circulation Elements of the General Plan.

Responsibility: Planning Commission, Town Council
Schedule: Year One

Program TC-3.2.3.2: The Town shall consider the Marin County Bicycle and Pedestrian Master Plan and the Fairfax Pedestrian and Bicycle Plan, 2001 in evaluating bicycle and pedestrian facilities.

Responsibility: Planning Commission, Town Council

Schedule: Ongoing

Program TC-3.2.3.3: Town staff should prepare a risk assessment for bicycle and pedestrian crossings along the Broadway and Center Boulevard corridor and the section of Bolinas Road in the downtown area.

Responsibility: Planning and Building Services, Police Department

Schedule: Year Two

Policy TC-3.2.4: Shopping in the Town Center Planning Area should be made more attractive by creating safe and pleasant pedestrian routes, managing the parking supply for both cars and bicycles more efficiently, and developing and maintaining an attractive well-designed streetscape that encompasses landscaping and pedestrian amenities.



Program TC-3.2.4.1: The Town shall prepare a pedestrian plan for the downtown area.

Responsibility: Planning and Building Services, Planning Commission

Schedule: Year One

Program TC-3.2.4.2: Town staff should prepare a risk assessment for pedestrian routes in the downtown area.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Year One

Program TC-3.2.4.3: The Town shall prepare a vehicle and bicycle-parking plan for the downtown area.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Year Two

Policy TC-3.2.5: Bolinas Road should be evaluated as a pedestrian-only area from Broadway to Elsie Lane. See Appendix TC-A for further details.

Program TC-3.2.5.1: If proven feasible, as a result of detailed analysis, the Town shall develop a strategy for creating a pedestrian only area from Broadway to Elsie Lane on Bolinas Road. The strategy should include a test program and means for successful re-routing of traffic to Sir Francis Drake Boulevard.

Responsibility: Planning and Building Services, Planning Commission,
Town Council
Schedule: Year Two

Program TC-3.2.5.2: The Town shall prepare a risk assessment for pedestrian crossings between the Parkade and the surrounding shops and services on Broadway and Sir Francis Drake Boulevard.

Responsibility: Planning and Building Services, Police Department
Schedule: Year Two

Policy TC-3.2.6: Any parking spaces removed as a result of streetscape-related improvements should be replaced in appropriate locations and lots in the surrounding vicinity.

Program TC-3.2.6.1: The Town shall refine the parking space survey prepared by GPAC to provide guidance for the parking plan included in the Circulation and Town Center Elements.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Year Two

Program TC-3.2.6.2: The Town shall prepare a no net-loss parking plan for the downtown area, including on-street and off-street spaces and lots.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year Two

Policy TC-3.2.7: Provide non-vehicular connections to residential neighborhoods where possible.

Program TC-3.2.7.1: The Town shall prepare a non-vehicular circulation plan connecting the downtown area to the adjacent neighborhoods.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Year Two

Policy TC-3.2.8: Promote locally-owned businesses.

Program TC-3.2.8.1: The Town shall work with the Chamber of Commerce, and other business owners, to create an economic development plan for the downtown area.

Responsibility: Town Council, Chamber of Commerce

Schedule: Year Two

Policy TC-3.2.9: Provide locations for public art.

Program TC-3.2.9.1: The Town shall work with local artists to prepare a plan for locating public art in the downtown area.

Responsibility: Fairfax Volunteers, Chamber of Commerce

Schedule: Year Two

Program TC-3.2.9.2: The Town shall identify funding sources for implementing a public art program for the downtown area.

Responsibility: Fairfax Volunteers, Chamber of Commerce

Schedule: Year Two

Policy TC-3.2.10: Soundproofing and provision for fresh air must be part of any residential development along the main streets.

Program TC-3.2.10.1: Residential developments proposed for the main streets in the downtown area shall be required to incorporate soundproofing and fresh air access as part of the project design.

Responsibility: Planning Commission, Planning and Building Services
Schedule: Ongoing

Policy TC-3.2.11: Daylighting and creation of a buffer around the Town's creeks shall be considered. (Also see Conservation Element Objective CON-3.1, especially Policy CON-3.1.3, and Safety Element Program S-2.1.11.3.)

Program TC-3.2.11.1: If proven feasible, as a result of detailed analysis, the Town should prepare a plan and program for restoring creeks in the downtown area by eliminating culverts and boxed channels.

Responsibility: Planning Commission, Fairfax Volunteers, Open Space Committee
Schedule: Year 3-5

Program TC-3.2.11.2: The Town shall create a buffer area, as part of the plan for the downtown area, along the restored Fairfax Creek.

Responsibility: Planning Commission, Town Council
Schedule: Year 3-5

Policy TC-3.2.12: Recommendation of native plants and the use of drought-tolerant landscaping.

Program TC-3.2.12.1: The Town shall create a palette of landscape materials allowed in the downtown area, including native and drought-tolerant plant types, and add it to the Design Guidelines being developed according to programs in Land Use Element Goal LU-1.2 and Goal LU-7.

Responsibility: Planning and Building Services, Design Review Board
Schedule: Year 3-5

Program TC-3.2.12.2: All new projects proposed for the downtown area, whether public or privately sponsored, shall incorporate the use of native plants and drought-tolerant plant materials in their landscape plan.

Responsibility: Planning Commission, Planning and Building Services
Schedule: Ongoing



Policy TC-3.2.13: The Town shall consider purchasing or otherwise negotiating or insuring the availability of a staging area for town events and the parking of large trucks.

Program TC-3.2.13.1: The Town shall work to secure a location for use as a staging area for town events and construction vehicle and equipment storage, and a transfer area serving large trucks unable to navigate Fairfax's narrow streets.

Responsibility: Public Works, Planning and Building Services

Schedule: Year One

Policy TC-3.2.14: Consider siting renewable energy techniques on public property.

Program TC-3.2.14.1: The Town shall prepare a plan and program for utilizing public property for the installation of renewable energy technology (also see Conservation Element Goal CON-1).

Responsibility: Public Works, Planning and Building Services

Schedule: Year One

Policy TC-3.2.15: Consider preserving and making continuous the network of bicycle and pedestrian routes that would allow the traversing of the downtown area along quiet back streets and alleys.

Program TC-3.2.15.1: The Town shall prepare a plan and program to make continuous the network of quiet streets and alleys for pedestrian and bicycle routes traversing the downtown area in conjunction with Program TC-3.2.7.

Responsibility: Public Works, Planning and Building Services, Planning Commission

Schedule: Year One

Policy TC-3.2.16: Consider creating a bicycle staging area including structure for bathrooms, showers and lockers, possibly in partnership with local businesses.

Program TC-3.2.16.1: The Town shall, as part of the Town Center Plan, identify a site, or alternative sites, for a bicycle staging area in the downtown area.

Responsibility: Public Works, Planning and Building Services, Planning Commission

Schedule: Year One

Program TC-3.2.16.2: The Town shall identify possible funding sources for creating a bicycle staging area.

Responsibility: Public Works, Planning and Building Services

Schedule: Year One

Goal TC-4: Actively seek out and review all available funding sources that might be used to implement the Town Center Element improvement program.

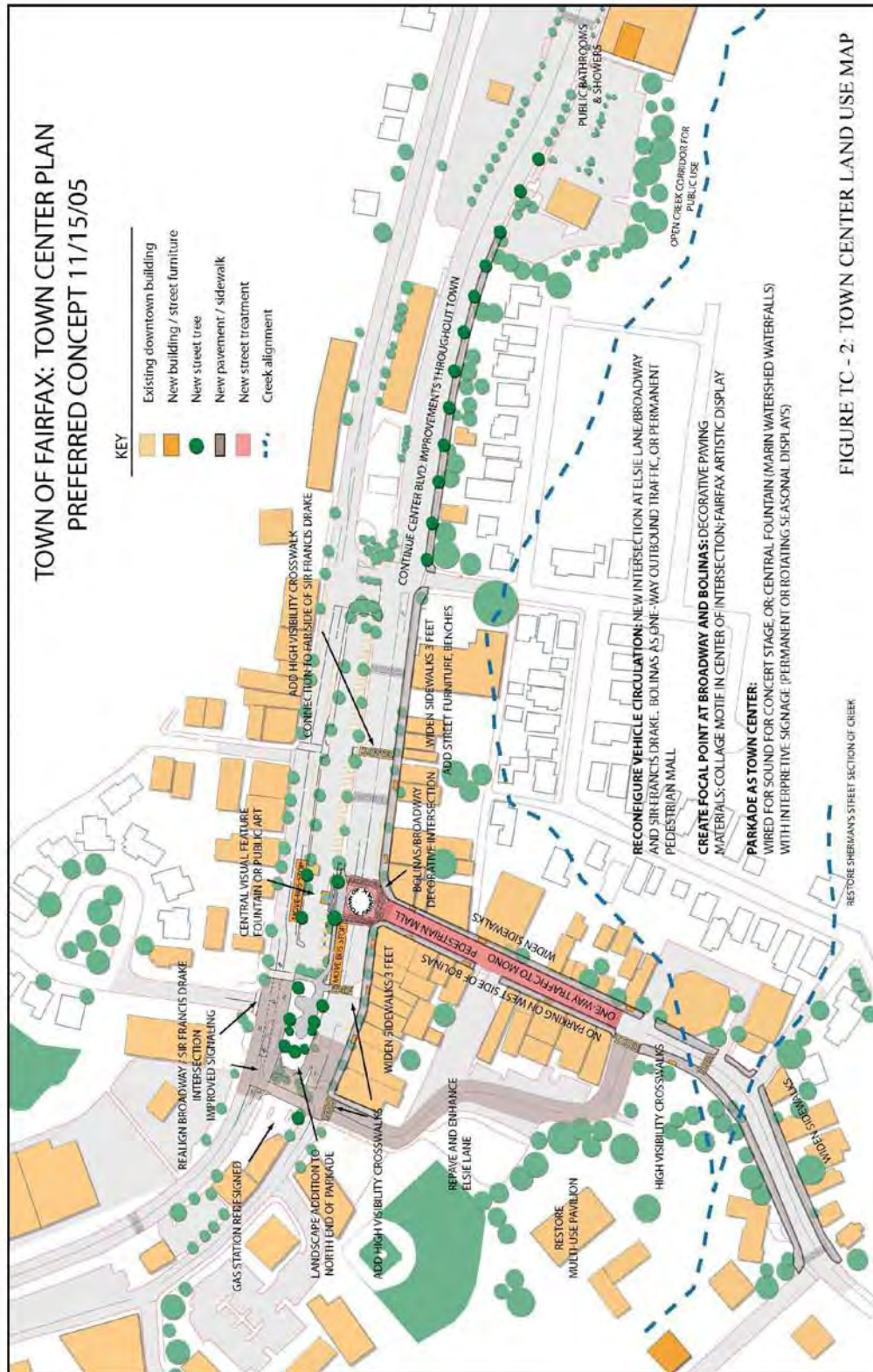


Figure TC-2 Town Center Land Use Map

OPEN SPACE ELEMENT



INTRODUCTION

Fairfax is a town defined by open space. Open space not only exists within the town, it abuts most town boundaries and defines the views from Town Center, from most neighborhoods, and throughout the Fairfax Planning Area. The location of Fairfax within the Ross Valley, surrounded by undeveloped hillsides and ridges, gives the Town a very distinctive look and feel. Oak and redwood forest, diverse wildlife, streams, a variety of microclimates, and hiking, bicycling and horse trails are all characteristic of the open space in the Planning Area. Residents of the Town of Fairfax deeply value the open space areas within and around the Town, for a wide variety of esthetic, cultural and recreational reasons.

In 2004, the Town Council created a standing Open Space Committee to further long-term goals to acquire and maintain open space lands in the Fairfax Planning Area. The Open Space Element of the General Plan plays a major role in maintaining what residents cherish about living in Fairfax, and shaping the future of the town. Open space tends to vanish over time unless it is protected. This document outlines ways for the Town of Fairfax and its residents to consider existing open space areas, protect them from development, and expand protections for open space in the future.

This Open Space Element establishes a series of programs in support of these goals. The Open Space Committee, with the support of the Town, is directed by this Element to create an inventory of underdeveloped and undeveloped land parcels that have intrinsic open space value. The Committee will further evaluate and prioritize the parcels in this

inventory based on established criteria, and become involved in the formal review of any development projects concerning these parcels. Other programs support the identification of Visually Significant Areas that characterize the appearance of the town, and establish design guidelines for development within these areas, to ensure that future generations enjoy our current level of access to open space, and a sensory experience of Fairfax as a town encircled by natural hillsides and ridgelines.

State Requirements

The Open Space Element is one of seven elements required by the State of California for the Town's general plan. Once adopted, all future development must be consistent with the Open Space Element. Section 65567 of the State Government Code states that:

No building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local open space plan.

The State also requires the preparation and adoption of an "Open Space Zoning Ordinance" (Government Code (CG) Section 65910), which provides a set of requirements designed to protect the Town's open space resources.

SETTING

The Fairfax Planning Area (see Figure LU-4 in the Land Use Element) is visually and geographically defined by prominent ridgelines that separate it from adjacent communities in Marin County. The total Fairfax Planning Area encompasses slightly less than 10 square miles, of which about 15 percent is currently developed. The undeveloped areas are predominantly steep slopes and rolling hills, covered primarily by grassland and by several types of woodlands. The Town itself is located in two valleys traversed by the San Anselmo and Fairfax Creeks, with the commercial core situated at the confluence of these two watercourses.

There are three "gateways" to the Town and Fairfax Planning Area which provide physical and perceptible entrances to the Fairfax Planning Area defining the views that make Fairfax visually distinctive. These three gateways are located at: Sir Francis Drake Boulevard and Center Boulevard at the San Anselmo/Fairfax town limits, Sir Francis Drake Boulevard at the top of White's Hill Pass between White's Hill and Loma Alta,

and Bolinas Road at the Meadow Club. **Figure OS-1, Map of Visual Resources**, presents a map of Visual Resources, including a variety of ridges, hillsides, and forests that are highly visible from the three gateways and throughout the Fairfax Planning Area.

The Fairfax Planning Area is located in the headwaters of the Ross Valley watershed. As a result, decisions made by the Town of Fairfax concerning the maintenance, protection and enhancement of open space and the local ecology have an impact upon downstream communities, and ultimately the ecology of San Francisco Bay (see Figure OS-1).

SOLVING THE OPEN SPACE CHALLENGE

Fairfax presently conveys an image that is in marked contrast to that of most communities in the Bay Area, where natural barriers between towns have repeatedly been violated by urban inroads. The open spaces between many Marin communities have been developed to the point that natural boundaries no longer exist. Loss of existing open space in the Fairfax Planning Area, whether formally preserved or not, will alter the fundamental and unique natural, open space environment of the Town.

Multiple points of view arise and must be weighed and addressed when open space issues are considered:

- Town residents value the qualities of the town defined by open space, and often fundamentally oppose development activities;
- Property owners have the right to develop their properties according to Town Code and zoning ordinances;
- Ecological issues must be understood and addressed to preserve natural resources for future generations; and
- Safety issues, such as those associated with the wildfire/urban interface, flood-prone areas, and slope stability and erosion must be addressed.

In accordance with the California General Plan Guidelines, Chapter 4, this element establishes goals for four relevant issues. These are:

- Open space for the preservation of natural resources.
- Open space used for the managed production of resources.
- Open space for outdoor recreation.
- Open space for public health and safety.

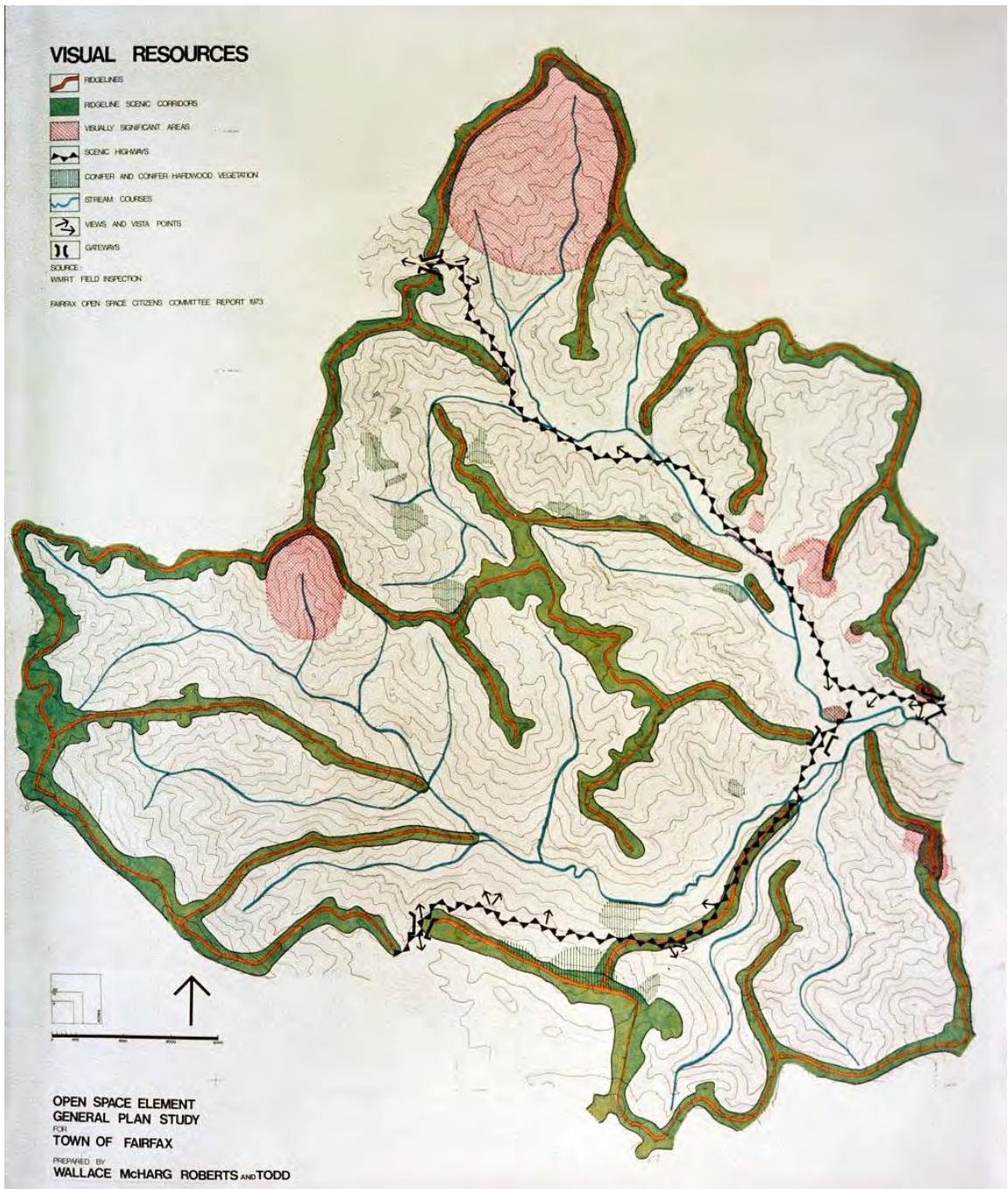


Figure OS-1 Map of Visual Resources

REGULATORY FRAMEWORK AND TERMINOLOGY

Open Space

California GC Section 65560 (b) defines open space as follows:

“Open-space land” is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional, or State open-space plan as any of the following:

- 1. Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.*
- 2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.*
- 3. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.*
- 4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.*
- 5. Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes, and underlying*

restricted airspace that can provide additional buffer zones to military activities and complement the resource values of the military lands.

6. *Open space for the protection of places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.*

Subsections (1), (3), (4), and (6) of this definition are particularly relevant to the Fairfax Planning Area open lands. Within the Fairfax Planning Area, there are few open space areas used for the managed production of resources (subsection 2) and no military installations (subsection 5).

DESIGNATED OPEN SPACE

Designated Open Space is real property that is protected from development and preserved in perpetuity as open space, through a formal instrument, or agreement, or other legally binding method. This designation may be established in several ways, including but not limited to:

- Land or interests in land that are owned by the Town of Fairfax, and are designated for open space purposes
- Land or interests in land that are owned by other public agencies, such as the Marin Open Space District, and that are dedicated to open space purposes
- Land or interests in land that are owned by private non-profit organizations, such as the Nature Conservancy or Greenbelt Alliance, and are protected as open space

Interests in land that preserve property for open space may also be in the form of a conservation, public access or open space easement, or may arise from binding restrictions on privately-held land that prevent the development of the land.

Designated Open Space does not have to be publicly accessible or available to the public for recreational purposes. For example the Marin Islands east of San Rafael are owned by various federal and State agencies, with restricted access to protect endangered species. As another example, the San Francisco Public Utilities Commission owns large tracts of open space watershed around the San Andreas Reservoir system west of San Mateo, California, that are not publicly accessible. For the purposes of this document, land areas that are protected from future development are considered Designated Open Space.

Much of what appears to be undeveloped or underdeveloped open space land within the Fairfax Planning Area is, in fact, privately held land that is not restricted to open space use. Much of this land may be assumed to be “designated open space” by the general public, when it is not. Even if development on those lands is constrained now, changes in technology, or the political or economic environment in the future may create opportunity for development that would affect the open space quality of these lands.

Fairfax-Designated Open Space

Fairfax-designated Open Space is space owned by the Town of Fairfax or where an easement creating open space is held by the Town of Fairfax.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

The four goals of this element are:

- **Goal 1: Protect and preserve open space lands and native biotic resources within the Fairfax Planning Area;**
- **Goal 2: Manage, enhance, and restore open space to ensure long-term vitality and viability;**
- **Goal 3: Preserve the sensory qualities of open space for recreational, cultural, educational, and spiritual experiences.**
- **Goal 4: Balance the interests of public health and safety with the preservation of open space.**

Goal OS-1: Protect and preserve open space lands and native biotic resources within the Fairfax Planning Area.

Existing open space must be preserved to encourage an ecology that will thrive for decades and millennia. Some aspects of preservation are covered by the Conservation Element, especially issues relating to water management and native species preservation. This goal focuses on the practical planning decisions that will support the ecology and beauty of both designated and undesignated open space and is similar to, and aligned

with, Land Use Element Goal LU-1 where policies are established that preserve the scenic and natural resources of lands adjacent to town boundaries.

Objective OS-1.1: Codify Open Space Committee by Town Ordinance to assist in the implementation of the objectives, policies, and programs of this Element.

Program OS-1.1.1.1: Staff to draft an ordinance and present it to the Town Council.

Responsibility: Town Manager, Planning & Building Services, Town Council

Schedule: Year One

Objective OS-1.2: Create an inventory of undeveloped and underdeveloped lands within the Fairfax Planning Area.

Appendix OS-A represents a preliminary inventory of approximately 30 known parcels within the Fairfax Planning Area that are undeveloped or underdeveloped.

Policy OS-1.2.1: Identify all significant undeveloped and underdeveloped parcels within the Fairfax Planning Area.

Program OS-1.2.1.1: Create an inventory of undeveloped and underdeveloped land parcels within the Fairfax Planning Area, and make the inventory publicly accessible. This inventory shall take the form of a map and a list, with specific information as described below. The inventory shall include parcels within the Fairfax Planning Area that have open space qualities or conservation issues, parcels that are undeveloped or underdeveloped, parcels that are currently a town asset through acquisition or dedication, and parcels that may contribute significantly to General Plan goals for conservation, land use and open space as well as parcels that tie into the open space goals of the county, adjacent municipalities or larger green belts.

Each parcel or group of parcels shall be described in sufficient detail that the precise parcel(s) can be easily identified, by common name, address, and/or parcel number. The description of each parcel or group of parcels shall identify:

- APN numbers.
- Size in acres.
- Location within or outside of the Town of Fairfax boundary.
- Whether it is undeveloped or underdeveloped.
- Ownership, current use, easements, and zoning and the Town and/or Marin county general plan designation.
- Connection to existing open space, or potential for connection to open space.
- Existing trails and access.
- A brief description and inventory of flora, fauna, habitat visibility within the planning area, wildlife corridors, and water resources.
- A brief description of potential liability issues, particularly concerning fire risk, falling trees, and landslides.
- Possible significance of the site in the event of an emergency or natural disaster.

This inventory shall become part of the General Plan, replacing Appendix OS-A, and shall be updated as necessary.

Responsibility: Planning and Building Services, Planning Commission, Open Space Committee, Town Council

Schedule: Year One

Program OS-1.2.1.2: Notify the owners of all the parcels in the inventory that their parcel is in an inventory in the Fairfax General Plan, maintained by the Town of Fairfax. This notification should include:

- A statement that their parcel is valued by the Town of Fairfax for its open space and/or conservation potential should it ever become available for purchase.

- A copy of the approved Open Space Element.
- A request that they notify the Town of Fairfax if and when their property is ever offered for sale.

Responsibility: Planning and Building Services, Open Space Committee,
Town Manager
Schedule: Ongoing

Policy OS-1.2.2: Educate the residents of Fairfax about the inventory of potential open space parcels in the Fairfax General Plan.

Program OS-1.2.2.1: Publish the inventory of undeveloped/underdeveloped parcels on the Town of Fairfax website, <http://townoffairfax.org>.

Responsibility: Town Manager
Schedule: Year One

Policy OS-1.2.3: Educate the residents of Fairfax about ways that they can help create and preserve designed open space, by donating lands or granting easements to the town.

Program OS-1.2.3.1: Create and publish information on the Town of Fairfax website <http://townoffairfax.org>, and the Open Space Committee website, about donations, easements, wills and trusts, and other methods by which Designated Open Space might be created.

Responsibility: Open Space Committee, Town Manager
Schedule: Year One

Objective OS-1.3 Prioritize the inventory of undeveloped and underdeveloped lands to identify parcels that connect or expand existing open space, create wildlife corridors, preserve endangered species, and/or contribute significantly to other objectives in the General Plan.

The intent of this objective is to identify the special beauty or value of each parcel in the inventory, whether it is accessible by road or trail, whether it has special value from a conservation or ecological or recreational viewpoint, and whether it is inside one of the Visually Significant Areas shown on Figure OS-1.

Policy OS-1.3.1: Evaluate each item in the inventory to identify the parcels that contribute the most to General Plan goals.

Program OS-1.3.1.1: Organize the inventory created by Policy OS-1.2.1, so that the parcels that most significantly contribute to the objectives of the Open Space, Conservation and Land Use elements are easily identified. The evaluation shall be based on the information gathered for each parcel in Program OS-1.2.1.1. A qualitative description for each parcel will be provided for each item in the inventory, explaining the reason(s) that each parcel does or does not contribute to the objectives of the General Plan.

Responsibility: Open Space Committee

Schedule: Year Two

Objective OS-1.4: Protect undeveloped and underdeveloped lands according to the list and priorities established by Objective OS-1.2 and OS-1.3 by converting them to Designated Open Space.

Policy OS-1.4.1: Any proposed development of a parcel in the inventory shall be reviewed by the Fairfax Open Space Committee.

Program OS-1.4.1.1: Fairfax Planning and Building Services shall inform applicants proposing development of parcels in the inventory that their application will be reviewed by the Open Space Committee. Planning and Building Services will further encourage the applicant to contact the Open Space Committee before submitting their application and the Open Space Committee shall make a good faith attempt to meet with the applicant to discuss their application.

Responsibility: Planning and Building Services, Open Space Committee

Schedule: Ongoing

Program OS-1.4.1.2: The Fairfax Open Space Committee shall review each application for development of parcels in the inventory, and provide a written evaluation to the appropriate Planning and Building Services department. The evaluation shall be delivered before the end of the Planning Department's 30-day response window.

Responsibility: Planning and Building Services, Open Space Committee
Schedule: Ongoing

Policy OS-1.4.2: Encourage the creation of open space through clustered development on parcels in this inventory.

Program OS-1.4.2.1: If development plans are presented to the Planning Commission for parcels on the inventory list, the commission should encourage clustered development on a small segment of the parcel, with provision of an easement on the undeveloped portion to create Designated Open Space.

Responsibility: Planning and Building Services, Planning Commission, Town Council
Schedule: Ongoing

Policy OS-1.4.3: Acquire parcels in this inventory if they become available for purchase if possible.

Program OS-1.4.3.1: If high-priority parcels on the inventory list come up for sale or auction, the Town Council shall consider allocation of funds from any available sources to acquire the property and create additional Designated Open Space (see Appendix OS-B).

Responsibility: Planning and Building Services, Planning Commission, Town Council
Schedule: Ongoing

Policy OS-1.4.4: Acquire and encourage the acquisition of appropriate easements on parcels in this inventory, if possible.

Program OS-1.4.4.1: Conservation and open space easements acquire development rights for the public, for all or part of a property, while ownership is retained by the property owner. If purchase is not feasible, the Town of Fairfax shall approach the owners of these properties to

investigate the possibility of creating Designated Open Space through acquisition of an appropriate easement.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Policy OS-1.4.5: Dedicate all or part of privately owned parcels in the inventory for use as open space, whenever possible.

Program OS-1.4.5.1: Property owners shall be encouraged to set aside land dedicated to open space as a condition to development of parcels in the inventory. While access to these open space lands may be restricted, the preservation of open space land in its natural state is valuable.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Program OS-1.4.5.2: Identify opportunities early in the planning process for transferring development rights between parcels to create dedicated open space. In some cases, mutual benefit can occur by transferring development rights from open space parcels to other parcels. This has the effect of creating or preserving open space while allowing for development elsewhere.

Responsibility: Planning and Building Services, Open Space Committee
Schedule: Ongoing

Goal OS-2: Manage, enhance, and restore open space to ensure long-term vitality and viability.

Objective OS-2.1: Assess the status of Fairfax-Designated Open Space on an annual basis.

Policy OS-2.1.1: Periodically update the assessment of each Fairfax-Designated Open Space parcel at least once every five years, as it appears in the inventory established by Objective OS-1.2.

Program OS-2.1.1.1: Review each parcel in the inventory that is Fairfax-Designated Open Space, updating the description and inventory of flora, fauna, including any special status species, safety issues, native and non-native species, habitat, and wildlife corridors, at least once every five years (see Conservation Element).

Responsibility: Town Manager, Open Space Committee
Schedule: Year 3-5

Program OS-2.1.1.2: Identify any appropriate management practices for each parcel in the inventory that is Fairfax-Designated Open Space, based on the information obtained by Program OS-2.1.1.1.

Responsibility: Town Manager, Open Space Committee
Schedule: Year 3-5

Objective OS-2.2: Where native resources may be impaired, undertake the restoration of Fairfax-Designated Open Space.

Policy OS-2.2.1: Implement the management programs for Fairfax-Designated Open Space, identified by Program OS-2.1.1.2.

Program OS-2.2.1.1: Under the direction of the Town Manager, the Public Works Director shall implement the management programs for Fairfax-Designated Open Space, as identified by Program OS-2.1.1.2.

Responsibility: Town Manager, Public Works Director
Schedule: Ongoing

Objective OS-2.3: Educate both residents and visitors about maintenance concerns associated with Fairfax-Designated Open Space.

Policy OS-2.3.1: Identify educational materials about maintaining open space appropriate for the Fairfax Planning Area.

Program OS-2.3.1.1: Create an inventory of existing educational materials on open space maintenance, including pamphlets, presentations, events, resources, web sites, and other publications.

Responsibility: Town Manager
Schedule: Year One

Policy OS-2.3.2: Provide public access to educational materials to residents of the Town of Fairfax.

Program OS-2.3.2.1: Add links to the Town of Fairfax website, <http://townoffairfax.org>, connecting to the materials identified by OS-2.3.1.1.

Responsibility: Town Manager
Schedule: Year One

Program OS-2.3.2.2: Work with Fairfax schools to develop appropriate educational programs concerning open space maintenance.

Responsibility: Town Manager
Schedule: Year One

Program OS-2.3.2.3: Identify and explore other educational means to communicate information to the residents of Fairfax concerning open space maintenance, for example, signage appropriate for specific parcels.

Responsibility: Town Manager, Open Space Committee
Schedule: Year One

Objective OS-2.4: Encourage the removal of non-native species that are detrimental to the environment.

Policy OS-2.4.1: Identify existing educational materials about non-native species in the Fairfax Planning Area.

Program OS-2.4.1.1: Create an inventory of existing educational materials on these species, including pamphlets, presentations, events, resources, web sites, and other publications.

Responsibility: Open Space Committee
Schedule: Year 3-5

Policy OS-2.4.2: Provide public access to educational materials to residents of the Town of Fairfax.

Program OS-2.4.2.1: Add links to the Town of Fairfax website, <http://townoffairfax.org>, connecting to the materials identified by OS-2.4.1.1.

Responsibility: Town Manager

Schedule: Year One

Program OS-2.4.2.2: Work with Fairfax schools to develop appropriate educational programs concerning native and non-native species in the Fairfax Planning Area.

Responsibility: Town Manager

Schedule: Year One

Program OS-2.4.2.3: Identify and explore other educational means to communicate information to the residents of Fairfax concerning the removal of detrimental non-native species in the Fairfax Planning Area.

Responsibility: Town Manager, Open Space Committee

Schedule: Year One

Goal OS-3: Preserve the sensory qualities of open space for recreational, cultural, educational, and spiritual experiences.

Objective OS-3.1: Provide and maintain a system of recreational trails that will create access amongst and between downtown Fairfax, neighborhoods of Fairfax, and open space in the Fairfax Planning Area.

Policy OS-3.1.1: Identify and map the existing recreational trails in and between open space lands in the Fairfax Planning Area. This inventory will include trails that have been historically used by the public for recreation since 1950 and continue to be used.

Program OS-3.1.1.1: Update the inventory of public trails, lanes, pathways and public rights-of-way identified in **Circulation Appendix C-A** to include trails throughout the Fairfax Planning Area, and maintain the contents as appropriate.

Responsibility: Town Manager, Planning and Building Services, with the assistance of Fairfax Volunteers and/or the Open Space Committee
Schedule: Year 3-5

Program OS-3.1.1.2: Update the existing Fairfax Recreational Trail Map created by the Fairfax Volunteers, enhance the map to include trails throughout the Fairfax Planning Area, and update the contents as appropriate.

Responsibility: Town Manager, Planning and Building Services, with the assistance of Fairfax Volunteers and/or the Open Space Committee
Schedule: Year 3-5

Policy OS-3.1.2: Make the Fairfax Recreational Trail Map publicly available to the residents of Fairfax.

Program OS-3.1.2.1: Add a link to the Town of Fairfax website, <http://townoffairfax.org> providing access to the Fairfax Recreational Trail Map.

Responsibility: Town Manager
Schedule: Year 3-5

Program OS-3.1.2.2: Work with Fairfax schools to develop appropriate educational programs concerning recreational trails.

Responsibility: Town Manager
Schedule: Year 3-5

Program OS-3.1.2.3: Identify and explore other means to make the Fairfax Recreational Trail Map available to the residents of Fairfax.

Responsibility: Town Manager
Schedule: Year 3-5

Policy OS-3.1.3: Maintain the trails on the Fairfax Recreational Trail Map by marking and improving the trails as appropriate.

Program OS-3.1.3.1: Provide signage at the ends of trails identified on the Fairfax Recreational Trail Map.

Responsibility: Public Works and Fairfax Volunteers

Schedule: Year 3-5

Program OS-3.1.3.2: Improve the trails identified on the Fairfax Recreational Trail Map as appropriate.

Responsibility: Public Works and Fairfax Volunteers

Schedule: Year 3-5

Objective: OS-3.2 Preserve the visual appeal of the natural landscape in the Fairfax Planning Area.

Policy OS-3.2.1: Maintain the Visual Resources Map.

Program OS-3.2.1.1: Evaluate and update Visually Significant Areas reflected on the Visual Resources Map.

Responsibility: Open Space Committee, Planning and Building Services

Schedule: Year One

Program OS-3.2.1.2: Review the contents of the Visual Resources Map, at least once every five years, and update the contents as appropriate.

Responsibility: Planning and Building Services

Schedule: Year 3-5

Policy OS-3.2.2: Discourage development of any man-made structure on the ridgelines and within the ridge zones within the Fairfax Planning Area.

Program OS-3.2.2.1: Update Fairfax Ordinance 17.060 to clarify conditions surrounding development near ridgelines, and encourage the County of Marin to align the Marin County Ridgeline Ordinance, as it exists as of the date of approval of this General Plan, with the Fairfax Ordinance 17.060

Responsibility: Planning Commission, Town Council

Schedule: Year 3-5

Policy OS-3.2.3: Prevent development from blocking or impairing existing views of Visually Significant Areas identified in Figure OS-1.

Program OS-3.2.3.1: Review development applications to ensure that views of Visually Significant Areas are not negatively impacted.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Ongoing

Objective OS-3.3: Constrain anthropogenic sound levels in and around open space areas so that natural sounds of flora and fauna are audible.

Policy OS-3.3.1: Constrain noise levels in Fairfax-Designated Open Space.

Program OS-3.3.1.1: Revise Fairfax Town Code Chapter 8.20 to establish noise level restrictions for Designated Open Space at or below the restrictions for Residential and where possible Quiet Rural Areas (see Noise Element Table N-2).

Responsibility: Planning and Building Services, Planning Commission, Town Council
Schedule: Year 3-5

Goal OS-4: Balance the interests of public health and safety with the preservation of open space.

Objective OS-4.1: Create and preserve Designated Open Space to mitigate the threat of natural hazards.

Policy OS-4.1.1: Areas that are prone to landslides must remain as open space, or be developed with adequate engineering to mitigate the hazard.

Program OS-4.1.1.1: Identify, and when appropriate designate, the areas that are prone to landslides that are in existing open space, and/or in the inventory established by OS-1.2.1.

Responsibility: Planning and Building Services, Open Space Committee
Schedule: Year One

Policy OS-4.1.2: Designated Open Space along creek channels and in flood-prone areas should be created whenever possible to mitigate flood hazards.

Program OS-4.1.2.1: Identify, and when appropriate designate, the areas within the flood-prone areas that are in existing open space, or in the inventory established by OS-1.2.1.

Responsibility: Planning and Building Services, Open Space Committee
Schedule: Year One

Policy OS-4.1.3: Mitigate extreme wildfire hazard in open space areas by reducing fire risk and removing invasive non-native species.

Program OS-4.1.3.1: Identify, and when appropriate designate, the areas that are at high risk of wildfires that are in existing open space, or in the inventory established by OS-1.2.1.

Responsibility: Planning and Building Services, Open Space Committee
Schedule: Year One

Objective OS-4.2: Minimize the visual and auditory impact of construction in open space areas.

Policy OS-4.2.1: Discourage utility structures in open space areas.

Program OS-4.2.1.1: Require that the design, location and construction of utilities, in existing open space or parcels in the inventory established by OS-1.2.1, minimize harm to the area's environmental and visual qualities.

Responsibility: Planning and Building Services
Schedule: Ongoing

CONSERVATION ELEMENT



INTRODUCTION

The Town of Fairfax is endowed with areas of great natural beauty, abundance, and a vibrant, environmentally conscious community. It is also populated by a community that not only strives to protect these resources, but that endeavors to preserve and conserve resources across the country and around the planet through the impacts our local activities may have beyond our borders. Thus, the purpose of the Conservation Element of the Fairfax General Plan is two-fold:

- Identify the community's natural and cultural resources and develop policies and programs that will conserve them now and for future generations; and
- Identify areas where the community can conserve resources generally and develop policies and programs that will help our citizenry in reducing overall the negative impacts humans may have on the health of the planet.

REGULATORY FRAMEWORK

Government Code (GC) Section 65302(d) requires that a general plan include a Conservation Element for the “conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.” The Element should include a consideration of the effect of development within the jurisdiction on natural resources located on public lands, and where water resources are implicated, efforts should be made to coordinate with the county-wide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or the Town.

Biological Resource Regulation

There are numerous local, State, and federal agencies and laws that regulate biological resources, including the California Department of Fish and Game (CDFG), the National Marine Fisheries Service (NMFS), and the U.S. Fish and Wildlife Service (USFWS). These agencies and others provide significant information to the public concerning endangered and threatened plants and animals, including those with habitat in Marin County. The California Environmental Quality Act (CEQA) is the overriding State law that requires analysis of impacts on biological and natural area resources.

Waste Management Regulation

The California Integrated Waste Management Act of 1989 required each city and county to divert 50 percent of its waste stream from landfill disposal by the year 2000. Diversion may include reducing the total amount of waste generated through source reduction, recycling, composting, and transformation programs. In 1992, Marin’s 11 cities and the County adopted a Single Source Reduction and Recycling (“SSR”) Element that determined current diversion rates, evaluated alternative diversion program, and set forth a course of action.

Climate Change

Among the evolving regulations that affect local General Plans are State regulations that specifically address greenhouse gas (GHG) emissions and climate change.

Executive Order S-3-05

Signed in 2005, Executive Order S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat these concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. To comply with the Executive Order, the Secretary of the California Environmental Protection Agency created a Climate Action Team ("CAT") made up of members from various State agencies and commissions. CAT's first report, released in 2006, proposed achieving the targets by building on voluntary actions of California businesses, local government and community actions, as well as through State incentive and regulatory programs.

The California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006 recognizes that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." It requires that GHG emissions be reduced statewide to 1990 levels by 2020. The reduction is to be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, the Act directs the California Air Resources Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

State Attorney General

The California State Attorney General's office has suggested that, by law, a General Plan must discuss climate change and include meaningful, tangible, enforceable, and funded policies, implementation mechanisms, and timelines.

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has developed guidelines and thresholds of significance for local plans such as the Town of Fairfax General Plan. Inconsistency with the most recently adopted Clean Air Plan is considered a significant impact. According to the BAAQMD, the following criteria must be satisfied for a local plan to be determined consistent with the Clean Air Plan and not have a significant air quality impact:

- The local plan should be consistent with the Clean Air Plan population and vehicle miles traveled (VMT) Fairfax Planning Area assumptions. This is demonstrated if the population growth over the planning period will not exceed the values included in the current Clean Air Plan; and
- The local plan demonstrates reasonable efforts to implement the Transportation Control Measures included in the Clean Air Plan that identify cities as implementing agencies.

It is particularly important to mitigate sensitive receptors (individuals especially sensitive to air quality, like the elderly, hospital patients, and young children) exposure to high levels of diesel exhaust. The design, layout, and orientation of high-density housing, for example, should minimize the exposure of residents to diesel exhaust.

Historic and Cultural Resources

The National Historic Preservation Act (NHPA) enacted in 1966 provides the legal framework for most State and local preservation laws. The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect historic and archeological resources.

The California Register of Historical Resources was established in 1992, through amendments to the Public Resources Code. It serves as an authoritative guide to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected from substantial adverse change. CEQA also includes provisions defining historical resources and providing that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

Several California laws address the importance of Native American involvement in the development review process and provide requirements for the treatment of human remains and grave goods and protection of cultural spaces. The California Native American Graves Protection and Repatriation Act of 2001 is consistent with the federal Native American Graves Protection and Repatriation Act, and was put in place to ensure that all California Indian Human remains and cultural items are treated with dignity and respect. Sections of the California Health and Safety Code address the discovery and disposal of human remains outside a dedicated cemetery and provide requirements for consultation

with appropriate Native American individuals. The Public Resources Code established the Native American Heritage Commission and the State's Sacred Places list. Requirements for local agencies to consult with or refer matters to identified California Native American Tribes, as part of the general plan adoption or amendment process and prior to the designation of open space, are provided in GC Sections 65352(a), 65352.3, 65352.4, and 65562.5.

RELATIONSHIP TO OTHER ELEMENTS

The Conservation Element provides a major policy input into the Land Use and Circulation Elements. The Element's concerns relate directly, and in fact overlap many of the concerns of the Open Space and Safety Elements.

POPULATION AND GROWTH

Population growth presents two types of issues for Fairfax: 1) addressing the local effects of an increasing regional population, and 2) addressing the global effects of the increasing world population.

Population growth¹ is viewed by many to be a root cause of the global environmental dangers our world faces. These dangers threaten every life form on earth. Species from all kingdoms—profoundly, individual being by individual being—are threatened, and increasingly many have been and are being pushed into extinction. Left unabated, humankind could drive itself to extinction under the sheer weight of its number.

How Fairfax will address the dangers and empower its citizenry to stewardship is guided by this Conservation Element.

¹ The population of the world reached one billion in 1804, two billion in 1927, three billion in 1960, four billion in 1974, five billion in 1987, and six billion in 1999. It is projected to reach seven billion by late 2011, and around eight billion by 2025. By 2045-2050, the world's population is currently projected to reach around nine billion, with alternative scenarios ranging from 7.4 billion to 10.6 billion. *Source: Wikipedia (July 2010): World Population: Milestones by the billions.*

SUSTAINABILITY, LOCALIZATION, AND STEWARDSHIP

The concept of sustainability means different things to different people and the meaning of the term has evolved over time. Sustainability, in its broadest sense, holds that the ability of the global environment to sustain itself depends upon an understanding that there are finite natural resources, and that these life-sustaining resources cannot be consumed faster than they can be naturally replaced. Equally important, there must not be irreversible harm caused to sensitive ecological habitats or environmental systems beyond their capacities.

For the purpose of this Conservation Element, sustainability connotes not only the desire to protect and maintain existing resources for future generations, but to aggressively pursue policies that potentially protect resources beyond our borders. By taking steps to encourage and advance sustainable activities, not only do the citizens of Fairfax demonstrate our commitment to future generations, we demonstrate our commitment to the rest of the world.

One way to move toward greater sustainability, which improves both the community's resilience and its livability and also lowers our impact on the earth, is to move toward more localization of our activities. This concept, which encompasses local and community agriculture, local re-purposing of used materials, and more, is a theme throughout this Element.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

The eight goals of this element are:

- **Goal 1: Energy conservation and climate.**
- **Goal 2: Air quality.**
- **Goal 3: Watershed and stream management.**
- **Goal 4: Water conservation and quality.**
- **Goal 5: Soils and vegetation.**
- **Goal 6: Wildlife.**
- **Goal 7: Waste management.**
- **Goal 8: Historic and cultural preservation.**

<p>Goal CON-1: Energy conservation and climate.</p>
--

We shall require a substantially new manner of thinking if mankind is to survive.

– Albert Einstein

This goal addresses what many are calling the greatest challenge humankind has ever faced: change of the earth’s climate balance, along with scarcity of certain resources. This challenge requires improvement of our energy infrastructure. This is obviously daunting for the General Plan of a village of 7,500 persons. The emphasis here is therefore not on the global battles over climate pricing or the shape of capitalism, but on a more local and action-oriented level.

As this General Plan is being written, Marin Clean Energy is being phased in. The Town’s leadership and citizens have played a visionary and groundbreaking role in creating this and so many other now-widespread conservation initiatives, such as banning polystyrene and plastic bags. Fairfax is thus not only a village, but also a leader, and as such what we do matters and can find support beyond what might be expected. At our best we can be agile because we’re small and yet pioneering in our impact.

This goal attempts to focus our local activities toward several large visions, all of which seem at times impossible and at times inevitable.

- *Sustainable and socially equitable energy usage in the future.* This includes addressing our direct energy requirements and ones associated with all manner of energy consumption.
- *An end to the very concept of “waste.”* Fairfax has committed to a zero waste future, even while it seems nearly impossible to do anything in present society without leaving a pile of non-reusable material behind.
- *Universal citizen involvement in this project.* We are working to guide the conversation and raise awareness. For example, one initiative in the present plan calls for a local “meter,” to bring our Town’s footprint into the public eye on a daily basis.

This portion of the Conservation Element relates to other General Plan Elements in several areas. The Safety Element has considerable overlap regarding the concepts of resiliency, and the use of education as one of the few affordable options to getting there. The Circulation Element lays out the task of moving from the automobile-centric present to a

future in which public and efficient private transportation are the norm, and planning makes this possible. Land Use as the core of the General Plan supports the central planning realization that infill is superior to sprawl. The Open Space Element, in its focus on the unspoiled country surrounding Fairfax, seeks to preserve what gives us both a buffer for resiliency and the connection to life that will sustain us.

Objective CON-1.1: Integrate reduction of the use of non-renewable energy resources and GHG emissions into planning for the Town of Fairfax.

Policy CON-1.1.1: Develop and implement a Climate Action Plan (CAP) for Fairfax, including within its scope both the operations of the Town government and the activities of citizens, and including both stationary and mobile sources.

Program CON-1.1.1.1: Establish a town committee responsible for creating and implementing a CAP, including an initial comprehensive Greenhouse Gas Inventory (Fairfax Climate Action Committee (FCAC)).

Responsibility: Town Council

Schedule: Year One

Program CON-1.1.1.2: Obtain comprehensive resource usage information for the whole of Fairfax, including primary electricity and natural gas consumption, and energy usage for all forms of transportation and water and sewage treatment.

Responsibility: FCAC

Schedule: Year One

Program CON-1.1.1.3: Create a CAP for Fairfax, publish it on the Town website, and maintain it on an ongoing basis.

Responsibility: FCAC, Town Manager (publishing only)

Schedule: Year Two

Policy CON-1.1.2: Promote zoning to facilitate live/work situations and minimize motorized transit (see Land Use Element Goal 8).

Program CON-1.1.2.1: Adopt planning policies and zoning that promote a mixture of residential and commercial usage in the same buildings, to promote live/work situations and reduce motorized transportation.

Responsibility: Planning and Building, Planning Commission, Town Council

Schedule: Year One

Program CON-1.1.2.2: Adopt planning policies that promote infill rather than sprawl, including incorporation of second units to existing Fairfax housing.

Responsibility: Planning and Building, Planning Commission, Town Council

Schedule: Year One

Policy CON-1.1.3: Encourage green building techniques for all new and remodel construction within the Town of Fairfax.

Program CON-1.1.3.1: Develop and adopt a green building ordinance, requiring state-of-the-art, energy-efficient construction techniques for all new and remodel construction.

Responsibility: Planning and Building, Town Council

Schedule: Year One

Program CON-1.1.3.2: Provide and maintain links on the Town of Fairfax website to green building information and resources.

Responsibility: Town Manager

Schedule: Year One

Policy CON-1.1.4: Participate in statewide and county-wide efforts toward energy conservation, renewable energy generation and GHG reduction.

Program CON-1.1.4.1: Continue the Town's membership in the Marin Energy Authority (MEA), or if not, then in other alternatives allowing the choice of renewable energy sources by Fairfax businesses and residents.

Responsibility: Town Council

Schedule: Ongoing

Program CON-1.1.4.2: Support Marin County's Greenhouse Gas Reduction Plan by implementing all feasible GHG mitigation measures outlined therein.

Responsibility: FCAC, Town Council
Schedule: Ongoing

Program CON-1.1.4.3: Participate in the Cities for Climate Protection Campaign, administered by ICLEI – Local Governments for Sustainability.

Responsibility: FCAC, Town Council
Schedule: Ongoing

Program CON-1.1.4.4: As part of any traffic study, require GHG emission analysis, according to the CEQA Guidelines developed by the Governor's Office of Planning and Research.

Responsibility: Planning and Building Services, Town Council, FCAC
Schedule: Ongoing

Program CON-1.1.4.5: Identify other national and local programs supporting energy conservation, renewable energy generation and GHG reduction, and participate in them as appropriate.

Responsibility: FCAC
Schedule: Year One

Objective CON-1.2: Reduce consumption of non-renewable energy resources and reduce GHG emission by the residents and Town of Fairfax.

Policy CON-1.2.1: Implement energy efficiency and use of sustainable energy resources by Town government.

Program CON-1.2.1.1: Maintain and enhance the Photovoltaic installation on the Pavilion.

Responsibility: Public Works
Schedule: Ongoing

Program CON-1.2.1.2: Improve energy efficiency within Town buildings including Town Hall, the Town Hall Annex, and the Women's Club.

Responsibility: Public Works

Schedule: Year Two

Policy CON-1.2.2: Create an infrastructure to facilitate the use of plug-in hybrid electric vehicles (PHEVs) and electric vehicles (EVs).

Program CON-1.2.2.1: Install charging stations for PHEVs or EVs, either metered or free to users, in the Town Center area.

Responsibility: Public Works

Schedule: Year Two

Program CON-1.2.2.2: Require the installation of electrical outlets in all new development and substantial improvements to support PHEV or EV usage.

Responsibility: Planning and Building Services

Schedule: Year Two

Objective CON-1.3: Promote education and citizen involvement.

Policy CON-1.3.1: Educate Fairfax citizens about the CAP, both as to its objectives and as to ongoing progress in its implementation.

Program CON-1.3.1.1: Provide a "meter" in a public place showing the overall progress of the Town as a whole in reducing electrical, gas, and/or water usage.

Responsibility: FCAC, Planning and Building Services

Schedule: Year Two

Program CON-1.3.1.2: Publish information on the Town website on how to obtain an energy audit and energy reducing strategies for homeowners and businesses.

Responsibility: Planning and Building Services, Town Manager

Schedule: Year One

Program CON-1.3.1.3: Promote the annual “green home” tour conducted by Build It Green.

Responsibility: Planning and Building Services

Schedule: Ongoing

Program CON-1.3.1.4: Educate citizens on primary means to reduce GHG emissions, such as transportation choices and supporting the local economy, including locally-grown foods and local businesses, to reduce GHG emissions.

Responsibility: FCAC, Town Manager

Schedule: Ongoing

Resources:

- <http://projectgetready.com> – Rocky Mountain Institute’s advice to communities on infrastructure preparedness for plug-in vehicles.
- <http://www.iclei.org> – ICLEI provides technical consulting, training, and information services to build capacity, share knowledge, and support local government in the implementation of sustainable development at the local level.
- <http://transitionwestmarin.wordpress.com> – A network of local individuals and organizations committed to building local resiliency and reducing climate emissions to cope with peak oil, climate change and economic instability. Previously known as West Marin Localization Network, and before that, Marin Alliance.
- <http://www.builditgreen.org> – Build It Green is a non-profit membership organization whose mission is to promote healthy, energy- and resource-efficient building practices in California.
- Earth: Making a Life on a Tough New Planet, by Bill McKibben, ©2010.
- Marin Climate and Energy Partnership (MCEP) – developing a model CAP.

Goal CON-2: Air quality.

At the western end of the Ross Valley, with prevailing westerly winds coming in from the nearby Pacific Ocean, Fairfax is gifted with naturally good air quality. With a lack of industries that generate air pollution either in the Town or in the County, it would seem that there are few air quality issues requiring addressing in this Plan.

Nevertheless, air quality is an ever-present issue, and pollution emissions from wood-burning stoves and fireplaces, motorized transportation and other activities in and around Fairfax has both local and global impact. This goal seeks to raise awareness of air quality issues for Town residents, as well as reduce the emissions of various types of air pollutants by the Town and its residents. It does not address GHG issues, which are covered by Goal CON-1.

Air quality is impacted by a wide variety of types of pollution, including ground-level ozone, climate monoxide, particulate matter, toxic air contaminants, and odors

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.

Program CON-2.1.1.1: Change the zoning of areas near public transportation to allow mixed-use development, where appropriate.

Responsibility: Planning and Building Services, Town Council
Schedule: Year One

Program CON-2.1.1.2: Support efforts to locate major public facilities and events near the Town Center, reducing the amount of vehicular traffic within the Town.

Responsibility: Planning and Building Services, Planning Commission, Town Council
Schedule: Ongoing

Program CON-2.1.1.3: Support public transportation measures that reduce vehicular traffic from the Fairfax Town Center to San Anselmo, San Rafael, and the Highway 101 corridor.

Responsibility: Planning and Building Services, Town Council
Schedule: Ongoing

Program CON-2.1.1.4: Improve the efficiency of traffic flow along the Sir Francis Drake corridor to reduce emissions from motorized traffic.

Responsibility: Planning and Building Services, Public Works, Planning Commission, Town Council

Schedule: Year One

Program CON-2.1.1.5: Improve pedestrian and bicycle safety and access within the Town, and coordinate with regional efforts to promote pedestrian and bicycle traffic.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Policy CON-2.1.2: All planning decisions shall require application of existing air quality guidelines and best practices to minimize air quality impact.

Program CON-2.1.2.1: Require new uses and development projects that generate significant toxic air contaminants, particulates or odors to include adequate buffer zones, setbacks or other mitigation measures to protect existing or future sensitive receptors.

Responsibility: Planning and Building Services, Town Council

Schedule: Ongoing

Program CON-2.1.2.2: As a condition of approval for discretionary projects, require dust control measures consistent with the “Feasible Control Measures for Construction Emissions of PM₁₀” of the BAAQMD CEQA Guidelines, or its successor document.

Responsibility: Planning and Building, Town Council

Schedule: Ongoing

Program CON-2.1.2.3: As a condition of approval for demolition permits, require applicants to demonstrate compliance with applicable BAAQMD standards and procedures for mitigating the risk of exposure to lead paint and asbestos.

Responsibility: Planning and Building, Town Council

Schedule: Ongoing

Program CON-2.1.2.4: As a condition of approval, require emission control measures for construction equipment that are appropriate to the specifics of the project and as recommended by the BAAQMD.

Responsibility: Planning and Building, Town Council
Schedule: Ongoing

Policy CON-2.1.3: Improve air quality by encouraging green building techniques for all new and remodel construction within the Town of Fairfax.

Program CON-2.1.3.1: Develop and adopt a green building ordinance, requiring use of products with low VOC emissions for all new and remodel construction.

Responsibility: Planning and Building, Town Council
Schedule: Year One

Objective CON-2.2: Improve air quality through appropriate changes to the Town of Fairfax Municipal Code.

Policy CON-2.2.1: Reduce particulate and toxic air contaminant emissions from wood-burning stoves and fireplaces.

Program CON-2.2.1.1: Maintain an ordinance to require EPA certified appliances for burning of wood products, or natural gas or alcohol fireplaces, in remodeling projects that include the replacement of inefficient or polluting wood burning devices.

Responsibility: Town Council
Schedule: Year One

Objective CON-2.3: Improve air quality through cooperation and coordination with regional, State, federal and non-profit agencies.

Policy CON-2.3.1: Support local air quality initiatives from the BAAQMD and ABAG.

Program CON-2.3.1.1: Participate in the air quality education programs of the BAAQMD, such as “Spare the Air” days. Provide links to this information on the Town of Fairfax website.

Responsibility: Town Manager
Schedule: Ongoing

Program CON-2.3.1.2: Refer larger development projects, or those with potential to generate substantial dust or air pollution, to the BAAQMD for review. Incorporate appropriate mitigation measures in project conditions.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program CON-2.3.1.3: As appropriate, participate in demonstration projects offered by the BAAQMD to reduce mobile source emissions as part of the district’s 2005 Ozone Strategy or successor programs.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program CON-2.3.1.4: Require all Planning Commission and Planning staff to familiarize themselves with the ABAG publication “Design Strategies for Encouraging Alternatives to Auto Use Through Local Development Review,” and maintain a link to this resource on the Town website.

Responsibility: Planning and Building Services, Planning Commission, Town Manager
Schedule: Ongoing

Policy CON-2.3.2: Support air quality initiatives from the State of California.

Program CON-2.3.2.1: Implement regulations issued by the CARB or other State regulatory agency regarding air pollutant and GHG emissions.

Responsibility: Town Council, FCAC
Schedule: Ongoing

Resources:

- California Environmental Quality Act (CEQA) Guidelines, Bay Area Air Quality Management District (BAAQMD)

- *Design Strategies for Encouraging Alternatives to Auto Use Through Local Development Review*, Association of Bay Area Governments (ABAG), <http://www.abag.ca.gov/abag/overview/pub/DSPage.html>
- 2009 General Plan for the Town of Corte Madera, that contains an excellent discussion of air quality issues and the type and impact of various contaminants <http://www.ci.corte-madera.ca.us/planning/GeneralPlan.html>

Goal CON-3: Watershed and stream management.

All my ambition is, I own, to profit and to please unknown; like streams supplied from springs below, which scatter blessings as they go.

– Charles Cotton

Fairfax lies at the confluence of San Anselmo Creek and Fairfax Creek, establishing the headwaters of Corte Madera Creek. The structure of the Town has evolved around these dynamic streams, which once supported salmon and steelhead and a wide variety of aquatic and terrestrial wildlife, all dependent on a healthy riparian corridor and floodplain.

Fairfax is at the head of the Ross Valley watershed, and the policies and programs identified are intended to improve protection measures for creek and watershed process not only within the Town, but downstream through a series of other communities to San Francisco Bay.

Objective CON-3.1: To preserve and restore creeks and waterways to their natural condition and preserve natural habitats and their connectivity.

Policy CON-3.1.1: Maintain floodwater capacity and promote creek restoration.

Program CON-3.1.1.1: Work with Marin County to develop maintenance guidelines for creek and wetland areas to reduce flooding, sedimentation, and erosion while maintaining and enhancing riparian vegetation and wildlife.

Responsibility: Planning and Building
Schedule: Year One

Program CON-3.1.1.2: Evaluate and update the Surface Hydrology Map (see Figure CON-1).

Responsibility: Planning and Building
Schedule: Year One

Program CON-3.1.1.3: Modify Fairfax Town Code 17.040.040, the creek protection ordinance, to apply to all watercourses, not just San Anselmo Creek and Fairfax Creek.

Responsibility: Planning and Building, Planning Commission, Town Council
Schedule: Year One

Program CON-3.1.1.4: Assess, prioritize and coordinate with appropriate agencies to promote peak stormwater flow detention areas.

Responsibility: Public Works, Planning and Building, Planning Commission, Town Council
Schedule: Ongoing

Program CON-3.1.1.5: Participate in Marin County Flood Control and Water Conservation District Flood Zone 9 programs.

Responsibility: Public Works, Planning and Building, Town Council
Schedule: Ongoing

Policy CON-3.1.2: The Town of Fairfax shall protect and restore riparian habitat and ensure natural channel process in the San Anselmo Creek and Fairfax Creek watersheds.

Program CON-3.1.2.1: Develop a Creek Master Plan, with implementing programs and funding sources, for restoring the creeks and protecting habitat in the Planning Area.

Responsibility: Planning and Building Services, Public Works
Schedule: Year One

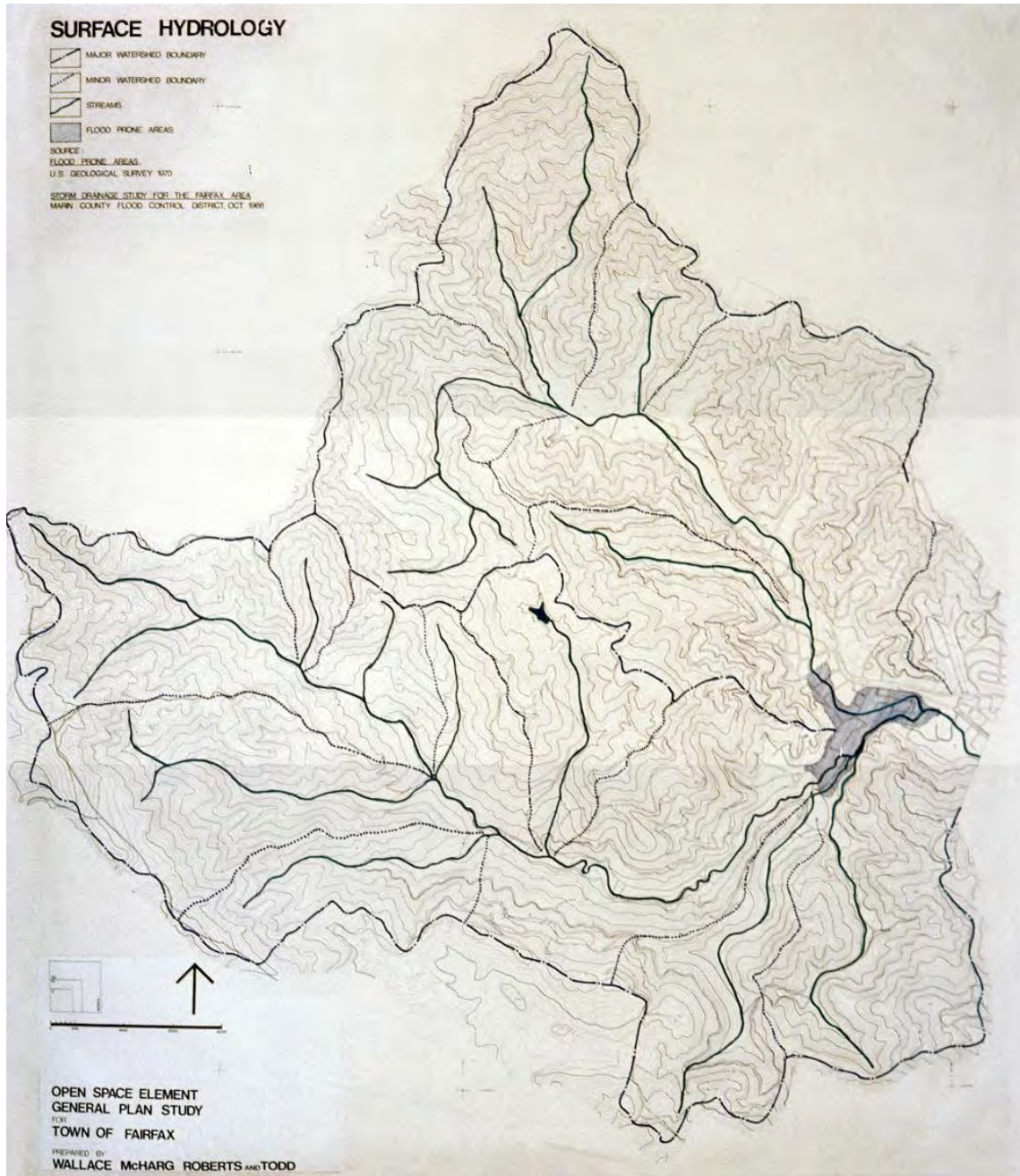


Figure CON-1 Surface Hydrology Map

Program CON-3.1.2.2: Establish a creek-side development zone, and as a condition of approval for development applications within the zone, require a riparian corridor restoration and management plan and a drainage plan.

Responsibility: Planning and Building, Public Works, Planning Commission

Schedule: Year One

Program CON-3.1.2.3: Assess, prioritize and coordinate with appropriate agencies to identify active floodplain habitat areas.

Responsibility: Public Works, Planning and Building, Planning Commission, Town Council

Schedule: Ongoing

Program CON-3.1.2.4: Utilize natural or managed flood basins to maximize habitat values for local wildlife resources.

Responsibility: Public Works, Planning and Building, Planning Commission, Town Council

Schedule: Ongoing

Policy CON-3.1.3: Creeks that are channelized shall be restored and/or “day-lighted” to improve aquatic habitat. Creeks in a natural state shall not be channelized where possible.

Program CON-3.1.3.1: Develop a Creek Master Plan, with implementing programs and funding sources, for restoring the creeks and protecting habitat in the Planning Area.

Responsibility: Planning and Building Services, Public Works

Schedule: Year One

Policy CON-3.1.4: Coordinate with appropriate agency to review individual well permits to protect surface water flow.

Program CON-3.1.4.1: Establish town permit review process.

Responsibility: Planning and Building Services

Schedule: Year One

Goal CON-4: Water conservation and quality.

We never know the worth of water till the well is dry.

– *Thomas Fuller, Gnomologia, 1732*

Fairfax has long been a leader in conservation. Demands on energy and water are well-understood, and Fairfax residents generally support measures to conserve water resources and protect water quality. Fairfax has an opportunity to demonstrate new levels of water conservation and development of grey-water systems. Action on the leading edge of environmental conservation has defined Fairfax for more than a generation, and the water conservation and water quality preservation policies and programs can be a model for other communities to look to in the future.

Objective CON-4.1: Promote water conservation to reduce overall demand on water supply resources.

Policy CON-4.1.1: Promote water conservation policies and programs to cut water demand by 20 percent by 2015.

Program CON-4.1.1.1: Establish town goal of 20 percent reduction in use of potable water by 2015.

Responsibility: Town Council
Schedule: Year One

Program CON-4.1.1.2: Assure high levels of community participation in Marin Municipal Water District (MMWD) water conservation programs.

Responsibility: Planning and Building, Fairfax Volunteers
Schedule: Ongoing

Program CON-4.1.1.3: Review, update, and expand Fairfax Town Code, Water Conservation Chapter 17.132, to achieve water reduction policies.

Responsibility: Planning and Building, Planning Commission, Town Council
Schedule: Ongoing

Program CON-4.1.1.4: Develop town ordinances to encourage development of grey-water systems and to provide residential and commercial property owners incentives to use these technologies.

Responsibility: Planning and Building, Planning Commission, Town Council

Schedule: Year One

Program CON-4.1.1.5: Provide residential and commercial property owners incentives to utilize greywater and other water conservation methods to reduce potable water consumption.

Responsibility: Planning and Building, Planning Commission, Town Council

Schedule: Year One

Objective CON-4.2: Protect natural water quality.

Policy CON-4.2.1: Provide connection to the sanitary sewer network for all town parcels.

Program CON-4.2.1.1: Inventory developed parcels in town not within Ross Valley Sanitary District, and identify closest available connection to the sanitary network.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year One

Program CON-4.2.1.2: Create incentives to integrate the parcels identified above into the operable sanitary network.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year Two

Program CON-4.2.1.3: Create educational material and incentives to improve existing lateral pipe connections to the sanitary network.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year Two

Program CON-4.2.1.4: Establish a town liaison to coordinate with Ross Valley Sanitary District.

Responsibility: Public Works, Town Council

Schedule: Year Two

Policy CON-4.2.2: Improve Town stormwater management through improved assessment, design, and implementation of standard practices as contained in a Storm Drain Master Plan. The Town will work with Marin County Stormwater Pollution Prevention Program (MCSTOPPP) to update the Stormwater Management Plan. According to the requirements of current National Pollutant Discharge Elimination System (NPDES) Phase II General Permit Issued by the State Water Resources Board or applicable NPDES municipal stormwater permit in effect.

Program CON-4.2.2.1: Create a Storm Drain Master Plan.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year One

Program CON-4.2.2.2: Reduce storm water runoff through use of Low Impact Design (LID) methods.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year One

Program CON-4.2.2.3: Modify existing ordinances to require no net increase in storm water runoff with new development and remodels of 50 percent or greater and according to requirements of current National Pollutant Discharge Elimination System (NPDES) Phase II General Permit issued by the State Water Resources Control Board or applicable NPDES Municipal stormwater permit in effect.

Responsibility: Planning and Building, Planning Commission, Town Council

Schedule: Year One

Program CON-4.2.2.4: Town facilities shall incorporate LID methods to reduce or delay storm water runoff.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year One

Program CON-4.2.2.5: Evaluate town storm water infrastructure, including culverts and drains, and ensure facilities meet standard flow requirements.

Responsibility: Public Works, Planning and Building, Town Council

Schedule: Year One

Program CON-4.2.2.6: Inventory, assess and prioritize separation of streamflow and water courses from town stormwater management infrastructure and network.

Responsibility: Public Works, Fairfax Volunteers

Schedule: Ongoing

Program CON-4.2.2.7: Develop and adopt a storm drain-clearing program.

Responsibility: Public Works, Fairfax Volunteers

Schedule: Ongoing

Program CON-4.2.2.8: Update lot coverage definition to include all impervious surfaces as part of calculation, and evaluate reduction in allowed lot coverage by ordinance to promote reduction in impervious surface with existing and new development.

Responsibility: Planning and Building, Planning Commission Town Council

Schedule: Year One

Program CON-4.2.2.9: Label all storm drains to indicate that they drain to a creek, and dumping is not allowed.

Responsibility: Public Works, Fairfax Volunteers

Schedule: Ongoing

Policy CON-4.2.3: Reduce sales and consumption of cleaning products, solvents, insecticides and herbicides within the Town of Fairfax.

Program CON-4.2.3.1: Work with town businesses, and include restrictions in business licenses to provide incentives for non-toxic solutions for cleaning products, solvents, insecticides and herbicides.

Responsibility: Planning and Building, Town Council, Fairfax Chamber of Commerce

Schedule: Year One

Program CON-4.2.3.2: Identify and promote no-spray zones throughout community.

Responsibility: Planning and Building Services, Fairfax Volunteers

Schedule: Year One

Program CON-4.2.3.3: Assure that the Town of Fairfax appoints representative to town seat on the Marin-Sonoma Mosquito Vector Control District Board.

Responsibility: Town Council

Schedule: Ongoing

Program CON-4.2.3.4: Provide links to educational materials about toxic products on the Town of Fairfax website.

Responsibility: Town Manager, Town Council

Schedule: Year One

Goal CON-5: Soils and vegetation.

The goals and policies within the Conservation Element recognize and address the need to carefully maintain a balance between appropriate vegetation management for fire safety, and protection of important vegetated areas for riparian cover, connectivity of wildlife habitat, and our love of the forested landscape.

The Fairfax Planning Area is primarily forested with Oak, Bay, Redwood and Douglas fir on the slopes. Chaparral occurs on the hot south facing hills. The bottoms of the valleys and canyons are riparian habitat shading the creeks and providing ribbon of healthy cover winding through the town.

The Fairfax Planning Area is an area of high fire danger due to this considerable vegetation cover. Yet this cover is also critical to reducing soil erosion in our creeks and waterways. Our forests, vegetated slopes and riparian corridors hold the soils in place and allow for water percolation and create shade. In balancing protection and maintaining appropriate vegetation management, we strive to keep all inhabitants of the Fairfax Planning Area safe and healthy.

Objective CON-5.1: Conserve soils and minimize erosion.**Policy CON-5.1.1: Educate residents of the Town on soil conservation and erosion issues.**

Program CON-5.1.1.1: Develop educational materials outlining appropriate clearing to reduce and prevent soil erosion.

Responsibility: Public Works, Town Manager, Volunteers

Schedule: Ongoing

Objective CON-5.2: Protect and maintain high quality vegetation communities within the Fairfax Planning Area.**Policy CON-5.2.1: Maintain and restore native vegetation where appropriate for habitat value, aesthetics, reference habitat, and riparian cover.**

Program CON-5-2.1.1: Work with Ross Valley Fire Department (RVFD) to develop appropriate defensible space measures to restore and maintain vegetation while reducing fuel loads.

Responsibility: Town Council

Schedule: Ongoing

Program CON-5-2.1.2: Identify and map significant areas of native vegetation for protection and maintenance as reference habitats. Certain maps already exist which may be used as resources.

Responsibility: Town Manager, Open Space Committee

Schedule: Ongoing

Program CON-5-2.1.3: Identify and map areas of greatest populations of invasive species and create a prioritized list for restoration.

Responsibility: Town Manager, Open Space Committee

Schedule: Ongoing

Program CON-5-2.1.4: Remove invasive species according to the prioritized list created by CON-5-2.1.3, and restore native vegetation communities in their place.

Responsibility: Town Manager, Open Space Committee

Schedule: Ongoing

Program CON-5.2.1.5: Restore native vegetation communities where appropriate on Town-owned properties.

Responsibility: Town Manager, Open Space Committee
Schedule: Ongoing

Program CON-5.2.1.6: Create a Native Plant ordinance that promotes native vegetation.

Responsibility: Town Council, Planning Commission, Planning and Building Department
Schedule: Year One

Program CON-5.2.1.7: Create or enhance ordinance(s) to protect mature native trees and ensure regeneration of native forests.

Responsibility: Town Council, Planning Commission, Public Works Department
Schedule: Ongoing

Program CON-5.2.1.8: Establish a street tree policy that promotes increased shade in the downtown area.

Responsibility: Town Council, Planning Commission, Planning and Building Services, Public Works Department
Schedule: Ongoing

Program CON-5.2.1.9: Identify native species with low flammability, and develop educational materials recommending their use for landscaping.

Responsibility: RVFD, Town Manager
Schedule: Ongoing

Program CON-5.2.1.10: Create educational materials on the proper removal of non-native invasive species, and restoration with appropriate native species.

Responsibility: Town Manager
Schedule: Ongoing

Policy CON-5.2.2: Encourage urban farming and community gardening, including edible landscape in residential areas.

Program CON-5.2.2.1: Educate citizens as to resources, such as Marin Master Gardeners.

Responsibility: Sustainable Fairfax, Town Manager
Schedule: Ongoing

Reference material to be considered for vegetation management:

- Tree Ordinance in the maintenance of native trees and trees of significance.
- Open Space Element for reference habitats and wildlife corridors.
- Safety Element regarding defensible space and large scale vegetation clearing.
- Town Center Element for street tree regulations.
- Refer to the need for storm water conservation, for the health of riparian vegetation.

Existing inventories include:

- Department of Fish and Game (CDFG): California Natural Community Conservation Planning (NCCP) and the Wildlife Habitat Relationships Program.
- MMWD: Water Resource Plan and Vegetation Management Plan.
- California Native Plant Society (CNPS): Inventory of Rare and Endangered Plants of California

Goal CON-6: Wildlife conservation.

The goals and policies within this section of the Conservation Element acknowledge our place within the larger context of the Marin landscape matrix of protected lands. We are bordered by Marin Open Space on Loma Alta to the north, Mt. Tam State Park and MMWD land to the west and south, and the Golden Gate Recreation Area to the far west.

Wildlife habitats of many kinds cover all these areas and it is important to understand and allow for both seasonal and resident wildlife use of the habitat. We need to maintain and protect wildlife migration corridors on both a micro and macro scale, understanding the species we live with and the species that pass through. Healthy stream corridors, connections between lowland and upland habitat, areas of low human disturbance, contiguous stands of mature trees, open meadow, riparian cover all help maintain a diverse and resilient landscape mosaic that supports and honors the diversity of life of which we are a part.

The adjacency of the larger protected lands create opportunities for interactions and conflicts between people and wildlife, but the policies herein attempt to reduce the conflict potential and enhance the protection and restoration of wildlife habitat within the Fairfax Planning Area. We have set goals for removal of invasive species and restoration of endangered species in an effort to reduce the detrimental impact of land use and develop-

ment in the Fairfax Planning Area. It is important that Fairfax is a contributing link to the health of the greater landscape instead of being a gap in the quality habitat that surrounds us.

Objective CON-6.1: Protect special-status species, resident and migrant wildlife and their associated habitats.

Policy CON-6.1.1: Identify special-status species and resident and migrant wildlife, and their habitats, within the Fairfax Planning Area.

Program CON-6.1.1.1: Create a list of special-status species, and resident and migrant wildlife in the Fairfax Planning Area, and publish it on the Town of Fairfax website.

Responsibility: Town Manager, Fairfax Volunteers
Schedule: Year One

Program CON-6.1.1.2: Update existing maps of wildlife habitat and corridors, and integrate into Marin Maps and the Town of Fairfax website.

Responsibility: Town Manager, Planning and Building, Fairfax Volunteers
Schedule: Year Two

Program CON-6.1.1.3: Identify key wildlife habitat and corridors for protection to enable safe movement of animals, paying particular attention to connections to Open Space.

Responsibility: Planning and Building, Planning Commission, Town Council
Schedule: Year 3-5

Policy CON-6.1.2: Protect special-status species and resident and migrant wildlife, and their habitats, within the Fairfax Planning Area (also see Goal CON-3 and Policy CON-5.2.1).

Program CON-6.1.2.1: Identify and establish seasonal protection measures to minimize impact on sensitive wildlife.

Responsibility: Planning and Building, Public Works, Town Manager
Schedule: Year 3-5

Program CON-6.1.2.2: Establish management guidelines for resident wildlife and feral domestic animals that are compassionate, humane, and respectful of life.

Responsibility: Town Council
Schedule: Year 3-5

Program CON-6.1.2.3: Incorporate lighting restrictions to limit lighting for proposed new commercial development, replacement street lighting and residential landscaping.

Responsibility: Planning and Building
Schedule: Year 3-5

Program CON-6.1.2.4: Review restrictions on the use of pesticides, and revise as needed.

Responsibility: Planning and Building, Planning Commission, Town Council, Sustainable Fairfax
Schedule: Ongoing

Program CON-6.1.2.5: Publish and enforce restrictions on the use of pesticides on the Town of Fairfax website.

Responsibility: Planning and Building, Town Manager
Schedule: Year Two

Objective CON-6.2: Restore critical habitats for special-status species.

Policy CON-6.2.1: Restore habitats for anadromous fish.

Program CON-6.2.1.1: Identify locations that impede the migration of anadromous fish.

Responsibility: Town Manager
Schedule: Year One

Program CON-6.2.1.2: Assess, prioritize and coordinate with appropriate agencies to relieve impediments to fish migration on Corte Madera Creek, San Anselmo Creek, Fairfax Creek, and their tributaries.

Responsibility: Town Manager, Public Works, Planning and Building, Town Council
Schedule: Ongoing

Program CON-6.2.1.3: Identify and protect intact, healthy, riparian vegetation for the maintenance of healthy stream ecosystems, stable stream banks, and high wildlife habitat value.

Responsibility: Planning and Building, Town Council, Public Works, Volunteers

Schedule: Ongoing

Program CON-6.2.1.4: Work with local school groups, recreation groups, Friends of Corte Madera Creek, and Marin Audubon to do habitat restoration projects and increase the habitat value of many sites within town.

Responsibility: Volunteers

Schedule: Ongoing

Objective CON-6.3: Raise community awareness of special-status species, resident and migrant wildlife and their associated habitats.

Policy CON-6.3.1: Develop education and outreach materials regarding special-status species, resident and migrant wildlife, and their habitats in the Fairfax Planning Area.

Program CON-6.3.1.1: Enhance educational signage and information regarding the creek and native species habitat in the town.

Responsibility: Volunteers

Schedule: Ongoing

Program CON-6.3.1.2: Organize a database, website, clearing house for interested groups that use the town for recreation, to record sightings of wildlife within the Fairfax Planning Area.

Responsibility: Volunteers

Schedule: Year 3-5

Program CON-6.3.1.3: Create educational information about the impact of activities in areas of sensitive habitat, and publish on the Town of Fairfax website.

Responsibility: Town Manager

Schedule: Year 3-5

<p>Goal CON-7: Waste management.</p>

Dig a trench through a landfill and you will see layers of phone books like geographical strata or layers of cake.... During a recent landfill dig in Phoenix, I found newspapers dating from 1952 that looked so fresh you might read one over breakfast.

– William Rathje, The Economist, 8 September 1990

Fairfax residents have a strong cultural interest in recycling, reuse, and waste reduction. The Town is fortunately located in an area with a solid infrastructure for recycling, one of the best in the country.

The next step is to set aggressive goals to reduce waste and to track progress. Interest is currently building in the concept of “zero waste,” a philosophy that encourages the redesign of resource life cycles so that all products are reused. Any trash sent to landfills is minimal. The process recommended is one similar to the way that resources are reused in nature.

The goals in this section support “zero waste” concepts.

Objective CON-7.1: Employ “zero waste” principles to reduce the amount of waste generated in Fairfax by 80 percent before 2015 and 100 percent by 2025.

Policy CON-7.1.1: Reduce the amount of non-recyclable waste generated by Fairfax residents, businesses and government.

Program CON-7.1.1.1: Enact ordinances that help reduce the amount of non-recyclable waste created by residents and business activities.

Responsibility: Town Council, Zero Waste Committee, Town Attorney
Schedule: Year 3-5

Program CON-7.1.1.2: Work with the contracted waste disposal service to provide appropriate containers to all Fairfax households and businesses for different types of recyclable material, including plastics, metals, yard waste, and compostables.

Responsibility: Town Manager, Town Council
Schedule: Ongoing

Program CON-7.1.1.3: Provide containers for recyclable materials in all Fairfax public facilities, including parks, public offices, and entrances to public open space.

Responsibility: Town Manager, Town Council

Schedule: Year One

Program CON-7.1.1.4: Provide public location(s) where common specialized materials, such as batteries, electronics, and fluorescent light bulbs may be collected. Publicize the locations and arrange appropriate disposal.

Responsibility: Town Manager, Town Council, Fairfax Volunteers

Schedule: Year 3-5

Policy CON-7.1.2: Reduce the total amount of waste generated by Fairfax residents, businesses and government.

Program CON-7.1.2.1: Enact ordinances that reduce the amount of waste created by residences and businesses.

Responsibility: Town Council

Schedule: Year 3-5

Program CON-7.1.2.2: Enact a Green Building Ordinance to reduce the amount of waste created by construction activities.

Responsibility: Planning Commission, Planning and Building Services, Town Council

Schedule: Year One

Program CON-7.1.2.3: Educate households on waste reduction strategies, such as composting, container reuse, and stopping junk mail.

Responsibility: Town Manager, Town Council, Zero Waste Committee, Fairfax Volunteers

Schedule: Year One

Program CON-7.1.2.4: Continue to implement the Source Reduction and Recycling Element of the California Integrated Waste Management Act of 1989 (AB 939), for Marin County and the Town of Fairfax (see <http://www.marinrecycles.org>).

Responsibility: Town Council

Schedule: Ongoing

Program CON-7.1.2.5: Evaluate these objectives, policies and programs every five years, and modify as needed to match current awareness, economics, technology and opportunity.

Responsibility: Town Council

Schedule: Year 3-5

Objective CON-7.2: Increase the usage of materials and products made from pre- and post-consumer recycled materials, and materials made from renewable sources, by Fairfax residents and government agencies.

Policy CON-7.2.1: Encourage the use of products made from recycled or bio-sourced materials whenever feasible.

Program CON-7.2.1.1: Educate households about new materials made from recycled or bio-sourced content.

Responsibility: Town Manager, Zero Waste Committee, Fairfax Volunteers

Schedule: Year One

Program CON-7.2.1.2: The Town of Fairfax shall purchase new products and supplies made from recycled or bio-sourced materials whenever logistically and economically feasible.

Responsibility: Town Manager, Town Council, Zero Waste Committee, Fairfax Volunteers

Schedule: Ongoing

Goal CON-8: Historic and cultural preservation.

Historic or cultural conservation is not one of the seven elements that California requires be included in a General Plan. However, State law offers local governments the flexibility to address topics of concern to them and historic preservation is identified as one of these optional elements. Historical and cultural resources, unlike most other resources, can never be recovered once altered or demolished. Thus, the Town of Fairfax has included historic and cultural preservation as an integral piece of the Conservation Element.

Fairfax enjoys a rich and fascinating history and it has developed a unique sense of community that reflects its roots and how it has grown to embrace a diverse and dynamic citizenry. Preservation of the historic and cultural resources within and around our borders is an important priority to the Town. Such resources may pre-date

Columbus, such as the Native American burial mounds near the Town's Pavilion, or may have originated around the time of "Lord" Charles Snowden Fairfax, when the descendants of Europeans and others first started settling the Fairfax area. The Town's culture and unique identity grew in the early 20th century, when several movie companies used the area in and around Fairfax and later, when visitors from around the Bay Area flocked to Fairfax to enjoy its Town and Country Club. In the 1960's and 70's, the cultural revolution exploded in San Francisco and dripped into the psychedelic corners of this central-Marin hamlet. Today the culture continues to evolve, as bicyclists flock to the local coffee shops and internet cafes, and musicians serenade our popular restaurants and bars.

By conserving its history and guarding its diverse history and culture, the Town of Fairfax is taking steps to maintain and preserve its unique identity – and the enjoyment, edification, and experience that comes with it – for future generations.

Objective CON-8.1: Identify and designate historic and cultural resources within the Fairfax Planning Area.

Policy CON-8.1.1: Pursue a program to identify, document and evaluate the historical and cultural resources in the Fairfax Planning Area.

Program CON-8.1.1.1: Survey historical and cultural resources within the Fairfax Planning Area, and create an inventory of historical and cultural resources within the Fairfax Planning Area, including both tangible and intangible resources. Include buildings, streets, trees, districts, murals, art installations, sites, and other cultural and historic resources in the inventory.

Responsibility: Town Manager, Planning and Building Services in coordination with Fairfax Historical Society

Schedule: Year 3-5

Program CON-8.1.1.2: In addition to federal and State factors for assessment, develop factors which define the unique aesthetic look of the town, such as visual design as it relates to building style, natural settings,

and views in order to assess the sites, buildings, artifacts etc. on the historic and cultural inventory. Implement the assessment of historic or cultural items and places using the federal, State, and Town of Fairfax factors.

Responsibility: Planning and Building Services, Design Review Board in coordination with Fairfax Historical Society

Schedule: Year 3-5

Program CON-8.1.1.3: Require archaeological and historic investigations during the permit application process that allow recovery of important prehistoric and historic information.

Responsibility: Planning and Building Services, Planning Commission

Schedule: Ongoing

Policy CON-8.1.2: Fully integrate the consideration of historical and cultural resources in the larger land use planning process.

Program CON-8.1.2.1: Consider historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Policy CON-8.1.3: Foster government-to-government relationships with tribes that inhabited the Fairfax Planning Area.

Program CON-8.1.3.1: Establish and maintain a relationship with local Tribal governments to discuss issues of mutual concern.

Responsibility: Town Manager, Town Council

Schedule: Ongoing

Program CON-8.1.3.2: Consult with Native American tribes to include or recommend monitors during all phases of investigation of archaeological resources including survey, testing, evaluation, data recovery, and construction monitoring.

Responsibility: Town Manager, Planning and Building Department
Schedule: Ongoing

Program CON-8.1.3.3: Formally consult with or refer matters to identified local Native American tribes prior to the adoption or amendment of the General Plan or specific plan or the designation of open space.

Responsibility: Town Manager, Town Council, Open Space Committee
Schedule: Ongoing

Policy CON-8.1.4: Designate locally-significant historical and cultural resources for current and future generations.

Program CON-8.1.4.1: Designate locally-significant historic and cultural resources using the designation criteria established on federal, State, and local levels.

Responsibility: Planning and Building Services in coordination with Fairfax Historical Society
Schedule: Ongoing

Objective CON-8.2: Preserve, maintain, rehabilitate, and enhance the Town's important historic and cultural resources.

Policy CON-8.2.1: Protect, maintain, rehabilitate, and enhance historical and cultural resources within the Fairfax Planning Area.

Program CON-8.2.1.1: Establish an ordinance for protecting, maintaining, rehabilitating, and enhancing historical and cultural resources within the Fairfax Planning Area.

Responsibility: Planning and Building Services, Planning Commission, Town Council
Schedule: Ongoing

Program CON-8.2.1.2: Establish guidelines for preservation, maintenance, rehabilitation, and enhancement of historic and culturally significant structures and other resources within the Fairfax Planning Area.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Program CON-8.2.1.3: Preserve, maintain, rehabilitate, and/or enhance historic sidewalks, street signs, street trees, and other hardscape and cultural landscape elements in addition to designated historical buildings, structures and sites that contribute to the historic and unique cultural elements of the Fairfax Planning Area.

Responsibility: Planning and Building Services, Planning Commission, Town Council

Schedule: Ongoing

Policy CON-8.2.2: Encourage and facilitate private preservation, maintenance, rehabilitation, and enhancement of historic and cultural resources within the Fairfax Planning Area.

Program CON-8.2.2.1: Explore incentive programs and transfers of development rights that could be utilized to preserve historic and culturally significant sites.

Responsibility: Town Manager, Town Council, Planning and Building Services

Schedule: Ongoing

Program CON-8.2.2.2: Promote salvage and reuse of materials that may become available due to the maintenance and preservation of historic buildings.

Responsibility: Town Manager, Town Council, Planning and Building Services

Schedule: Ongoing

Policy CON-8.2.3: Ensure that development respects and complements the development patterns, scope and scale of the Town's historic and natural landscape.

Program CON-8.2.3.1: Develop programs to encourage the preservation of locally-significant historic buildings or cultural sites.

Responsibility: Town Council, Town Manager, Planning and Building Services

Schedule: Ongoing

Program CON-8.2.3.2: Ensure that impacts to locally-significant historic and cultural resources are evaluated and mitigated.

Responsibility: Town Manager, Town Council, Planning and Building Services

Schedule: Ongoing

Objective CON-8.3: Foster public awareness and appreciation of Fairfax's historic and cultural resources.

Policy CON-8.3.1: Support the efforts of local citizens, appointed committees or other designated public agencies and private institutions that are working to conserve historic and culturally significant resources.

Program CON-8.3.1.1: Designate Town liaison to the Fairfax Historical Society to maintain effective communications and development of appropriate preservation programs.

Responsibility: Town Council

Schedule: Ongoing

Program CON-8.3.1.2: Identify citizens, committees and other public or private institutions that are working to conserve historic and culturally significant resources within the Fairfax Planning Area and coordinate with these entities regarding existing and future efforts to conserve historic and culturally significant resources.

Responsibility: Town Council, Town Manager, Planning and Building Services

Schedule: Ongoing

Policy CON-8.3.2: Foster awareness within distinct communities of local historic and/or culturally significant resources and encourage community participation in preservation activities focused on such specific resources.

Program CON-8.3.2.1: Identify neighborhoods, communities and/or citizen groups within those neighborhoods or communities where specific historic or culturally significant resources are found within the Fairfax Planning Area.

Responsibility: Fairfax Volunteers

Schedule: Ongoing

Policy CON-8.3.3: Promote broad educational outreach efforts to highlight historic and culturally significant issues and sites within the Fairfax Planning Area.

Program CON-8.3.3.1: Develop an educational program to draw on and supplement local schools' efforts to communicate Fairfax's history and broad cultural setting within local school programs.

Responsibility: Fairfax Volunteers in coordination with Fairfax Historical Society

Schedule: Ongoing

Program CON-8.3.3.2: Identify historic and culturally significant buildings and sites on the Town's website.

Responsibility: Town Manager

Schedule: Ongoing

Program CON-8.3.3.3: Provide information and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws, with regard to the treatment of any human remains discovered during implementation of public and private projects within the Fairfax Planning Area.

Responsibility: Planning and Building Department, Planning Commission in coordination with Fairfax Historical Society

Schedule: Ongoing

SAFETY ELEMENT



INTRODUCTION

The Town of Fairfax, like many Northern California Coastal communities, is subject to a variety of natural hazards as a result of its physical setting, geologic features, climatic conditions, and development patterns. The creeks, steep canyons, woodlands, and relative remoteness from highly urbanized centers are features that make Fairfax a desirable place to live. These same features make the community susceptible to the impacts of floods, fires, landslides and earthquakes.

The purpose of the Safety Element is to reduce the risk of death, injuries, property damage, and economic and social disruption that can result from natural hazard events by establishing locally appropriate policies, programs, and mechanisms to protect life, the natural environment and property and guide future community growth. The Safety Element provides the policy framework to support the Town's mitigation, emergency preparedness, disaster response, and future recovery efforts.

Earthquakes and landslides, floods, and urban and wildland fire are the primary natural hazards affecting the Town of Fairfax, and therefore are the focus of this Element. Additional environmentally related hazards such as air and water pollution, hazardous materi-

als, and noise are addressed elsewhere in the General Plan, or are not considered a significant risk to the community.

Although the inherent threat posed by natural hazards cannot be eliminated, the level of damage from these hazards can be reduced through individual and community preparedness, actions to reduce or eliminate long-term risks, and implementation of sound development practices.

The challenge is to improve the safety of the existing built environment through a variety of incremental, systematic, and ongoing actions. These actions to reduce risk should be based on sound analysis of hazardous conditions and should include economically realistic interventions and incentives.

REGULATORY FRAMEWORK

As stated in the Safety Element Guidelines published by the Governor's Office of Planning and Research (OPR), the safety element must examine issues related to protecting the community from any unreasonable risks associated with:

- Seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure.
- Slope instability leading to mudslides and landslides.
- Subsidence, liquefaction, and other seismic hazards identified on seismic hazard maps.
- Other known geologic hazards.
- Flooding.
- Wildland and urban fires.

It must also address the following as they relate to known fire and geologic hazards:

- Evacuation routes and signage.
- Peak load water supply requirements.
- Minimum road widths and turnouts.
- Clearances around structures.

Additionally, the element must:

- Establish policies to minimize the loss of property and life as a result of earthquake.
- Identify flood hazard areas and establish policies to avoid unreasonable flood risks.

- Identify urban fringe and rural-residential areas that are prone to wildland fire hazards.

Assembly Bill 162, signed into law by the Governor in October 2007, further requires that after January 1, 2009, cities and counties must amend their safety elements to include information regarding flood hazards and to establish a set of comprehensive goals, policies, and objectives, to protect the community from the unreasonable risks of flooding. The bill also requires corresponding revisions in the land use, housing, and conservation elements. While this statewide legislation is primarily targeted toward reducing future flood risk in the Sacramento and San Joaquin Valleys, it has implications for all California communities with an identified flood risk, such as the Town of Fairfax.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS AND OTHER SUPPORTING TOWN PLANS

The Safety Element overlaps topics also mandated in the Land Use, Conservation, and Open Space elements. The key concern is to integrate effectively these common issues into the decision-making process. The Safety Element provides the foundational information and policy direction regarding hazards, vulnerability, and risk upon which proactive mitigation strategies and actions can be based over time. All other general plan elements must be consistent with the Safety Element, and vice versa. Likewise, all zoning, subdivisions, and capital improvements must be consistent with the Safety Element.

To maximize its effectiveness, the Safety Element is intended to complement and support not only the other General Plan Elements, but also other Town plans and documents, such as the Emergency Operations Plan (EOP), the Local Hazard Mitigation Plan (LHMP), and the Flood Mitigation Plan (FMP). Integrating environmental safety as a consideration into all Town decisions will ensure a safer and more sustainable community.

An incentive for plan integration was established through Assembly Bill 2140, signed into law by the Governor in October 2006. This bill authorizes cities and counties to adopt a LHMP as part of its mandated general plan safety element. Communities that do so are eligible for additional state disaster assistance funding following federally declared disasters.

ORGANIZATION OF THE ELEMENT

Each hazard is addressed separately in the element. For each hazard, a brief description of the hazard condition, potential impacts, and planning considerations is discussed, followed by the goals, objectives, policies and implementation programs. Additional background information for each hazard is incorporated into the element via appendices.

Also considered within each hazard are the potential inter-relationships between hazards. That is, the propensity for an individual hazard event to trigger other related hazard events, thus increasing the cumulative risk. It must be noted that the organization by type of hazard is imperfect, because certain programs are listed under one hazard, while they are applicable to other hazards as well. As long as they all get done we should be safer.

The current recognition of anticipated climate change due to global warming and resulting changes in environmental conditions cannot be ignored. Although it is unclear at this time whether regional climate change will result in greater periods of heavy rainfall leading to increased flooding, or decreased rainfall leading to extended periods of drought, it is prudent to address this changing reality in the General Plan.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

Vision Statement: Establish a resilient community that has reduced its vulnerability to natural disasters by mitigating potential risks, preparing for and being capable of responding to and recovering from hazard events.

The four goals of this Element are:

- **Goal S-1: Minimize risks due to geologic hazards.**
- **Goal S-2: Minimize risks due to flood hazards.**
- **Goal S-3: Minimize risk due to fire hazards.**
- **Goal S-4: Community preparedness.**

Geology and Soils

Geologic hazards, both seismic and non-seismic must be considered when establishing land use policy, making future development decisions, and protecting existing development to ensure long-term community sustainability.

The coastal landscape of Marin County in general and the Town of Fairfax is dominated by ridges and valleys formed over centuries of geomorphologic processes including plate tectonics and erosion. Advances in scientific understanding of geologic processes and their potential impacts on the built environment provide a foundation for reducing community vulnerability from geologic hazards such as earthquakes and landslides.

The predominant geologic units underlying the Town of Fairfax are bedrock and alluvium. All the bedrock units are considered part of the Franciscan Complex, and comprised of metamorphosed rock, which is considered to have low to moderate slope stability relative to earthquake shaking, particularly on steep slopes. The alluvium is primarily loose and soft sediments and debris deposited along streambeds within the last 10,000 years. These deposits are typically those that are the most susceptible to seismic shaking, liquefaction and differential settlement (see **Figure S-1: Geology Soil Type**).

Seismic Conditions

Fairfax lies nearly equidistant from the San Andreas and the Hayward-Rodgers Creek Fault Zones. Either of these fault systems is capable of generating a large earthquake that could cause damage to the Town of Fairfax, and greater damage to extensive portions of the San Francisco Bay Region. State of the art scientific projections indicate there is a 62 percent probability of at least one magnitude 6.7 or greater earthquake before 2032 within the San Francisco Bay Region.

The greatest risk to life and property in an earthquake is from ground shaking. During an earthquake, the ground can shake for a few seconds or over a minute. The strongest shaking is typically close to the fault where the earthquake occurs. Weak soils, such as valley alluvium or soils along river and stream beds, also experience strong shaking in earthquakes, even from distant quakes. The Town of Fairfax area is also subject to earthquake-induced ground movements including liquefaction and landslides. Post-earthquake fire ignitions from natural gas leaks and hazardous materials must also be considered. In particular, scenarios involving multiple-point fire ignition following a dry season earthquake

TOWN OF FAIRFAX SAFETY ELEMENT: HAZARD MAPS

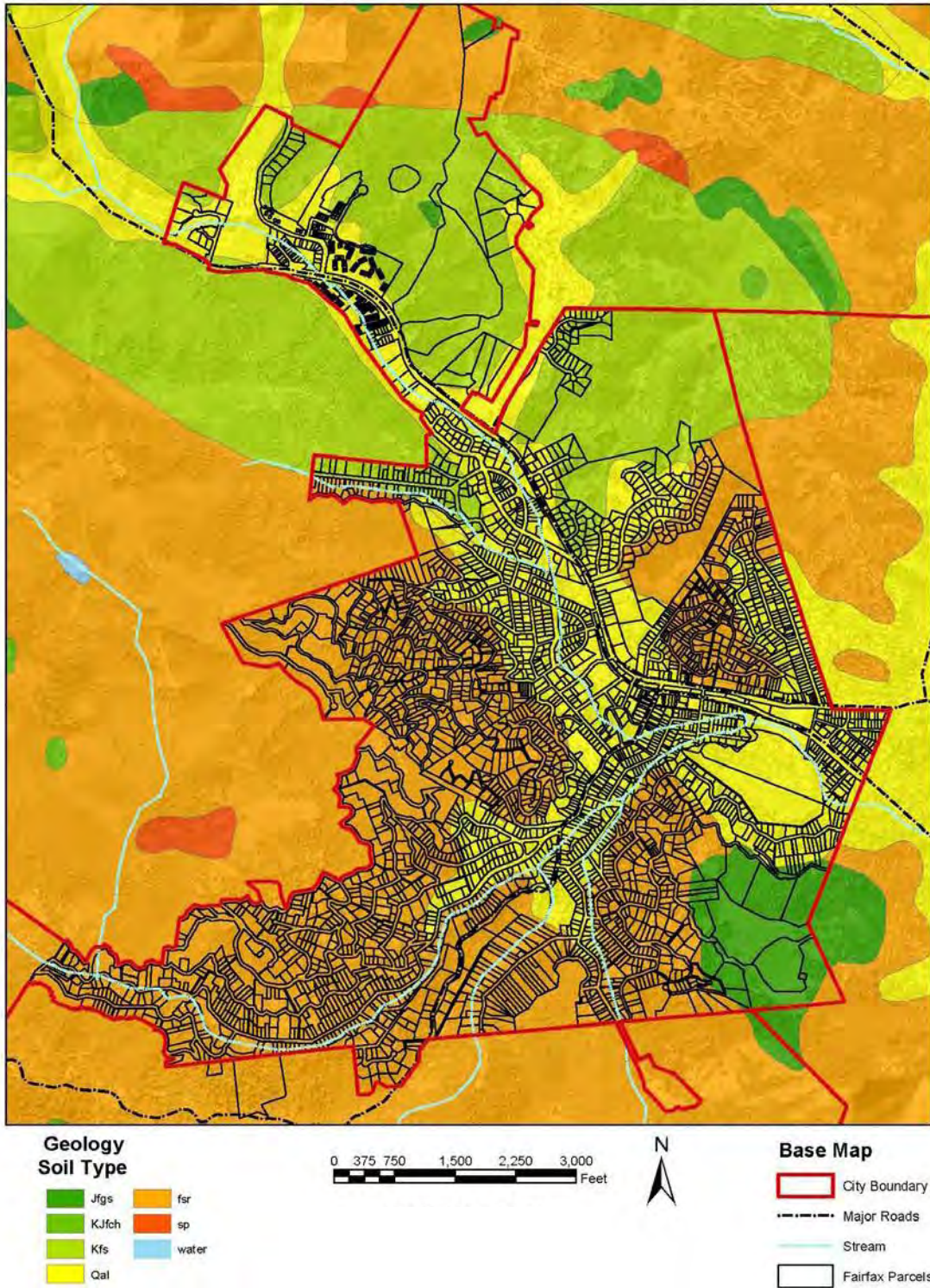


Figure S-1 Geology Soil Type

shall be incorporated in firefighting plans. See **Figure S-2: Areas Susceptible to Earthquake Shaking**.

Non-Seismic Conditions

A significant portion of the Town of Fairfax is susceptible to landslide movement due to the steep hillsides and canyons that make up the largest percentage of land mass in the Town. Gravity acting on a very steep slope is the primary reason for a landslide; however, when slopes are weakened through saturation by heavy rains they are less able to hold the excess weight and slope failure is accelerated. See **Figure S-3: Areas Susceptible to Landslides**.

Potential Impacts

The Town of Fairfax does not contain any active faults as designated by the Alquist-Priolo Earthquake Fault Zoning Act; however it is subject to moderate to high levels of groundshaking, which could cause significant damage and disruption to critical Town facilities, residences, businesses and infrastructure. Aging infrastructure, such as bridges and pipelines, may suffer damage and result in local transportation, water and sanitation disruptions.

Creekside and hillside areas, which comprise the majority of the built environment in the Town of Fairfax, are most vulnerable to damage caused by ground failure. Creekside development built on alluvial deposits can experience differential settlement caused by liquefaction. Hillside construction is vulnerable to earthquake-induced landslides. This vulnerability is increased during periods of intense or prolonged rainfall when soils become saturated.

Fairfax will also be impacted by regional damage occurring at a distance. Earthquake scenarios developed for the San Andreas Fault and Hayward Fault systems project significant disruption of the Bay Area transportation, communication, power, water, and sanitation systems. The greatest risk may be from isolation due to transportation disruption which could impact the delivery of essential supplies and disrupt commute patterns for a period of years, causing additional economic hardship for residents and businesses.

In addition to the risks posed by earthquake-induced landslides, the Town of Fairfax is highly susceptible to landslides during periods of extended heavy rainfall during the wet season. Landslides occurring in the Town of Fairfax can cause damage to infrastructure, including power lines and utility pipelines and block access and egress routes. Existing

TOWN OF FAIRFAX SAFETY ELEMENT: HAZARD MAPS

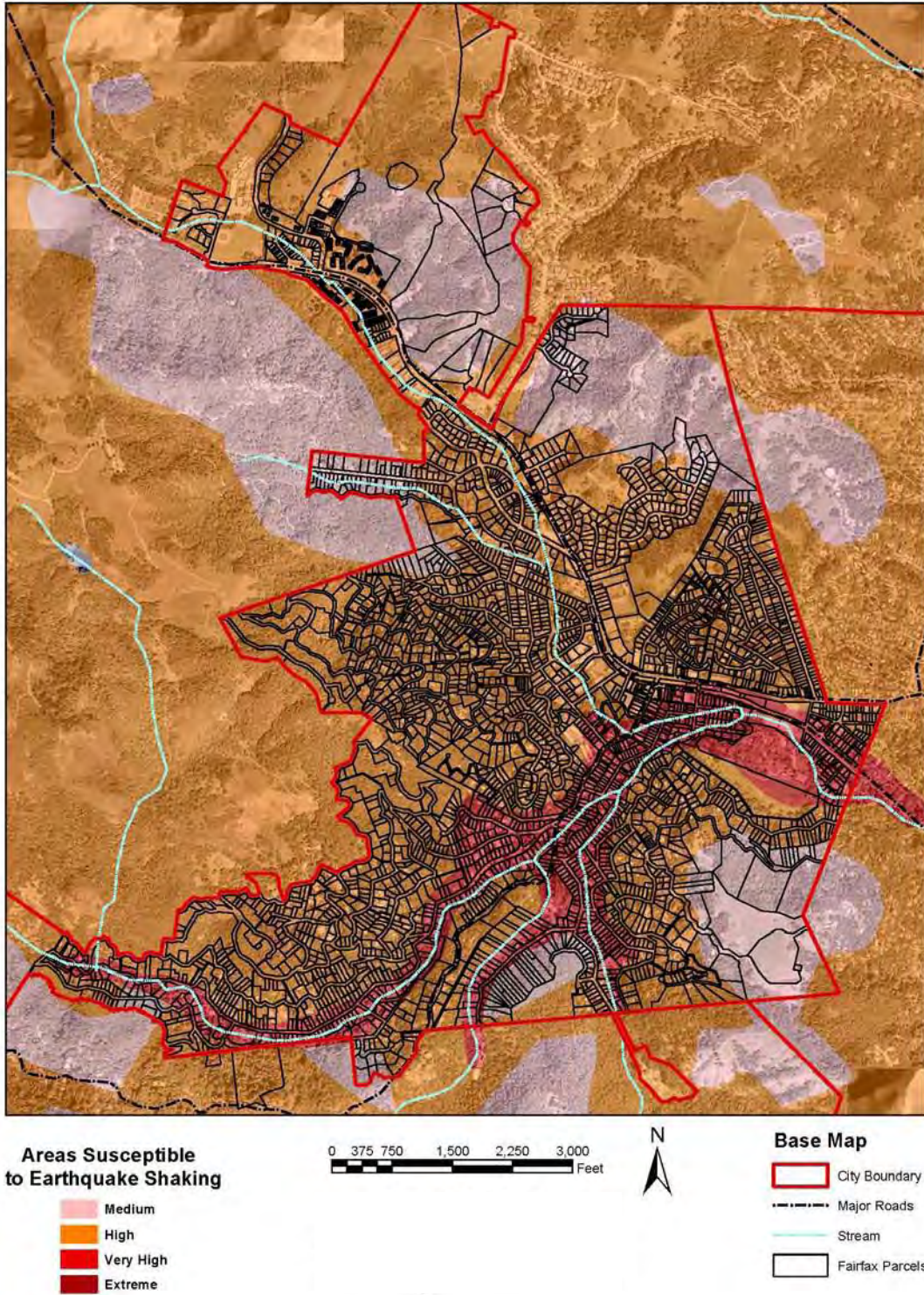


Figure S-2 Areas Susceptible to Earthquake Shaking

TOWN OF FAIRFAX SAFETY ELEMENT: HAZARD MAPS

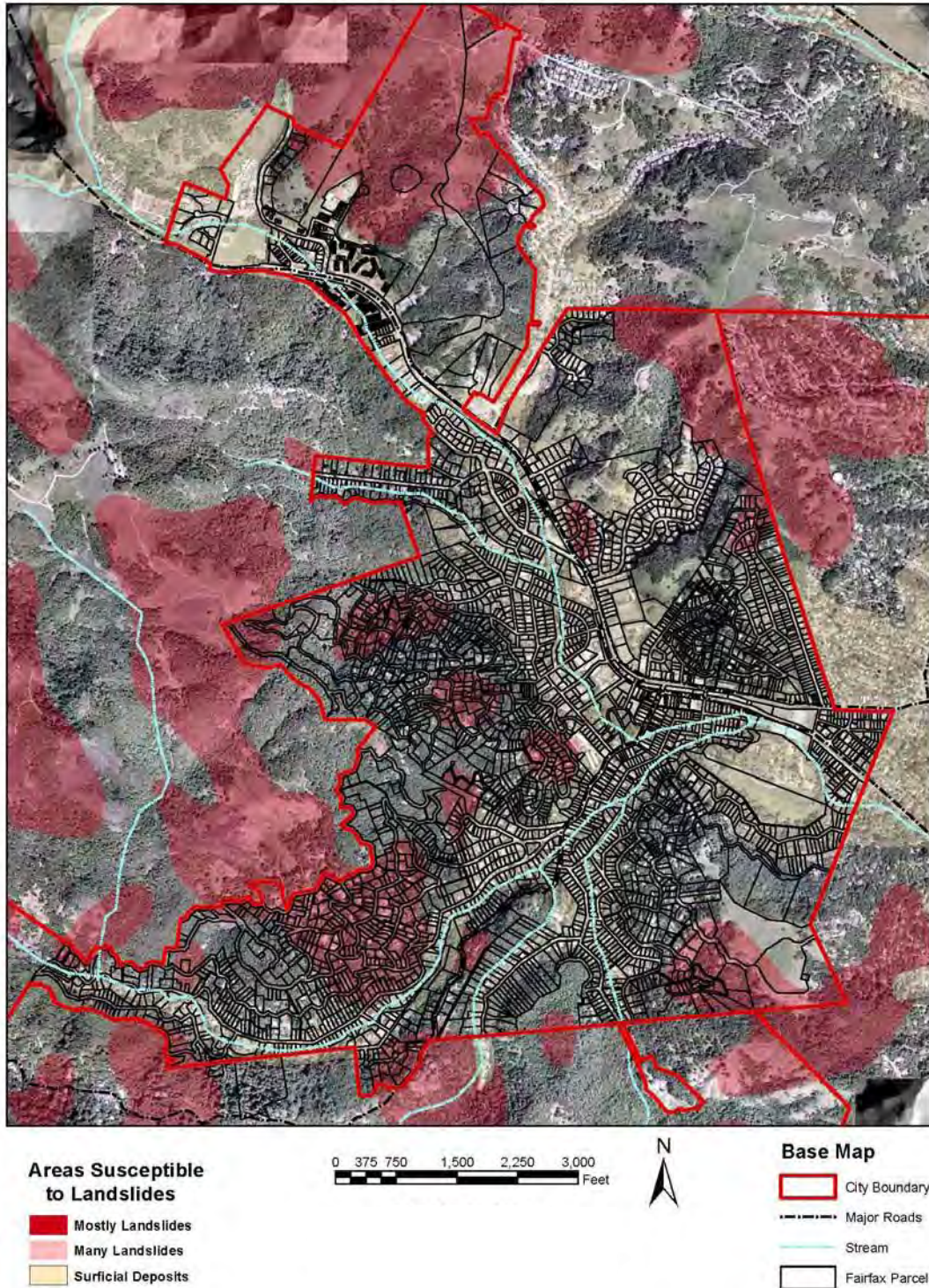


Figure S-3 Areas Susceptible to Landslides

development in steep hill neighborhoods such as the Cascades, Forrest/Hillside, Oak Manor hills, and Willow/Upper Ridgeway are at risk from landslides.

Planning Considerations

Fairfax has adopted current building codes to guide new development and substantial improvements to existing development. Fairfax is also in compliance with State legislation designed to reduce hazards posed by unreinforced masonry buildings. Four unreinforced masonry buildings have been identified and retrofitted for life safety. There are an unknown number of other types of potentially hazardous buildings located in the Town of Fairfax, such as “soft-story” apartment buildings that have been shown to be vulnerable in previous earthquakes in California. Many Fairfax homes were built prior to current codes, and do not have seismic-resistant foundations. Due to their age and location, many of these homes may have wood rot problems that will weaken their performance in a strong earthquake. Most unbuilt lots in the Town of Fairfax exist on steep slopes that are susceptible to landslides.

Risk to new development can be minimized by conducting thorough geotechnical investigations, incorporating findings into the design and construction, and strict compliance with current building codes. Geotechnical studies for all new development and substantial improvements are required due to:

- lack of localized geotechnical maps defining areas susceptible to earthquake;
- induced landslide and liquefaction zones; and
- location of historic and recent landslides.

Local and regional earthquake events resulting in significant damage underscore the need for the Town of Fairfax to work closely with external agencies to ensure vital systems and services are available to the community in a post-disaster environment.

A key element of building community capability is ensuring that Town of Fairfax residents are prepared to be self-sufficient for a minimum of seven days.

Geology and Soils Goals, Objectives, Policies, and Programs

<p>Goal S-1: Minimize risks due to geologic hazards.</p>

Objective S-1.1: Protect life and property from risks associated with seismic activity and geologic conditions.

Policy S-1.1.1: Development and land use decisions will be made using the best available geotechnical information.

Program S-1.1.1.1: Require geotechnical analyses for all new development and substantial improvement proposals.

Responsibility: Planning and Building Services, Town Engineer
Schedule: Ongoing

Program S-1.1.1.2: Collect and provide geotechnical data to guide development decisions.

Responsibility: Planning and Building Services
Schedule: Ongoing

Policy S-1.1.2: Geotechnical data will be easily available to the public and interested parties.

Program S-1.1.2.1: Catalogue and archive geotechnical studies performed for development permits.

Responsibility: Planning and Building Services
Schedule: Year Two

Program S-1.1.2.2: Document past landslide occurrences, produce maps showing locations and enter the data into Marin Maps Geographic Information System (GIS).

Responsibility: Planning and Building Services, Marin Maps
Schedule: Year Two

Program S-1.1.2.3: Maintain copies of existing and new documents and maps identifying geologic hazards at Planning and Building Services, the Public Library, and the Town website.

Responsibility: Planning and Building Services, Fairfax Library
Schedule: Ongoing

Policy S-1.1.3: The Town shall identify, evaluate, and encourage the seismic retrofit of public and private buildings that pose a risk of death or injury in a geohazard event.

Program S-1.1.3.1: Evaluate Town-owned critical facilities and infrastructure to identify those elements that are seismically deficient due to being constructed prior to current seismic design codes and standards, or which are weakened due to age or lack of maintenance, and which could result in significant disruption of service in a major earthquake.

Responsibility: Public Works Department, Planning and Building Services

Schedule: Year Two

Program S-1.1.3.2: Conduct an inventory of existing or suspected soft-story residential structures that could result in life loss or injury, property damage and a loss of housing in the event of a major earthquake.

Responsibility: Planning and Building Services

Schedule: Year Two

Program S-1.1.3.3: Evaluate structural integrity of publicly and privately owned buildings that may be used for post-disaster sheltering or public congregation.

Responsibility: Public Works Department, Planning and Building Services

Schedule: Year Two

Program S-1.1.3.4: Based on the inventories and evaluations conducted in S-1.1.3.1 through 1.3.3.3, design and implement a seismic retrofit program to address the highest priority structures. Make information readily available to the public.

Responsibility: Public Works Department, Planning and Building Services, Town Council

Schedule: Year 3-5

Policy S-1.1.4: The Town shall preserve the Fairfax building stock by encouraging building owners to seismically retrofit their property,

Program S-1.1.4.1: Develop a list of educational resources, and provide seismic retrofit technical guidance (e.g. including installation of a seismically resistant foundation, bolting the sill plate to the foundation, installing shear wall strengthening to cripple walls) along with permit application forms to property owners applying for development or substantial improvement permits.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program S-1.1.4.2: Provide financial incentives to residential and commercial property owners to undertake seismic retrofit of wood frame structures, including, but not limited to: revolving low-interest loans, transfer tax rebates, tool lending library.

Responsibility: Town Council; Finance; Planning and Building Services
Schedule: Year Two

Program S-1.1.4.3: Research, identify and acquire Federal and State funds and/or grants to subsidize seismic retrofits.

Responsibility: Town Council; Finance; Planning and Building Services
Schedule: Ongoing

Policy S-1.1.5: The Town shall collaborate with external agencies to ensure critical infrastructure remains functional following geohazard events.

Program S-1.1.5.1: Seek funding through Caltrans Local Highway Bridge Program and explore other funding sources to retrofit bridges identified by Caltrans or other technical evaluations as seismically deficient. Determine the seismic stability of Meadow Way, Marin (adjacent to Manor Circle) and Creek Road bridges.

Responsibility: Public Works Department, Finance
Schedule: Year One

Program S-1.1.5.2: Contact Marin Municipal Water District, Pacific Gas & Electric, and other utility providers that service the Town of Fairfax to determine the potential vulnerability of service delivery systems, and to work closely with those external agencies to establish priorities

for system improvements prior to a geohazard event and to develop plans to re-establish services following a geohazard event.

Responsibility: Public Works Department, Disaster Council

Schedule: Year Two

Policy S-1.1.6: Town codes and ordinances will be enforced and updated as needed to reflect current scientific data and technical standards.

Program S-1.1.6.1: Rigorously enforce all relevant codes and construction standards.

Responsibility: Planning and Building Services, Town Engineer

Schedule: Ongoing

Program S-1.1.6.2: Develop and adopt a post-earthquake repair ordinance that specifies to what code and standards repairs must be made at what level of damage. Include special provisions to preserve historic structures.

Responsibility: Planning and Building Services, Town Council

Schedule: Year Two

Program S-1.1.6.3: Enforce requirements for storm drainage systems for hillside development or substantial improvements be designed to minimize stormwater runoff and soil erosion that could increase the landslide potential.

Responsibility: Public Works Department, Town Engineer

Schedule: Ongoing

Program S-1.1.6.4: Modify site plan design requirements for hillside development or substantial improvements to require calculations based on saturated soils.

Responsibility: Planning and Building Services, Town Engineer

Schedule: Year Two

Flood Hazards

The Ross Valley Watershed reaches from the foothills of Mount Tamalpais in the Coast Range to the San Francisco Bay. The watershed drains approximately thirty square miles into nearly as many named creeks. San Anselmo and Fairfax creeks rise along the south-

ern and western ridges and drain steep upland areas onto relatively narrow valley flats. These creeks combine as San Anselmo Creek in the Town of Fairfax.

It is important to note at the outset that Ross Valley is naturally prone to flooding by its location and geologic and fluvial geomorphic setting. Rainfall can be extremely intense, soils are shallow with limited absorbing capacity, slopes are steep, and the stream channels are incised and narrow offering little in-channel storage. Development in the Ross Valley has created expansive impermeable areas while encroaching onto the banks of the channel, supplanting the natural flood-attenuating capacity of the floodplain. The effects of narrow bridge and culvert openings and poorly designed residential stream bank stabilization structures have been superimposed on this naturally flood-prone system, exacerbating the flooding problem.

Downtown Fairfax begins to flood when the capacity of the long culvert (i.e. from Town Hall under Bolinas, Sherman, Dominga, and one private residence opening into the San Anselmo Creek) at the downstream end of Fairfax Creek is exceeded or debris blocks its entrance. Water leaving the creek upstream of the culvert runs through downtown Fairfax and returns to the main channel downstream of Pacheco Avenue, where the channel is deeply incised and is able to convey greater flows.

The area subject to historic and future flooding lies in the floodplain adjacent to the confluence of Fairfax and San Anselmo creeks. The Federal Emergency Management Agency (FEMA) produces maps of flood prone areas to guide community floodplain management programs.

A map showing the Special Flood Hazard Areas (SFHAs) subject to a one percent per annum flood is included as **Figure S-4: Floodplains**. Additional information regarding flood history, hydrologic studies and current floodplain management programs is outlined in the Town of Fairfax FMP. In addition there is a substantial risk of localized flooding from small, undersized culverts and inadequate storm drain infrastructure as well as limited maintenance of these facilities.

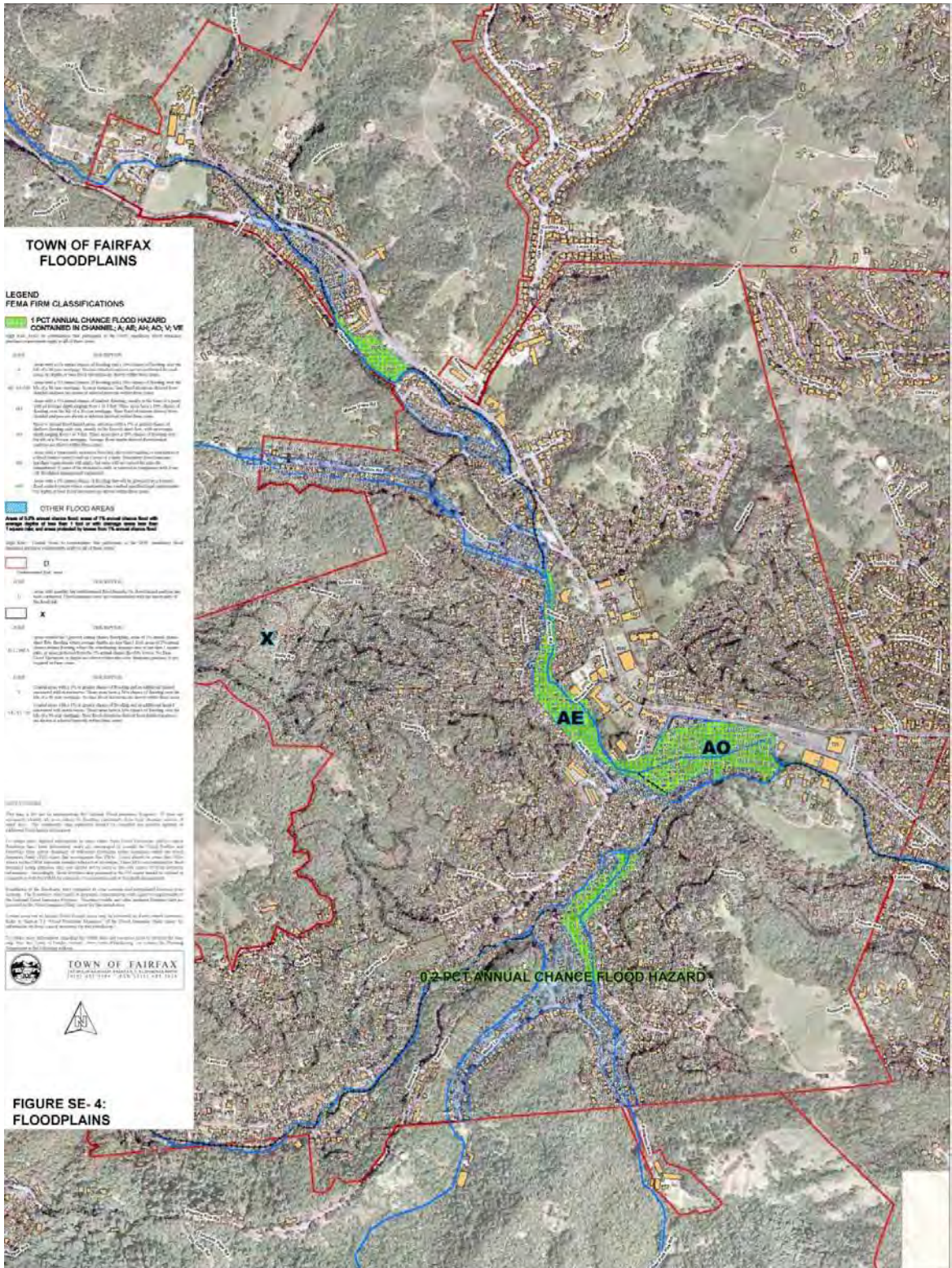


Figure S-4 Floodplains

Potential Impacts

The Fairfax Town Hall, Police Station and Fire Station are located directly adjacent to and/or above, Fairfax Creek, and are in the SFHA, as mapped by FEMA. These critical Town facilities have sustained serious damage during past flood events, the most recent occurring on December 31, 2005. A significant portion of the existing commercial district is also located in the SFHA and has experienced prior damage and economic losses due to flooding. Approximately 500 residential parcels are also located in the mapped SFHA. Modifications to existing structures can be made to reduce potential future damage, including elevating structures, installing flood gates, wet and dry proofing, and erosion control.

Bothin Creek, Deer Park Creek, and Wood Lane drainage have also been identified as potential sources of flooding.

Planning Considerations

Historic records of flood events and their impacts on the community are not well documented. FEMA maps represent a projected probability of future events based on limited hydrologic studies. However, based on the general accounts of flooding over the past one hundred years, the maps appear to under-represent the severity and extent of potential flooding for the Town of Fairfax. Further hydrologic studies of the complex upstream and downstream effects of development in the Ross Valley Watershed must be conducted to provide base data for land use planning.

There is an opportunity for new development and redevelopment of residential and commercial zoned vacant properties along Fairfax and San Anselmo Creeks. The potential for flooding and the desire to protect the scenic and biologic qualities of the creeks should be of paramount concern in reviewing all development and redevelopment proposals on these parcels.

The primary control for development/redevelopment in properties in the mapped floodplain is the Fairfax Floodplain Management Ordinance; however, multiple regulatory agencies have approval authority for creek-related activities.

Following the December 31, 2005 flood, Fairfax rejoined Marin County Flood Control and Water Conservation District Flood Zone 9. Jointly with the Ross Valley Watershed Program, the Town of Fairfax is coordinating with other communities to identify and resolve long-term flooding issues.

Creek ownership and stewardship requires a public/private approach to risk reduction while ensuring habitat protection.

Flood Hazards Goals, Objectives, Policies, and Programs

Goal S-2: Minimize risks due to flood hazards.

Objective S-2.1: Protect life and property from risks associated with flooding.

Policy S-2.1.1: Development and land use decisions will be made using the best available hydrological and flood hazard information.

Program S-2.1.1.1: Review updated Flood Insurance Rate Maps, make map information available to the public online and at Town Hall and ensure the most up-to-date information is used for permit and plan review.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program S-2.1.1.3: Document and maintain creek depth monitoring data during significant storm or flood events to contribute to the understanding of the flood hazard.

Responsibility: Ross Valley Fire Department
Schedule: Ongoing

Program S-2.1.1.4: Document past flood history and damages to quantify flood impacts and support cost/benefit analysis of flood mitigation measures.

Responsibility: Public Works Department
Schedule: Year Two

Program S-2.1.1.5: Complete identification and mapping of high-water marks from the December 31, 2005 flood and enter into GIS maintained by Marin Maps.

Responsibility: Public Works Department, Marin Maps
Schedule: Year One

Policy S-2.1.2: Town codes and ordinances will be enforced and updated as needed to reflect current floodplain related scientific data and technical standards.

Program S-2.1.2.1: Update and enforce the Flood Ordinance (Town Code 17.068) for all development, redevelopment, or substantial improvement projects in the floodplain

Responsibility: Planning and Building Services
Schedule: Ongoing

Program S-2.1.2.2: Continue to comply with all requirements of the National Flood Insurance Program.

Responsibility: Planning and Building Services
Schedule: Ongoing

Policy S-2.1.3: Ensure that storm drainage systems are adequate to accommodate new development and substantial improvements by making certain they are designed and constructed to reduce off-site flow, through the use of techniques such as permeable paving and on-site stormwater retention.

Program S-2.1.3.1: Require property owners or developers to pay the cost of any on-site improvements to the existing drainage system necessitated by the proposed development to meet State stormwater laws.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program S-2.1.3.2: Require new developments and substantial remodels to incorporate Low Impact Design and Best Management Practices (BMPs) to mitigate stormwater runoff.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program S-2.1.3.3: Update the existing Urban Runoff Pollution Prevention Ordinance in order to comply with changes expected in the reissued Phase II General Permit in 2012.

Responsibility: Planning and Building Services
Schedule: Ongoing

Policy S-2.1.4: Ensure that new developments or substantial improvements are designed to reduce or eliminate future flood damage.

Program S-2.1.4.1: Require that lots and rights-of-way are laid out for the provision of approved sewer and drainage facilities, providing on-site detention facilities whenever practicable. Design criteria for hillside development should be calculated based on saturated soils.

Responsibility: Planning and Building Services, Sanitary District
Schedule: Ongoing

Policy S-2.1.5: The Town of Fairfax will reduce community risk and vulnerability to flooding by maintaining and improving creek and hillside drainage systems.

Program S-2.1.5.1: Repair damaged culverts, drains, and bridges to withstand future flooding, obtain and comply with required regulatory permits, and incorporate streambank erosion and fish passage solutions.

Responsibility: Public Works Department
Schedule: Year Two

Program S-2.1.5.2: Locate and mark all storm drains/culverts and identify the area and parcels draining into each.

Responsibility: Public Works Department
Schedule: Year One

Program S-2.1.5.3: Conduct an inventory and analysis of town-maintained storm drains and culverts, including location, age, size, materials, and where storm drainage is routed across private property.

Responsibility: Public Works Department
Schedule: Year One

Program S-2.1.5.4: Determine any inadequacies in the carrying capacity of town maintained storm drains and culverts to meet current capacity needs, and to prioritize necessary improvements.

Responsibility: Public Works Department
Schedule: Year One

Program S-2.1.5.5: Prepare a Storm Drain Master Plan based on information gathered in Programs S-2.1.5.1 through S-2.1.5.4.

Responsibility: Public Works Department

Schedule: Year Two

Program S-2.1.5.6: Keep storm drains and creeks free of obstructions to allow for free flow of water, while retaining vegetation in the channel (as appropriate for habitat preservation in compliance with State and Federal requirements).

Responsibility: Public Works Department

Schedule: Ongoing

Policy S-2.1.6: The Town of Fairfax will encourage and provide incentives to home and apartment owners and commercial business owners to participate in structural elevation programs that will protect property.

Program S-2.1.6.1: Identify and aggressively seek available grant funds to support residential and commercial elevation projects and projects that decrease runoff and increase stormwater detention.

Responsibility: Town Council, Disaster Council, Public Works

Schedule: Year One

Program S-2.1.6.2: Provide financial incentives, technical guidance and conduct a public outreach campaign to motivate commercial business owners to install flood gates at the entrance to their property.

Responsibility: Town Council, Chamber of Commerce

Schedule: Year One

Policy S-2.1.7: The Town will actively support watershed-based planning efforts.

Program S-2.1.7.1: Continue to participate in Marin County Flood Control and Water Conservation District Flood Zone 9.

Responsibility: Town Council

Schedule: Ongoing

Program S-2.1.7.2: Continue to participate in the Ross Valley Watershed Program.

Responsibility: Town Council

Schedule: Ongoing

Policy S-2.1.8: The Town will evaluate flood reduction proposals to determine the most technically feasible, cost-effective and environmentally sound methods of reducing community and watershed based flooding.

Program S-2.1.8.1: Develop a project plan to enlarge the Sherman Avenue culvert. If proven feasible, and cost effective, seek funds for implementation.

Responsibility: Public Works Department, Ross Valley Watershed Program

Schedule: After 2022-2033

Program S-2.1.8.2: Analyze potential upstream flood detention basins that could reduce or delay flooding in Fairfax Creek.

Responsibility: Public Works Department, Ross Valley Watershed Program

Schedule: Year Two

Program S-2.1.8.3: Prepare a detailed study analyzing the potential for daylighting the Town's creeks and culverts. Also see Town Center Element, Policy TC-3.2.11.

Responsibility: Public Works Department

Schedule: Year Two

Fire Hazards

The Town of Fairfax is at risk from two types of fire: urban fire and wildland fire.

Given the trend toward infill development on the steep hillsides and canyons of Fairfax, urban fire remains a risk to life and property.

Wildland-Urban Interface (WUI) fire hazards (see **Figure S-5, Wildland Urban Interface Zones**) are especially pronounced in areas of high structure densities adjacent to undeveloped open space areas with dense vegetation. These areas often contain older summer homes that have been converted to permanent residences, infilled with more modern construction, and are often situated on steep terrain with narrow winding roads. WUI fires result in death, injury, economic loss and a large public expenditure in fire fighting activities.

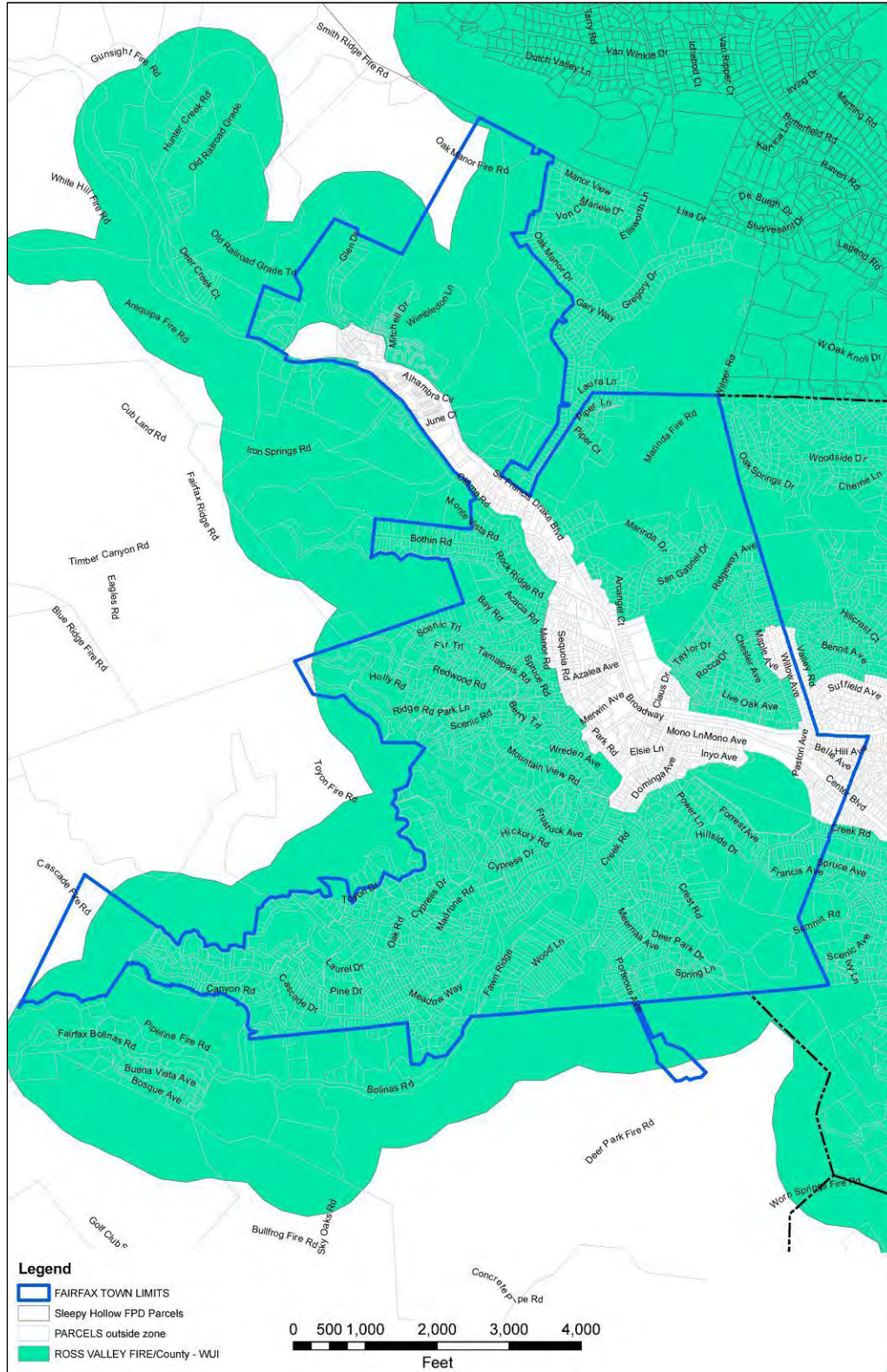


Figure S-5 Wildland Urban Interface Zones

The California Department of Forestry and Fire Protection (CAL FIRE) has developed maps at the County level for both State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). The Town of Fairfax, because it is incorporated and maintains its own fire service through the Ross Valley Fire Department (RVFD) is mapped as a LRA. The surrounding unincorporated area is mapped as an SRA. CAL FIRE and the State Fire Marshal's office have responsibility to publish fire hazard severity zones for SRA and LRA. The State produced a draft fire hazard severity zone map for the LRA areas of Marin. The map included Very High, High, and Moderate Fire Hazard Severity Zones. These maps are "Hazard Maps" in that they take into account vegetation, topography, weather, crown fire potential, ember production and movement, and the likelihood of an area burning. These maps do not account for housing density. The final CAL FIRE map for LRA establishes only the Very High Fire Hazard Severity Zones.

In December of 2007 The Town of Fairfax established the WUI area within the Town. The WUI includes areas with a certain housing density. These areas were evaluated for specific fuel type, slope and aspect. The development of the maps did not include fire history. The State maps rate the fire danger and are not maps of the WUI.

The CAL FIRE maps indicate that the incorporated area of Fairfax lies in a high fire hazard severity zone, with the exception of a portion of the most northern part of Fairfax, which is undeveloped and classified as a moderate fire hazard severity zone. Most of the unincorporated land adjacent to the Town of Fairfax is mapped as a moderate fire hazard severity zone. A notable exception is the southwestern area in the vicinity of the White's Hill and Cascade Canyon Open Space Preserves.

State and federal fire risk mapping efforts may underestimate the true fire hazard for the Town of Fairfax because they do not take into account the specific vegetation types present in Fairfax and the surrounding area in their fuel model calculations. The models are based on a 50-acre grid which does not allow for the level of detail necessary to assess the local hazard.

The Town of Fairfax EOP identifies steep hill neighborhoods, such as Cascade Canyon, Forrest/Hillside, Oak Manor, Manor/Scenic Hill, and Willow/Upper Ridgeway at the greatest risk from wildland fire due to the dense vegetation, trees dead/dying of Sudden Oak Death, and the narrow access roads.

The Vegetation/Fuels Management Plan, prepared by the RVFD in January 2008, includes a hazard assessment matrix to be used when evaluating specific properties. The matrix includes three factors: aspect, slope, and fuel. The fuels are representative of local vegetation, including specimen gardens, grass, brush, conifers, hardwoods, and chaparral.

Fire Services

The Town of Fairfax is served by the RVFD, which is a consolidated fire agency protecting the communities of Fairfax, San Anselmo, and Sleepy Hollow. The RVFD also has a contract with the County of Marin to provide fire protection services to County areas contiguous to the Ross Valley Fire jurisdiction, and is an active participant in the County and Statewide Mutual Aid System.

The Marin Municipal Water District has adopted minimum fire flow standards of 1,000 gallons per minute (gpm) to water mains that feed the urban water supply and fire hydrants. There are approximately 400 fire hydrants in Fairfax. Approximately 130 of those fire hydrants deliver less than the recommended 1,000 gpm. Of those, approximately 40 fire hydrants deliver less than 500 gpm. There are several areas in Town that have significant firefighting water flow issues. The Fire Department has developed operational preplans to deal with the lack of fire flow in these areas and they are also working on long-term solutions.

Planning Considerations

Drought years intensify fire risk from dried-out grasses and other vegetation. Diseases such as Sudden Oak Death and Pine Pitch Canker contribute to the WUI fire risk. Fire following earthquake is of concern, particularly during the periods of high temperatures, low humidity and high winds.

No large fires have occurred in open space areas adjacent to Fairfax for more than twenty years, thus increasing the fuel load and fire risk. The California Climate Change Center anticipates an 11 to 55 percent increase in the incidence of large wildland fires in California as a result of climate change and rising temperatures.

Non-native vegetation contributes to fire risk. Invasion by non-native species often occurs at the WUI. Some of the species common in Fairfax that may contribute to the spread of fires include Scotch broom, French and Spanish thistle, exotic annual grasses, acacias, and eucalyptus.

There are a large number of parcels within our WUI area. As a result of limited staffing and the sheer magnitude of the problem, RVFD has concentrated its efforts on the reduction of the lighter fuels.

The most effective mitigation measure is reducing the fuel load and creating defensible space. The Town of Fairfax has no overt responsibility for vegetation management or fuel reduction activities in open space lands adjacent to the Town jurisdictional boundary, except for Town-owned open space. Vegetation management programs conducted in partnership with Marin Open Space and Marin Municipal Water District are effective and desirable in reducing the WUI risk.

For the past 27 years, RVFD has had a formal defensible space inspection program. Each spring the engine companies inspect these areas. The elements of the inspections include: checking for defensible space, 10 feet of roadside clearance, 15 feet of vertical road clearance, removal of debris from roofs and gutters, a chimney spark arrester, and address numbering.

History has proven that the Town has prioritized the removal of the lighter fuels, such as grass, adjacent to the homes. It has also promoted the removal of French and Scotch broom near homes.

Many areas of our community have heavy vegetation including brush, trees, and ornamental vegetation. Much of this vegetation is flammable. In order to obtain defensible space compliance in these areas, the homeowners will need to remove the lower branches on large trees, remove small trees, thin or remove brush and ornamentals near their homes, and be diligent with removing debris from roofs and decks.

Older building materials such as wood shake roofs and siding increase the potential for fire spread and new fire ignitions. Cantilevered houses on hillsides and those constructed with overhangs and decks are also at risk.

Steep canyons and narrow roads increase risk and may inhibit response efforts. Narrow roads may cause difficulties for fire apparatus access during resident egress. Residential parking on one lane roads is a serious impediment to fire apparatus access and evacuation egress. Existing rights-of-way and pedestrian trails mapped by the Fairfax Volunteers could provide valuable informal evacuation routes.

Installation of emergency warning sirens is underway. Protocols for response actions at the neighborhood level must be developed and disseminated to maximize the effectiveness of the warning sirens.

Fire prevention is critical and more cost effective than relying solely on response. Increasing public awareness of wildland fire and developing stronger preventive measures is essential to reducing the risk. Fire Safe Councils, such as FIRESafe Marin, are important community planning efforts.

Fire Hazards Goals, Objectives, Policies, and Programs

Goal S-3: Minimize risk due to fire hazards.

Objective S-3.1.1: Protect people and property from risks associated with urban and wildland fire.

Policy S-3.1.1: Development and land use decisions will be made using the best available fire hazard information.

Program S-3.1.1.1: Prepare a fire fuel map for the Town of Fairfax on a five-acre grid that can be digitized and incorporated into a fire hazard threat module that more accurately reflects the community risk from wildland fire.

Responsibility: Ross Valley Fire Department
Schedule: Year One

Policy S-3.1.2: Develop and implement fuel, vegetation management and defensible space activities, consistent with Open Space and Conservation Element goals.

Program S-3.1.2.1: Identify basic vegetation types common to the Town of Fairfax. Document and make publically available a prescription for each type describing how to manage that vegetation.

Responsibility: Ross Valley Fire Department, Planning & Building Department
Schedule: Year Two

- Program S-3.1.2.2: Continue to standardize and simplify defensible space guidelines and disseminate to public for implementation. (The Fire Safe Marin DVD was distributed by the Town to all residents in 2008/2009. RVFD continues to educate the public on defensible space. Guidelines are standardized and have been simplified.)
Responsibility: Ross Valley Fire Department, Planning & Building Services
Schedule: Year One
- Program S-3.1.2.3: Seek geographic and programmatic expansion of fuel management programs in Fairfax through the Marin County Vegetation Management Plan. Activities include, but are not limited to: shaded fuel breaks, roadside collection and chipping of cleared vegetation, mechanical fuel reduction equipment, selected harvesting, use of goats or other organic methods of fuel reduction, and selective use of controlled burning. Target areas include, but are not limited to: western interface with Camp Tamarancho, interface at end of Cascade Canyon, and the ridge from the Meadow Club to Deer Park Villa.
Responsibility: Ross Valley Fire Department, Planning & Building Services, Public Works Department
Schedule: Year One
- Program S-3.1.2.4: Apply for grants through FIRESafe Marin for model xeriscapes appropriate to the Fairfax community.
Responsibility: Ross Valley Fire Department, Planning & Building Department, Fairfax Volunteers, Public Works Department
Schedule: Year One
- Program S-3.1.2.5: Establish a Fire Hazard Abatement District to fund fire risk reduction activities for existing development through vegetation management that includes reducing fuel loads, increasing defensible space, constructing and maintaining fuel breaks, and public education.
Responsibility: Town Council, Planning Commission, Planning and Building Services, Ross Valley Fire Department
Schedule: Year Two

Program S-3.1.2.6: Take measures to eradicate or limit the spread of vegetation with a high fuel ranking, such as Broom species and Eucalyptus.

Responsibility: Ross Valley Fire Department, Planning & Building, Public Works, Fairfax Volunteers

Schedule: Ongoing

Program S-3.1.2.7: Implement appropriate urban forestry management practices to disrupt the vertical continuity of fuels, included but not limited to: crown cleaning to reduce total fuel volume; dead wooding to reduce available fuels and decrease surface to volume ratio; and, opening the fuel structure (limbing-up) to reduce the horizontal continuity of fuels.

Responsibility: Ross Valley Fire Department, Planning & Building Services, Public Works

Schedule: Ongoing

Program S-3.1.2.8: Review fire-preventative vegetation management techniques and practices proposed for creek sides and high-slope areas to identify and mitigate potential for erosion or landslide hazards.

Responsibility: Planning and Building Services, Ross Valley Fire Department, Public Works

Schedule: Ongoing

Policy S-3.1.3: Maximize access and egress for emergency response vehicles. Also see Conservation Element, Goal C-4.

Program S-3.1.3.1: Require all dead-end segments of public roads in high hazard areas to have at least a “T” intersection turn-around sufficient for Emergency Vehicles and equipment and mutual aid wildland fire equipment.

Responsibility: Ross Valley Fire Department, Town Council, Public Works Department

Schedule: Year Two

Program S-3.1.3.2: Prioritize implementation of emergency vehicle access upgrades as funding becomes available.

Responsibility: Ross Valley Fire Department, Public Works Department

Schedule: Year Two

- Program S-3.1.3.3: Develop and enforce a parking and signage plan to ensure emergency vehicle access and egress. Elements of the parking and signage plan could include, but are not limited to: striping parking spaces, signage, and restricting parking at driveway entries where there is no T-intersection or adequate space for emergency vehicle turnaround.
Responsibility: Ross Valley Fire Department, Public Works, Police Department
Schedule: Year One
- Program S-3.1.3.4: Require that new development provide adequate emergency access roads (with width and vertical clearance that meet the minimum ordinance and code standards), on-site fire protection systems, evacuation signage, and fire breaks.
Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing
- Program S-3.1.3.5: Identify critical emergency access roads maintained by Marin County or other jurisdictions and ensure access by emergency vehicles and equipment.
Responsibility: Ross Valley Fire Department
Schedule: Year One
- Program S-3.1.3.6: Periodically inspect critical emergency access roads and/or public right-of-way roads to keep them passable for emergency equipment, including access/egress and turnaround.
Responsibility: Ross Valley Fire Department, Police Department
Schedule: Ongoing
- Program S-3.1.3.7: Enforce code requirements for privately maintained roads or driveways accessing more than three properties to ensure emergency access and egress.
Responsibility: Planning and Building Services, Town Council, Ross Valley Fire Department, Police Department
Schedule: Ongoing

- Program S-3.1.3.8: Develop and enforce street signage and street address signage codes to facilitate emergency response.
Responsibility: Planning and Building Services, Public Works
Schedule: Ongoing
- Program S-3.1.3.9: Enforce parking restrictions on one-lane roads on “red flag” days.
Responsibility: Police Department, Ross Valley Fire Department
Schedule: Ongoing
- Program S-3.1.3.10: Review fire safety, evacuation, and emergency vehicle access when considering development proposals in WUI, fire-threatened neighborhoods or in areas exposed to high-to-extreme fire threat.
Responsibility: Ross Valley Fire Department, Planning and Building Services
Schedule: Ongoing

Policy S-3.1.4: The Town of Fairfax will collaborate with external agencies and the community to provide adequate water supply and fire flow.

- Program S-3.1.4.1: Require a reliable source of water for fire suppression as dictated by municipal code for existing and new development through plan review and hydrant fire flow monitoring program.
Responsibility: Ross Valley Fire Department, Marin County Fire Department, Marin Municipal Water District, Public Works Department
Schedule: Ongoing
- Program S-3.1.4.2: Continue a coordinated approach between the jurisdiction and water supply agencies to identify needed improvements to the water distribution system, initially focusing on areas of highest wildfire hazard.
Responsibility: Ross Valley Fire Department, Marin County Fire District, Marin Municipal Water District, Public Works Department
Schedule: Ongoing
- Program S-3.1.4.3: Identify alternative sources of water that may be used to supplement existing fire suppression water systems, including but not limited to: swimming pools, ponds private wells, and water tanks.
Responsibility: Ross Valley Fire Department, Fairfax Volunteers
Schedule: Year One

Program S-3.1.4.4: Prioritize implementation of hydrants and fire flow upgrades as funding becomes available.

Responsibility: Ross Valley Fire Department, Public Work Department
Schedule: Year Two

Policy S-3.1.5: Town codes and ordinances will be enforced and updated as needed to reflect current scientific data and technical standards.

Program S-3.1.5.1: Enforce provisions of the *California Building and Fire Codes* and municipal housing codes that require the installation of smoke detectors by making installation a condition for the transfer of property, or issuance of an occupancy permit for new construction or substantial remodels.

Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing

Program S-3.1.5.2: Adopt and/or amend, as needed, updated versions of the *California Building and Fire Codes* so that optimal fire-protection standards are used in construction and renovation projects.

Responsibility: Town Council, Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing

Program S-3.1.5.3: Require that new homes or substantial remodels constructed in high fire hazard areas be constructed of fire-resistant building materials required by code, and incorporate fire-resistant design features, such as one-hour fire-stop wall assemblies, and one-hour fire-stop boxed eaves with maximum available ember-proof roof venting, to increase structural survivability and reduce ignitability.

Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing

Program S-3.1.5.4: Require fire sprinklers in all new or substantially remodeled housing.

Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing

- Program S-3.1.5.5: Require sprinklers in all mixed-use developments to protect residential uses from fires started in non-residential areas.
Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing
- Program S-3.1.5.6: Compile a list of high-occupancy buildings deemed, due to their age or construction materials, to be particularly susceptible to fire hazards, and determine an expeditious timeline for the fire-safety inspection and installation of fire safety improvements in all such structures.
Responsibility: Ross Valley Fire Department, Planning and Building Services
Schedule: Year Two
- Program S-3.1.5.7: Adopt an ordinance to require automatic gas shut-off valves for multi-unit soft-story structures to reduce the risk of post-earthquake fire ignitions and fire spread.
Responsibility: Town Council, Planning and Building Services, Ross Valley Fire Department
Schedule: Year One
- Program S-3.1.5.8: Conduct periodic fire-safety inspections of all commercial and institutional buildings.
Responsibility: Ross Valley Fire Department
Schedule: Ongoing
- Program S-3.1.5.9: Review development proposals to ensure that they incorporate a fire department approved defensible space plan and conduct inspections to ensure it is implemented prior to and maintained throughout construction.
Responsibility: Planning and Building Services, Planning Commission, Town Council, Ross Valley Fire Department, Design Review Board
Schedule: Ongoing

Community Preparedness

The FEMA defines preparedness as "a continuous cycle of planning, organizing, training, equipping, exercising, evaluating, and taking corrective action in an effort to ensure effective coordination during emergency or disaster response." This 'preparedness cycle' is one element of a broader emergency management system to prevent, respond to, recover from, and mitigate against natural disasters, acts of terrorism, and other man-made disasters.



Planning makes it possible to manage the entire life cycle of a potential crisis. Strategic and operational planning establishes priorities, identifies expected levels of performance and capability requirements, provides the standard for assessing capabilities, and helps stakeholders learn their roles. The planning elements identify what an organization's Standard Operating Procedures (SOP) or EOP should include for ensuring that contingencies are in place for delivering the capability during a large-scale disaster.

Organizing and equipping provide the human and technical resources necessary to build capabilities and address modernization and sustainability requirements. Organizing and equipping include identifying what competencies and skill sets people delivering a capability should possess and ensuring an organization possesses the correct personnel. Additionally, it includes identifying and acquiring standard and/or surge equipment an organization may need to use when delivering a specific capability.

Training provides first responders, emergency management officials, private and non-governmental partners, and other personnel with the knowledge, skills, and abilities needed to perform key tasks required by specific capabilities. Organizations should make training decisions based on information derived from the assessments, strategies, and plans developed in previous steps of the Preparedness Cycle.

Exercises assess and validate the speed, effectiveness and efficiency of capabilities, and test the adequacy of policies, plans, procedures, and protocols in a risk-free environment.

Aside from actual events, they provide the best means of evaluating emergency response and recovery capabilities.

The evaluation and improvement of performance is the final step of the Preparedness Cycle and crucial to informing risk assessments, managing vulnerabilities, allocating resources, and informing the other elements of the Cycle. Organizations develop improvement plans and track corrective actions to address the capabilities identified in plans and tested in exercises or real events.

The preceding definition applies primarily to governmental organizations. These concepts are reflected in the Town of Fairfax EOP and procedures. Governmental preparedness, however, is only one aspect of community preparedness. It is also important for residents, neighborhoods, and business owners to participate in preparedness activities.

Why Prepare?

Being prepared can reduce fear, anxiety, and losses that accompany disasters. Disasters disrupt hundreds of thousands of lives every year. Each disaster has lasting effects, both to people and property. When a disaster occurs, local government and disaster-relief organizations will help with response and recovery efforts, but individuals need to be ready as well. Local responders may not be able to reach everyone immediately, or they may need to focus their efforts elsewhere.

Every citizen in this country is part of a national emergency management system that is all about protection—protecting people and property from all types of hazards. Think of the national emergency management system as a pyramid with the individual citizen forming the base of the structure. At this level, each person has a responsibility to protect themselves, their family and their property by knowing what to do before, during, and after an event.

Critical elements of community preparedness include:

- public awareness and education;
- access to preparedness information;
- neighborhood training programs; and
- notification, warning, and evacuation systems and procedures.

*Community Preparedness Goals, Objectives, Programs, and Policies***Goal S-4: Community preparedness.**

Objective S-4.1: Provide a broad array of widely available information for disaster preparedness, in a localized and pertinent place, for use by the citizens of Fairfax

.

Policy S-4.1.1: Obtain, organize and disseminate information for disaster preparedness.

Program S-4.1.1.1: Provide information to residents, property owners, private business owners and their employees on the availability of interactive hazard maps showing the community on ABAG's web site.

Responsibility: Planning and Building Services

Schedule: Year One

Program S-4.1.1.2: Develop printed materials, utilize existing materials (such as developed by FEMA and the American Red Cross), conduct workshops, and/or provide outreach encouraging residents to have family disaster plans including but not limited to drop-cover-hold earthquake drills, fire and storm evacuation procedures, and shelter-in-place emergency guidelines.

Responsibility: Planning and Building Services, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.1.1.3: Inform residents of comprehensive mitigation activities, including but not limited to elevation of appliances above expected flood levels, use of fire-resistant roofing and defensible space in high wildfire threat and WUI areas, structural retrofitting techniques for older homes, and use of intelligent grading practices through workshops, publications, media announcements and events.

Responsibility: Planning and Building Services, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.1.1.4: Develop a public education campaign on the cost, risk, and benefits of earthquake, flood, and other hazard insurance as compared to mitigation.

Responsibility: Planning and Building Services, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.1.1.5: Use disaster anniversaries, such as April (the 1906 earthquake and October (Loma Prieta earthquake and Oakland Hills fire), to remind the public about safety and security mitigation activities.

Responsibility: Town Council, Town Manager, Planning and Building Services, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.1.1.6: Sponsor the formation and training of Community Emergency Response Teams (CERT) and (SERT) or Get Ready Marin for residents in the Fairfax community, as well as encourage businesses to offer these trainings to employees, and schools to offer these trainings to students, staff and after-school personnel.

Responsibility: Town Council, Planning and Building Services, Ross Valley Fire Department, Fairfax Volunteers

Schedule: Ongoing

Program S-4.1.1.7: Institute the neighborhood watch block captain and team programs outlined in the Citizen Corp program guide.

Responsibility: Planning and Building Services, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.1.1.8: Inform homeowners how to locate and shut off gas valves if they smell or hear gas leaking and to check for gas leaks after an earthquake.

Responsibility: Public Works Department, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.1.1.9: Make use of the materials on the ABAG and other relevant web sites to increase residential mitigation activities related to disasters.

Responsibility: Planning and Building Services
Schedule: Ongoing

Program S-4.1.1.10: Develop a “Maintain-a-Drain” campaign, similar to that of the City of Oakland, encouraging private businesses and residents to keep storm drains in their neighborhood free of debris.

Responsibility: Planning and Building Services, Public Works
Schedule: Ongoing

Program S-4.1.1.11: Encourage the formation of a community- and neighborhood-based approach to wildfire education and action through local Fire Safe Councils and the *Fire Wise Program*. Also see Program S-4.4.2.1

Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing

Program S-4.1.1.12: Develop plans, in conjunction with fire jurisdictions and the Ross Valley School District, for evacuation or sheltering in place for at least the first 48 hours of school children during a fire event, flood or major earthquake as well as parent notification.

Responsibility: Planning and Building Services, Ross Valley Fire Department
Schedule: Ongoing

Program S-4.1.1.13: Develop a continuity of operations and disaster recovery plan to include short-term and intermediate-term sheltering of employees during emergencies.

Responsibility: Town Council, Planning and Building, Ross Valley Fire Department
Schedule: Ongoing

Program S-4.1.1.14: Maintain the Disaster Preparedness web site to include flood and disaster preparedness information and links to flood prevention and mitigation resources.

Responsibility: Disaster Council; Ross Valley Fire Department
Schedule: Ongoing

Objective S-4.2: Prepare the community for geologic hazards.

Policy S-4.2.1: The Town shall build community capacity to prepare for, respond to and recover from seismic events.

Program S-4.2.1.1: Conduct demonstration projects on common existing housing types demonstrating structural and nonstructural mitigation techniques as community models for earthquake mitigation.

Responsibility: Planning and Building Department
Schedule: Ongoing

Program S-4.2.1.2: Provide earthquake retrofit classes or workshops for building owners, local government staff, engineers, and contractors, or help promote utilization of sub-regional workshops in the south bay, east bay, peninsula, and north bay as such workshops become available through outreach using existing community education programs.

Responsibility: Planning and Building Department
Schedule: Ongoing

Program S-4.2.1.3: Identify financial incentives for owners of single-family homes to retrofit for prevention of earthquake damage.

Responsibility: Town Council, Town Manager, Planning and Building Services, Public Works
Schedule: Ongoing

Objective S-4.3: Prepare the community for flood hazards using a risk reduction approach that also ensures habitat protection.

Policy S-4.3.1: Support community volunteer efforts prior to and during the rainy season to monitor creeks and drainage culverts and remove visible obstructions.

Program S-4.3.1.1: Continue the annual volunteer Creek Clean-up Program.
Responsibility: Town Council, Public Works, Fairfax Volunteers
Schedule: Ongoing

Policy S-4.3.2: The Town of Fairfax will increase the mitigation capability of residents, business owners, and others who could be affected by floods.

Program S-4.3.2.1: Partner with Sustainable Fairfax, the Ross Valley Mitigation League, the Friends of Corte Madera Creek Watershed and similar groups to develop and distribute educational materials and provide training to the community on: 1) ways to reduce the impacts of flooding on their property, their neighbor's properties and the community as a whole, 2) bank stabilization, and 3) the implication of individual actions on watersheds and creeks such as upstream/downstream impacts, drainage systems, on-site retention systems, and stormwater runoff.
Responsibility: Public Works
Schedule: Ongoing

Policy S-4.3.3: The Town will increase community capacity to prepare for, respond to and recover from emergencies and disasters caused by flood hazards.

Program S-4.3.3.1: Maintain and periodically test the warning sirens to inform the public of imminent flood potential.
Responsibility: Ross Valley Fire Department
Schedule: Ongoing

Program S-4.3.3.2: Develop and disseminate protocols for activation of warning sirens, TENS/MEANS, and other flood notification measures, and include them in the EOP.
Responsibility: Ross Valley Fire Department; Police Department
Schedule: Year One

Program S-4.3.3.3: Conduct public education program to inform residents of appropriate measures to take when an alarm is sounded and document flood evacuation procedures in EOP.

Responsibility: Disaster Council; Ross Valley Fire Department; Police Department

Schedule: Year One

Program S-4.3.3.4: Make sandbags and plastic sheeting available to residents in anticipation of rainstorms. Facilitate access by publicizing distribution locations for sandbag filling.

Responsibility: Public Works

Schedule: Ongoing

Program S-4.3.3.5: Provide public information on locations for obtaining sandbags and/or deliver those sandbags to those various locations throughout a city and/or county prior to and/or during the rainy season.

Responsibility: Public Works, Fairfax Volunteers

Schedule: Ongoing

Program S-4.3.3.6: Encourage home and apartment owners to participate in home elevation programs within flood hazard areas (same as Program S-2.1.8.2).

Responsibility: Planning and Building Department

Schedule: Ongoing

Program S-4.3.3.7: Improve monitoring of creek and watercourse flows to predict potential for flooding downstream by working cooperatively with land owners and the cities and counties in the watershed. Also see Program S-2.1.1.3.

Responsibility: Public Works, in cooperation with County of Marin Flood District 9

Schedule: Ongoing

Objective S-4.4: Prepare the community for fire hazards.

Policy S-4.4.1: The Town shall develop and maintain a comprehensive warning and evacuation system to reduce life loss and injury.

- Program S-4.4.1.1: Conduct RVFD fire response drills at various times of day and days of the week in mutual threat zones (identified in the Fairfax Evacuation Protocol) to educate residents on realistic fire response times and to identify chronic impediments to fire apparatus access.
Responsibility: Ross Valley Fire Department
Schedule: Ongoing
- Program S-4.4.1.2: Develop a fire evacuation plan for the highest fire hazard areas, including those areas with limited access/egress, dead-end roads, one-lane roads, and steep canyons. Plan should include: potential evacuation routes and signage, including alternate routes on pedestrian walkways, bikeways and trails; design and installation of a warning system, and public education and training.
Responsibility: Police Department, Ross Valley Fire Department, Planning and Building Services
Schedule: Year One
- Program S-4.4.1.3: Assign a liaison from the RVFD to each high risk neighborhood to assist residents to identify alternative evacuation routes and strategies based on the specific physical characteristics of the neighborhood.
Responsibility: Ross Valley Fire Department
Schedule: Year One
- Program S-4.4.1.4: Maintain and operate warning sirens in locations at highest risk from wildland fires.
Responsibility: Ross Valley Fire Department, Public Works
Schedule: Year One
- Program S-4.4.1.5: Conduct annual evacuation drills for mutual fire threat zones in accordance with the Fairfax Evacuation Protocol and Plan(s).
Responsibility: Ross Valley Fire Department, Police Department
Schedule: Ongoing

Policy S-4.4.2: The Town shall build community capacity to prepare for, respond to and recover from fire events.

- Program S-4.4.2.1: Conduct an annual Fire Safe Fairfax campaign to include information on high fire hazard areas, warning and evacuation plans, defensible space, and fire prevention measures.
Responsibility: Town Council, Ross Valley Fire Department
Schedule: Ongoing
- Program S-4.4.2.2: Provide emergency preparedness and fire safety educational materials including information on fire prevention measures such as roof and gutter cleaning, identifying and removing ember traps, cleaning dryer vents, and planting vegetation that will raise live fuel moisture levels.
Responsibility: Ross Valley Fire Department
Schedule: Ongoing
- Program S-4.4.2.3: Develop and implement a notification phone tree for each pedestrian evacuation area to formally identify persons responsible for initiating the phone tree, persons with special needs, and protocols for activation.
Responsibility: Ross Valley Fire Department, Planning and Building Services
Schedule: Ongoing
- Program S-4.4.2.4: Develop a defensible space vegetation program that includes the clearing or thinning of: (a) non-fire resistive vegetation within 30 feet of access and evacuation roads and routes to critical facilities, or (b) all non-native species (such as eucalyptus and pine, but not necessarily oaks) within 30 feet of access and evacuation roads and routes to critical facilities.
Responsibility: Ross Valley Fire Department
Schedule: Ongoing
- Program S-4.4.2.5: Showcase “model” properties exhibiting defensible space and structural survivability in neighborhoods that are in WUI, fire-threatened communities or in areas exposed to high-to-extreme fire threat.
Responsibility: Ross Valley Fire Department
Schedule: Ongoing

Program S-4.4.2.6: Work with residents to ensure adequate plans are developed for appropriate access and evacuation in WUI, fire-threatened communities or in areas exposed to high-to-extreme fire threat.

Responsibility: Planning and Building Services, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.4.2.7: Assist residents and private businesses in the development of defensible space through the use of, for example, “tool libraries” for weed abatement tools, roadside collection and/or chipping services (for brush, weeds, and tree branches) in WUI, fire-threatened communities or in areas exposed to high-to-extreme fire threat.

Responsibility: Fairfax Volunteers

Schedule: Ongoing

Objective S-4.5: Prepare the community to respond to a regional disruption of services.

Policy S-4.5.1: Develop community capacity to respond to a disruption of services due to a regional disaster event.

Program S-4.5.1.1: Provide materials to the public related to planning for power outages.

Responsibility: Public Works Department, Police Department, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.5.1.2: Provide materials to the public related to family and personal planning for delays due to traffic or road closures or due to transit system disruption, including stranded elders, children, and pets.

Responsibility: Police Department, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.5.1.3: Work with MMWD to provide materials to the public related to coping with reductions in water supply or contamination of the supply.

Responsibility: Police Department, Ross Valley Fire Department

Schedule: Ongoing

Program S-4.5.1.4: Work with the Sanitary District to provide materials to the public related to coping with disrupted storm drains, sewage lines, and wastewater treatment (such as that developed by ABAG's Sewer Smart Program).

Responsibility: Police Department, Ross Valley Fire Department, Public Works Department

Schedule: Ongoing

Program S-4.5.1.5: In conjunction with MMWD, evaluate the feasibility of providing emergency drinking water.

Responsibility: Town Council

Schedule: Ongoing

NOISE ELEMENT



INTRODUCTION

The Noise Element provides the means for managing undesirable levels of sound in the Town. Sources of noise, the effects of noise, and the goals, objectives, policies, and programs for controlling noise are included in this Element.

Defining the level and occurrence of sound that becomes unacceptable noise varies from person to person. Sounds that may be acceptable to some may be unacceptable to others.

The Noise Element includes implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted Noise Element is to serve as a guideline for compliance with the State's Noise Insulation Standards.

Noise ordinances are specifically designed to deal with noise issues between land uses. Typical problems in communities include noise from construction; yard maintenance;

heating, ventilating, and air conditioning equipment; swimming pool pumps; loud parties; barking dogs and entertainment venues. The Town of Fairfax Noise Ordinance is contained in the Municipal Code. The current Noise Ordinance addresses noise-related issues in the community through a combination of quantitative noise limits, prohibition acts and exemptions. Quantitative noise limits are presented in the ordinance to regulate intermittent and continuous sources of noise resulting from residential and commercial mechanical equipment and activities.

STATE REQUIREMENTS

The Noise Element requirements are set forth in Government Code (GC) Section 65302 (f) which is summarized below:

A Noise Element shall identify and appraise noise problems in a community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways (N/A).
2. Primary arterials and major local streets.
3. Passenger and freight online railroad operations and ground rapid transit systems (N/A).
4. Commercial or general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test cells and all other ground facilities and maintenance functions related to airport operation (N/A).
5. Local industrial plants, including but not limited to railroad classification yards (N/A).
6. Other ground stationery sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of Community Noise Equivalent Level (CNEL) or day/night average noise level (L_{DN}). The noise contour shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for various hours identified in paragraphs (1) to (6), inclusive.

This Element was prepared utilizing the TNM® traffic noise model, developed by FHWA (Federal Highway Administration), SoundPlan®, and AutoCad®. The SoundPlan model has been used to develop noise contour information for the primary noise sources. This Element includes tables identifying noise exposure levels along transportation routes in the Town based on the gathered noise data and noise modeling.

The noise contours are used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise.

OVERVIEW OF NOISE ISSUES

The primary purpose of this Element is to manage sound that is considered undesirable by the community, particularly the sound level to which neighborhood residents are exposed.

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave. In addition to the concepts of pitch and loudness, there are several noise measurement scales that are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement that indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in **Table N-1: Definitions of Acoustical Terms Used in this Report**.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of

TABLE N-1 DEFINITIONS OF ACOUSTICAL TERMS USED IN THIS REPORT

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{EQ}	The average A-weighted noise level during the measurement period. The hourly L_{EQ} used for this report is denoted as dBA $L_{EQ[H]}$.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night between 10:00 p.m. and 7:00 am.
Day/Night Noise Level, L_{DN}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 p.m. and 7:00 am.
L_{MAX} , L_{MIN}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Illingworth & Rodkin, 2009.

sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in **Table N-2: Typical Noise levels in the Environment**. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{EQ} . The most common averaging period is hourly, but L_{EQ} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night — because excessive noise interferes with the ability to sleep — 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The CNEL is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 p.m. to 10:00 p.m.) and a 10 dB addition to nocturnal (10:00 p.m. to 7:00 a.m.) noise levels. The L_{DN} is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

TABLE N-2 TYPICAL NOISE LEVELS IN THE ENVIRONMENT

Common Outdoor Noise Source	Noise Level (dBA) 120	Common Indoor Noise Source
	dBA	
Jet fly-over at 300 meters	110 dBA	Rock concert
Pile driver at 20 meters	100 dBA	Night club with live music
	90 dBA	
Large truck pass by at 15 meters	80 dBA	Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters	70 dBA	Vacuum cleaner at 3 meters
Commercial/Urban area daytime		Normal speech at 1 meter
Suburban expressway at 90 meters	60 dBA	
Suburban daytime		Active office environment
	50 dBA	
Urban area nighttime		Quiet office environment
	40 dBA	
Suburban nighttime		
Quiet rural areas	30 dBA	Library
		Quiet bedroom at night
Wilderness area	20 dBA	
	10 dBA	Quiet recording studio
Threshold of human hearing	0 dBA	Threshold of human hearing

Source: Illingworth & Rodkin, 2009.

The Occupational Safety and Health Administration (OSHA) have a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noise of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for

multi-family dwellings are set by the State of California at 45 dBA L_{DN} . Typically, the highest steady traffic noise level during the daytime is about equal to the L_{DN} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA L_{DN} with open windows and 65-70 dBA L_{DN} if the windows are closed. Levels of 55-60 dBA are common along collector streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial. Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed; those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{DN} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 55 dBA L_{DN} . At an L_{DN} of about 60 dBA, approximately 2 percent of the population is highly annoyed. When the L_{DN} increases to 70 dBA, the percentage of the population highly annoyed increases to about 12 percent of the population. There is, therefore, an increase of about 1 percent per dBA between an L_{DN} of 60-70 dBA. Between an L_{DN} of 70-80 dBA, each decibel increase increases by about 2 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{DN} is 60 dBA, approximately 10 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 2 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 3 percent increase in the percentage of the population highly annoyed.

Existing Conditions

Noise Measurement Survey

A noise measurement survey was completed to establish existing noise levels in the Town of Fairfax. There were several purposes for the noise measurements. Long-term measurements made hour by hour over a period of 24 hours or more provide information on how noise levels vary throughout the day and night and may vary from day to day (sunny or cloudy day, calm or windy, various activities). Long-term noise measurements in quiet residential areas provide information on the residual background levels of noise in the community and also are useful in showing the contrast between the quieter noise environments and the noisier environments located near the roadways. Measurements away from major noise sources also provide information on the intrusiveness of individual single-events in the environment, such as aircraft over-flights. A series of attended short-term measurement were also conducted. These measurements are also useful for several purposes. The person attending the measurements can identify the noise sources that occur during the measurement and note the level of noise associated with these identifiable events. This assists greatly in quantitatively and qualitatively characterizing the noise environments along the major roadways and also in the quieter areas of the town. Also, along the major roadways, short-term traffic counts are made. These traffic counts are then eventually input into the traffic noise computer models used to produce noise contours along the roadways, and the results checked against the actual measurement that has been made concurrent with the traffic count.

The State Office of Planning and Research Guidelines related to the preparation of the Noise Element of the General Plan mandate that noise exposure levels be prepared in terms of the L_{DN} or the CNEL. Both of these descriptors were described in the previous section and represent the 24-hour average noise level with waiting periods for the daytime (L_{DN}) or the daytime and evening (CNEL). L_{DN} is currently the preferred metric and is used in this report to characterize the 24-hour average noise exposure level. It is also important to know how noise levels vary within each hour of the day and night. For this purpose, standard acoustical descriptors were measured and reported. These standard statistical descriptors are the L_{MAX} , the L_{10} , the L_{50} , and the L_{90} . The L_{MAX} noise level is the highest noise levels during the interval and the L_{10} , L_{50} , and L_{90} represent sound levels exceeded 10 percent, 50 percent (the median level), and 90 percent of the time interval (representing the background noise levels). The L_{50} corresponds to the noise limit in the Noise Ordinance. The hourly equivalent sound level (L_{EQ}), the basis for the day/night average noise levels, was measured and reported for each hour as well.

The noise survey lasted from the afternoon of Thursday, April 2, 2009 to the afternoon of Friday, April 3, 2009, and from the afternoon of Monday, April 13, 2009 to the afternoon of Thursday, April 16, 2009. Noise measurement locations are shown on **Figure N-1: Noise Measurement Locations**. During the noise survey, weather conditions were moderate in terms of temperature and wind on Thursday April 2 and Monday April 13, but somewhat windy on Friday April 3 and Tuesday, April 14 through Wednesday, April 15, 2009. The noise survey was conducted with Larson Davis Laboratories precision sound level meters. Larson Davis Type 820 meters were used at long-term locations LT-1 through LT-7 and for the attended short-term noise measurements. Instrumentation was calibrated at the beginning of the noise survey and post calibrated at the end of the survey. No calibration corrections were necessary. During the survey, the microphones were fitted with windscreens.

Measurement LT-1 was on Center Boulevard, one of the busy roads in the Town of Fairfax. The measurement position was at the shopping area of the United States Post Office, Iron Springs Pub & Brewery, and Broadway Video, and about 25 feet from the centerline of the roadway. Vehicular traffic on Center Boulevard was the dominant noise source affecting the noise measurement. The daily trend in noise levels at this location is shown on **Figure N-2: Noise Levels at LT-1**. The measured day/night average noise level at this location was about 68 dBA L_{DN} . Activities in the parking lot such as starting car engine, slamming car doors, talking, etc. may be considered significant intermittent noise sources, but would not affect the overall 24-hour average noise level at the nearest residence located about 50 feet west of the parking lot. The data clearly demonstrate the difference in noise levels between nighttime when noise level drops to 38 dBA L_{90} in the absence of any local traffic and activities in the parking lot and daytime when the noise level reaches 92 dBA L_{MAX} when a loud vehicle passes by.

Measurement LT-2 was on Bolinas Road. This measurement location was also selected to characterize noise levels along a major road. The measurement position was in a tree in Fairfax Park about 60 feet from the centerline of Bolinas Road, about 100 feet from the centerline of Elsie Lane, and about 230 feet southeast of the Fairfax Fire Department. The dominant source of noise was vehicular traffic on Bolinas Road. A fire truck siren elevated noise levels at 11:40 a.m. on Friday. Measured data at Location LT-2 are shown on **Figure N-3: Noise Levels at LT-2**. The measured noise level at this location was 64 dBA L_{DN} .

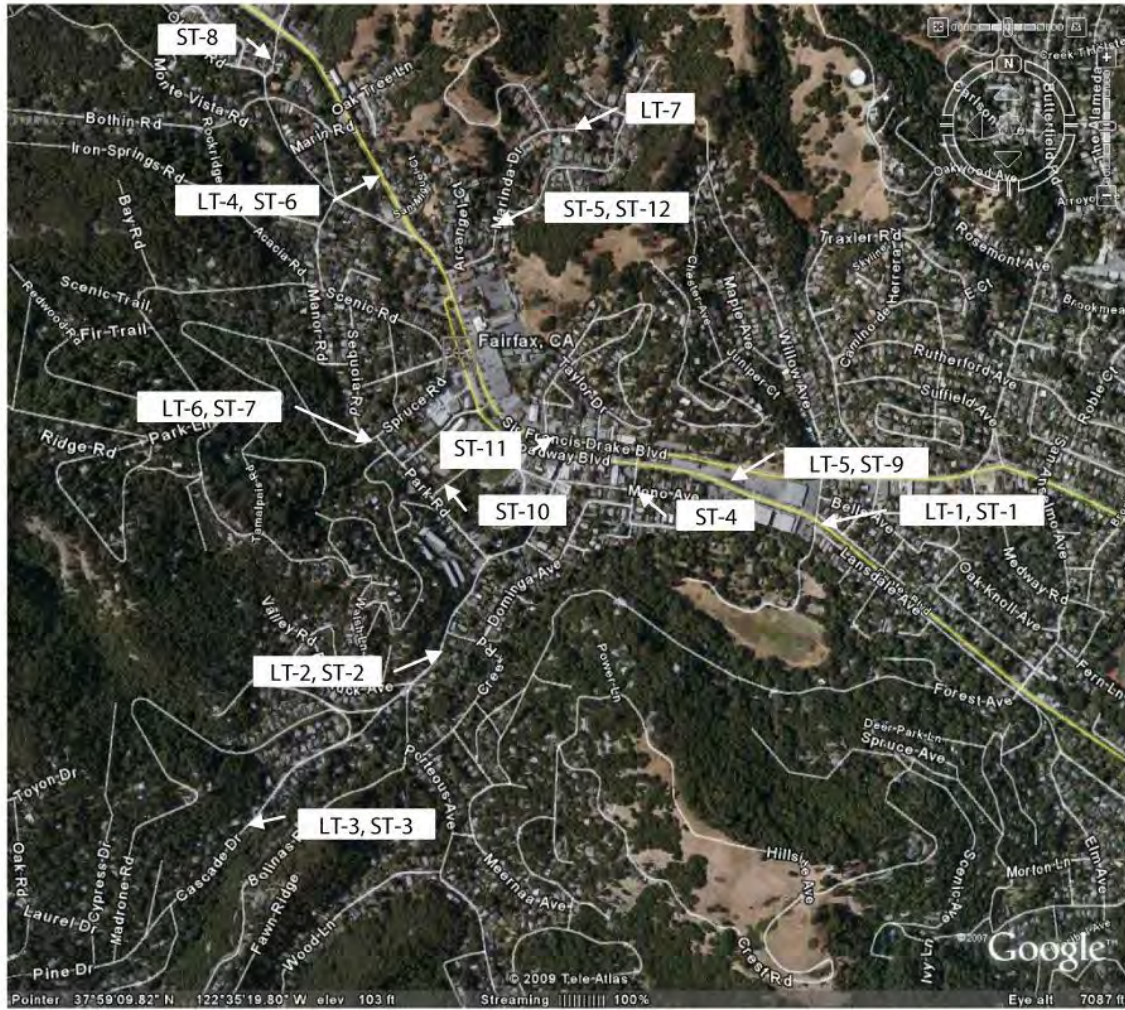


Figure N-1 Noise Measurement Locations

Noise measurement LT-3 was on the northwest side of Cascade Drive. The measurement position was about 25 feet from the centerline of the roadway. Vehicular traffic along Cascade Drive was the major source of noise. At night, it is likely that light winds in vegetation also contributed to the background noise levels. The day/night average noise level was measured to be about 62 dBA. The measured data are shown on **Figure N-4: Noise Levels at LT-3**. The data show that it is quiet during the night when noise levels drop to about 32 dBA L₉₀ in the absence of any local traffic.

Measurement Location LT-4 was on Sir Francis Drake Boulevard just south of Oak Tree Lane. The measurement position was about 45 feet from the centerline of Sir Francis

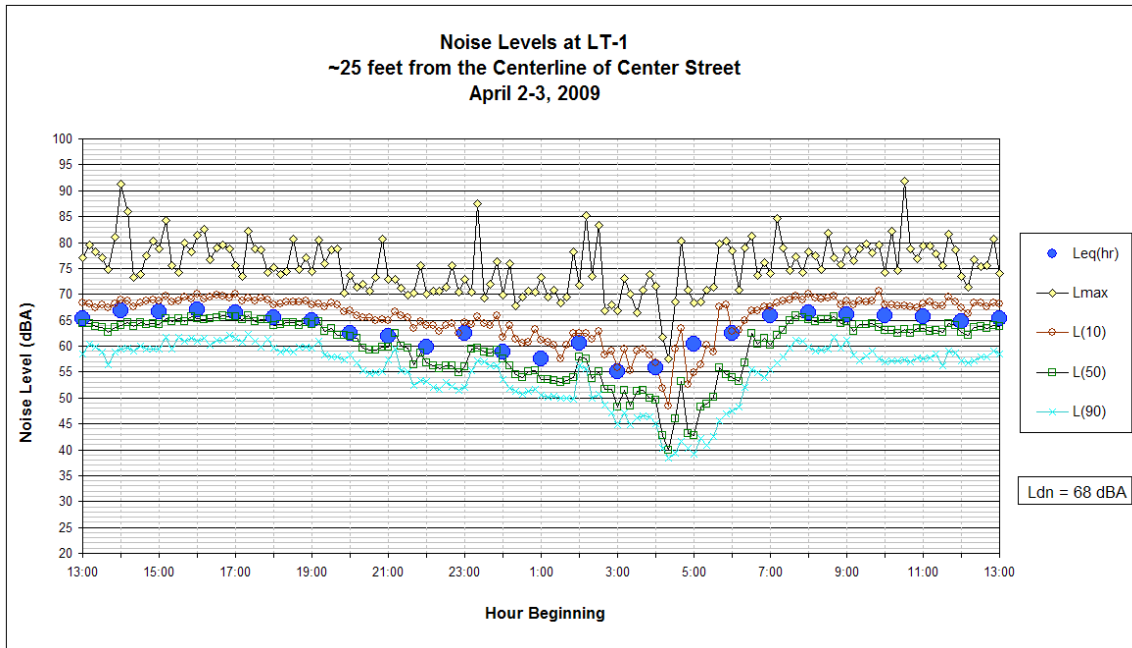


Figure N-2 Noise Levels at LT-1

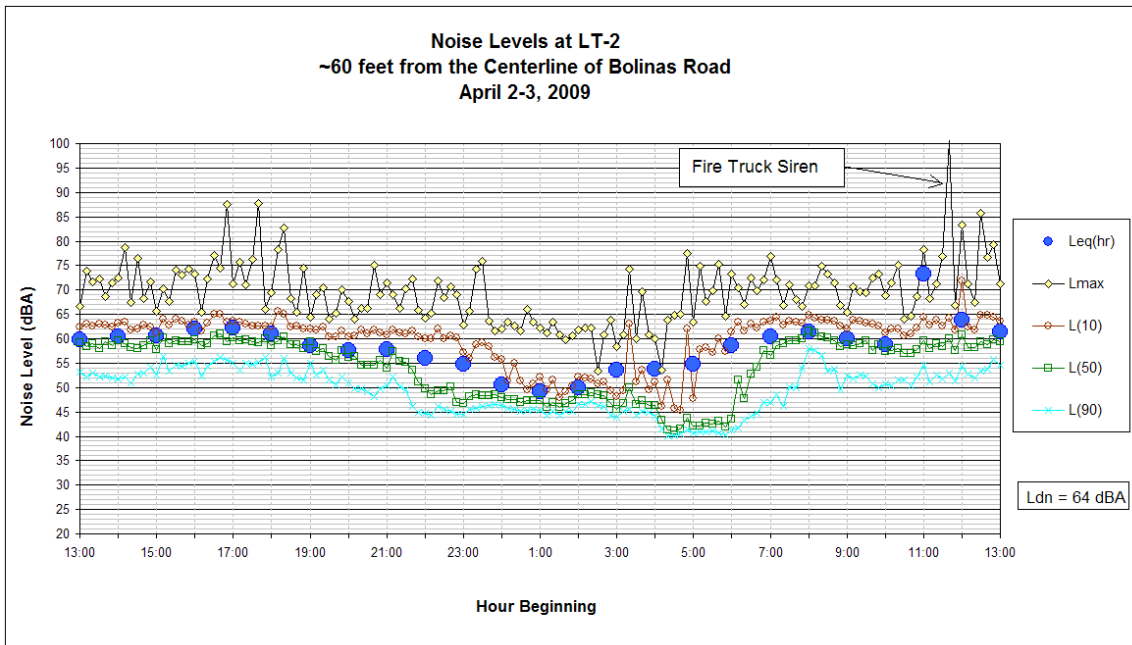


Figure N-3 Noise Levels at LT-2

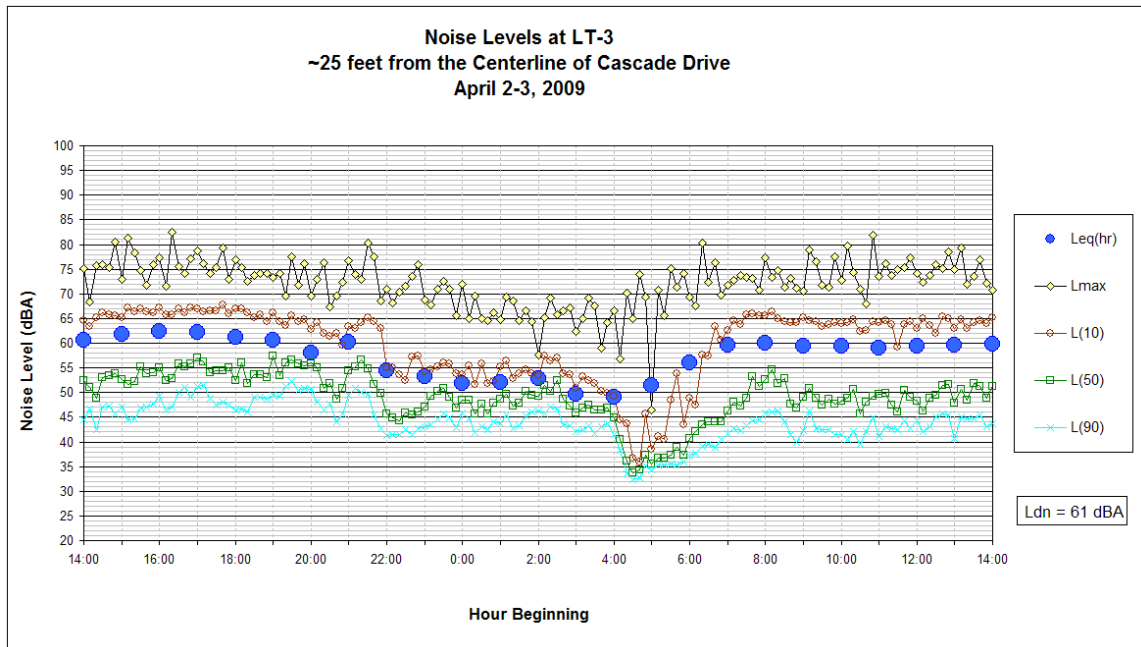


Figure N-4 Noise Levels at LT-3

Drake Boulevard. Vehicular traffic along Sir Francis Drake Boulevard was the major source of noise at this location. This is the noisiest road in the Town. Vehicular traffic on this segment of Sir Francis Drake Boulevard travels at about 40 miles per hour, a higher speed than other local roadways. The day/night average noise level at this site was measured to be about 70 dBA L_{DN} . Noise levels at this portion of the road varied from as low as 41 dBA L_{90} when there is little local traffic at night to as high as 87 dBA L_{MAX} during daytime hours when there are bus and truck pass-bys and high engine vehicle noise. The measurement data are summarized on **Figure N-5: Noise Levels at LT-4**.

Measurement LT-5 was in another noisy location Downtown Fairfax in the parking lot between Sir Francis Drake Boulevard and Broadway. The measurement was closer to Broadway than to Sir Francis Drake Boulevard. Vehicular traffic along Sir Francis Drake Boulevard and Broadway are the dominant noise sources at this location. This portion of Sir Francis Drake Boulevard and Broadway has bars, restaurants, a movie theatre, clothing shops, coffee shops, and grocery stores. These stores and shops would elevate noise levels at the measurement position. High traffic volumes also elevate noise level to as high as 91 dBA L_{MAX} during the day. Activities in the vicinity of the noise measurement location would increase noise levels as well. Noise levels at night dropped to 39 dBA L_{90}

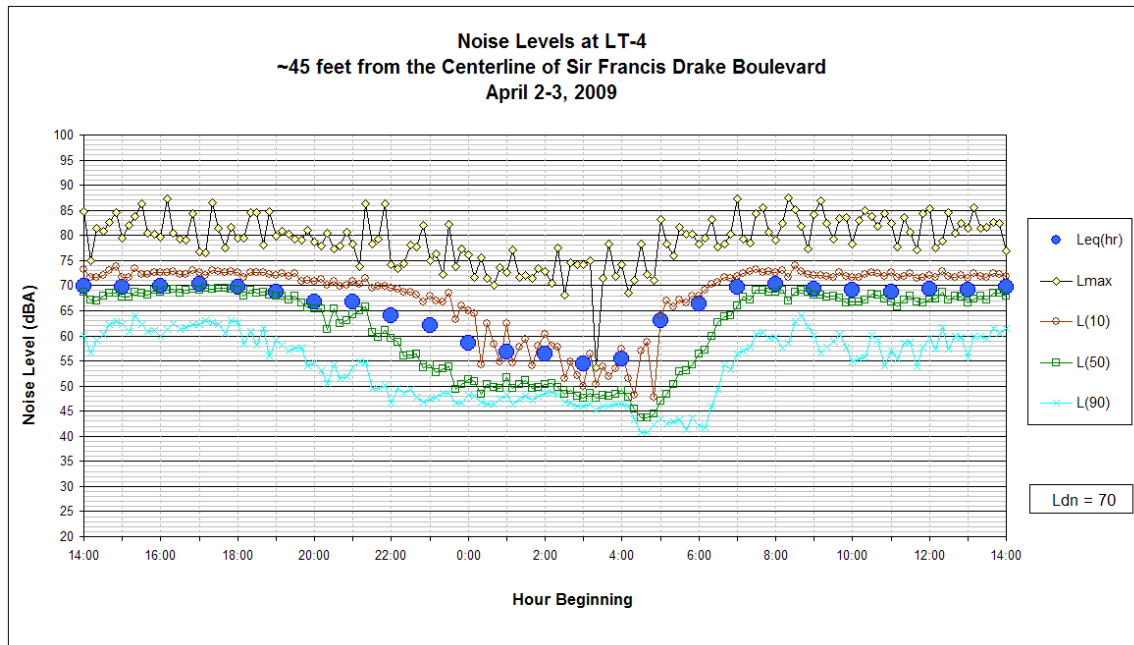


Figure N-5 Noise Levels at LT-4

when there is light traffic or minimal activities. Typical average daytime noise levels ranged from 64 dBA L_{EQ} to 68 dBA L_{EQ} and background noise levels at night and through the early morning commute period were between 39-63 dBA. The measured day/night average noise level was 70 dBA L_{DN} . The measurement data are summarized on **Figure N-6: Noise Levels at LT-5**.

Measurement LT-6 was made on Spruce Avenue west of the Lumber & Hardware Fairfax Yard located on Broadway. Major sources of noise at this location are distant traffic on Broadway and Sir Francis Drake Boulevard, traffic on Spruce Avenue, and intermittent noises from the activities on the yard. The data clearly shows the difference in noise levels between moderate windy days (5 to 10 mph) and windy days (more than 20 mph). When winds were moderate, background noise levels during nighttime hours did not fluctuate as much. Whereas background noise levels at night fluctuated more when winds were high. Background noise level at night ranged from about 38 dBA L_{90} to about 44 dBA L_{90} when it was not windy. When it was windy, background noise level ranged from about 38 dBA L_{90} to about 50 dBA L_{90} . Hourly average noise levels in moderate windy night ranged from about 42-50 dBA L_{EQ} . When it was windy, hourly average noise level

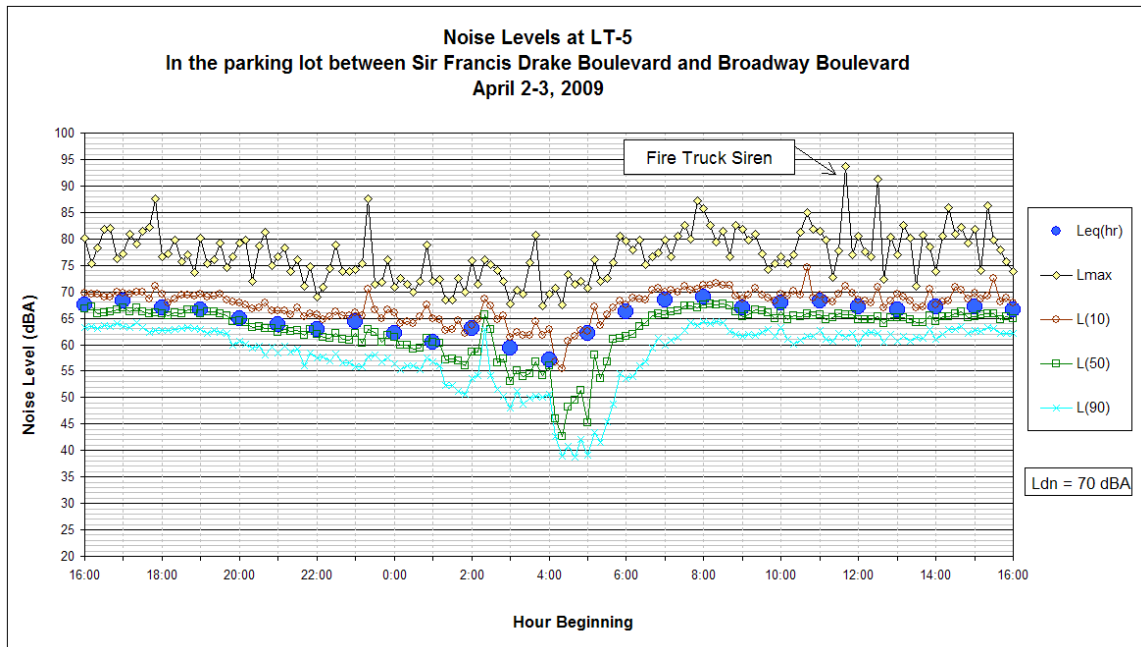


Figure N-6 Noise Levels at LT-5

ranged from 45-62 dBA L_{EQ} during nighttime hours. During daytime hours, hourly average noise levels did not differ much between a windy day and a moderate windy day because vehicular traffic and intermittent noises at the yard were the dominant noise sources at this site. The measured day/night average noise level ranged from 57-61 dBA L_{DN} . Heavy wind caused the L_{DN} to increase from 57 to 61 dBA. The measurement data are summarized on **Figure N-7: Noise Levels at LT-6**.

Measurement LT-7 was made at the end of Marinda Drive in a very quiet residential area. The acoustical environment at LT-7 resulted primarily from the occasional plane and natural sounds such as birds and wind. The data clearly shows the difference in noise levels between moderate windy days (5 to 10 mph) and windy days (more than 20 mph). When it was moderately windy, hourly average noise levels at this location ranged from about 31 to 46 dBA L_{EQ} during the daytime and from about 25 to 36 dBA L_{EQ} at night. When the winds were high, hourly average noise levels at this location ranged from about 41 to 50 dBA L_{EQ} during the daytime and from about 32-37 dBA L_{EQ} at night. The measured day/night average noise level ranged from 42-47 dBA L_{DN} . High wind caused the L_{DN} to increase from 42 to 47 dBA. The measurement data are summarized on **Figure N-8: Noise Levels at LT-7**.

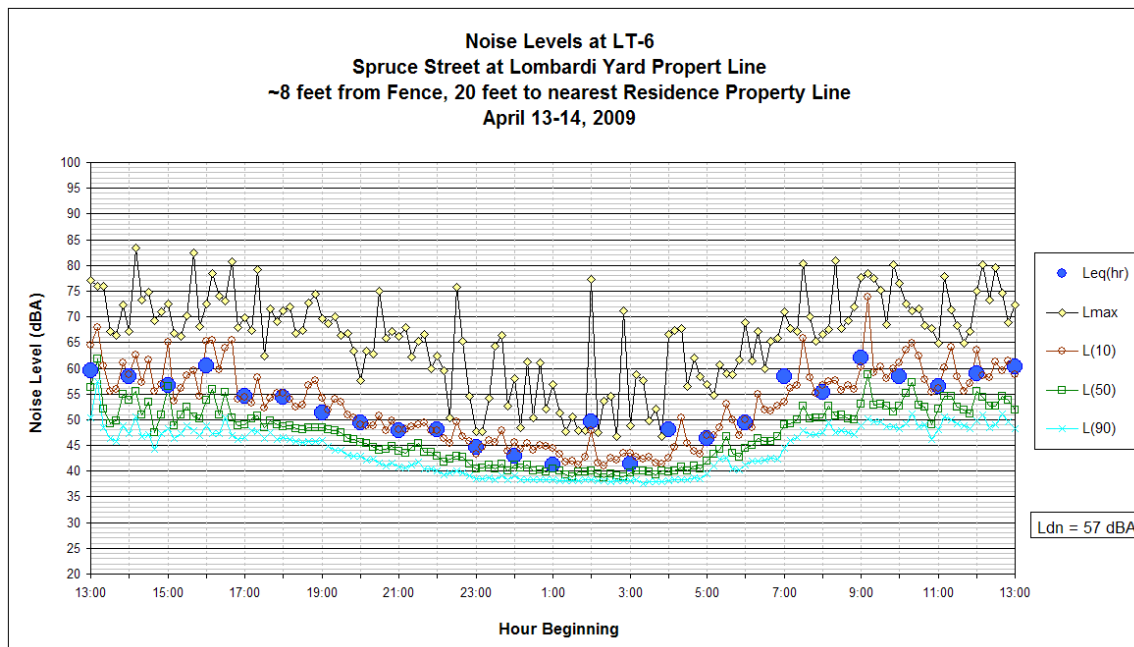


Figure N-7 Noise Levels at LT-6

Short-term noise measurements were conducted during the day on April 3, 2009 at each of the long-term locations, and during the day on April 13, 2009. The measured data are summarized in **Table N-3: Noise Measurement Summary**. At Location ST-1 on Center Boulevard, automobile, truck, and bus traffic on the roadway and on Sir Francis Drake Boulevard were the only significant contributors to measured noise levels. At Location ST-2, vehicular traffic on Bolinas Road was the dominant source of noise at this measurement location. At Location ST-3, vehicular traffic on Cascade Drive was the only significant contributor to measured noise level. A loud car pass-by on Cascade Drive generated a maximum instantaneous noise level of 76 dBA. At Location ST-4, distant vehicular traffic along Broadway and Sir Francis Drake Boulevard and local traffic along Mono Avenue and Pacheco Avenue were the dominant source of noise. At Location ST-5, winds in vegetation contributed significantly to the background noise levels. During the 10-minute measurement only one car drove by and elevated noise level to 62 dBA L_{MAX} . Distant traffic along Sir Francis Drake Boulevard generated a noise level of about 45 dBA. ST-12 was made at the same location as ST-5. At location ST-6 on Sir Francis Drake Boulevard, automobile, truck, bus, and motorcycle traffic contributed significantly to measured noise levels. Measurement location ST-7 was on Spruce Road northwest of Fairfax Lumber and Hardware Yard. Vehicular traffic on the Spruce Road and distant

Figure N-8 Noise Levels at LT-7

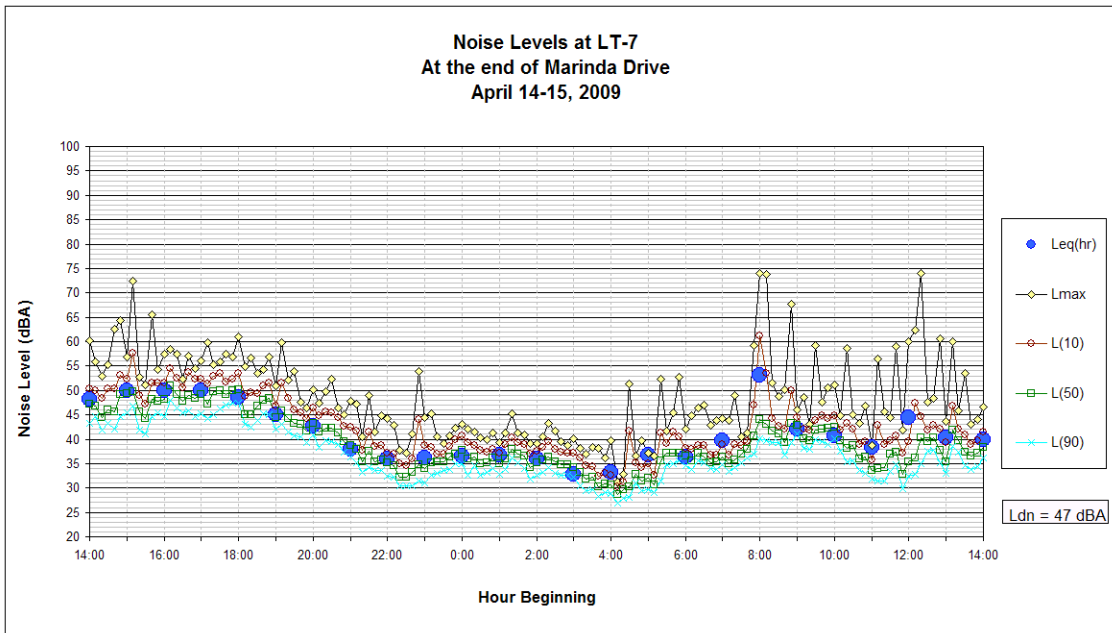
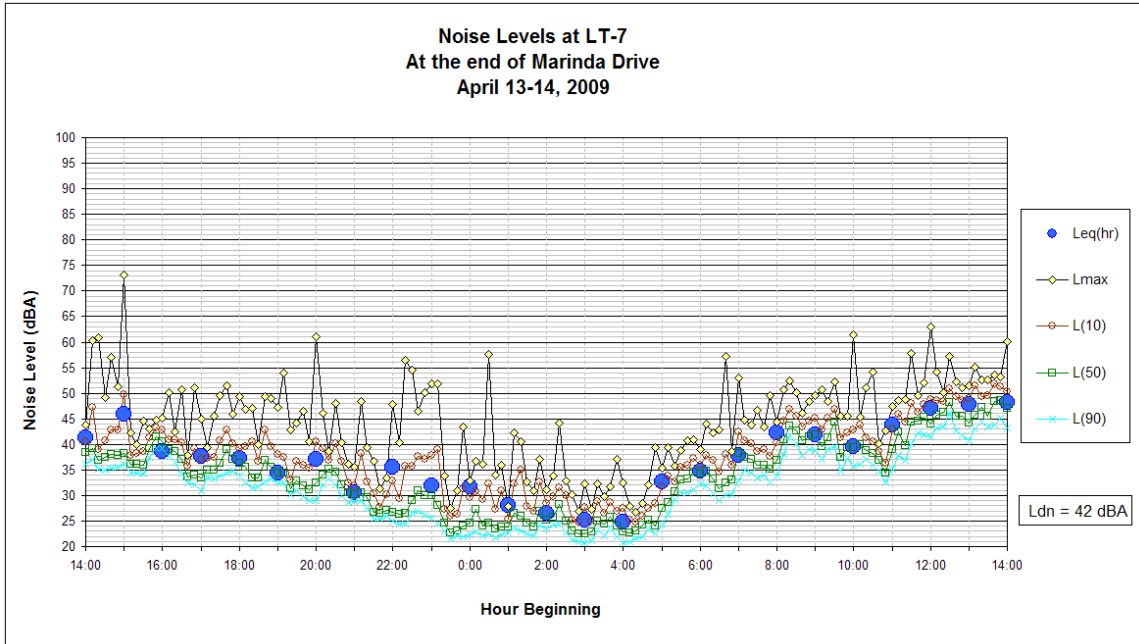


TABLE N-3 NOISE MEASUREMENT SUMMARY

Location	Start Time	A-Weighted Noise Level (dBA)					
		L _{EQ}	L ₀₁	L ₁₀	L ₅₀	L ₉₀	L _{DN}
Short-Term Noise Measurement Summary (Measurements Made for 10 Minutes)							
ST-1: Center Boulevard ~25 feet to the center of the roadway (4/3/2009)	12:00 p.m.	63	70	67	62	55	68
ST-2: Bolinas Road ~60 feet to the center of the roadway (4/3/2009)	12:20 p.m.	59	65	61	58	52	64
ST-3: Cascade Drive ~25 to the center of the roadway (4/3/2009)	1:00 p.m.	59	70	64	49	41	61
ST-4: At the corner of Mono Avenue and Pacheco Avenue ~30 feet from the edge of Pacheco Avenue (4/3/2009)	1:30 p.m.	53	61	57	51	47	58 ^a
ST-5: In front of 220 Marinda Drive (4/3/2009)	2:20 p.m.	48	57	50	46	43	N/A ^b
ST-6: On Oak Tree Lane ~50 feet from the center of the roadway (4/3/2009)	2:50 p.m.	68	77	70	67	59	70
ST-7: On Spruce Road behind the Fairfax Lombardi Hardware Yard (4/3/2009)	3:30 p.m.	54	63	56	51	48	N/A
ST-8: On Olema Drive ~120 feet from the center of Sir Francis Drake Boulevard (4/3/2009)	4:00 p.m.	61	71	64	57	53	65 ^a
ST-9: In the parking lot between Sir Francis Drake Boulevard and Broadway	4:50 p.m.	69	74	73	66	61	70
ST-10: On Merwin Avenue ~50 feet from the edge of the property line of the Yard (4/13/2009)	1:40 p.m.	50	63	53	45	41	54 ^a
ST-11: ~25 feet from the centerline of Claus Drive ~290 feet from the edge of Sir Francis Drake Boulevard (4/13/2009)	2:20 p.m.	53	62	57	51	48	N/A
ST-12: ~25 feet from the center of Marinda Drive (4/13/2009)	2:40 p.m.	48	61	48	41	37	42-47
Long-Term Noise Measurement Summary (Measurements Made for at Least 24 Hours)							
LT-1: Center Boulevard ~25 feet to the center of the roadway (4/2/2009 to 4/3/2009)							68 L _{DN} , dBA
LT-2: Bolinas Road ~60 feet to the center of the roadway (4/2/2009 to 4/3/2009)							64 L _{DN} , dBA
LT-3: Cascade Drive ~25 feet to the center of the nearest lane of the roadway (4/2/2009 to 4/3/2009)							61 L _{DN} , dBA
LT-4: Sir Francis Drake Boulevard ~45 feet to the center of the roadway just south of Oak Tree Lane (4/2/2009 to 4/3/2009)							70 L _{DN} , dBA
LT-5: Between Sir Francis Drake Boulevard and Broadway ~40 feet to center of Broadway (4/2/2009 to 4/3/2009)							70 L _{DN} , dBA
LT-6: On Spruce Road at Lombardi Yard property line ~8 feet from fence ~20 feet to nearest residential property line (4/13/09 to 4/15/2009)							57-61 L _{DN} , dBA
LT-7: At the end of Marinda Drive (4/13/2009 to 4/15/2009)							42-47 L _{DN} , dBA

Notes:

Day/Night Noise Level, L_{DN} : The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 p.m. and 7:00 a.m..

Equivalent Noise Level, L_{EQ} : The average A-weighted noise level during the measurement period.

L_{01} , L_{10} , L_{50} , L_{90} The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.

^(a) L_{DN} estimated based on concurrent long-term data.

^(b) N/A, Not Available, only short-term measurements were made so the L_{DN} cannot be directly calculated from the data.

Source: Illingworth & Rodkin, 2009.

traffic along Broadway and Sir Francis Drake Boulevard dominated the noise measurements. At location ST-9 on Broadway, vehicular traffic along Broadway and Sir Francis Drake Boulevard was the dominant noise source. A bus along Broadway generated a noise level of about 76 dBA L_{MAX} .

Short-term measurements were made at three additional locations in the Town of Fairfax. Noise measurement ST-8 was located on Olema Drive about 120 feet to the edge of Sir Francis Drake Boulevard. Vehicular traffic on Olema Drive and Sir Francis Drake Boulevard were the only significant sources of noise during the measurements. A loud car along Olema Drive generated a maximum noise level of 77 dBA, and a bus pass-by along Sir Francis Drake Boulevard generated an instantaneous noise level of 68 dBA. At ST-10, vehicular traffic along Merwin Avenue, distant traffic along Sir Francis Drake Boulevard and Broadway, and activities at the yard were the dominant noise sources at this location. Measurement ST-11 was located about 25 feet from the center of Claus Drive, and about 290 feet from the edge of Sir Francis Drake Boulevard. Traffic along Claus Drive and distant traffic along Sir Francis Drake Boulevard was the dominant noise source at this location.

A review of the measured data, both long-term and short-term, portrays a quiet noise environment; the exceptions are the major roadways (Sir Francis Drake Boulevard, Broadway, Center Boulevard, and Bolinas Road).

Solving the Noise Challenge

The definition of noise-compatible land use planning is the second major component of the Noise Element. While this may not be a major issue in Fairfax because it is largely built out, it is a requirement for the Noise Element. Noise exposure in the community is defined in terms of the 24-hour day/night average noise level (L_{DN}). The noise levels

were measured throughout the community. Noise contours were prepared for the major roadways utilizing a combination of the measured noise levels and traffic data.

The noise exposure in the community is depicted in the form of noise exposure contours along the major roadways. The noise exposure contours are lines of equal loudness, similar to elevation contours that are lines of equal elevation. Noise exposure contours were calculated using a traffic noise model developed by the Federal Highway Administration and the California Department of Transportation that is incorporated into the SoundPlan computer model. The traffic noise model was calibrated using the actual measured noise levels in Fairfax. Noise exposure is presented in terms of the L_{DN} noise metric. The results of the traffic noise modeling are shown in **Table N-4: Traffic Noise Levels in the Town of Fairfax** and the noise exposure contour map is shown in **Figure N-9: Noise Contours for Major Roadways in Fairfax**.

Paraphrasing from the State's Noise Element Guidelines, given the definition of the existing and forecasted noise environment, the Town must now approach the problem of defining how much noise is too much. The State guidelines include an example that can be used to address this issue. **Figure N-10: Land Use Compatibility for Transportation Noise** shows the recommended noise and land use compatibility guidelines. This chart simplifies the land uses and reduces the acceptability categories to three: normally acceptable, conditionally acceptable, and normally unacceptable. These categories translate to a noise environment for a particular use that would be acceptable without additional mitigation measures; an intermediate category where the application of available mitigation measures would normally result in an acceptable noise environment; and a noise environment that could potentially be unacceptable even after the application of available mitigation measures. In the CEQA context, this would translate to a less-than-significant impact, a less-than-significant impact after mitigation, and a significant and unavoidable impact.

One of the requirements of the noise element is to facilitate the Noise Insulation Standards contained in the State Building Code that are applicable to new multi-family housing. This code section states that where the exterior noise exposure level is 60 dBA L_{DN} or greater, the building must attenuate the interior noise level to 45 dBA L_{DN} or less. The noise and land use compatibility chart is used to screen for this and a policy is normally included to explain how this is accomplished.

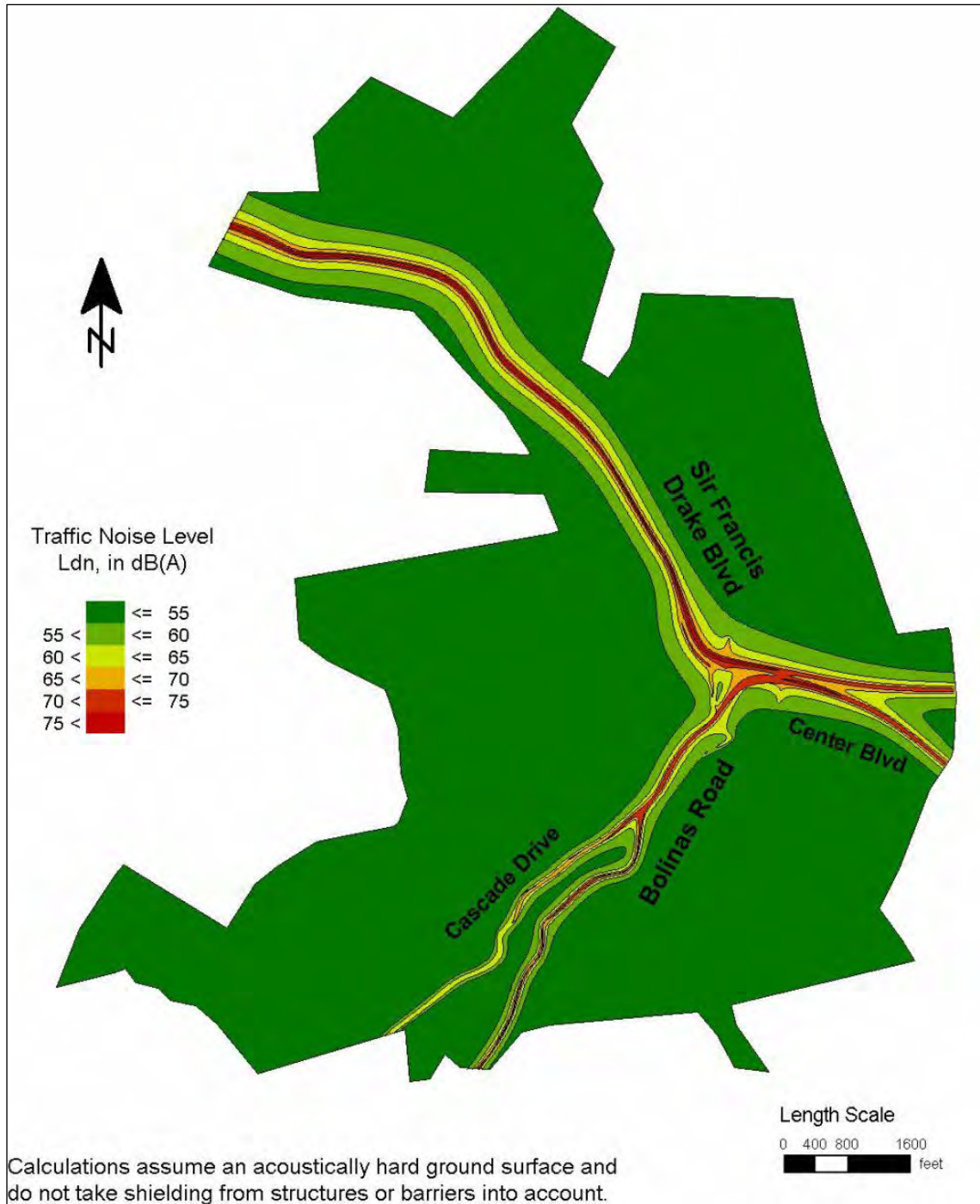


Figure N-9 Noise Contours for Major Roadways in Fairfax

Land Use Category	Exterior Noise Exposure (L _{DN})					
	55	60	65	70	75	80
Single-Family Residential		[Shaded]			[Black]	
Multi-Family Residential, Hotels, and Motels		(a)	[Shaded]		[Black]	
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds			[Shaded]			[Black]
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches		[Shaded]			[Black]	
Office Buildings, Business Commercial, and Professional				[Shaded]		[Black]
Auditoriums, Concert Halls, Amphitheaters	[Shaded]			[Black]		

^a See Policy N-1.1.4.

[White]	Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements
[Light Gray]	Conditionally Acceptable. Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.
[Black]	Unacceptable. New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Figure N-10 Land Use Compatibility for Transportation Noise

TABLE N-4 TRAFFIC NOISE LEVELS IN THE TOWN OF FAIRFAX

Roadway – Segment	Peak-Hour Traffic	Speed	L _{DN} @ 50 feet
Sir Francis Drake Blvd. near Oak Tree Lane	1,490	25	66
Sir Francis Drake Blvd. west of Claus Drive	1,490	25	69
Sir Francis Drake Blvd. east of Claus Drive	1,230	25	67
Sir Francis Drake Blvd. east of Pacheco Avenue	1,440	25	64
Broadway west of Bolinas Road	700	25	64
Broadway east of Bolinas Road	1,080	30	65
Center Blvd. east of Pacheco	1,008	25	64
Bolinas Road south of Broadway	909	25	64
Bolinas Road north of Cascade Drive	914	25	64
Bolinas Road south of Cascade Drive	458	25	60
Cascade Drive south of Bolinas Road	444	25	60
Cascade Drive south of Laurel Drive	228	25	56

Source: Illingworth & Rodkin, 2009.

Much research has resulted in the development of a correlation of exterior community noise levels and their acceptability for different land uses. In the mid-1970s the Environmental Protection Agency made a finding that an L_{DN} of 55 dBA (including a 5 dBA margin of safety) would have “no impact” on a residence. Following this, the State of California established guidelines and suggested 60 dBA L_{DN} as an upper limit for environmental noise in a residential setting. Furthermore, typical California construction with windows open provides about 15 dBA of noise reduction when going from outside to inside, so if the exterior L_{DN} is 60 dBA or less, the interior L_{DN} will typically be 45 dBA or less. An L_{DN} of 45 dBA is considered the upper limit of acceptability for residential development in California (as defined in the State Building Code). Based on the existing conditions in Fairfax an exterior noise goal of 60 dBA L_{DN} and an interior goal of 45 dBA L_{DN} has been proposed for new residences.

Commercial and retail establishments generate a different kind of noise referred to as non-transportation noise. The noise results from sources such as heating, ventilating, and refrigeration equipment, loading dock activities, parking lot traffic and maintenance, and special events with music. If a new residential development is planned near such a source of noise, the noise limits in the Noise Ordinance during any hour of the day and night shall be used to evaluate the suitability of the environment. New building within such an environment will be required to mitigate noise levels to acceptable levels. Table N-4 indicates the noise levels in the primary downtown streets.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

The three goals of this Element are:

- **Goal N-1: Make land uses compatible with the noise environment.**
- **Goal N-2: Reduce noise from traffic.**
- **Goal N-3: Maintain the current quality of the acoustical environment.**

The Noise Element shall include measures and possible solutions that address existing and foreseeable noise problems. Traffic noise is the most significant source of community noise in Fairfax. State law preempts the regulation of noise generated by individual vehicles, so noise limits cannot be set for individual vehicles. Noise generated by tire-pavement interaction is the predominant source of noise and can be affected by local actions. During the last seven years, extensive research has been completed related to tire-

pavement noise. Quieter pavements have been identified. These include pavements commonly used in California, such as open-grade asphalt concrete and rubberized asphalt.

The other irritating noise sources associated with traffic are poorly muffled vehicles and loud stereo systems. Both of these are regulated by the Motor Vehicle Code and enforced by local Police.

<p>Goal N-1: Make land uses compatible with the noise environment.</p>

Objective N-1.1: Establish traffic-related noise standards for the Town.

Policy N-1.1.1: All new development must include an analysis of potential noise impacts.

Program N-1.1.1.1: Utilize the noise contours in Figure N-9 and noise/land use compatibility standards in Figure N-10 to update the Town Code.

Responsibility: Planning and Building Services
Schedule: Year One

Policy N-1.1.2: The Town will maintain a pattern of land uses that separates noise-sensitive land uses from major traffic noises, to the extent feasible.

Program N-1.1.2.1: Incorporate a noise analysis in the Town Center Plan.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Year One

Policy N-1.1.3: New development of residential or other noise-sensitive land uses should not be allowed in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels in outdoor activity areas to 60 dBA L_{DN} or less.

Program N-1.1.3.1: Incorporate noise reduction guidelines in the Green Building Ordinance, when adopted.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Year One

Policy N-1.1.4: Interior noise levels shall not exceed 45 L_{DN} in all new residential units (single- and multi-family).

Program N-1.1.4.1: Residential development sites exposed to noise levels exceeding 60 dBA L_{DN} shall be analyzed following the protocols in the 2007 California Building Code (Chapter 12, Appendix Section 1207.11.12) or the most recent revision.

Responsibility: Planning and Building Services
Schedule: Ongoing

Policy N-1.1.5: New development of noise-sensitive land uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the standards in the noise ordinance.

Program N-1.1.5.1: Identify and map non-transportation noise sources.

Responsibility: Planning and Building Services
Schedule: Year One

Policy N-1.1.6: Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the Noise Ordinance limits, an acoustical analysis shall be submitted by the applicant so that noise mitigation may be included in the design of new development.

Program N-1.1.6.1: Revise the project application to require a noise analysis if the proposed development would be exposed to sound levels exceeding the Noise Ordinance levels.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Year One

<p>Goal N-2: Reduce noise from traffic.</p>
--

Objective N-2.1: Establish noise limits for public areas.

Policy N-2.1.1: The Town will employ innovative techniques and materials to reduce noise.

- Program N-2.1.1.1: Utilizing currently available information, select a “quieter” pavement that also meets other criteria established by the Town for pavements, and use the quieter pavement when resurfacing roads.
Responsibility: Public Works
Schedule: Year One
- Program N-2.1.1.2: Control the sound of vehicle amplification systems (e.g., loud stereos) by encouraging the enforcement of Section 27007 of the California Motor Vehicle Code. This section prohibits amplified sound that can be heard 50 or more feet from a vehicle.
Responsibility: Police
Schedule: Ongoing
- Program N-2.1.1.3: Control excessive exhaust noise by enforcing Section 27150 of the California Motor Vehicle Code.
Responsibility: Police
Schedule: Ongoing
- Program N-2.1.1.4: New developments along major roadways having >60 dBA L_{DN} (see Figure N-9) will include architectural elements (e.g. screening structures and other sound-dampening elements) and materials (e.g. special glass).
Responsibility: Planning and Building
Schedule: Ongoing
- Program N-2.1.1.5: For open space occupied by highly-sensitive or endangered species sensitive to sound, enforce a sound level goal at 30 dBA L_{DN} (quiet rural area), and 50 dBA L_{DN} (suburban daytime).
Responsibility: Planning and Building
Schedule: Ongoing
- Program N-2.1.1.6: Develop educational materials regarding noise limitations within Fairfax and make them available to the public.
Responsibility: Planning and Building
Schedule: Ongoing

Goal N-3: Maintain the current quality of the acoustical environment.

The fundamental principle of the California Environmental Quality Act (CEQA) as it relates to community noise is to keep new projects from causing a substantial increase in noise that would impact residents and other sensitive receivers. This can be accomplished if impacts are identified as a part of normal project review or through the CEQA process and mitigation measures are incorporated into projects.

Noise from construction activities, and particularly activities associated with the construction of new residences, remodeling or demolition and reconstruction of residential properties, has an adverse effect on the peace and quiet in the Town of Fairfax.

The term “construction” covers a large range of projects ranging from new construction or the demolition and construction of a large residence that could include demolition, site grading, foundation work, framing, roofing, exterior sheeting, and site improvements and landscaping, a project that may last up to two years, to someone repairing a deck on a Saturday afternoon.

The primary method for communicating construction noise management methods to the community could be through a guidance manual and/or design guide. If a major project is expected to take less than 18 months and work would be done following all of the standard controls that would be established, including limiting the work to a certain schedule of allowable days and hours, then the project would be found to cause a less-than-significant impact under CEQA. Alternatively, if the project is going to necessitate construction activities that would last beyond 18 months, or occur outside of allowable time periods, then the project would be found to cause a potentially significant impact and would be subject to environmental review under CEQA. The assessment could result in additional mitigation measures, a finding of overriding considerations, or project denial.

The following is a representative list of standard controls:

- a. Limit construction to the hours of 8:00 a.m. to 5:00 p.m. on weekdays, and 9:00 a.m. to 5:00 p.m. on Saturdays, with no noise-generating construction on Sundays or holidays.
- b. Control noise from construction workers' radios to the point where they are not audible at existing residences that border the Project site.

- c. Equip all internal combustion engine-driven equipment with mufflers which are in good condition and appropriate for the equipment.
- d. Utilize quiet models of air compressors and other stationary noise sources where technology exists.
- e. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- f. Prohibit unnecessary idling of internal combustion engines.
- g. Notify residents adjacent to the Project site of the construction schedule in writing.
- h. Designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

Other sources of noise that contribute to the noise environment in Fairfax include aircraft flights, and various neighborhood sources including barking dogs, yard maintenance, garbage trucks, noise generated by other home equipment such as swimming pool pumps and air-conditioners, early morning deliveries, and parties. The Town has little direct control of aircraft operations that may constitute a noise burden to its residents. Hence, most aircraft noise abatement measures must necessarily be affected by seeking cooperation from other government agencies. The Town can manage noise generated within its boundaries.

Objective N-3.1: Establish a noise abatement program that preserves the existing acoustic levels and types of sounds currently found in Town.

Policy N-3.1.1: The Town will periodically analyze the acoustical environment of the community.

Program N-3.1.1.1: Require an acoustical analysis to evaluate mitigation measures for noise-generating projects that would cause the following criteria to be exceeded or would cause a significant adverse community response:

- Cause the L_{DN} at noise-sensitive uses to increase by 3 dBA or more and exceed the “normally acceptable” level.
- Cause the L_{DN} at noise-sensitive uses to increase 5 dBA or more and remain “normally acceptable”

Note: Locations where there is greater sensitivity to excess noise, including but not limited to, residences, hospitals, nursing homes, theaters, auditoriums, churches, meeting halls, schools, libraries, museums, open space, and parks.

Responsibility: Planning and Building Services, Planning Commission
Schedule: Ongoing

Policy N-3.1.2: Noise created by new non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of the Noise Ordinance. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the standards, an acoustical analysis shall be required as a part of project review or as part of the environmental review process so that noise mitigation may be included in the project design.

Program N-3.1.2.1: Revise the Town Code to require noise analyses.

Responsibility: Planning and Building Services, Town Attorney, Town Council
Schedule: Year One

Policy N-3.1.3: All acoustical analyses shall:

- **Be the responsibility of the applicant.**
- **Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.**
- **Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.**
- **Estimate existing and projected (20 years) noise levels in terms of L_{DN} and/or the standards of the noise ordinance, and compare those levels to the policies of this Element.**
- **Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this Element. Where the noise source in question con-**

sists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

- **Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.**

Program N-3.1.3.1: Identify acoustical analyses as a project application requirement, where appropriate.

Responsibility: Planning and Building Services

Schedule: Year One

Policy N-3.1.4: Implement appropriate standard controls (e.g., some or all of Standard Controls a-h above) for all construction projects.

Program N-3.1.4.1: Develop a guidance manual to provide information to public regarding construction noise control.

Responsibility: Planning and Building Services, Public Works

Schedule: Year Two

Policy N-3.1.5: Consider CEQA review for construction projects lasting more than 18 months, and submittal of detailed construction noise management plans.

Program N-3.1.5.1: Develop a guidance manual to provide information to public regarding construction noise control.

Responsibility: Planning and Building Services, Public Works

Schedule: Year Two

GLOSSARY

Accessible Housing. Units accessible and adaptable to the needs of the physically disabled.

Accessory Dwelling Unit (ADU). Small additions to a larger residential unit that can provide housing opportunities for elderly family members, grown children or unrelated renters. Flexible space that can be used for a home office. The unit must be under the same ownership as the principal building. One additional parking space is required. The basic amenities include a bedroom, a bath, and a small kitchen. Also known as “granny flats”, “mother-in-law units”, “garage apartments”, “ancillary units.”

Adjacent. Having a common border, as in “two adjacent parcels.”

Agency. A governmental entity, department, office, or administrative unit responsible for carrying out regulations. The Town is an agency.

Anadromous Fish. Species of fish that mature in the ocean and migrate into streams to spawn.

Anthropogenic. Effects, processes or materials are those that are derived from human activities, as opposed to those occurring in natural environments without human influence (see <http://wikipedia.org>).

Applicant. Any person, firm, partnership, joint venture, corporation, association, or any entity, or combination of entities, which seeks Town permits, entitlements or approvals.

Approval. An official action by the Town that includes both approval and approval with conditions.

Arborist. An arborist is (1) a person currently certified by the Western Chapter of the International Society of Arboriculture as an expert on the care of trees; (2) a consulting arborist who satisfies the requirements of the American Society of Consulting Arborists; or (3) as defined by the Town’s Tree Ordinance.

Bio-sourced. Products or materials created by a biological process.

Biotic Community. A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat. The oak woodland found in the hills around the Town is a biotic community.

Buffer. A land area that is designed to block or absorb unwanted impacts to the area beyond the buffer. Buffers generally allow for some flexibility of use within the designated area, with restrictions increasing closer to the protected resource. Creek setbacks are a form of buffer.

CAP: Climate Action Plan. Policies and programs to reduce greenhouse gas emissions.

CARB: California Air Resources Board. The CARB's mission is to promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state.

CEQA: California Environmental Quality Act. CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

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

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

Conditional Use Permit. A special permit that allows a specific exception to the zoning regulations from a list of acceptable uses for a particular parcel of land.

County. Upper case "C" refers to the agencies of the County of Marin. Lower case "c" refers to the physical county.

Critical Habitat. An area designated for the survival and recovery of federally listed threatened or endangered species. Wetlands can be critical habitats.

Dedication. A donation by an owner, or someone with control, of private land for public use and the acceptance of land for such use by the Town.

Deed Restricted. A Deed of Trust recorded against the title of a property, usually required as a condition of approval or purchase, specifying the terms of use, level of

affordability, or other agreed conditions of a property. The undeveloped remnant of a parcel may be held as permanent open space by a deed restriction.

Developable Land. Land that is suitable as a location for structures and that can be developed free of hazards to and without disruption of significant natural resource areas.

Development Application. A request for approval of a project requiring discretionary action, including but not limited to Master Plans, Precise Development Plans, Tentative Maps and Subdivisions, Design Review, Use Permits, Variances and Tideland Permits. Development applications do not include ministerial permits and actions such as building permits.

Development or Project. Any activity occurring on land and in or under water including placement or construction of any solid material or structure; construction of roadways and other infrastructure; discharge or disposal of dredged material or any other waste material; grading, dredging, or mining, subdivision or change in the density or intensity of use of land; change in the intensity of use of water; construction, reconstruction, demolition, or alteration to the size of any structure, public or private; and the removal or harvesting of vegetation for other than agricultural purpose but excluding routine repair and maintenance activities.

Development Rights. The right to develop land by a landowner who maintains a fee-simple ownership over the land, or a party other than the owner who has obtained the rights to develop from the owner. Such rights are usually expressed in terms of density or intensity allowed under existing zoning. For example, one development right may equal one unit of housing on a certain number of acres, or may equal a specific number of square feet of gross floor area in one or more specified zoning districts.

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

Easement. The right to use property owned by another for specific purposes or to gain access to another property. For example, utility providers, such as PG&E or MMWD, often have easements on private property allowing the company to install and maintain their facilities.

Easement, Conservation. A contractual agreement between a property owner and a regulatory, government or non-profit entity that restricts the use of the land in perpetuity. Under such an agreement, the land may be used for specific purposes, such as recreation or grazing, or may be restrictive to protect sensitive plant or animal species. The holder of the easement is responsible for the maintenance of the land.

Easement, Open Space. An easement purchased from private landowners for open space and resource conservation purposes-the purchase of development rights.

Easement, Public. Any easement enjoyed by the public in general (as the public's right to use private streets). A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads and utility lines. See also: Right-of-Way.

Easement, Scenic. A contractual agreement between a property owner and a public agency that allows the agency to use the land for scenic enhancement, such as roadside landscaping or view preservation.

Ecology. The interrelationship of living things to one another and to their environment, or the study of these interrelationships.

Endangered Species. A species of plant or animal is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environmentally Sensitive Area. Any area in which plant or animal life or habitats are either rare or especially valuable because of their special nature or role in an ecosystem, and that could be easily disturbed or degraded by human activities.

Electric Vehicle (EV). A vehicle that uses one or more electric motors for propulsion.

Fairfax Climate Action Plan Committee (FCAC). A proposed town committee to implement the CAP for Fairfax. This might be a newly created committee or it might be an existing town committee or organization; this is left open in the General Plan and will become clear as the CAP is created.

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

Fairfax Planning Area. The area occupied by the Town of Fairfax and its Sphere of Influence, as defined by Figure LU-4, Fairfax Planning Area Map, in the Land Use Element.

Flood Zone 9. Flood Zone 9 covers the Ross Valley/Corte Madera Creek watershed. The Marin County Department of Public Works has created a new program in Flood Zone 9 for flood control and creek stewardship using a watershed-wide approach.

Gateways. The physical, and/or visual entrance to the Town. The gateways are at the Town boundaries at Sir Francis Drake Boulevard from both San Anselmo and West Marin, Center Boulevard from San Anselmo, and Bolinas Road from West Marin.

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

Goal. An expression of community values and desired outcomes; a sought-after end state that is not quantifiable or time-dependent.

Government Code (GC). The California Government Code.

Greywater. Greywater is wastewater generated from domestic activities such as laundry, dishwashing, and bathing, which can be recycled on-site for uses such as landscape irrigation and constructed wetlands. Greywater differs from water from the toilets which is designated sewage or blackwater to indicate it contains human waste.

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (aquifers).

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Housing Affordability. The generally accepted measure for determining whether a person can afford housing means spending no more than 30 percent of one's gross household income on housing costs, including principal, interest, property taxes and insurance. For example, a middle school teacher earning \$70,493 per year should be able to afford \$1,552 per month for housing, either for rent or mortgage financing. A postal clerk earning \$45,676 should be able to afford monthly payments up to \$1,442.

Households paying more than 30 percent of their income on housing are considered “overpaying households” by the U.S. Census.

Hydrology. A science dealing with the properties, distribution, and circulation of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere.

Income Limits. Income limits are updated annually by the U.S. Department of Housing and Urban Development (HUD) for Marin County. For many State and local programs, the State Department of Housing and Community Development (HCD) income eligibility limits are used. HCD income limits regulations are similar to those used by HUD. The most recent HCD income limits can be assessed on-line at <http://www.hcd.ca.gov>. Income limits as defined by California Housing Element law are:

Extremely Low Income Housing: Households earning less than 30 percent of the median household income-or less than \$33,950 in 2008 for a four person household.

Low (Lower) Income Household: Households earning less than 80 percent of the median household income or a family of four earning \$90,500 in 2008.

Moderate Income Household: Households earning 80 to 120 percent of the median income for a family of four or a household of four earning between \$90,500 and \$114,000 in 2008.

Above Moderate Income Households: Households earning over 120 percent of the median household income or a family of four earning \$114,000 in 2008.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Low Impact Design. Site planning techniques that provide an alternative comprehensive approach to stormwater management.

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

Marin Clean Energy (MCE). MCE is a renewable energy alternative to PG&E’s electric supply. MCE is responsible for sourcing the power and purchases the energy

supply while PG&E continues to deliver the energy, maintain and repair transmission lines, and provide customer service and billing.

Marin County Storm Water Prevention Program (MCSTOPPP). Public education resource about watersheds, water quality, and preventing Water pollution.

Marin Energy Authority (MEA). The purpose of the MEA is to address climate change by reducing energy related greenhouse gas emissions and securing energy supply, price stability, energy efficiencies and local economic and workforce benefits. It is the intent of MEA to promote the development and use of a wide range of renewable energy sources and energy efficiency programs, including, but not limited to, solar and wind energy production at competitive rates for customers.

Median Household Income. The middle point at which half of the Town's households earn more and half earn less. The current median income for a family of four in Marin County is \$86,100 per year.

New and Renewed Development. New development is any activity on land including placement or construction of any solid material or structure; construction of roadways and other infrastructure; subdivision or change in density or intensity of use of land. Renewed development includes the expansion, reconstruction, rehabilitation, remodel or alteration to the size or use of any structure. It does not include routine maintenance of existing structures.

Non-Native Species. A species of plant or animal that is not indigenous, or native, to the area of Fairfax. Eucalyptus trees are a non-native species.

Objective. An objective is a specified end, condition, or state that is an intermediate step toward goal attainment. It should be achievable and, when possible, measurable and time-specific.

Open Space Committee. An eleven-member committee of community members, appointed by the Town Council, for the purpose of surveying the lands within, and adjacent to, the Town in order to determine the availability of unique, threatened, or environmentally sensitive land parcels that may be appropriate to acquire to hold in perpetuity as dedicated open space for the public. The Committee also has the responsibility for consideration of long-term planning of open space, for the generation of community support and for fund raising necessary to implement the plan.

Parkade. The raised section of the downtown area between Sir Francis Drake Boulevard and Broadway that is the site of the historic commuter train station, currently used as a parking area.

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

Persons per Households. Average number of persons in an individual household.

Planning and Building Services. The Town's governmental department responsible for current and advanced planning, building inspection and code enforcement. The department staff provides support functions for the Town Council and the Planning Commission, and the appointed boards and citizen committees.

Planning Commission. Appointed by the Council, the seven-member body serves four year terms, and is primarily responsible for hearing and resolving issues and requests dealing with land use within the Town. The Planning Commission is responsible for maintaining and implementing the Town's General Plan and Zoning Ordinance.

Plug-In Hybrid Electric Vehicle (PHEV). A hybrid vehicle with rechargeable batteries that can be restored to full charge by connecting a plug to an external power source. May also be referred to as an Extended Range Electric Vehicle (EREV).

PM₁₀. Air-born particulate matter 10 microns or less in size.

Policy. A policy is a specific statement that guides decision-making. A policy indicates a commitment by the Town to a particular course of action. Policies are based on and help implement the Town's General Plan.

Program. A program is an implementation measure, an action, procedure or technique that carries out the General Plan. Each policy must have at least one implementation program.

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

Recreational Trails. Public areas that include pedestrian trails, bikeways, equestrian trails. In Fairfax, the recreational trails include the paths, lanes and steps that connect the neighborhoods and the commercial areas.

Ridgeline. A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-Way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Ross Valley Fire Department (RVFD). The Ross Valley Fire Department is a consolidated fire agency protecting the communities of Fairfax, San Anselmo and Sleepy Hollow.

Sanitary District 2. Sanitary District No. 2 provides sanitary sewer service to the Town of Corte Madera and portions of Tiburon and Larkspur.

Scenic Wildlife Habitats. Areas designated, precisely mapped, and officially adopted, pursuant to federal, state, or local law, that are essential to maintenance of native wildlife populations, providing breeding habitat, protective cover, and/or movement opportunities for dispersal, retreat, or foraging activities. Sensitive wildlife habitats include but are not limited to riparian corridors, estuaries, marshes, and other wetlands, nesting and roosting locations, and overwintering areas for migratory species.

Second Units. Self-contained living units, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called a granny flat or in-law unit.

Sensitive Receptors. Individuals who are especially sensitive to air pollutants, for example, elderly, young children, hospital patients

Sensitive Resources. Plants and animals that are officially designated as rare, threatened, or endangered, or as a species of special concern, pursuant to federal or state law, and sensitive wildlife habitats.

Senior Housing. Defined by California Housing Element law as projects developed for, and put to use as, housing for the Town's senior citizens. Senior citizens are defined as persons 65 years of age, and older.

Special Status Species. A species of plant or animal that is 1) listed in Title 50, Code of Federal Regulations, Section 17.11 or section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered; 2) listed in Section 670.2 or 670.5, Title 14, California Administrative Code, or 3) considered rare or endangered under Section 15380 of the CEQA Guidelines.

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

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

Sustainable Development. Development that maintains or enhances equity, economic opportunity, and community well being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Town Center Area. The Town Center Area of Fairfax extends from Pastori Street at the Fair-Anselm commercial area on the south to the public library adjacent to Sir Francis Drake Boulevard on the north, and from the commercial district along Sir Francis Drake Boulevard to the neighborhood commercial across from the Town Hall on Bolinas Road, the commercial area along Broadway, including the Pavilion, and the area adjacent to Fairfax Lumber.

Town Council. The five-member Town Council is the policy making legislative body of the Town and is ultimately responsible to the community for the implementation of all programs and services provided by the Town. The Council is elected at large.

Traditional Neighborhood Design. See Introduction to Land Use Element.

Transit-Oriented Development. See Introduction to Land Use Element.

Underdeveloped Land. From an open space perspective, underdeveloped land is mostly in a natural undeveloped state with few man-made structures. This is a qualitative term, subject to opinion.

Urban Service Area Boundary. The Urban Service Area is an area that represents a legal, orderly expansion of urban development patterns and where the Town is able to provide urban services. The boundary defines the outer limit of the designated area.

View Corridor. The line of sight-identified as the height, width, and distance-of an observer looking toward an object of significance to the community; the route that directs the viewer's attention.

Viewshed. The area within view from a defined observation point.

Visually Distinctive Area. Any area of unique aesthetic quality or scenic interest that should be preserved or enhanced.

Volatile Organic Compounds (VOCs). Volatile Organic Compounds, emitted as gases from certain solids or liquids, including paints, cleaning supplies, pesticides and building materials.

Walkable Distance. Generally defined as one-quarter mile by urban planning policy.

Watercourse. Natural or once-natural flowing water, including rivers, streams, and creeks. Includes natural waterways that have been channelized but does not include ditches, culverts, or other above- or below-ground conduits constructed for storm drainage function and sewage systems.

Watershed. The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wildlife Corridors. A continuous land area or natural feature such as a stream, shoreline, or ridgeline used for wildlife movement.

Wildland-Urban Interface. The transition zone between the built environment and the natural or near-natural environment. In Fairfax, such an interface would exist where the rear or side of a residential lot meets the open space beyond.

Zoning Ordinance. An ordinance authorized by Section 65850 of the California Government Code. Areas within the Town are identified where certain uses of the land and structures are permitted, and regulations are specified by the Town Code.

