

**TOWN OF FAIRFAX  
STAFF REPORT**

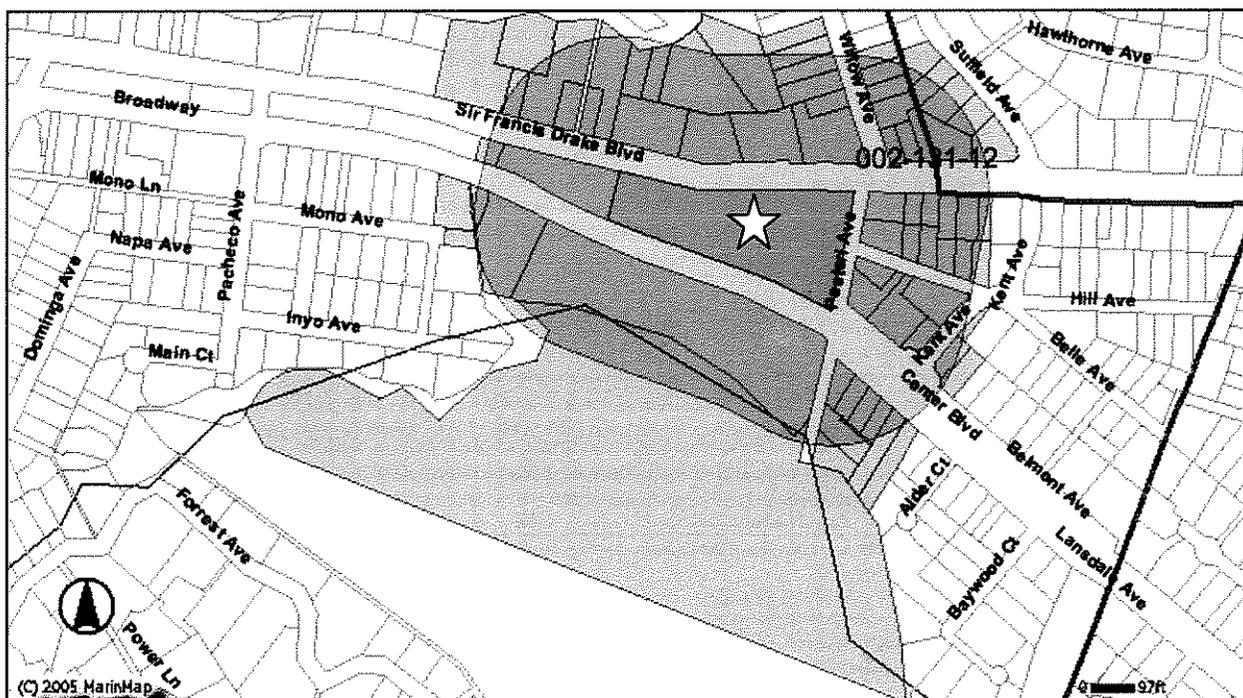
**To: Mayor, Members of the Town Council**

**From: Michael Rock, Town Manager  
Jim Moore, Planning Director  
LAK Associates, Contract Planner**



**Date: February 2, 2011**

**Subject: Adopt a Resolution establishing a methodology for preparing a Traffic Impact Study for the Good Earth / Fair Anselm Project at 720 Center Boulevard.**



**720 Center Boulevard**

**RECOMMENDATION**

1. Open the Public Hearing and take testimony.
2. Close the Public Hearing.
3. Move to adopt the resolution establishing the methodology for the Traffic Impact Study

## **BACKGROUND**

The Zoning Ordinance requires a Traffic Impact Permit for projects that create a structure or add additional square footage to a structure that generates more than 100 average daily trips; or that has a floor area of 5,000 square feet or more.

*The ordinance also requires that the methodology to be used in the Traffic Study be set forth in a resolution of the Town Council.*

The purpose of this public hearing is to allow the Town Council to approve by resolution, the methodology to be used in the Traffic Study. According to the municipal code the methodology may provide, but is not limited to the following:

- (1) Specific standard for individual impacted intersections for level of service when to take traffic counts; and
- (2) Adjustment to traffic counts taken during particular seasons of the year.

## **DISCUSSION**

The subject of this public hearing is to determine and approve via a resolution (Attachment 1) the scope of work for the Traffic Study that will evaluate the traffic impacts of the new Good Earth grocery store in order to be granted a Traffic Impact Permit.

The Traffic Study will assess the potential traffic impacts related to the renovation of the existing vacant former Albertson's grocery store, and the associated parking lot improvements. The Good Earth proposes to operate the new facility with a total of 21,200 square feet of building on the property (Please see Attachment 5: Project Description).

The applicant submitted a traffic impact report letter of proposal and Scope of Work prepared by KDA Associates dated December 13, 2010 (Attachment 2). This letter of proposal and Scope of Work was reviewed by Parisi Transportation, Inc on January 18, 2011, at which time Parisi submitted a letter for a Peer Review of the KDA work (Attachment 3).

Staff has reviewed the KDA letter of proposal and recommends expansion of the proposed scope of work and Peer Review to include the additional intersection of Broadway and Bolinas Road in the study.

## **ATTACHMENTS**

1. Draft Resolution
2. KDA, Inc, Traffic Study letter proposal, December 13, 2010
3. Parisi Transportation, Inc, Peer Review, January 18, 2011
4. Traffic Impact Permit – Municipal Code Section
5. Project Description (from applicant)

**RESOLUTION NO. 2011-**

**A RESOLUTION OF THE FAIRFAX TOWN COUNCIL ESTABLISHING A  
METHODOLGY FOR PREPARING A TRAFFIC IMPACT STUDY FOR THE  
GOOD EARTH / FAIR ANSLEM PROJECT AT  
720 CENTER BOULEVARD  
FAIRFAX, CALIFORNIA 94930**

**WHEREAS**, the Town of Fairfax, Municipal Code Section 17.056 requires a Traffic Impact Study for projects that are greater than 5,000 square feet in floor area; and

**WHEREAS**, the Town of Fairfax, Municipal Code Section 17.056.070 (F) requires that Town Council approve the methodology for preparing the Traffic Study; and

**WHEREAS**, the Applicant has submitted a preliminary traffic study methodology from KDA as described in the letter proposal dated December 13, 2010; and

**WHEREAS**, the Town Traffic Consultant, Parisi Transportation, Inc has indicated they will perform a peer review of the traffic study as described in the letter proposal dated January 18, 2011; and

**WHEREAS**, the Town's Planning Department staff has reviewed the preliminary traffic study methodology from KDA and the Peer Review Letter from Parisi Transportation and has determined that the additional intersection of Broadway and Bolinas Road should be included in the Traffic Impact Study; and

**NOW THEREFORE BE IT RESOLVED**, that the Fairfax Town Council hereby recommends that the Traffic Impact Study be prepared by KDA as described in the proposal letter dated December 13, 2010 with the additional intersection of Broadway and Bolinas Road to be included; and

**BE IT FURTHER RESOLVED**, that the Town Council approves the methodology for assessing the traffic impacts of the proposed Good Earth/Fair-Anselm grocery store.

The foregoing Resolution was duly and regularly passed and adopted at a Regular meeting of the Town Council, held on the 2<sup>nd</sup> day of February 2011, by the following vote, to wit:

AYES:  
NOES:  
ABSENT:

\_\_\_\_\_  
Larry Bragman, Mayor

ATTEST:

\_\_\_\_\_  
Judy Andersen, Town Clerk

**EXHIBIT #** \_\_\_\_\_

*KD Anderson & Associates, Inc.*

Transportation Engineers

December 13, 2010

Mr. John U. Fry, Project Manager / Owners Representative  
**CDM / CONSTRUCTION DEVELOPMENT MANAGEMENT, INC**  
444 Airport Blvd, Suite 203  
Watsonville, CA 95076

**RE: PROPOSAL TO PROVIDE TRAFFIC ENGINEERING CONSULTANT SERVICES  
RELATING TO GOOD EARTH MARKET SITE @ 720 CENTER BLVD,  
FAIRFAX, CA**

Dear Mr. Fry:

Thank you for contacting our firm regarding the **Good Earth Market Project**. As we understand you intend to open a 21.2 ksf market in an existing building on Center Blvd to replace a smaller store located at 1966 Sir Francis Drake Blvd. Our work would involve completing the traffic study required by the Town of Fairfax.

**Work Program.** Our work program is attached. The breadth of the traffic study has been suggested but will eventually need to be affirmed by Town staff. The study will address current and future background conditions at five existing intersections on the Town's principal circulation system. Traffic counts made during weekday a.m. and p.m. peak hours will be the basis for analysis of current operating Levels of Service. The amount of vehicular traffic associated with this store will be estimated based on rates published by the Institute of Transportation Engineers (ITE) or derived from data provided by the applicant. Project impacts will be evaluated against current background volumes and against a background condition occurring 5 years in the future. The extent to which this project results in Levels of Service in excess of adopted Town standards and/or contributes to the need for mitigation measures will be determined.

**Schedule / Budget.** We would expect to conduct our traffic counts in early January 2010. Assuming that the Town can provide requested information promptly, we expect to provide you with our draft report four (4) weeks thereafter.

Our base fee to complete the attached work program is \$13,980. This cost includes traffic counts but excludes attendance at meetings in Fairfax and Response to Comments, as noted. Our standard billing rates are identified in our contract documents.

Mr. John U. Fry, Project Manager / Owners Representative  
CDM / CONSTRUCTION DEVELOPMENT MANAGEMENT, INC  
December 13, 2010  
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Thank you for considering our firm for this assignment. Please feel free to call if you have any questions or need additional information.

If this proposal is accepted, please sign and return to us a copy of the attached standard consultant agreement. This will serve as authorization to begin work.

Sincerely,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.  
President

Enc: Scope of Work  
Consultant Agreement

KDA

**PROPOSAL TO PREPARE TRAFFIC IMPACT ANALYSIS FOR  
GOOD EARTH MARKET AT 720 CENTER BLVD, FAIRFAX, CA**

**SCOPE OF WORK  
(12/13/10)**

**PHASE 1      STUDY INITIATION**

**Task 1.1 – Develop / Finalize Work Program.** We will prepare a draft work project for the traffic study. The work program will be forwarded to Town staff for review and comment. The client will be notified promptly of any changes to the work program that are requested by the Town, and a revised work program / contract will be developed as applicable.

**Task 1.2 – Collect Traffic Volume Data.** We will conduct a field review of the study area to acquaint ourselves with the site and collect the physical data needed for this investigation. We will collect the traffic count information needed for our analysis, and traffic counts will be made when area schools are in session.

Five (5) study intersections are proposed. We have assumed that the analysis will require new traffic count data at all locations, although we have a recent a.m. count at one location that will be re-used:

1. Sir Francis Drake Blvd / Claus Drive intersection
2. Sir Francis Drake Blvd / Pacheco Avenue intersection
3. Center Blvd / Broadway / Pacheco Blvd intersection
4. Sir Francis Drake Blvd / Pastori Avenue
5. Center Blvd / Pastori Avenue (a.m. count available)

Daily traffic volumes will be collected on a weekday for key roadway segments on the principal circulation system. 24-hour traffic counts will be conducted at the following six (6) locations:

1. Sir Francis Drake Blvd from Claus Drive to Pacheco Avenue
2. Sir Francis Drake Blvd from Pacheco Blvd to Pastori Avenue
3. Sir Francis Drake Blvd from Pastori Avenue to San Anselmo Avenue
4. Center Blvd from Pacheco Avenue to Pastori Avenue
5. Center Blvd from Pastori Avenue to San Anselmo Avenue
6. Pastori Avenue from Sir Francis Drake Blvd to Center Blvd

**PHASE 2      TRAFFIC IMPACT ANALYSIS**

**Task 2.1 – Identify Seasonal Traffic Variation.** We will obtain traffic volume data from the Town of Fairfax which provides a record of traffic volumes occurring on study area roads at various times during the year. This data may be in the form of peak hour or daily traffic volume counts. We will review this data and determine whether our new counts should be adjusted to reflect "average annual" conditions. Applicable adjustment factors will be identified and presented to Town staff for consideration.

**Task 2.2 – Identify Current operating Levels of Service.** We will employ the raw and adjusted traffic volume data to quantitatively describe current traffic conditions in this area in terms of operating Level of Service at study intersections using the procedures contained in the 2000 Highway Capacity Manual. The extent to which current traffic conditions meet Town minimum standards will be determined, and the need for improvements to resolve current problems will be noted.

**Task 2.3 – Identify 5 year Future background Traffic Conditions.** We will develop traffic volume forecasts for a year 2016 background condition based on consideration of three data sources. The first source shall be the annual traffic volume growth rates implied by the Marin County regional travel demand forecasting model. The second source will be historic traffic volume count records maintained by the Town of Fairfax. The third source will be a list of approved projects provided by the Town and the accompanying traffic studies for those projects.

Applicable background traffic volumes will be identified and shared with Town staff. These Year 2016 traffic volume forecasts will be used to describe the Level of Service occurring at study intersections, assuming implementation of any pending improvement projects expected by the Town of Fairfax within the next 5 years.

**Task 2.4 – Identify Project Characteristics.** The characteristics of the proposed project will be identified in terms of the amount of vehicular traffic accompanying the project and its directional distribution. We will identify applicable trip generation rates for this type of use from the 8<sup>th</sup> Edition of the ITE Trip Generation Manual. However, we will also consider any traffic count information available from the applicant that may better describe the actual characteristics of this type of use. Trip generation estimates will be made for the proposed project and for the last known use of the new building.

The extent to which project traffic is drawn from the stream of traffic already on the principal circulation system (i.e., pass by trips) will be determined from the ITE trip Generation Handbook. The directional distribution of “new” project trips will be suggested based on the generalized location of residences within the market’s trade area.

The extent to which the closure of the existing Good Earth Market should be reflected in the traffic analysis will be considered. While trips to the exiting store may simply relocate to the new site, it is reasonable to expect that the current building will eventually be re-used. While the most conservative approach is to assume that current site trip generation will be replaced by a use generating similar traffic, we will consider whether any reduction in trip generation at the site is applicable.

**Task 2.5 – Evaluate Project Impacts.** The impacts of developing the Good Earth Market project will be evaluated under the following scenarios:

- Existing
- Existing Plus Project
- Year 2016 without project
- Year 2016 Plus Project

"Plus Project" impacts will be identified by superimposing project traffic onto the background condition, and resulting Levels of Service will be compared to minimum Town standards of significance in order to determine whether identified conditions are significant. The change in daily traffic volume resulting from the project on roadway segments will be reported.

**Task 2.6 – Identify Mitigation Measures.** If unsatisfactory traffic conditions are forecasts at study intersections or at local access locations, we will explore alternative mitigation measures and recommend a strategy for reducing impacts to a level of insignificance. Improvements that may already be included in a Town traffic impact mitigation fee program will be noted. Alternative mitigations, such as TSM programs, contribution to transit operation, etc will be considered. However, those impacts that may not be avoidable will be noted as well. Resulting Levels of Service following mitigation will be calculated.

**Task 2.7 – Prepare Draft Report.** We will summarize our evaluation in a written report. The draft report will be provided to the client for review prior to finalization for submittal to the City.

### **PHASE 3 MEETINGS / PRESENTATIONS / REPORT REVISIONS**

The following services will be provided, but as the need for each service and the breadth of work is unknown, the cost of these services is not included in our base budget.

**Task 3.1 – Report Revisions Based on Town Comments.** We will revise the report to respond to one (1) consolidated set of Town questions / comments. This work does not include additional analysis required to address project changes or alternatives.

**Task 3.2 – Meetings.** We will attend project team meetings and participate in public hearings if requested. Our "per meeting" budget includes travel to and from Fairfax and up to two hours in Fairfax.

**Task 3.3 – Response to Public Comments.** If requested, we will provide written responses to one (1) consolidated set of public comments on the project's IS/MND.

**Parisi ASSOCIATES**  
transportation consulting

58 Alta Vista Avenue  
Mill Valley, CA 94941  
ph: 415 382 8978  
fx: 415 276 4177

January 18, 2011

Sean Kennings  
LAK Associates, LLC  
3030 Bridgeway Blvd., Suite 103  
Sausalito, CA 94965

**Subject: Peer Review of Traffic Study for Good Earth Market in Fairfax, CA**

Dear Mr. Kennings:

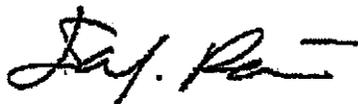
Parisi Associates is pleased to provide this proposal to conduct a peer review of the approach for conducting a traffic study and of the draft traffic study for the proposed Good Earth Market. Our peer review and related services would consist of the following:

- Review of traffic consultant's (KD Anderson and Associates, Inc.) proposed scope of work and provide feedback, as appropriate
- Conduct a field review of study site and study roadways and intersections
- Review draft traffic study and provide comments, as appropriate (e.g., intersection analysis, seasonal variations, cumulative conditions, trip generation, traffic and parking, pedestrian and bicycle, mitigation measures)
- Participate in project communications (assumes up to two hours)
- Prepare for and attend one meeting with LAK (including city staff and developer's representatives, as appropriate)
- Prepare for and attend one Town Council meeting

Our estimated budget for performing the above tasks is \$4,200.00.

I look forward to working with you on this project. Please do not hesitate to contact me if you have any questions about our proposed work plan.

Sincerely,  
PARISI ASSOCIATES



David Parisi, PE, TE  
Principal

**EXHIBIT # 3**

CHAPTER 17.056: TRAFFIC IMPACT PERMIT

Section

- 17.056.010 Intent
- 17.056.020 Definitions
- 17.056.030 Required
- 17.056.040 Term
- 17.056.050 Applicable projects
- 17.056.060 Application
- 17.056.070 Traffic study
- 17.056.080 Traffic impact mitigation plan
- 17.056.090 Planning Commission hearing
- 17.056.100 Town Council hearing
- 17.056.110 Required findings

**Cross-reference:**

*Vehicles and Traffic, see Title 10*

**§ 17.056.010 INTENT.**

The intent of this chapter is:

(A) To provide an equitable tool for assessing traffic impacts of development and changes in land use;

(B) To permit development on a scale proportionate with the capacity of existing and proposed transportation facilities;

(C) To permit development and land use changes when appropriate traffic mitigation measures can be adopted; and

(D) To meet the goals and objectives of the community and avoiding the disruption of neighborhoods from through traffic.

(Prior Code, § 17.30.010) (Ord. 352, passed - -1986; Am. Ord. 553, passed - -1986)

**§ 17.056.020 DEFINITIONS.**

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

**ADJUSTED DAILY TRAFFIC VOLUMES.**

Correction to reflect seasonal variations on a month-to-month basis within a year and/or day-to-day within a given week (e.g., traffic patterns will differ from weekends to weekdays and from summer [vacation] months to winter).

**AVERAGE DAILY TRAFFIC or ADT.** The total volume of traffic crossing a fixed point (for example, the boundary of a project) over a 24-hour period, averaged over some period of time.

**DISCRETIONARY APPROVALS.** Approvals attained at public hearings before the Fairfax Planning Commission or Town Council, as required by this code and this title, including, but not limited to the following: use permits, variances, design review, grading permits, tentative subdivision maps and master plans authorized under the Planned Development and Single-Family Residential Master Plan zoning districts.

**INTERSECTION, IMPACTED.** Those intersections that regularly experience atypical traffic volumes, which require special study and standards.

**LEVEL OF SERVICE or LOS.** A measure of the conditions existing under various speed and volume conditions on any highway or street. These levels of service, designated "A" through "F," from

best to worst, cover the entire range of traffic operations that may occur.

**LEVEL OF SERVICE, ACCEPTABLE.** The acceptable level of service for signalized intersection of the principal circulation system is level of service "D." For unsignalized intersections, the **ACCEPTABLE LEVEL OF SERVICE** shall be as designated by the Town Council.

**PRINCIPAL CIRCULATION SYSTEM.** The system of roads and highways and associated intersections shown on a map adopted by a resolution of the Fairfax Town Council.

**PROJECTED TRAFFIC.** Traffic demand projected for five years from the date of the traffic report, based on estimates of future development provided by the town and other public agencies.

**ROADWAY SEGMENT.** An entire length of roadway between intersections or a portion separate from an intersection.

**TOWN.** The Town of Fairfax.  
(Prior Code, § 17.30.020) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

**§ 17.056.030 REQUIRED.**

A currently valid traffic impact permit (TIP) is a prerequisite to any building permit, site improvement, occupancy permit or any discretionary approval from the town for applicable projects, as defined in § 17.056.050.

(Prior Code, § 17.30.030) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

**§ 17.056.040 TERM.**

(A) (1) The traffic impact permit will be valid for a period of one year from the date of approval. Any physical improvements for the project must begin within the term of the permit and then be diligently

pursued to completion. If no physical improvements are required, the use of the property must begin operation within the term of the permit. Each phase of a multi-phase project must be started within the term of the permit and then be diligently pursued to completion.

(2) A further permit must be obtained for any required improvements not begun within the term of the permit. The term of a permit shall include any extensions thereof.

(B) The Planning Commission may grant one year extensions of an approved TIP at duly noticed public hearings provided they are supplied with adequate information establishing that the basis of their findings for the original permit has not substantially changed.

(Prior Code, § 17.30.040) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

**§ 17.056.050 APPLICABLE PROJECTS.**

(A) Except as noted below, these regulations are applicable to:

(1) Any project that creates a structure or adds additional square footage to an existing structure that meets either of the following conditions:

(a) Generates more than 100 ADT; or

(b) Has a floor area of 5,000 square feet or more.

(2) The reuse of existing structures where the new use will generate 100 ADT or more beyond that generated by the prior use;

(3) The incremental development of property or the subdivision and development of multiple properties when, within any five-year period, the cumulative traffic generated by the project exceeds the criteria set forth in division (A)(1) above.

(B) The following are exempt from these regulations:

(1) Individual single-family dwellings and additions thereto on legally created lots; and

(2) Projects which, on the effective date of the ordinance adopting this chapter, had an approved precise plan, use permit, or design review approval and which began construction within one year of the effective date of the ordinance codified in this chapter.

(C) When a question as to the applicability of the regulations arises, the proponents must demonstrate to the Planning Commission and Town Council that these standards do not apply to their project.

(D) The town shall use the "Traffic Generation Manual" of the Institute of Traffic Engineers to assess the application standards of this section. When considering the traffic generation of a shopping center the town shall employ the thirtieth design hour traffic generation volumes. The town may accept other sources of traffic generation figures for unique land uses.

(Prior Code, § 17.30.050) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

#### § 17.056.060 APPLICATION.

Application for a traffic impact permit shall include:

(A) An application form provided by the Planning Department that has been signed by the property owner or authorized representative;

(B) A site location map showing the location of the project and the town's principal circulation system;

(C) The project's preliminary site plan showing structures, parking and circulation,

(D) Preliminary floor plans;

(E) A traffic study of the project and its impact on the town's traffic system; and

(F) Deposits as required by the Planning Department to cover the time and expense of the town in reviewing and processing of the application. (Prior Code, § 17.30.060) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

#### § 17.056.070 TRAFFIC STUDY.

(A) The TIP shall be accompanied by a traffic study that is found by the town's Traffic Engineer to be complete and in compliance with professional and written standards for the reports. The Planning Commission or Town Council may request the clarification or expansion of any of the materials that is submitted. When a traffic study is required in conjunction with environmental review documents mandated by the California Environmental Quality Act, the study shall be prepared by or under the authority of the town, and paid for by the applicant.

(B) The study shall include, but not be limited to the following information:

(1) A description of the project and the existing traffic and circulation setting;

(2) For the intersection and roadway segments identified in division (E) below, an assessment of the adjusted daily traffic volumes, a.m. and p.m. peak hour traffic volumes, and a.m. and p.m. level of service analysis for each of the following conditions:

(a) Existing traffic, the unadjusted traffic counts;

(b) Existing daily traffic plus projected traffic; and

(c) Existing daily traffic, plus projected traffic, plus project traffic. Estimate of future levels of service may take into account only those traffic and circulation system improvements that

have received all necessary approvals and funding or funding is adequately provided for by ordinance or other means satisfactory to the town.

(C) The report shall be appended with the total listings of traffic counts and the intersection capacity worksheets.

(D) The report may include a traffic impact mitigation plan (TIMP), as described in § 17.056.080.

(E) The report shall address all of the intersections and roadways of the town's principal circulation system for which the project is expected to increase the existing adjusted average daily traffic volumes of any approach or segment by one percent or by 100 cars, whichever is less. The town shall determine the scope.

(F) The methodology to be used in the traffic study shall be that set forth in a resolution of the Town Council. The methodology may provide, but it is not limited to the following:

(1) Specific standards for individual impacted intersection for level of service or when to take traffic counts; and

(2) Adjustment to traffic counts taken during particular seasons of the year.  
(Prior Code, § 17.30.070) (Ord. 352, passed - -1986; Am. Ord. 553, passed - -1986)

**§ 17.056.080 TRAFFIC IMPACT MITIGATION PLAN.**

(A) The project proponent may submit with the traffic study a plan detailing measures that will mitigate the project's adverse circulation impacts. If the plan is submitted it shall include the following:

(1) The plan will provide details of mitigation measures, such mitigation measures including, but not limited to any of the following types:

(a) Physical improvements to street systems, such as intersection designs, signalization, turn or deceleration lanes and the like (e.g., bike path systems and the like);

(b) Transportation system management programs;

(c) In-lieu fees for permanent circulation improvements;

(d) Annual contributions for transit operation programs; and

(e) Reduction in the scale or density of a project or the intensity of the proposed types of uses.

(2) A time schedule for the implementation of the proposed mitigation measures;

(3) The comments of other responsible agencies on any mitigation improvements proposed outside the town.

(B) Prior to issuance of a building, grading or occupancy permit, or approval of a tentative or final subdivision map, the project proponents must either implement any approved improvement plan or provide the town with adequate guarantees of its implementation in a manner acceptable to the town. The guarantees shall be set forth in an agreement between the town and the applicant and supported by bonds or other securities acceptable to the town, guaranteeing the faithful performance of the work and payment for the labor and materials. The agreement shall provide for a time limit to perform the work; the time limit shall be as determined adequate by the town, but shall not exceed two years. The permit may be extended by the town for reasonable cause.  
(Prior Code, § 17.30.080) (Ord. 352, passed - -1986; Am. Ord. 553, passed - -1986)

**§ 17.056.090 PLANNING COMMISSION HEARING.**

(A) (1) The traffic impact permit application shall be presented to the Planning Commission at a duly noticed public hearing.

(2) The TIP hearing can be held simultaneously with any other discretionary approvals being considered by the Planning Commission in connection with the project in question.

(B) This hearing shall be noticed as required for the discretionary approval or if other hearings are not otherwise required, the TIP hearing shall be noticed as required for a use permit.

(C) The Planning Commission will approve, approve with conditions or modifications or deny the permit application based on the findings contained within § 17.056.110.

(Prior Code, § 17.30.090) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

**§ 17.056.100 TOWN COUNCIL HEARING.**

(A) Upon approval or conditional approval of a TIP application by the Planning Commission, the permit shall be presented to the Town Council at a duly noticed public hearing.

(B) Proceedings by the Town Council on a TIP permit shall be the same as those which govern the Planning Commission's actions as specified in § 17.056.090 of this chapter.

(Prior Code, § 17.30.100) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)

**§ 17.056.110 REQUIRED FINDINGS.**

To approve the traffic impact permit, the Planning Commission and Town Council must make one of the following findings.

(A) The project's average daily traffic, when added to the existing daily traffic, plus projected traffic, will not cause the performance of intersection of roadway linkages to fall below the acceptable level of service or otherwise further reduce the system performance if it is already below the acceptable level of service; nor will it cause a significant degradation in service levels for impacted intersections at their peak traffic periods.

(B) (1) The traffic impact mitigation plan approved by the Planning Commission and Town Council will adequately mitigate the project's adverse traffic impacts.

(2) This plan is consistent with the goals and objectives of the Fairfax general plan or applicable specific plans and the intent of the zoning district in which the project is situated, and of this chapter.

(C) The project's average daily traffic will not increase the traffic volume on any roadway segments or intersection approaches of the town's principal circulation system by more than one percent or by more than 100 vehicles, whichever is less.

(D) The project will provide an overriding public benefit that will sufficiently offset its adverse traffic impacts. Any affirmative decision of the Planning Commission or the Town Council based upon this finding must be approved by a five-sevenths majority of the Planning Commission and a four-fifths majority of the Town Council. The grounds for making this finding must be set forth in the approving motion. (Prior Code, § 17.30.110) (Ord. 352, passed --1986; Am. Ord. 553, passed --1986)



The following is an explanation of the modifications to be made to the former Albertson property located at 720 Center Blvd., Fairfax, CA and various programs to be implemented for the new Good Earth Market & Natural Foods.

### Overview

Good Earth Market will be transferring store operations from their current store [ 8,500sf] on Sir Francis Drake Blvd (west end of Town) to the east end of Town on Sir Francis Drake Blvd.[bordering streets of Center Blvd. and Pastori], the former location of the Albertson's Grocery Store[21 21,150sf].

There is no change required in the Zoning and Use of the new site at 720 Center Blvd., Fairfax. This location's parking lots on the east and west sides of the store building will be renovated with new and additional landscaping, new light standards, and re-paved. In addition, the store will continue to have entrances from Center Blvd(current entrance) and new entrances, patio/porch, trellis, and seating areas on the east side. This will present a new aesthetic to those entering Town from the eastern direction [from San Rafael, Ross, and San Anselmo] The exterior of the building will have a new added element on the ridge of the roof—a clerestory.

The store improvements will include a complete remodel: new décor, insulated windows, upgraded equipment, and energy saving lighting and HVAC [heating and air conditioning], as well as, mechanical refrigeration with commuter controlled energy management system. In addition, the building will have a seismic upgrade to the Standards of the International Building Code, Edition 2011.

The store will continue to provide natural foods in its new setting with an on-site bakery, prepared food kitchen and service deli, meat/ fish/ poultry department, farmer's market/ organic produce & bulk grains department, a nutrition and health care venue, and increased selection of groceries.

### Design Issues Addressed

#### (a) Site Improvements

The store will have two parking lots, the east parking lot facing Pastori will have 38 spaces and the west parking lot entered from Center Blvd will have 62 parking spaces assigned to the store. The parking lot will be re-surfaced with a 2 inch A.C. layer. The traffic pattern will be a one-way system with 45 degree angled parking and 15ft wide drive aisles. The change in parking pattern will have car staging to enter and exit being on site rather than the current pattern with staging on the street.

These parking lots will have the current 35ft high light standards replaced with 18ft height including concrete pedestal and sodium light fixtures. The foot-candle target range is 2 to 5 foot-candles to level the light while have cutoff luminaries with not more than 2.5% rated lumens above 90% angle.

(b) Utilities

The current sewer system will have a grease interceptor [1,500 gallons] installed where no such grease system existed. The restroom fixtures will have low flush water, electric eye activated faucets, and all staff hand sinks will be knee operated on with automatic shut-off. All wash-down areas will have automatic shut-off hoses.

The electrical feeds into the building will be replaced with new transformers to eliminate the overhead electrical lines which will be underground. New switchgear meeting the new Electrical Codes will be installed with capacity for 1,600amps.

(a) Waste management system will include modifications to the current operations when adding a cardboard baler, a 10cy waste compactor with deodorizer system, and a recycle storage holding area. This will reduce the trash pick-ups by at least 60%. All of the equipment will be placed on the loading dock, will remain in its current location with new fencing.

(b) Landscaping

The landscape, which is almost non-existent, will be increased with eleven parking lot planter islands, planting strips, and there will be three (3) landscape /hardscape nodes strategically located at entrances for community placemaking. The north hillside adjacent to Sir Francis Drake Blvd will be planted with oak trees along with a new planting plan with low-water plantings and a drip irrigation system. The roof rain run-off and the parking lots storm water will be directed into parameter bio-swales. Engineering calculations will be presented on the current site and the reduced the storm water run-off.

(c) Building Modifications

There are four (4) major design enhancement elements added to this building while not increasing its footprint. These include: (i) Clerestory on the roof ridge which will be 30ft wide and 110ft long [north-south direction], (ii) new east entrance/exits with patio/ porch areas for customer seating, (iii) additional fenestration on the south and east sides of the building, and (iv) a south entrance with a 28ft high window wall.

Clerestory has a threefold purpose. It will added additional light into the store, it will minimize the expansive roof mass seen from the hillsides and when driving along both Center Blvd and Sir Francis Drake Blvd., and (c) the HVAC equipment will not be placed on the roof, but rather, be located on interior mechanical equipment platform inside the clerestory.

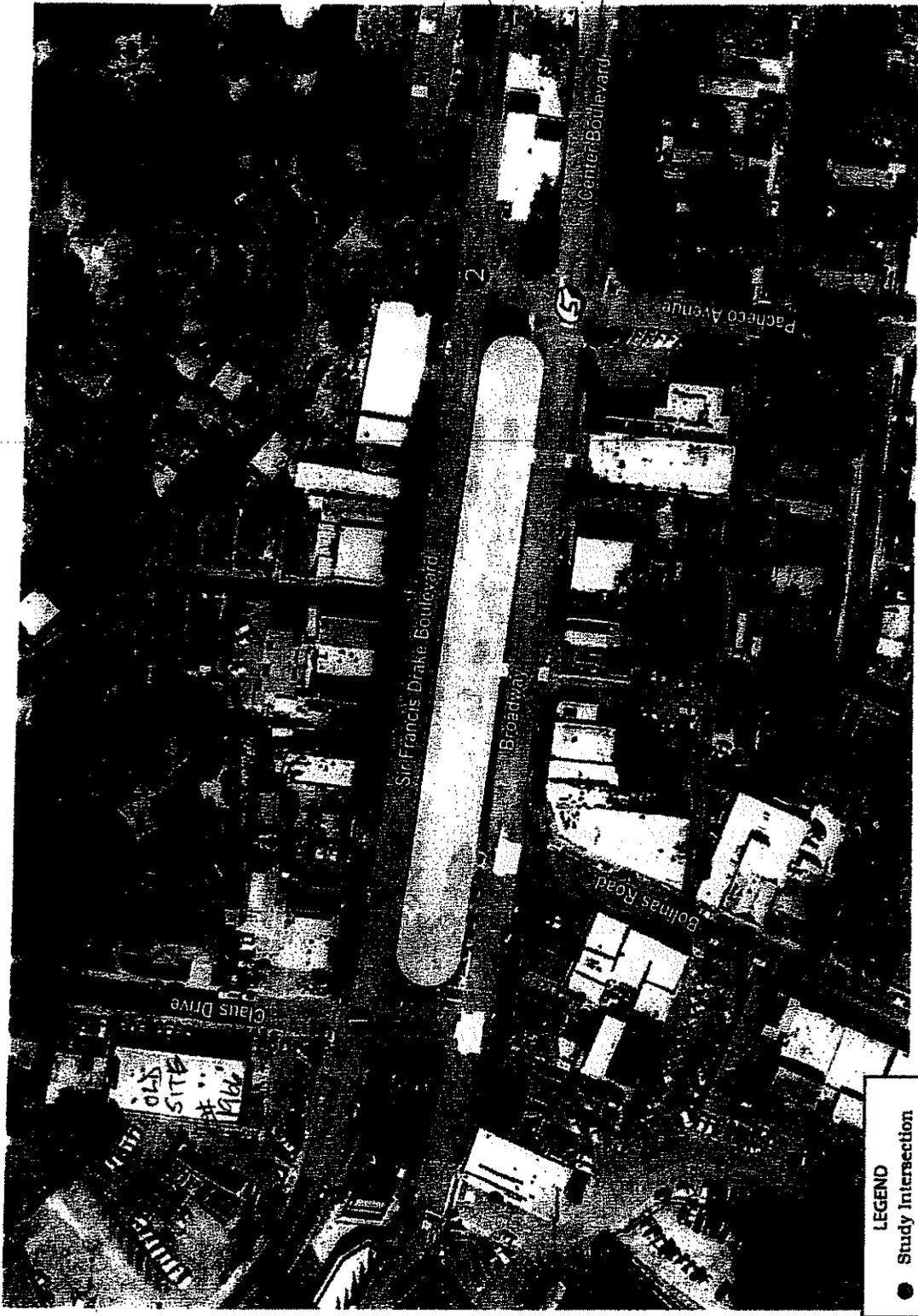
East Parking Lot and Patio/Porch will have a second front to the building (the other is the south side) welcoming the traveler into the Town of Fairfax on both Center Blvd and Sir Francis Drake Blvd. There will two seating areas and a wood trellis across the entire expanse of the building with the clerestory viewed above.

South Entrance Fenestration will enhance the building's presentation to the shoppers who are across the street in the San-Anselm Center. This fenestration will be part of the clerestory.

Colors and Materials will be in earth tones. The window frames will be brushed dark bronze with all insulated glass. The clerestory will be a standing seam metal roof. The current roof and the metal roof color will be light beige to have reflectivity but not the current harsh white-grey color. The tilt-up walls on the east and south will be 80% fenestration. The west wall will have its stone panels receiving a wainscoting stucco finish with the upper portion stained. There will be two green walls at a 60% angle and a bike riders' Rest Stop. An electric car charging station will be located in the same area.

(d) Construction's Interim Requirements

The building renovation will have overlapping schedules in order to reduce the construction timeline for tenant improvements, the building shell modifications, and the site improvements. The total construction duration is planned for five (5) months. The staging area will be in the east parking lot so that trucks and equipment will not travel into Town to make the deliveries, but rather make a left turn at Pastori and Sir Francis Drake which immediately places them into the east parking lot. The site work and building demolition will be completed in 60 days. The remaining work will be done inside the building to minimize the noise during the construction hours of 7am to 4pm.



③  
NEW SITE  
#720

④

NEW SITE  
#720

**LEGEND**

- Study Intersection
- ▭ Parkade Parking Area
- ▭ Study Roadways

▲ North  
▲ Not to Scale

FA009AI 609

Figure 1  
Study Area

Town of Fairfax

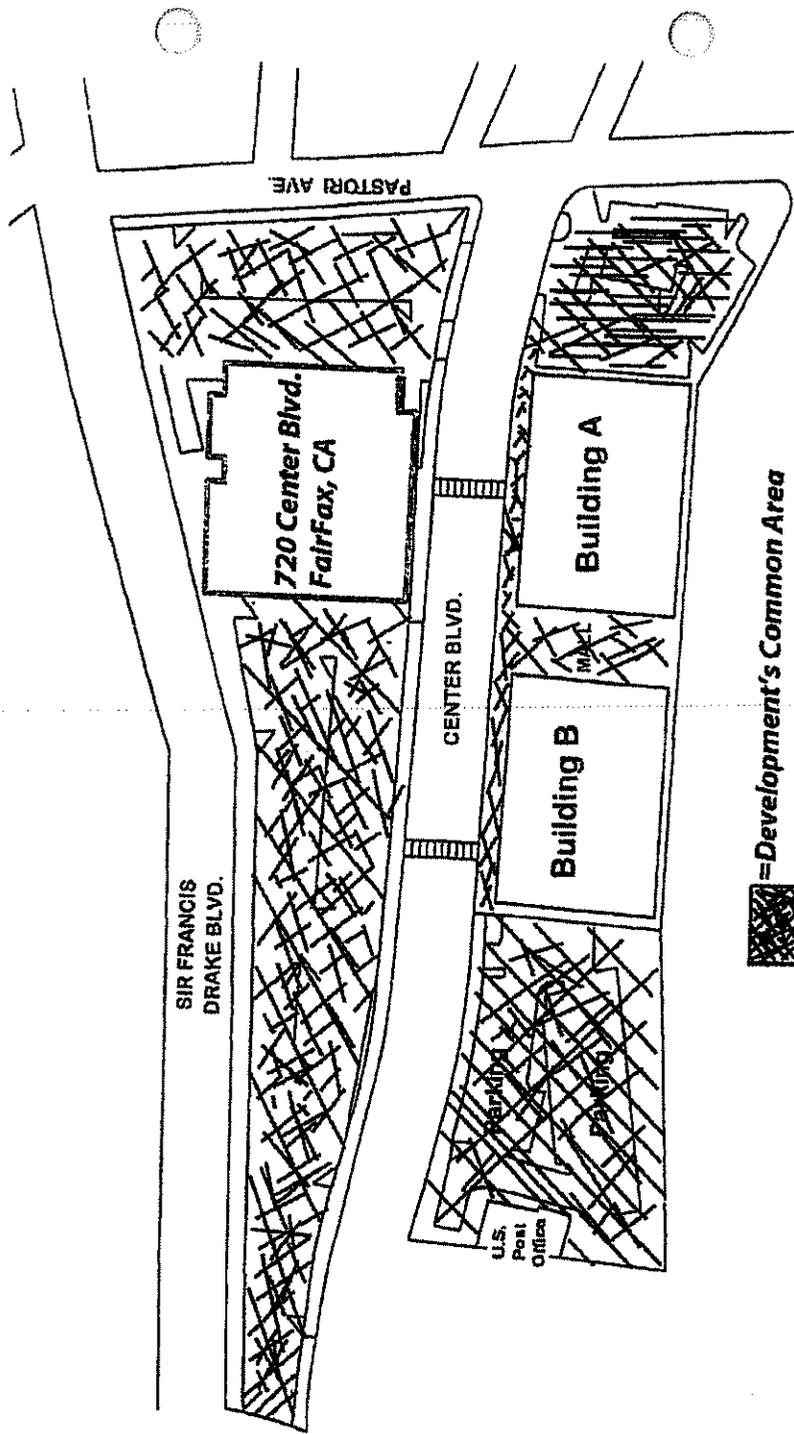
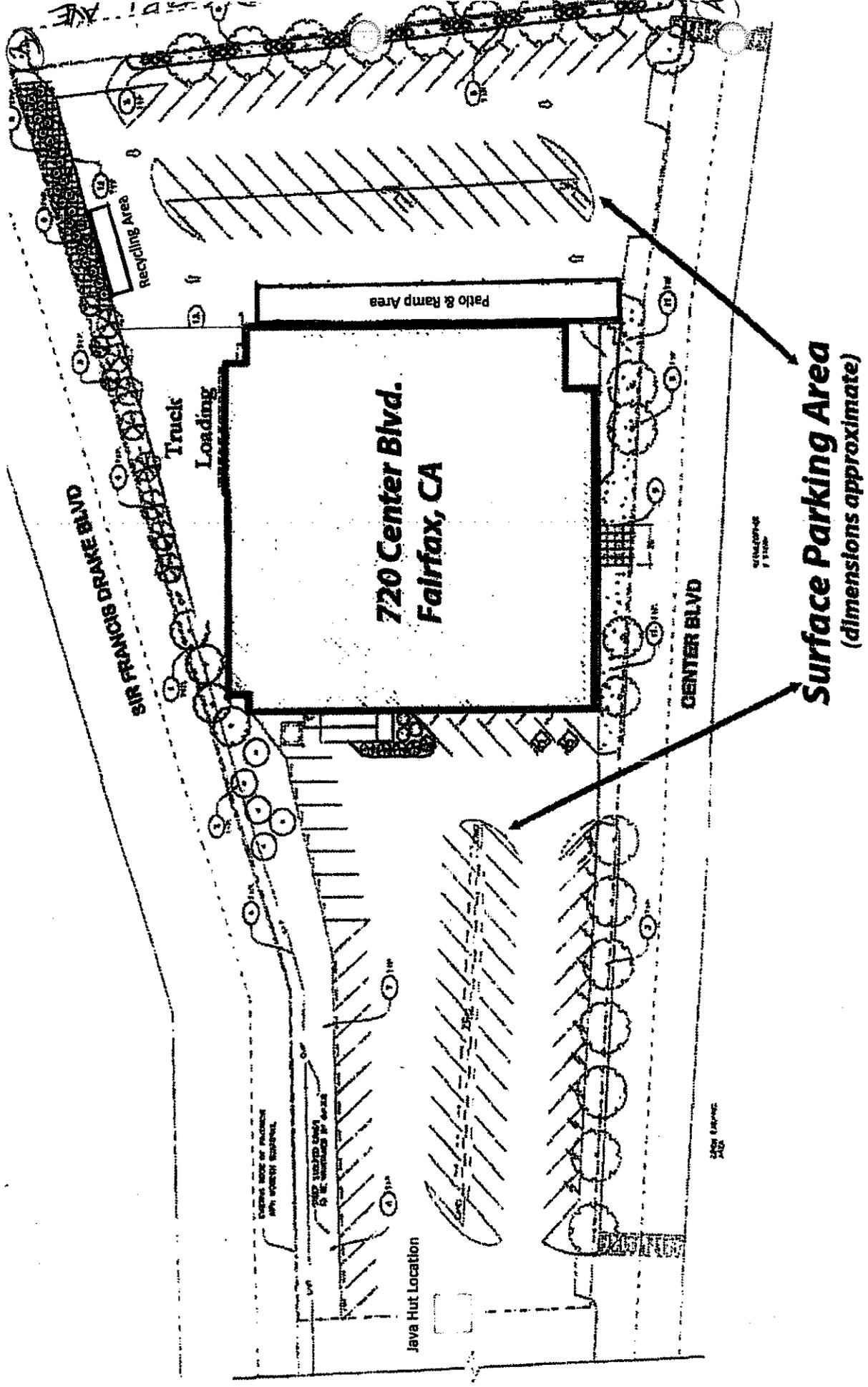


FIGURE 2

Figure # 3



**Surface Parking Area**  
(dimensions approximate)

**720 Center Blvd.**  
**Fairfax, CA**

**SAN FRANCISCO DRIVE**

**CENTER BLVD**

Java Hut Location

Recycling Area

Truck Loading

Patio & Ramp Area

EXISTING SIDE OF PAVEMENT  
WITH EXISTING SIDEWALK

EXISTING SIDE OF PAVEMENT  
& EXISTING SIDEWALK

200' SCALE

RECYCLING  
AREA