



# TOWN OF FAIRFAX

## STAFF REPORT

### December 4, 2013

**TO:** Mayor and Town Council

**FROM:** Garrett Toy, Town Manager   
Jim Moore, Director of Planning and Building Services  
Linda Neal, Principal Planner

**SUBJECT:** Council directed referral of Planning Commission approval of a Conditional Use Permit, Design Review, Sign Permit and Traffic Impact Permit to operate a gas station/convenience market at 2001 Sir Francis Drake Boulevard (APN 002-116-04); Project is categorically exempt from CEQA per 14 C.C.R. § 15301(a).

---

#### **RECOMMENDATION**

*Due to the complexity of the issue and the Thanksgiving holiday, a supplemental staff report will be issued prior to the Council meeting. As background, staff has attached the Planning Commission report and minutes and the chapter of the Town Code pertaining to Council directed referrals.*

#### **DISCUSSION**

Applicant Arash Salkhi has applied for approval to operate a gas station/convenience market with reduced parking at 2001 Sir Francis Drake Boulevard (the "Project"). On September 19, 2013, the Planning Commission approved the Project by adopting attached Resolution No. 13-06, which approved the discretionary permits necessary to allow the abandoned gas station to be reopened as a Chevron gas station/convenience market. There were several discretionary permits approved by the Planning Commission (Commission) for the Project: a Conditional Use Permit, Design Review, Sign Permit and Traffic Impact (TIP) Permit.

Subsequent to the Commission's approval, Councilmember Goddard submitted to the Town Clerk on September 26, 2013, a Council Directed Referral on the action. Under Town Code § 17.036.090, the directed referral process allows Councilmembers to have the Council exert jurisdiction over applications where action was taken by the Commission, if certain grounds are met. Councilmember Goddard indicated in her directed referral that she had questions regarding the Project's consistency with the Town Code, as well as the adequacy of the public notice provided during the processing of the Project. The Council Directed Referral process permits the Council to conduct a de novo hearing of the matter, which allows it to consider the entire application for this Project. Thus, all aspects of the Project approval will be reopened in a public hearing and subject to Council decision.

#### **FISCAL IMPACT: N/A**

Attachments: Project Plans  
Exhibit A - Town Code Chapter 17.036, Appeals and Directed Referrals;  
Exhibit B - Planning Commission staff report, Resolution No.13-06, and minutes from the September 19, 2013 meeting  
Comments from public

AGENDA ITEM # 17

**CHAPTER 17.036: APPEALS AND DIRECTED REFERRALS**

**Section**

- 17.036.010 Appeals; purpose
- 17.036.020 Appeals; by whom made
- 17.036.030 Appeals; stay of proceedings
- 17.036.040 Appeals; notice of hearing
- 17.036.050 Appeals; submission of record
- 17.036.060 Appeals; action by Council
- 17.036.070 Appeals; review of Council action by courts
- 17.036.080 Appeals; filing fees
- 17.036.090 Directed referrals; purpose
- 17.036.100 Directed referrals; procedure
- 17.036.110 Directed referrals; time limit
- 17.036.120 Directed referrals; basis
- 17.036.130 Directed referrals; action by Council
- 17.036.140 Directed referral to take precedence over appeal

this title, may make verified application to the Town Clerk in the manner prescribed by the Town Council within ten days of any action that is appealed to the Town Council.  
(Prior Code, § 17.20.020) (Ord. 352, passed - -1973)

**§ 17.036.030 APPEALS; STAY OF PROCEEDINGS.**

Application shall stay all proceedings and furtherance the action appealed from unless the officer from whom the appeal is taken certifies that a stay would, in his or her opinion, cause imminent peril to life and property.  
(Prior Code, § 17.20.030) (Ord. 352, passed - -1973)

**§ 17.036.040 APPEALS; NOTICE OF HEARING.**

Notice of the time, place and purpose of the hearing shall be given in the same manner required for the hearing conducted by the body whose decision is the subject of the appeal.  
(Prior Code, § 17.20.040) (Ord. 352, passed - -1973; Am. Ord. 628, passed - -1994)

**§ 17.036.050 APPEALS; SUBMISSION OF RECORD.**

A full record, in writing, shall be submitted by the officer or body whose action is appealed, setting forth the reasons for action taken.  
(Prior Code, § 17.20.050) (Ord. 352, passed - -1973)

**§ 17.036.010 APPEALS; PURPOSE.**

The purpose of the appeal procedure is to provide recourse in case it is alleged that there is error in any order, requirement, permit, decision or determination made by an administrative official, advisory body or Planning Commission in the administration or enforcement of this title.  
(Prior Code, § 17.20.010) (Ord. 352, passed - -1973)

**§ 17.036.020 APPEALS; BY WHOM MADE.**

Any person aggrieved by the action of an administrative official, advisory body or the Planning Commission, in the administration or enforcement of

**§ 17.036.060 APPEALS; ACTION BY COUNCIL.**

The Council may, within the terms of this title, affirm, reverse or modify the action appealed as it deems just and equitable and the Council may exercise all rights of any other officer or Planning Commission in acting upon the matter appealed. The Council may conduct a de novo hearing on the entire pending application and shall not be limited to a consideration of the grounds set forth in the appeal application. Except as otherwise provided by law, a tie-vote of the Town Council, which is not followed by a continuance of the matter for further consideration, shall be deemed a denial of the pending application.

(Prior Code, § 17.20.060) (Ord. 352, passed --1973; Am. Ord. 563, passed --1987; Am. Ord. 650, passed --1996)

**§ 17.036.070 APPEALS; REVIEW OF COUNCIL ACTION BY COURTS.**

Action of the Town Council may be reviewed by courts having jurisdiction.

(Prior Code, § 17.20.070) (Ord. 352, passed --1973)

**§ 17.036.080 APPEALS; FILING FEES.**

The filing fee for any planning action provided by ordinance, for which no fee is currently established, shall be paid according to a schedule adopted by resolution of the Town Council.

(Prior Code, § 17.20.080) (Ord. 352, passed --1973; Am. Ord. 443, passed --1978)

**§ 17.036.090 DIRECTED REFERRALS; PURPOSE.**

(A) Sections 17.036.090 through 17.036.130 are established to permit the Town Council to assume jurisdiction on applications where action has been taken and is normally final at a lesser level of authority.

(B) The sections are intended to be used in those instances where one or more Council member(s) find(s):

(1) An action may have occurred in conflict with established Council policy; and/or

(2) An action may have the potential for significant impact on a neighborhood and/or the community.

(Prior Code, § 17.20.090) (Ord. 352, passed --1973; Am. Ord. 513, passed --1984)

**§ 17.036.100 DIRECTED REFERRALS; PROCEDURE.**

In exercising the authority granted by §§ 17.036.090 through 17.036.130, a written directive, signed by at least one Council member, must be submitted to the Town Manager.

(Prior Code, § 17.20.100) (Ord. 352, passed --1973; Am. Ord. 513, passed --1984)

**§ 17.036.110 DIRECTED REFERRALS; TIME LIMIT.**

Directed referral action must be exercised within the established time limits for appeals for a particular action or, in the case where no time limit for appeal is specified, within ten working days of the action being referred.

(Prior Code, § 17.20.110) (Ord. 352, passed --1973; Am. Ord. 513, passed --1984)

**§ 17.036.120 DIRECTED REFERRALS; BASIS.**

In directing that an action be referred to the Town Council, the directive, delivered to the Town Manager, must specify the basis for the referral.

(Prior Code, § 17.20.120) (Ord. 352, passed --1973; Am. Ord. 513, passed --1984)

**§ 17.036.130 DIRECTED REFERRALS; ACTION BY COUNCIL.**

(A) Any action brought before the Town Council by the directed referral process is before the Council in a state of full review. The Council may conduct a de novo hearing on the pending application and, notwithstanding the provisions of § 17.036.120, the Council shall not be limited to a consideration of the grounds set forth in the directed referral. All alternatives open to the primary authority are also opened to the Council such that approval, approval with conditions or denial action may be taken by the Council.

(B) Except as otherwise provided by law, a tie-vote of the Town Council, which is not followed by a continuance of the matter for further consideration, shall be deemed a denial of the pending application.

(Prior Code, § 17.20.130) (Ord. 352, passed - -1973; Am. Ord. 513, passed - -1984; Am. Ord. 650, passed - -1996)

**§ 17.036.140 DIRECTED REFERRAL TO TAKE PRECEDENCE OVER APPEAL.**

Where an action is appealed and a directed review is called, the directed review procedure shall take precedence and the appeal shall be void; i.e., where a plan review action is appealed and a directed review is called the directed review shall be heard by the Town Council.

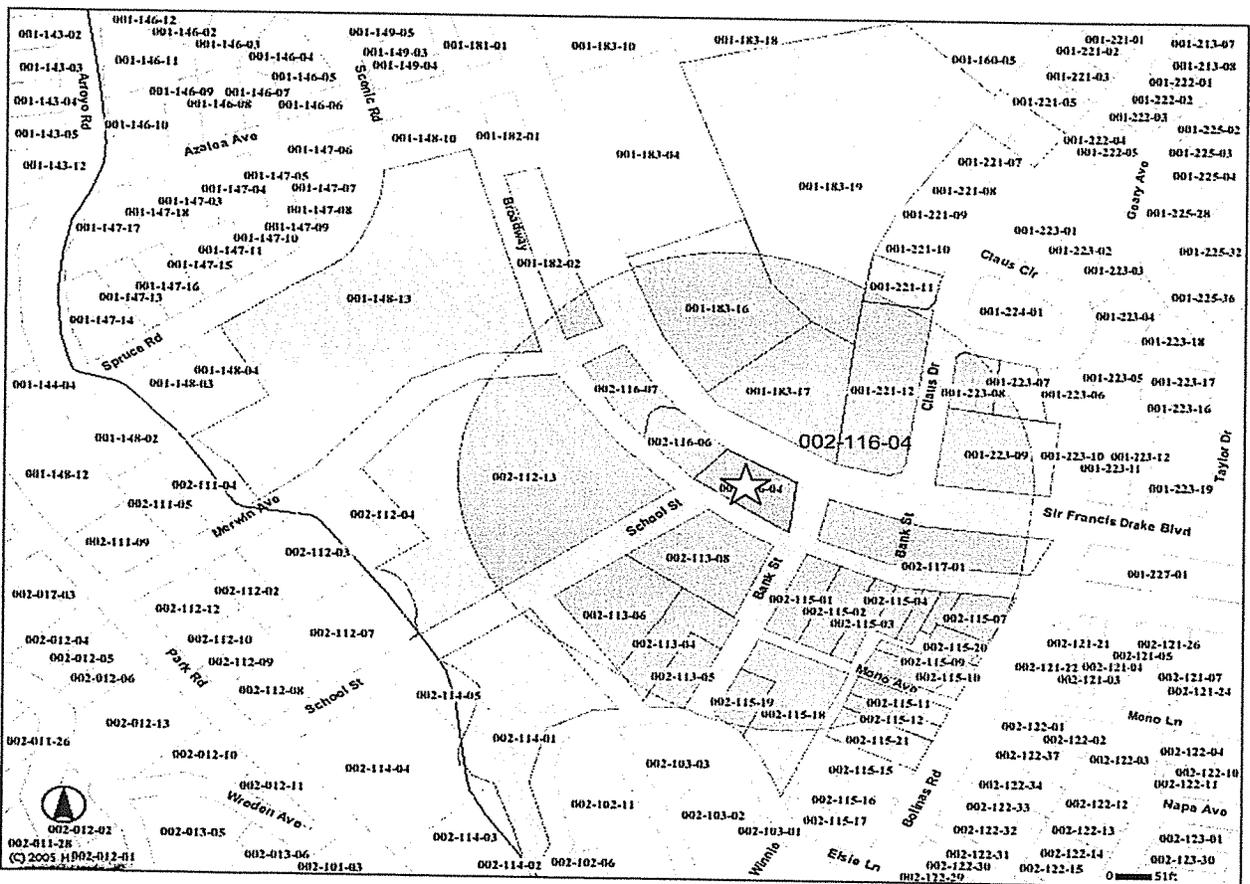
(Prior Code, § 17.20.140) (Ord. 352, passed - -1973; Am. Ord. 513, passed - -1984)



# TOWN OF FAIRFAX STAFF REPORT

## Department of Planning and Building Services

**TO:** Fairfax Planning Commission  
**DATE:** September 19, 2013  
**FROM:** Jim Moore, Director of Planning and Building Services  
 Linda Neal, Principal Planner  
**LOCATION:** 2001 Sir Francis Drake Blvd.; Assessor's Parcel No. 002-116-04  
**PROJECT:** Reuse of an existing gas station/auto repair shop as a gas station/convenience store  
**ACTION:** Conditional Use Permit, Formula Business Use Permit, Design Review, Sign Permit and Traffic Impact Permit; Application # 13-32  
**APPLICANT:** Ron Jacobs, PM Design Group  
**OWNER:** Arash Salkhi  
**CEQA STATUS:** Categorically exempt, § 15301(a).



### 2001 SIR FRANCIS DRAKE BOULEVARD

## **BACKGROUND**

The 8,700 square foot site slopes down at a rate of 7% from the southwest corner of the site to the eastern side property line. There is no record of when the 1,950 square foot structure was built although it was some time prior to 1969. The exact construction date is not clear from the record. The site was remodeled in the early 70's and stayed a Chevron Station with an auto repair shop until the mid 90's when it became the independent station, Fairfax Gas. The business last obtained a business license in 2008 and closed either late 2008 or early 2009.

As indicated above, this site has been utilized as a gasoline service station since at least the 1960's. Service stations were permitted uses until March of 1973 when they became conditional uses resulting in this station becoming a legal non-conforming service station. It operated as a legal non-conforming use until sometime in late 2008-2009 when the gasoline service station portion of the business closed. The automobile repair portion continued for some time after that and then also closed.

The site use to be zoned Highway Commercial CH Zone but was rezoned to Central Commercial CC Zone with the adoption of a new zoning map in the 2010 - 2030 General Plan.

On March 6, 2013 the Town Council approve a methodology for the Traffic Impact Study which included requesting that the applicant's engineer analyze the potential installation of a driveway from Broadway (Exhibit 2 – minutes from the March 5, 2013 Town Council meeting).

At the August 15<sup>th</sup>, 2013 meeting the Commission approved an excavation permit to allow the removal of an estimated 350 cubic yards of contaminated soil from beneath the station and potentially from a portion of the adjacent public roadway easement if contaminants are located there.

## **DISCUSSION**

The applicant is proposing to refurbish/remodel the station and site to reopen it as a Chevron gas station with the entire building, including the repair bays, converted to a Chevron Gas Station/Extra Mile convenience store. The proposed mixed use will require the approval of the following discretionary permits by the Planning Commission:

### **1. Use Permit**

With the elimination of the Highway Commercial CH Zone category from the Zoning Map, service stations are no longer specifically listed as a permitted or conditional use anywhere in Town. The two remaining service stations are considered legal non-conforming uses.

Town Code § 17.100.050(F) allows the Commission to grant Conditional Use Permits for uses that combine retail and service activities when neither aspect of the business is an accessory or principal use but both are an integral part of the business. The proposed Chevron Gas Station/Extra Mile convenience store is such a combined retail service use.

The purpose of the Conditional Use Permit is to allow the proper integration into Fairfax of uses that may be suitable only in certain locations or only if the uses are designed a certain way. In considering an application for a Conditional Use Permit the Commission should consider the location and operations of adjacent uses and structures, the surrounding physical environment and the public health, safety and welfare.

North of the site, across Sir Francis Drake Boulevard, is a vacant building that used to house a grocery store and that will soon be home to a mountain biking museum, a retail artist cooperative (utilizing what was an old service station) and an independently owned gas station/vehicle repair business east of Claus Drive. First Federal Savings and Loan is located adjacent to the west, a public parking lot is located to the east, and various commercial uses including a laundromat, hair salon, bakery and bank are located to the east and south along Broadway.

With the proposed hours of operation being from 6:00 AM to 9:00 PM the business would presumably not impact the nearby residences above the businesses on Broadway. While the Chevron Station will be competition for the other two gas stations in Town, three stations have coexisted in Fairfax for many years and the proposed station would be providing an alternative to the two independent stations.

The building on the site is 1,950 square feet in size. When the Parking Ordinance, Town code Chapter 17.052, does not specifically list the parking requirements for a use, the general parking requirements listed in the specific zoning category for the property apply. Parking in the Central Commercial Zone requires one (1) parking space for each 200 square feet or fraction thereof of gross floor area for principal uses. Therefore, the proposed use needs ten (10) spaces based on this requirement. However, the proposed site plan accommodates only five (5) spaces with one of the spaces on the eastern side of the site being located in the public right-of-way.

The accessible space and two of the proposed spaces are located on the west side of the site adjacent to the convenience store entrance. These spaces are oriented perpendicular to Sir Francis Drake Boulevard and because the site is so constrained, use of these spaces will result in vehicles backing out and maneuvering across a sidewalk and into traffic on Sir Francis Drake. This is prohibited by Town Code 17.052.040 (A) for commercial properties.

The number of parking spaces near the entrance can be reduced to two (2) and be angled so that vehicles will not be backing into the public road. This will reduce the number of spaces being provided to four (4) which might be further reduced to three (3) in the future if Bank Street is extended. It would also require that these angled spaces be accessed via the site's western driveway with Sir Francis Drake Boulevard.

Town Code § 17.100.110 allows the Commission to grant exceptions to the parking regulations when approving a Conditional Use Permit in accordance with the facts, findings and determination governing the approval of the Use Permit.

It is assumed that most of the customers purchasing items at the convenience store will do so because they have already stopped for gas. Some customers will visit the site solely to purchase something from the store. Staff believes that the store will not generate the need for ten (10) spaces on the site and that the site parking can be configured to provide four (4) spaces which can adequately serve those customers only visiting the store and/or stopping to pump up their tires.

## 2. Formula Business Use Permit

The purpose of the Formula Business section of the Town Zoning Ordinance is to limit the number of formula businesses and restaurants in the Central Commercial CC Zone District to those that are compatible with the needs of area residents to preserve and encourage the owner-operator character of the Town's business, and to promote the local economy (Town Code § 17.100.150).

A formula business is defined as any business that is required by a corporate headquarters or franchise or other arrangement to maintain any of the following: Standardized services, décor, uniforms, architecture, signs or other similar features. This shall include but not be limited to any retail sales, service, visitor accommodation, wholesale or industrial operations (Town Code § 17.100.150, Definition of Formula Business).

The Chevron/Express Mile business qualifies as a formula business. In considering granting a Use Permit for a formula business the Commission is to consider the following questions (*staff suggested findings follow each question in bold italics*):

1. Is this a pedestrian oriented business, consistent with the CC Zone?

***The gas station portion of the business is automobile-oriented. The convenience store will cater to both gasoline customers and passing pedestrians in search of convenience store items such as sodas, coffee, snacks, etc.***

2. Is it likely that significant revenues from this business will be derived from residents of the Upper Ross Valley, San Geronimo Valley and Central West Marin areas?

***Yes, this is the first name brand gasoline station as you enter the Ross Valley from western Marin.***

3. Is it likely the business will provide services and products which satisfy the day-to-day needs of residents of the Upper Ross Valley, San Geronimo Valley and Central West Marin areas?

***See number 2 above.***

4. Is this a smaller scale business in terms of number of customers commensurate with the character of the CC Zone?

*The size of the building, number of gasoline dispensers and limited on-site parking will dictate the number of customers visiting the site and proposed use will not generate visits to the area of numbers of persons out of character with the numbers visiting other similar sized establishments and service stations in the CC Zone.*

5. If the business consistent with the unique character of Fairfax?

*The fact that the business is a formula business limits the applicant's abilities to include unique characteristics in the development of the site. The applicants have indicated that they will be carrying bicycle oriented items in the convenience store and they have agreed to eliminate the internal illumination for all but one of their signs, for the fuel dispensers and in the canopy fascia. These lighting concessions will be in keeping with restrictions that have been placed on the independent stations in Town over the years and will minimize the glare and light trespass created by the remodeled station.*

6. Is it likely this business will provide services or products which complement existing businesses in the CC Zone?

*While the business may not compliment existing businesses it also will not conflict with any of the surrounding uses.*

7. Is there a need for this type of business in Town, given the existence or the number of same or similar businesses in Fairfax?

*The Chevron station will provide name brand gasoline which is currently unavailable in Town.*

8. Is the proposed location of this business appropriate, given the type of use and the proximity of the same or similar businesses?

*The proposed location of a gasoline station on this site is appropriate because the site has historically been developed and used as a service station with a second complimentary use (previously auto repair) in the existing building. While there is another station directly to the northeast, the Town of Fairfax has supported three (3) gas stations for over forty (40) years.*

Is it likely this business will cause one or more existing businesses in Town to fail?

*While providing competition for the other stations in Town, the liquor store on Sir Francis Drake and Don's Market, also on Sir Francis Drake, it is unlikely that the combined gas station/market use will draw enough business away from these other uses to cause them to fail.*

Will this business keep residents from having to drive out of Town for day-to-day needs?

*Yes. Residents will no longer have to leave Town to buy name brand gasoline products.*

#### 4. Design Review

The existing building and canopy over the fuel pumps will be refurbished with the auto repair bay doors removed and replaced with new block veneer to match the building siding with windows above. New block veneer siding and windows will also be added to the northeast side, a new standing seam roof will be installed along with a new metal fascia and decorative color band that will run along eastern, northeastern and northern sides of the structure. The building façade will be painted light brown (Café au lait, semi gloss, NCS-101-PPG), the roof will be a darker shade of brown (Nutmeg, semi gloss, NCS-102-PPG) and the color band will be a cranberry color (Chilled wind, semi gloss, 438-7).

The canopy will be refurbished with a new standing seam metal roof and new fascia. The roof will be nutmeg to match the store, the fascia on the east and west sides of the canopy will be blue (retail outdoor blue, PMS 293) and on the north and south sides of the canopy the fascia will be white (CVX white, WH-835-S).

The fuel pumps will also be replaced/updated with the Chevron red, white and blue color palette.

The proposed color and architectural changes are in keeping with the proposed commercial use of the buildings on the site and will compliment the surrounding commercial spaces.

The existing landscaping beds will be maintained and the plant material will be replaced as needed with new five (5) gallon specimens. A drip irrigation system will be installed and the irrigation clock will be located in the building. Both the plants and the irrigation system will be water conserving and unplanted bed surfaces will be mulched to minimize water evaporation. The Landscaping Plan can be found on page L1 of the project plans.

The potential new driveway to Broadway will result in the removal of a portion of the landscaping on the east side of the site. The driveway design and exact location will be subject to the review and approval of both the Town Traffic Engineer and the Fairfax Public Works Department.

#### 5. Signs

Town Code 17.064.020 defines a sign as, "any written, pictorial representation, symbol, insignia, banner, placement of lighting or any other feature of similar character, used to identify, announce, direct attention to or advertise which is erected on the ground or on any bush, tree, rock, wall, post, fence, building, structure, vehicle or in or on any place whatsoever and which is visible from outside a building. The Code further limits the number of sign permitted per business to two (2) as long as one is a projecting sign and limits the square footage of the two signs to one square foot for every one foot of building frontage [Town Code sections 17.064.050(A) and (B)]. Internally illuminated signs require the approval of an exception from the Planning Commission [Town Code § 17.064.060(F)].

The applicants are requesting an exception to the sign ordinance regulations to erect the following signs:

- A 10 ft x 2.5 ft monument sign that will include the Chevron name and logo at the top, the ExtraMile name and logo in the middle, and the current gasoline prices, allowed signage per Town Code 17.064.040(C) and the California Business and Professions Code.
- A 9.8 square foot ExtraMile sign is proposed over the entrance to the store. This is the one sign the applicant are requesting be internally illuminated so that it is visible at night.
- A 2.5 square foot Chevron logo sign is proposed on the north side of the canopy.
- Two 10.5 square foot Chevron signs are proposed, one on the eastern and western sides of the canopy.

The proposed sign program requires the following exceptions to the Sign Ordinance;

- An exception to erect five (5) signs instead of the permitted two [Town Code § 17.064.050(B)].
- An exception to have one (1) of the signs be a monument sign [Town Code § 17.064.060(G)].
- An exception to have ExtraMile sign over the entry door be internally illuminated [Town Code § 17.064.060(F)].

The number and locations of the signs being proposed are similar to the signs programs used on other combined gas stations/convenience store uses and are similar to what is found on the other gas stations in Town.

Attention can be directed to the ExtraMile sign over the entry door without it being internally illuminated. The site is located adjacent to a four (4) way stop on a section of roadway where vehicles are traveling at slow speeds. Therefore, there is no special circumstance applicable to the site that would warrant granting an exception for an internally illuminated sign.

## **6. Traffic Impact Study (TIS)**

The August 20, 2013 traffic study prepared by W-Trans has determined that the six (6) nearby intersections that could be impacted by the proposed business are currently operating acceptably and will continue to do so after the business opens. The Town Traffic Engineer agrees with this assessment as long as left turns from westbound Sir Francis Drake Boulevard are not allowed into the site.

## **Site Circulation**

The site circulation assessment of this property is complicated due to the small size and location of the existing structures and driveways.

The Commission should evaluate the following three options:

1. The site can be striped and signed so that traffic traveling both east and west on Sir Francis Drake Boulevard (Drake) is restricted to entering the site from the western driveway and exiting from the eastern driveway. The traffic study indicates that the site and aisle widths are large enough to allow vehicles to proceed past the convenience store parking and between the occupied fueling pump stations. On-site parking was addressed previously within this Staff Report.
2. The Traffic Study indicates that drivers entering the site via a left turn from Drake will experience a slight delay, up to 45 to 50 seconds and that the western lane of Sir Francis Drake is wide enough to allow through traffic to continue to pass drivers waiting to turn. However, the Town is going to be installing a dedicated bike lane along this portion of Sir Francis Drake Boulevard and it is illegal to use the bike lane for passing on the right. Therefore, turning left into the site travelling west on Drake must be prohibited or vehicle/bicycle conflicts could result, or traffic would back up along westbound Drake through upstream intersections.
3. The Town Council asked the applicant to evaluate installing a driveway along the Broadway side of the site. Prohibiting left turns into the site from Drake while providing access from Broadway will result in drivers entering the site traveling from the Claus Drive/Drake intersection to Broadway. The impacts of this alternative are expected to be minimal and will not significantly change the levels of service of the study intersections.

Since Use Permits are discretionary, the Commission could approve the project and include a condition that the Use Permit be reviewed in six (6) months. That review could include requiring the applicant's traffic engineer to submit an analysis of how the site circulation is actually operating for review by the Fairfax Traffic Safety Committee and the Town Traffic Engineer prior to the Commission hearing. Modifications to the projects conditions of approval and changes to the site circulation and parking plan could be made at that time if deemed necessary.

## **Sidewalks**

A sidewalk is proposed along the Sir Francis Drake Boulevard side of the property between the existing driveways. Please note that installation of a sidewalk was considered along the Broadway side of the site. However, analysis of that area showed that there is not enough room for a sidewalk because of the building location.

## **Bike Rack**

The project plans include the provision of a bike rack on site to provide a place to secure bicycles when visiting the convenience store.

**OTHER AGENCY/DEPARTMENT COMMENTS/CONDITIONS**  
**Marin Municipal Water District**

All indoor and outdoor requirements of District Code Title 13 – Water Conservation are a condition of water service. Indoor plumbing fixtures must meet specific efficiency requirements, landscaping and irrigations plans must be reviewed and approved by MMWD prior to installation of the landscaping plan.

Should backflow prevention be required it shall be installed prior to the project final inspection.

**Ross Valley Sanitary District**

A connection permit will be required. The size of the sewer lateral will depend on the fixture count which will be calculated during the permitting process. If the existing lateral meets the size requirement of the fixture count the applicant can either install a new lateral or testing the old lateral in the presence of a District Inspector and found to meet current requirements prior to the project final inspection.

**Ross Valley Fire Department**

The building shall be provided with a fire suppression system that complies with Fire and Building Code requirements.

**Marin County Environmental Health Department**

The project plans must be submitted and be approved by the Environmental Health Department prior to the start of construction.

**Fairfax Building Department**

The construction plans submitted to the Building Department must include details showing that the project is compliant with accessibility upgrades required by the Building Code.

**RECOMMENDATION**

1. Open the public hearing and take testimony.
2. Close the public hearing.
3. Move to adopt Resolution No. 13-10 approving application No. 13-32 based on the findings and subject to the conditions contained in the resolution.

## **ATTACHMENTS**

Exhibit A – W-trans Traffic Analysis dated 8/20/13

Exhibit B – Applicant's supplemental information

Exhibit C – Minutes and Resolution from the March 6, 2013 Town Council meeting

Exhibit D – Other agency/department comments/conditions

## RESOLUTION NO. 13-06

### **A Resolution of the Fairfax Planning Commission Approving the Traffic Impact Permit, Use Permit for a Gas Station and Convenience Store, Use Permit for a Formula Business, Design Review and Sign Permit to Allow the Operation of a Chevron/ExtraMile Gas Station Convenience Store at 2001 Sir Francis Drake Boulevard**

**WHEREAS**, the Town of Fairfax has received an application to reopen a Chevron Station and ExtraMile Convenience store at 2001 Sir Francis Drake Boulevard; and

**WHEREAS**, the Planning Commission held a duly noticed Public Hearing on September 19, 2013 at which time all interested parties were given a full opportunity to be heard and to present evidence, and at which time the Planning Commission approved the Traffic Impact Permit, Use Permits, Design Review and Sign Permit; and

**WHEREAS**, based on the traffic study and other documentary evidence in the record, as well as testimony at the public hearing, the Planning Commission has determined that the applicant has met the burden of proof required to support the findings necessary for the Project's requested discretionary permits.

**WHEREAS**, the Commission has made the following findings:

1. The property is designated for commercial use in the Fairfax General Plan and is located in the Central Commercial Zone District and it is located along the Town's main traffic corridor Sir Francis Drake as are the other two gas stations in Town. Therefore, the approval of the use permit shall not constitute a grant of special privilege and shall not contravene the doctrines of equity and equal treatment.
2. The business hours of operation are from 6:00 am to 9:00 pm Monday through Sunday and the site is not located immediately adjacent to any residential sites. Therefore, the approval of the Use Permit and use of property as approved under the use permit shall not cause excessive or unreasonable detriment to adjoining properties or premises, or cause adverse physical or economic effects thereto, or create undue or excessive burdens in the use and enjoyment thereof, or any or all of which effects are substantially beyond that which might occur without approval or issuance of the use permit.
3. The General Plan Land Use Policy No. LU-7.2.3 indicates that, "Traffic and parking concerns related to new and renewed development shall be addresses in a manner that does not result in undue hardship or significant negative impacts on properties and infrastructure in the vicinity. The traffic study prepared for the proposed project by W-trans verifies that the property can be developed as proposed without significantly impacting traffic in the area. The inclusion of a driveway on Broadway and the minor redesign of the onsite parking will further minimize impacts on surrounding streets and properties. Therefore, the Conditional Use Permit is consistent with those objectives, goals and standards pertinent to the particular case and contained or set forth in the

General Plan and Zoning Ordinance.

4. Approval of the use permit will result in equal or better development of the premises than would otherwise be the case, and said approval is in the public interest and for the protection or enhancement of the general health, safety or welfare of the community.
5. The proposed exterior changes comply with the Design Review Criteria set forth in Town Code § 17.020.040.
6. Neither present nor anticipated future traffic volumes generated by the use of the site for a Chevron Station/ExpressMile convenience store require strict or literal interpretation and enforcement of the parking regulations.
7. Granting of the exception to the required number of on-site parking spaces, one redesigned as conditioned below, will not result in the parking or loading of vehicles on Sir Francis Drake Boulevard in an unsafe manner or in such a manner as to interfere with the free flow of traffic.
8. This station will be the first name brand gasoline station as you travel east on Sir Francis Drake Boulevard towards the Ross Valley. Therefore, it is likely that many of the day to day customers will be local and will live in the Upper Ross Valley, San Geronimo Valley and Central West Marin Areas.
9. The proposal complies with the Design Review Criteria set forth in Town Code § 17.020.040 and the Sign Ordinance, Town Code § 17.064.050.
10. The proposed sign program, with the elimination of the internally illuminated ExtraMile sign, is the minimum necessary to alert traffic passing both east and west by the station that it sells Chevron Gas and includes an ExtraMile convenience store.

**WHEREAS**, the Commission has approved the project subject to the applicant's compliance with the following conditions:

1. This approval is limited to the development illustrated on the plans prepared by PM Design Group dated 7/15/13, pages SP1, TP1, A1, A1.1, A2, A2.1, A2.2, A3, A3.1, A3.2, L1 and the survey prepared by Ziebatech Land Surveying.
2. Prior to issuance of a building permit the applicant or his assigns shall:
  - a. Submit a construction plan to the Public Works Department which may include but is not limited to the following:
    - Construction delivery routes approved by the Department of Public Works.
    - Construction schedule (deliveries, worker hours, etc.)
    - Notification to area residents
    - Emergency access *routes*

b. Submit a bond, letter of credit or cash deposit to the Town in an amount that will cover the cost of grading, weatherization and repair of possible roadway damage. The applicant shall submit contractor's estimates for any grading, site weatherization and improvement plans for approval by the Building Official. Upon approval of the contract costs, the applicant shall submit a cash deposit, bond or letter of credit equaling 100% of the estimated construction costs.

c. The applicant shall submit a bond, letter of credit, or cash deposit to the Town in an amount that will cover the cost of landscaping and irrigation materials and installation prior to issuance of a building permit. The amount shall be retained for 18 months after issuance of the Certificate of Occupancy to ensure that all new landscaping becomes established.

d. Prior to submittal of the building permit plans the applicant shall secure written approval from the Ross Valley Fire Authority noting the developments conformance with their recommendations.

3. During the construction process the following shall be required:

a. Prior to the concrete pour for the sidewalk, any accessibility features and for the new driveway on Broadway, the concrete forms shall be inspected and approved by the building official.

b. All construction related vehicles including equipment delivery, cement trucks and construction materials shall be situated off the travel lane of the adjacent public right(s)-of-way at all times. This condition may be waived by the building official on a case by case basis with prior notification from the project sponsor.

d. Any proposed temporary closure of a public right-of-way shall require prior approval by the Fairfax Police Department and any necessary traffic control, signage or public notification shall be the responsibility of the applicant or his/her assigns. Any violation of this provision will result in a stop work order being placed on the property and issuance of a citation.

4. Prior to issuance of an occupancy permit the following shall be completed:

a. The parking space and entry and exit arrows shall be painted and the "no left turn" signs shall be installed and shall be approved by staff. Signage shall be erected at the expense of the applicant and be installed by the Fairfax Public Works Department.

b. The new driveway on Broadway shall be completed.

c. The landscaping and irrigation shall be completed.

5. The roadways shall be kept clean and the site free of dust by watering down the site or sweeping the roadway daily, if necessary.
7. During construction developer and all employees, contractors and subcontractors must comply with all requirements set forth in Ordinance # 637 (Chapter 8.32 of the Town Code), "Urban Runoff Pollution Prevention".
8. Notwithstanding section # 17.072.050 of the Fairfax Zoning Ordinance, any changes, modifications, additions or alterations made to the approved set of plans will require a modification of permit # 13-32. Any construction based on job plans that have been altered without the benefit of an approved modification of per 13-32, will result in the job being immediately stopped and red tagged.
9. Any damages to the roadways accessing the site resulting from construction activities shall be the responsibility of the property owner.
10. The applicant or owner shall defend, indemnify, and hold harmless the Town of Fairfax or its agents, officers, and employees from any claim, action, or proceeding against the Town of Fairfax or its agents, officers, or employees to attach, set aside, void, or annul an approval of the Planning Commission, Town Council, Planning Director, Design Review Board or any other department or agency of the Town concerning a development, variance, permit or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the applicant's or owner's duty to so defend, indemnify, and hold harmless shall be subject to the Town's promptly notifying the applicant or owner of any said claim, action, or proceeding and the Town's full cooperation in the applicant's or owner's defense of said claims, actions, or proceedings.
11. The planters shall be planted with drought tolerant plants and shall be maintained in an acceptable condition.
12. The applicants shall maintain the premises in a neat and attractive manner at all times. Such maintenance shall include, but not be limited to, exterior building materials, signage, windows, the planters, the ground and the pavement surfaces.
13. The applicant shall comply with all applicable local, county, state and federal laws and regulations. Local ordinances which must be complied with include, but are not limited to: the Noise Ordinance, Chapter 8.20, Polystyrene Foam, Degradable and Recyclable Food Packaging, Chapter 8.16, Garbage and Rubbish Disposal, Chapter 8.08, Urban Runoff Pollution Prevention, Chapter 8.32 and the Americans with Disabilities Act.
14. Any changes made to the exterior of the building, including but not limited to new lighting, new signs, planters, etc, shall comply with the design review regulations of the Town Code, Chapter 17.020, and be approved by the Fairfax Design Review Board (when required).
15. The use permit shall be subject to a six (6) month review after opening at which time the Town Traffic Engineer and Planning Commission shall evaluate a site circulation analysis of

how the site circulation is operating prepared by the project traffic engineer for possible Use Permit modifications. The Commission review shall occur after the analysis is reviewed by the Fairfax Traffic Committee.

16. Prior to any improvements to the Bank Street easement, the applicant's traffic engineer shall review and make recommendations for any necessary modifications to the site to ensure continued use of the site does not create traffic hazards. Any proposed changes shall be subject to the approval of a Use Permit modification by the Planning Commission.

17. Direct and reflected glare and excess site brightness from the remodeled station shall be minimized.

18. Light trespass beyond the property lines shall be minimized especially from the canopy.

29. The light fixtures mounted under the canopy shall be completely recessed into the canopy with flat lenses that are translucent and completely flush with the bottom surface of the canopy. The canopy facial shall extend at least 12 inches below the lens fixtures to block the direct view of the light sources and lenses from the property line.

20. Any lighting mounted on the building shall be recessed or shielded so the light source is not directly visible from the property line and the light is directed downward.

21. The applicant shall record a revocable encroachment permit for the station improvements that are located with the public easement at the Marin County Recorder's Office prior to issuance of the building permit for the project.

22. The use of the site shall remain consistent with the Formula Business approval stipulations required for the site and contained in this resolution.

### **Marin Municipal Water District**

1. All indoor and outdoor requirements of District Code Title 13 – Water Conservation is a condition of water service. Indoor plumbing fixtures must meet specific efficiency requirements, landscaping and irrigations plans must be reviewed and approved by MMWD prior to installation of the landscaping plan.

2. Should backflow prevention be required it shall be installed prior to the project final inspection.

### **Ross Valley Sanitary District**

A connection permit will be required. The size of the sewer lateral will depend on the fixture count which will be calculated during the permitting process. If the existing lateral meets the size requirement of the fixture count the applicant can either install a new lateral or test the old lateral in the presence of a District Inspector and found to meet current requirements prior to the project final inspection.

**Ross Valley Fire Department**

The building shall be provided with a fire suppression system that complies with Fire and Building Code requirements.

**Marin County Environmental Health Department**

The project plans must be submitted and be approved by the Environmental Health Department prior to the start of construction.

**Fairfax Building Department**

The construction plans submitted to the Building Department must include details showing that the project is compliant with accessibility upgrades required by the Building Code.

Conditions placed upon the project by other agencies or departments can be waived in writing by those agencies or departments. Conditions placed upon the project by the Commission can only be modified or waived by the Commission.

**NOW, THEREFORE BE IT RESOLVED**, the Planning Commission of the Town of Fairfax hereby finds and determines as follows:

1. The approval of the Use Permits, Design Review, Sign Permit and Traffic Impact Permit can occur without causing significant impacts on neighboring businesses or residences.
2. The Project's average daily traffic will not cause the performance of intersection or roadway linkages to fall below the acceptable level of service or otherwise further reduce the system performance nor will it cause a significant degradation in service levels for impacted intersections at their peak traffic periods.
3. The Traffic Impact Permit required by Chapter 17.56 of the Town Code is hereby granted and the Project is approved, subject to compliance with the conditions of approval listed above and all applicable Town Code requirements.

The foregoing resolution was adopted at a regular meeting of the Planning Commission held in said Town, on the 19<sup>th</sup> day of September, by the following vote:

AYES:

NOES:

ABSENT:

Attest:

\_\_\_\_\_  
Chair, Shelley Hamilton

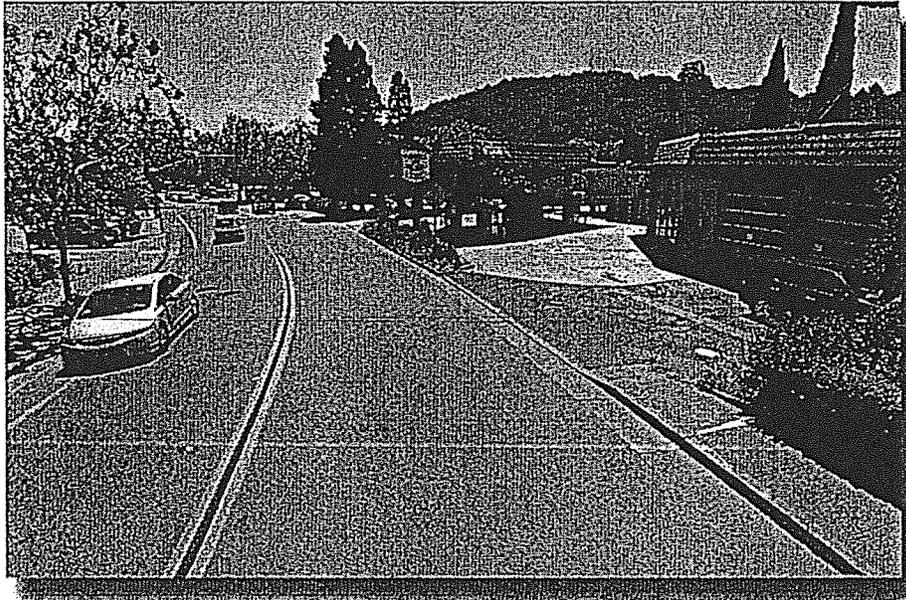
---

Jim Moore  
Director of Planning and Building Services

w-trans



# Traffic Analysis for Conversion of Service Bays to a Convenience Market



Prepared for the  
Town of Fairfax



TOWN OF FAIRFAX

AUG 20 2013

RECEIVED

Submitted by

**Whitlock & Weinberger Transportation, Inc.**

490 Mendocino Avenue  
Suite 201  
Santa Rosa, CA 95401

voice 707.542.9500

web [www.w-trans.com](http://www.w-trans.com)

475 14<sup>th</sup> Street  
Suite 290  
Oakland, CA 94612

voice 510.444.2600

August 20, 2013

Balancing Functionality and Livability  
Traffic Engineering • Transportation Planning

EXHIBIT #

A

## Table of Contents

---

	Page
Executive Summary .....	1
Introduction .....	2
Transportation Setting.....	4
Capacity Analysis .....	7
Access and Circulation .....	15
Conclusions and Recommendations .....	18
Study Participants and References .....	19
 Figures	
1 Study Area.....	3
2 Lane Configurations .....	6
3 Existing Traffic Volumes .....	10
4 Site Plan.....	12
5 Project Traffic Volumes.....	14
 Tables	
1 Intersection Level of Service Criteria.....	8
2 Summary of Existing Peak Hour Intersection Level of Service Calculations.....	9
3 Trip Generation Summary.....	11
4 Trip Distribution Assumptions.....	13
5 Existing and Existing plus Project Peak Hour Intersection Levels of Service.....	13
6 Existing plus Project and Existing plus Alternative Access Intersection Levels of Service .....	15
7 Existing plus Project and Existing plus Alternative Access and Left Turn Restriction Intersection Levels of Service.....	16
 Appendix	
A Intersection Level of Service Calculations	
B Turning Movement Diagrams	

## Executive Summary

---

The proposed project would allow for the conversion of service bays at a gas station site that is not currently operational to a convenience market. The four gas pumps would remain in their current locations, and the convenience market would be located in the existing service bay building. Access as proposed would continue to be via two existing driveways on the south side of Sir Francis Drake Boulevard just west of Claus Drive. Additionally, consideration was given to providing a new access driveway on Broadway.

Though the site previously generated trips associated with the gas station and service bays, for analysis purposes all trips associated with the proposed use were treated as new. After deducting pass-by trips, or those that would already be on the street and would stop at the site en route somewhere else, the proposed site use conversion is expected to generate 1,563 net new trips on a daily basis, including 49 new trips during the morning peak hour and 52 during the evening peak hour.

Evaluation of operating conditions indicates that the six study intersections evaluated are currently operating acceptably, and they are expected to continue doing so upon the addition of project-generated trips. No approved projects were identified for inclusion in the study.

Access to the site is expected to operate acceptably, with drivers able to enter via one driveway, move through the site even when all fueling positions and parking spaces are occupied, and exit via either of the other two driveways. Tanker trucks making fuel deliveries would interrupt operation, so should be scheduled during periods of low-activity at the site.

Drivers entering the site via a left-turn from Sir Francis Drake Boulevard are theoretically expected to experience delays of about 45-50 seconds on average during peak traffic periods, though the actual delay will likely be less as drivers often create a gap to allow left-turns if they are approaching traffic that is stopped. While these stopped vehicles will also create delays for westbound through traffic, because the lane is about 16 feet wide (including the bike lane), most drivers will be able to pass on the right and continue westbound, an action that is routine along this stretch of roadway. Alternatively, restrictions on left-turns from Sir Francis Drake Boulevard and provision of a driveway on Broadway would result in drivers entering the site via Claus Drive to Broadway. The resulting impact on the study intersections is expected to be minimal, with intersections operating at similar levels of service to conditions without the left-turn restriction.

The parking spaces immediately in front of the convenience store can only be accessed from the westerly driveway, but there are two spaces on the eastern side of the site that could be used by drivers who enter via the eastern driveway or from Broadway. While drivers backing out of these spaces will need to utilize the sidewalk area for their maneuver, because of the low speeds and good sight lines this is not expected to result in a safety impact.

Existing pedestrian facilities are inadequate due to gaps in the sidewalk network along both Sir Francis Drake Boulevard and Broadway. As part of the project a sidewalk should be provided along the site's frontages connecting to existing facilities.

While bike facilities will not be impacted by the project, it is recommended that facilities for bike parking be provided on the site.

## Introduction

---

### Introduction

This report presents an analysis of the potential traffic impacts that would be associated with development of a proposed project consisting of converting the existing service bays to a convenience market at the Chevron Station at 2001 Sir Francis Drake Boulevard in the Town of Fairfax. The Town's traffic engineer reviewed the previously submitted *Focused Traffic Analysis for Conversion of Service Bays to a Convenience Market* dated September 13, 2012, and directed that a more conservative approach be taken in terms of estimating the project's trip generation. Because the change in approach indicates that the proposed project may generate more than 100 new trips on a daily basis, a full traffic study that meets the requirements of Section 17.056.070 of the Town's Municipal Code was required. This traffic study was completed to meet the requirements of the Town of Fairfax, and is consistent with standard traffic engineering techniques.

### Prelude

The purpose of a traffic impact study is to provide Town staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the Town's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to safety, including for pedestrians and bicyclists, and to transit are also addressed.

### Project Profile

The proposed project consists of converting the existing service bays at the Chevron Station at 2001 Sir Francis Drake Boulevard to a 1,950 square foot convenience market.

The project site is shown in Figure 1.



LEGEND  
 ● Study Intersection

▲ North  
 ▲ Not to Scale

Traffic Impact Analysis for Conversion of Service Bays at an Existing Chevron to a Convenience Market  
 Town of Fairfax

Figure 1  
 Study Area

## Transportation Setting

---

### Operational Analysis

To determine the study area for the project (which must include any intersections or roadways for which the project is expected to increase the existing AADT of any approach or segment by one percent or 100 cars, whichever is less), consideration was given to the likely distribution of new project-generated trips. The criterion of a one percent increase in the volume was used for the analysis as it would be the first to be met between the two criteria in most cases. Since only peak hour traffic counts were readily available, this data was used along with the assumption that 10 percent of daily traffic occurs during the p.m. peak hour. The volumes on each approach to six intersections along Sir Francis Drake Boulevard and Broadway were tested to determine if the project traffic exceeds the one percent threshold. The volumes added by the project are expected to exceed either 100 trips or one percent of daily volumes at all six of these intersections.

### Study Area and Periods

The study area consists of the following intersections:

1. Sir Francis Drake Boulevard/Claus Drive
2. Sir Francis Drake Boulevard /Pacheco Avenue
3. Broadway/Bank Street
- ~~4. Broadway/Claus Drive~~
5. Broadway/Bolinas Road
6. Broadway-Center Boulevard/Pacheco Avenue

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

### Study Intersections

*Sir Francis Drake Boulevard/Claus Drive* is a four-legged intersection controlled by a traffic signal with protected left-turn phasing on the Sir Francis Drake Boulevard approaches, while the Claus Drive approaches have permitted left-turn phasing (no left-turn arrows).

*Sir Francis Drake Boulevard/Pacheco Avenue* is a "tee" intersection with a stop sign on the northbound Pacheco Avenue approach to Sir Francis Drake Boulevard.

*Broadway/Blank Street* is a "tee" intersection with stop controls on the eastbound Broadway and northbound Blank Street approaches.

*Broadway/Claus Drive* is a "tee" intersection with stop controls on both the eastbound and westbound Broadway approaches. Turning movements from southbound Claus Drive onto Broadway are uncontrolled. It should be noted that this type of traffic control is unusual in that tee intersections generally have a stop control on the terminating leg.

*Broadway/Bolinas Road* is an all-way stop controlled "tee" intersection.

*Broadway-Center Boulevard/Pacheco Avenue* is a four-legged, all-way stop controlled intersection.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 2.

### Study Roadways

*Sir Francis Drake Boulevard (SFDB)* is a regional arterial that provides intra-county connectivity, extending from the US 101 corridor in Larkspur through central Marin to the Shoreline Highway (SR 1) in west Marin. In the study area, Sir Francis Drake Boulevard has a curb-to-curb width of approximately 40 feet, with two 13-foot travel lanes, on-street parking on both sides of the street, and variable width sidewalk.

*Broadway* is an arterial roadway that extends from Center Boulevard west to its intersection with Sir Francis Drake Boulevard near the Fairfax Library. Broadway is Fairfax's "main street" between Center Boulevard and Bank Street, which is located just west of the study area. At its easterly end, nearest the site, Broadway has one travel lane in each direction. At Pacheco Avenue it transitions to a three-lane configuration, with two westbound lanes and one eastbound lane, along with on-street parking on both sides of the street.

*Pacheco Avenue* is a collector/local roadway with two travel lanes that extends south from Sir Francis Drake Boulevard. South of Broadway, Pacheco Avenue provides access to residential neighborhoods. Within the study area, Pacheco Avenue forms a short connector between Broadway and Sir Francis Drake Boulevard, extending for approximately 60 feet between the two corridors. The segment includes two travel lanes in each direction and a planted median. No sidewalks are provided.

*Claus Drive* is a collector/local roadway with two travel lanes that extends between Sir Francis Drake Boulevard and Broadway in the study area. Claus Drive provides access to residential areas north of Sir Francis Drake Boulevard. Within the study area, Claus Drive forms a short connector between Broadway and Sir Francis Drake Boulevard, extending for approximately 60 feet between the two corridors. The segment includes two travel lanes in the northbound direction and a single lane in the southbound direction. No sidewalks are provided.

LEGEND  
 ● Study Intersection



Traffic Impact Analysis for Conversion of Service Bays at an Existing  
 Chevron to a Convenience Market  
 Town of Fairfax

Figure 2  
 Lane Configurations

## Capacity Analysis

---

### Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersections with side-street stop controls, or those which are unsignalized and have one or two approaches stop controlled, were analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

~~The study intersections with stop signs on all approaches were analyzed using the "All-Way Stop-Controlled" Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements, opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the intersection as a whole, and is then related to a Level of Service.~~

The one study intersection that is controlled by a traffic signal was evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using optimized signal timing.

The ranges of delay associated with the various levels of service are indicated in Table I.

**Table I  
Intersection Level of Service Criteria**

LOS	Two-Way Stop-Controlled	All-Way Stop-Controlled	Signalized
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 50 seconds. Drivers enter long queues on all approaches.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000

### Traffic Operation Standards

The Fairfax Zoning Ordinance indicates in Section 17.056.020 that the acceptable level of service for signalized intersections on the principal circulation system is LOS D. For unsignalized intersections the acceptable level of service shall be as designated by the Town Council.

Since application of the LOS D standard to individual movements at unsignalized intersections may lead to recommendations which create unnecessary delay or maintenance expenses, mitigation measures such as a traffic signal, additional lanes, or revised right-of-way controls were only considered if operation on any single movement fell to LOS F, indicating an average delay in excess of 50 seconds. For movements with relatively small volumes of less than 25 vehicles per hour, LOS F may be considered acceptable. Situations where this may apply include intersections with side street volumes that are inadequate to meet warrants indicating need for signalization and where other types of mitigation, including all-way stop controls or additional lanes, are infeasible. Some examples of locations where application of an LOS standard may not provide desirable results include the minor intersections along Sir Francis Drake Boulevard. Although these side streets may experience delays indicative of LOS E or F conditions for short periods during the day, the volumes affected are so low that signalization would not be recommended.

## Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Volume data collected by Crane Transportation for the General Plan Update was used together with new counts at Sir Francis Drake Boulevard/Claus Drive that were obtained on January 17, 2013, while local schools were in session.

A comparison of the current volumes with data from the General Plan update indicated that the 2007 volumes were generally higher than the new volumes, with two exceptions. For the a.m. peak hour it was noted that the westbound through volume on Sir Francis Drake Boulevard was slightly higher (15 vehicles), so these 15 trips were added at Pacheco Avenue as well. For the p.m. peak hour the eastbound volume on Sir Francis Drake Boulevard was higher by about 140 vehicles, and these trips were also added at Pacheco Avenue.

### Intersection Levels of Service

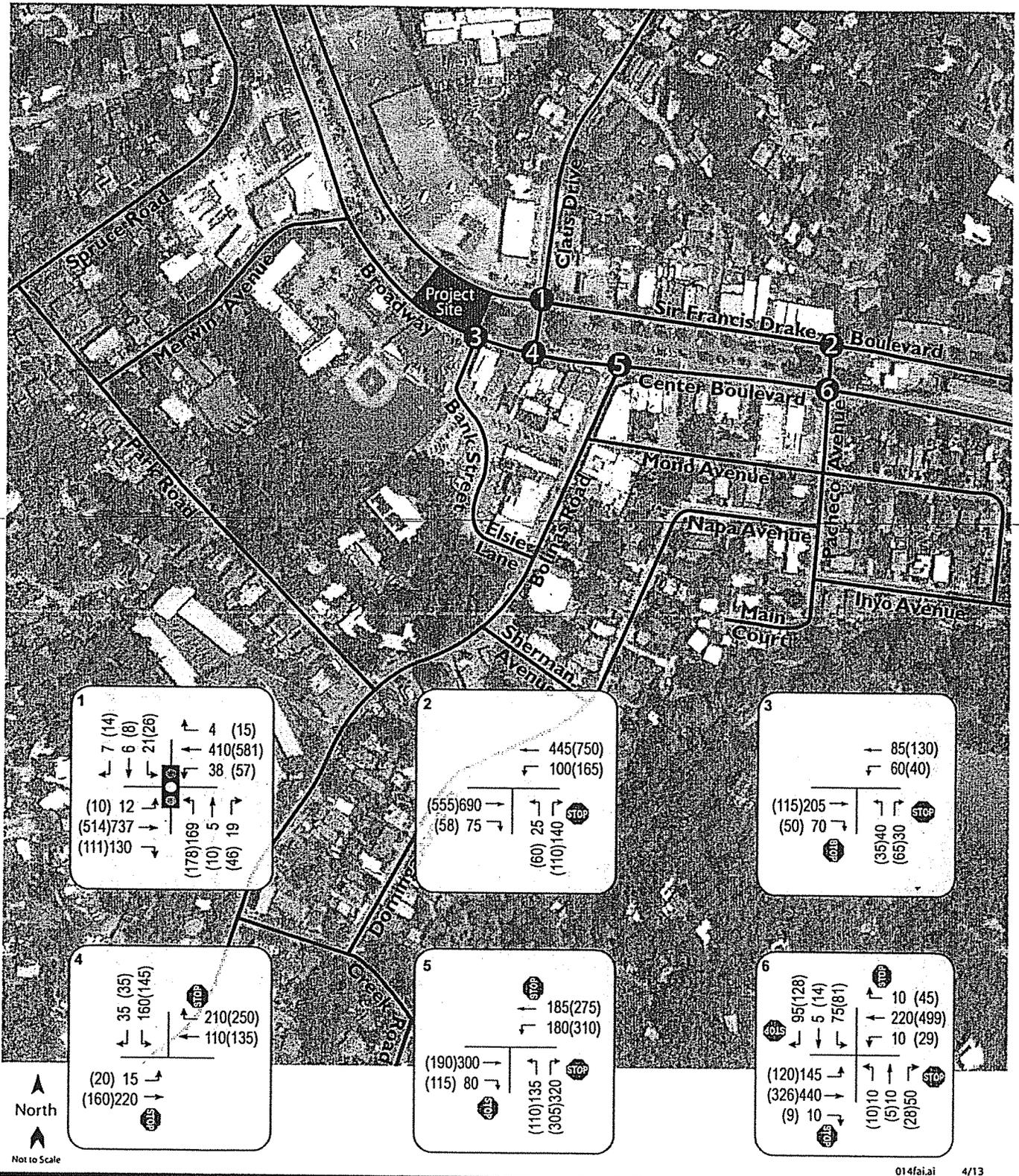
Under existing conditions, all intersections are operating acceptably. Though the northbound Pacheco Avenue approach to Sir Francis Drake Boulevard is operating at LOS E during the p.m. peak hour, this was not considered unacceptable under the suggested standard. The intersection level of service calculations are summarized in Table 2, and the existing traffic volumes are shown in Figure 3. Copies of the Level of Service calculations are provided in Appendix A.

**Table 2**  
**Summary of Existing Peak Hour Intersection Level of Service Calculations**

Study Intersection Approach	Existing Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Sir Francis Drake Blvd/Claus Dr	14.2	B	16.3	B
2. Sir Francis Drake Blvd/Pacheco Ave	2.8	A	4.9	A
<i>Northbound (Pacheco Ave) Approach</i>	<i>19.0</i>	<i>C</i>	<i>39.8</i>	<i>E</i>
<i>Westbound (Sir Francis Drake) Approach</i>	<i>9.8</i>	<i>A</i>	<i>9.4</i>	<i>A</i>
3. Broadway/Bank St	3.4	A	2.2	A
4. Broadway/Claus Dr	11.8	B	10.9	B
<i>Eastbound (Broadway) Approach</i>	<i>18.0</i>	<i>C</i>	<i>15.7</i>	<i>C</i>
<i>Westbound (Broadway) Approach</i>	<i>10.8</i>	<i>B</i>	<i>10.9</i>	<i>B</i>
5. Broadway/Bolinas Rd	15.5	C	15.4	C
6. Broadway-Center Blvd/Pacheco Ave	14.8	B	29.2	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

LEGEND	
●	Study Intersection
xx	A.M. Peak Hour Volume
(xx)	P.M. Peak Hour Volume



Traffic Impact Analysis for Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Figure 3  
Existing Traffic Volumes

## Existing plus Approved Projects Conditions

Consideration was given to operating conditions that might be expected upon occupation of other projects that have already been approved by the Town; however, according to Town staff there are no projects to be evaluated for this scenario.

### Project Description

The proposed project consists of converting the existing service bays at the Chevron Station at 2001 Sir Francis Drake Boulevard to a 1,950 square foot convenience market. No changes to site access are proposed; the two existing driveways to Sir Francis Drake Boulevard will be retained. The site plan is shown in Figure 4.

### Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 9<sup>th</sup> Edition, 2012. The trip generation potential of the project as planned was developed using the published standard rates for a Convenience Market with Gas Pumps. Although the site has previously operated as a gas station with service bays, no deduction was taken to account for these previously existing trips.

#### Pass-by Trips

Some portion of traffic associated with gas stations and convenience markets is drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by." The percentage of these pass-by trips was developed based on information provided in the *Trip Generation Manual*. This reference includes pass-by data collected at numerous locations for many land uses, such as the gas station and convenience market uses applied in this traffic analysis. Rates for both the a.m. and p.m. peak periods are available for gas stations. These rates were applied as a deduction to the overall trips generated by the project. At the proposed project, pass-by trips would in essence be "captured" from traffic on Sir Francis Drake Boulevard. The ITE pass-by percentages appear reasonable given that Sir Francis Drake Boulevard carries in excess of 25,000 vehicles per day along the project frontage.

#### Total Project Trip Generation

Table 3 summarizes the resulting trip generation based on the direction given by the Town and using the rates from the recently published 9<sup>th</sup> Edition of the *Trip Generation Manual*, including appropriate deductions to account for pass-by trips drawn from traffic already passing by the site on Sir Francis Drake Boulevard.

Table 3  
Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Conv. Mkt w/Gas Pumps	8 vfp	542.60	4,341	16.57	133	66	67	19.07	153	76	77
Pass-by trips		-64%	2,778	-63%	-84	-42	-42	-66%	-101	-50	-51
<b>Total New Primary Trips</b>			<b>1,563</b>		<b>49</b>	<b>24</b>	<b>25</b>		<b>52</b>	<b>26</b>	<b>26</b>

Notes: vfp = vehicle fueling positions



## Trip Distribution

The pattern used to allocate new project trips to the street network was based existing traffic patterns. The applied distribution assumptions and resulting trips are shown in Table 4.

**Table 4**  
**Trip Distribution Assumptions**

Route	Percent	Daily Trips	AM Trips	PM Trips
To/from the east on Sir Francis Drake Blvd	40%	625	20	21
To/from the west on Sir Francis Drake Blvd	25%	391	12	13
To/from Bolinas Ave via Claus Dr	20%	313	10	10
To/from Broadway west of Claus Dr	8%	125	4	4
To/from the north on Claus Dr	4%	63	2	2
To/from Pacheco	3%	47	1	2
<b>TOTAL</b>	<b>100%</b>			

## Intersection Operation

### Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue operating at the same levels of service as under conditions without the project. Existing plus Project levels of service are summarized in Table 5, and Project traffic volumes are shown in Figure 5.

**Table 5**  
**Existing and Existing plus Project Peak Hour Intersection Levels of Service**

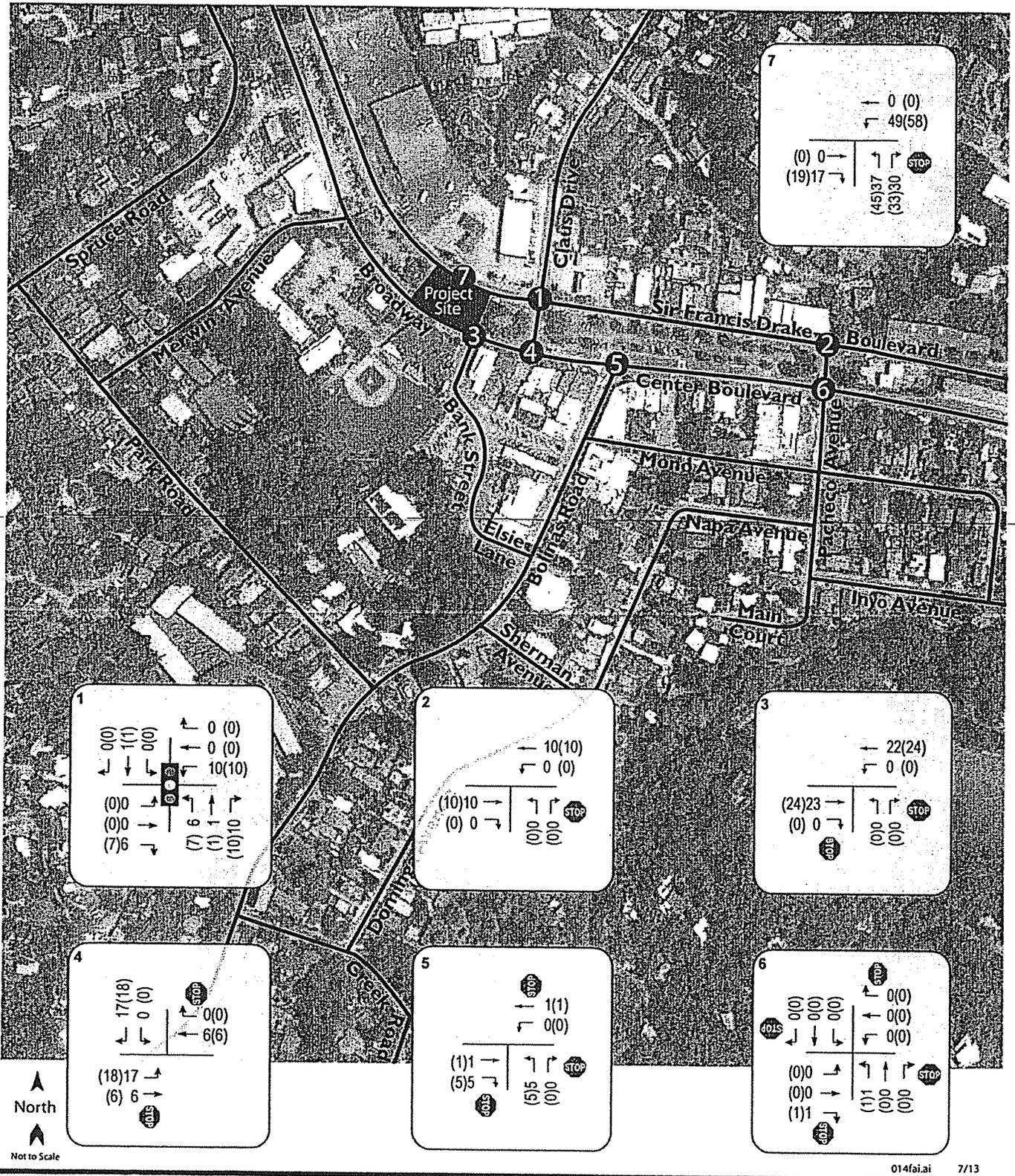
Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak Delay	PM Peak Delay	AM Peak LOS	PM Peak LOS	AM Peak Delay	PM Peak Delay	AM Peak LOS	PM Peak LOS
1. Sir Francis Drake Blvd/Claus Dr	14.2	16.3	B	B	14.5	16.6	B	B
2. Sir Francis Drake Blvd/Pacheco Ave	2.8	4.9	A	A	2.8	5.1	A	A
<i>Northbound (Pacheco Ave) Approach</i>	<i>19.0</i>	<i>39.8</i>	<i>C</i>	<i>E</i>	<i>19.5</i>	<i>42.5</i>	<i>C</i>	<i>E</i>
<i>Westbound (SFDB) Left-turn</i>	<i>9.8</i>	<i>9.4</i>	<i>A</i>	<i>A</i>	<i>9.8</i>	<i>9.5</i>	<i>A</i>	<i>A</i>
3. Broadway/Bank St	3.4	2.2	A	A	3.4	2.2	A	A
4. Broadway/Claus Dr	11.8	10.9	B	B	12.0	11.0	B	B
<i>Eastbound (Broadway) Approach</i>	<i>18.0</i>	<i>15.7</i>	<i>C</i>	<i>C</i>	<i>18.7</i>	<i>16.2</i>	<i>C</i>	<i>C</i>
<i>Westbound (Broadway) Approach</i>	<i>10.8</i>	<i>10.9</i>	<i>B</i>	<i>B</i>	<i>10.8</i>	<i>11.0</i>	<i>B</i>	<i>B</i>
5. Broadway/Bolinas Rd	15.5	15.4	C	C	15.7	15.5	C	C
6. Broadway-Center/Pacheco Ave	14.8	29.2	B	D	14.9	29.3	B	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

*Finding:* The study intersections are expected to continue operating acceptably at the same levels of service upon the addition of project-generated traffic.

**LEGEND**

- Study Intersection
- xx A.M. Peak Hour Volume
- (xx) P.M. Peak Hour Volume



Traffic Impact Analysis for Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Figure 5  
Project Traffic Volumes

## Access and Circulation

### Site Access

The project as proposed retains access via two existing driveways on Sir Francis Drake Boulevard. Consideration was given to providing an additional driveway that would allow access from Broadway. With this alternative access, operation would change slightly at four intersections, as indicated in Table 6, though no changes in the overall levels of service would be expected.

**Table 6**  
**Existing plus Project and Existing plus Alternative Access Intersection Levels of Service**

Study Intersection Approach	Existing plus Project				Existing plus Alternative Access			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Sir Francis Drake Blvd/Claus Dr	14.5	B	16.6	B	14.2	B	16.3	B
2. Sir Francis Drake Blvd/Pacheco Ave <i>Northbound (Pacheco Ave) Approach</i> <i>Westbound (SFDB) Approach</i>	2.8	A	5.1	A	2.8	A	5.0	A
	<i>19.5</i>	<i>C</i>	<i>42.5</i>	<i>E</i>	<i>19.4</i>	<i>C</i>	<i>41.7</i>	<i>E</i>
	<i>9.8</i>	<i>A</i>	<i>9.5</i>	<i>A</i>	<i>9.8</i>	<i>A</i>	<i>9.5</i>	<i>A</i>
4. Broadway/Claus Dr <i>Eastbound (Broadway) Approach</i> <i>Westbound (Broadway) Approach</i>	12.0	B	11.0	B	12.0	B	11.0	B
	<i>18.7</i>	<i>C</i>	<i>16.2</i>	<i>C</i>	<i>18.3</i>	<i>C</i>	<i>15.9</i>	<i>C</i>
	<i>10.8</i>	<i>B</i>	<i>11.0</i>	<i>B</i>	<i>10.9</i>	<i>B</i>	<i>11.0</i>	<i>B</i>
5. Broadway/Bolinas Rd	15.7	C	15.5	C	15.7	C	15.6	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

### Driveway Operation

Consideration was given to delays that would be encountered by drivers both entering and exiting the site under the proposed access scheme to Sir Francis Drake Boulevard only as well as with the alternative access on Broadway. With the two driveways on Broadway, drivers would be expected to experience about 28 seconds of delay, on average, exiting the driveway. Drivers waiting to turn left into the site would experience greater delays averaging 54 seconds during the morning peak hour and 49 during the evening peak hour. With the alternative access outbound drivers would experience delays averaging 29 and 28 seconds during the morning and evening peaks respectively, which is almost identical to the findings for the proposed access scheme. Inbound left-turning drivers would experience slightly lower delays due to the re-routing of some traffic away from the driveway, with 50 seconds of delay expected during the morning peak hour and 45 during the evening. These results indicate that only a 4-second reduction in average delay during peak periods could be achieved with the alternate access.

While drivers would theoretically wait more than 45 seconds to turn left into the driveway, in practice it is anticipated that the delays would be less since drivers will often create a gap to allow a left turn if they are approaching a queue of stopped traffic anyway. Further, the analysis was based on a single access point on Sir Francis Drake Boulevard, and there are actually two driveways so the movements could be split up. Finally, with a lane width of about 16 feet, including the bike lane, there is sufficient

width for most vehicles to pass on the right of a vehicle stopped and waiting to turn left, so queuing behind the left-turning vehicle is not expected to be substantial.

*Left-Turn Restrictions on Sir Francis Drake Boulevard*

As requested by the Town, conditions were evaluated with left turns prohibited from Sir Francis Drake Boulevard into the site. Trips to the project from the east on Sir Francis Drake Boulevard would instead be required to access the site from the driveway on Broadway via Claus Drive. With the left-turn restriction on Sir Francis Drake Boulevard and the alternative access, operation would change slightly at three intersections, as indicated in Table 7, though no changes in the overall levels of service would be expected.

**Table 7  
Existing plus Project and Existing plus Alternative Access and Left Turn Restriction  
Intersection Levels of Service**

Study Intersection Approach	Existing plus Project				Existing plus Alternative Access and Left Turn Restriction			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Sir-Francis-Drake-Blvd/Claus-Dr	14.5	B	16.6	B	14.7	B	16.9	B
3. Broadway/Bank St	3.4	A	2.2	A	3.4	A	2.3	A
4. Broadway/Claus Dr	12.0	B	11.0	B	11.9	B	10.9	B
<i>Eastbound (Broadway) Approach</i>	<i>18.7</i>	<i>C</i>	<i>16.2</i>	<i>C</i>	<i>18.5</i>	<i>C</i>	<i>16.0</i>	<i>C</i>
<i>Westbound (Broadway) Approach</i>	<i>10.8</i>	<i>B</i>	<i>11.0</i>	<i>B</i>	<i>10.9</i>	<i>B</i>	<i>11.1</i>	<i>B</i>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Sight Distance

At driveways a substantially clear line of sight should be maintained between the driver of a vehicle waiting to enter the roadway and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Recommended stopping sight distance is based on the approach speed.

Given the site's location on the outside of a large-radius horizontal curve, sight distance exceeds 500 feet in each direction from both driveways. This is adequate for approach speeds in exceed of 50 mph, so more than adequate for the speed of traffic on this segment of Sir Francis Drake Boulevard.

*Finding:* Sight distances available to drivers entering and exiting the site's driveways are adequate.

On-Site Circulation

Since the site has previously operated as a gas station, fuel tankers will access the storage tanks in the same manner as in the past. Trucks can enter from either driveway and travel through the pump area to reach the tanks; then leave via the other driveway, depending on their direction of travel. Fuel deliveries should be scheduled for off-peak hours to minimize conflicts with other site traffic. A turning movement diagram for the tankers prepared by the project's civil engineer is provided in Appendix B.

Vehicles accessing the fueling positions will likewise be able to enter from either driveway, park adjacent to the pump, and exit via the other driveway. The spacing between pumps is adequate to provide a circulating lane between islands so that drivers can pass through between vehicles parked at the pumps on either side of the center aisle.

Traffic movement will be limited to one direction at a time either entering or leaving through the westerly driveway if a vehicle is parked in the westernmost space in front of the convenience market. Since movements are typically slow at and near driveways and sight lines are clear, this is expected to operate adequately for the volume of traffic anticipated to access the site.

Drivers destined for the convenience market only (as opposed to those patronizing the market in addition to fuel) will need to enter via the westerly driveway in order to access the parking spaces in front of the market. Drivers entering via the easterly driveway can park in the spaces provided on the easterly side of the site.

Drivers leaving the convenience market from the parking spaces in front of the market would be required to back up into the sidewalk along Sir Francis Drake Boulevard in order to exit the project site. A turning movement diagram for exiting passenger cars prepared by the project's civil engineer is provided in Appendix B. As shown in the diagram, while the back-up maneuver would require use of the sidewalk, it would not impact the travel lane of Sir Francis Drake Boulevard. While having drivers utilize the sidewalk is not ideal, the use of the pedestrian area is not unusual in that drivers frequently back up into crosswalks when exiting perpendicular spaces in a downtown setting. Further, the speed at which such movements are made is very low, giving drivers and pedestrians adequate time to observe and react to one another. As a result, the operation of the parking spaces in front of the store is not expected to result in a safety impact.

#### Pedestrian Access

Sidewalk along Sir Francis Drake Boulevard is currently discontinuous, with a gap along the site's frontage between the two driveways. Additionally, sidewalk does not exist along the site's southerly boundary on Broadway. In order to improve pedestrian access and connectivity of pedestrian facilities, it is recommended that a sidewalk be installed along the site's frontage on Sir Francis Drake Boulevard in place of the existing planter bed and along Broadway connecting to the terminus east of the site. There is insufficient width between the curb and retaining walls to the west, so sidewalk is not recommended to be extended beyond the point where it would reasonably serve site-generated pedestrian traffic.

*Finding:* Pedestrian facilities are inadequate due to a gap in the sidewalk on Sir Francis Drake Boulevard and Broadway along the site's frontages.

*Recommendation:* Sidewalk should be installed along the site's frontage on Sir Francis Drake Boulevard between the existing driveways and connecting to adjacent parcels and on the Broadway frontage.

#### Bicycle Access

Sir Francis Drake Boulevard is designated as a primary bike route in the County of Marin. Where adequate width exists, the roadway has striped shoulders that may be used by bicyclists, though there are no such markings in the vicinity of the project. Rather, bicyclists must share the roadway with vehicular traffic. The project results in no changes to the project's frontage, so has no impact on bicycle facilities. In order to encourage bicycling as a mode of transportation for both customers and employees, the project should provide bicycle parking in the form of a bike rack or other space where bicycles can be safely secured.

*Finding:* Bicycle racks should be provided to encourage bicycle usage.

*Recommendation:* Install bike racks or other bicycle parking facilities.

## Conclusions and Recommendations

---

### Conclusions

- The proposed site use conversion is expected to generate 1,563 net new trips on a daily basis, including 49 new trips during the a.m. peak hour and 52 during the p.m. peak hour.
- All study intersections are currently operating acceptably, and are expected to continue operating at the same levels of service with project traffic added. The proposed project is therefore expected to have a less-than-significant impact on traffic operation.
- Access to the site as proposed will be via two existing driveways on the south side of Sir Francis Drake Boulevard. Both have adequate sight distance.
- Consideration was given to an alternative access that includes a new driveway on Broadway. This option would result in minimal change to traffic operation at existing intersections, but would reduce delay for drivers turning left into the site from Sir Francis Drake Boulevard by an average of four seconds.
- Additional consideration was given to a left-turn restriction from Sir Francis Drake Boulevard to the site to minimize the delay for westbound through traffic. This option would require westbound Sir Francis Drake Boulevard drivers to use a driveway on Broadway, and would result in all study intersections continuing to operate acceptably at the same levels of service compared to access conditions for the project as proposed.
- Site circulation is expected to operate acceptably, with a pass-through lane provided between the pumps that will allow circulation between vehicles parked at the pumps to access the other driveway.
- Pedestrian facilities are incomplete in the project area, including along the site's frontages.
- There are no bike facilities along the project's frontage, so there is no impact on bike facilities.
- Drivers exiting the parking spaces in front of the convenience store will need to back into the sidewalk area; however, given the low speeds and open sight lines this is not expected to result in a safety impact.

### Recommendations

- Sidewalk should be installed along the project site's Sir Francis Drake Boulevard and Broadway frontages connecting to existing facilities.
- Bike racks or other bike parking facilities should be provided on-site.

## Study Participants and References

---

### Study Participants

Principal in Charge: Dalene J. Whitlock, PE, PTOE  
Transportation Engineer: Sam Lam, PE  
Technician/Graphics: Deborah J. Mizell  
Editing/Formatting: Angela McCoy

### References

*Fairfax Municipal Code*, American Legal Publishing Corporation, 2012  
*Highway Capacity Manual*, Transportation Research Board, 2000  
*Town of Fairfax 2010-2030 General Plan*, Town of Fairfax, 2012  
*Trip Generation Manual*, 9<sup>th</sup> Edition, Institute of Transportation Engineers, 2012

### Communications

Per January 25, 2013, Linda Neal, Senior Planner, there are no "Approved Projects" that need to be included in the analysis.

FAI014



## Appendix A

---

### Intersection Level of Service Calculations

PM Peak Hour - Existing Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

PM Peak Hour - Existing Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sir Francis Drake Blvd/Claus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500  
Loss Time (sec): 8 Average Delay (sec/veh): 16.3  
Optimal Cycle: 32 Level of Service: B

Street Name: Claus Dr Sir Francis Drake Blvd  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Include Protected  
Rights: Permitted Include Protected  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2013 << 4:45 - 5:45 pm

Base Vol: 178 10 46 26 8 14 10 514 111 57 581 15  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 178 10 46 26 8 14 10 514 111 57 581 15  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 178 10 46 26 8 14 10 514 111 57 581 15  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 178 10 46 26 8 14 10 514 111 57 581 15  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 178 10 46 26 8 14 10 514 111 57 581 15

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.71 0.71 0.85 0.80 0.80 0.80 0.85 0.95 1.00 0.85 0.95 1.00  
Lanes: 0.95 0.05 1.00 0.54 0.17 0.29 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1275 72 1615 823 253 443 1805 1900 1615 1805 1845 48

Capacity Analysis Module:

Vol/Sat: 0.14 0.14 0.03 0.03 0.03 0.03 0.01 0.27 0.07 0.03 0.31 0.31  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.01 0.57 0.57 0.07 0.63 0.63  
Volume/Cap: 0.50 0.50 0.10 0.11 0.11 0.11 0.50 0.47 0.12 0.47 0.50 0.50  
Delay/Veh: 31.2 31.2 26.8 27.0 27.0 27.0 67.5 12.8 9.8 47.8 10.3 10.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 31.2 31.2 26.8 27.0 27.0 27.0 67.5 12.8 9.8 47.8 10.3 10.3  
LOS by Move: C C C C C C E B A D B B  
HCM2k95thQ: 10 10 2 2 2 2 2 17 3 5 18 18

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Sir Francis Drake Blvd/Claus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585  
Loss Time (sec): 8 Average Delay (sec/veh): 14.2  
Optimal Cycle: 37 Level of Service: B

Street Name: Claus Dr Sir Francis Drake Blvd  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Include Protected  
Rights: Permitted Include Protected  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2013 << 7:45 - 8:45 am

Base Vol: 169 5 19 21 6 7 12 737 130 38 410 4  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 169 5 19 21 6 7 12 737 130 38 410 4  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 169 5 19 21 6 7 12 737 130 38 410 4  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 169 5 19 21 6 7 12 737 130 38 410 4  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 169 5 19 21 6 7 12 737 130 38 410 4

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.71 0.71 0.85 0.80 0.80 0.80 0.85 0.95 1.00 0.85 0.95 1.00  
Lanes: 0.97 0.03 1.00 0.62 0.18 0.20 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1308 39 1615 938 268 313 1805 1900 1615 1805 1880 18

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.01 0.02 0.02 0.02 0.01 0.39 0.08 0.02 0.22 0.22  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.02 0.66 0.66 0.04 0.68 0.68  
Volume/Cap: 0.58 0.58 0.05 0.10 0.10 0.10 0.32 0.58 0.12 0.58 0.32 0.32  
Delay/Veh: 37.8 37.8 30.8 31.2 31.2 31.2 53.2 10.0 6.2 60.5 6.8 6.8  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 37.8 37.8 30.8 31.2 31.2 31.2 53.2 10.0 6.2 60.5 6.8 6.8  
LOS by Move: D D C C C C D A E A  
HCM2k95thQ: 11 11 1 2 2 2 2 23 3 4 10 10

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Conversion of Service Bays at an Existing Chevron to a Convenience Market
Town of Fairfax

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Sir Francis Drake Blvd/Pacheco Ave
Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C [ 19.0]

Street Name: Pacheco Ave Sir Francis Drake Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module: 7:45 - 8:45 am
Base Vol: 25 0 140 0 0 0 0 690 75 100 445 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1335 xxxxx 690 xxxxx xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx
Potent Cap.: 171 xxxxx 449 xxxxx xxxxx xxxxx xxxxx xxxxx 857 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.6 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx
Control Del: 32.5 xxxxx 16.6 xxxxx xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

ApproachLOS:
C
Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Conversion of Service Bays at an Existing Chevron to a Convenience Market
Town of Fairfax

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Sir Francis Drake Blvd/Pacheco Ave
Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E [ 39.8]

Street Name: Pacheco Ave Sir Francis Drake Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module: 4:15 - 5:15 pm
Base Vol: 60 0 110 0 0 0 0 555 58 165 750 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1635 xxxxx 555 xxxxx xxxxx xxxxx xxxxx xxxxx 613 xxxxx xxxxx
Potent Cap.: 112 xxxxx 535 xxxxx xxxxx xxxxx xxxxx xxxxx 976 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 2.9 xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx
Control Del: 88.2 xxxxx 13.5 xxxxx xxxxx xxxxx xxxxx xxxxx 9.4 xxxxx xxxxx

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

ApproachLOS:
E
Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Broadway/Bank St

Cycle (sec): 1  
Loss Time (sec): 0  
Optimal Cycle: 0  
Critical Vol./Cap.(X): 0.392  
Average Delay (sec/veh): 3.4  
Level of Service: A

Street Name: Bank St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Yield Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:7:45 - 8:45 am  
Base Vol: 40 0 30 0 0 0 0 0 205 70 60 85 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 40 0 30 0 0 0 0 205 70 60 85 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 40 0 30 0 0 0 0 205 70 60 85 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 40 0 30 0 0 0 0 205 70 60 85 0

Saturation Flow Module:  
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.57 0.00 0.43 0.00 0.00 0.00 0.00 0.75 0.25 0.41 0.59 0.00  
Final Sat.: 200 0 150 0 0 0 0 523 178 330 467 0

Capacity Analysis Module:  
Vol/Sat: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.39 0.39 0.18 0.18 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Volume/Cap: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.39 0.39 0.18 0.18 0.00  
Delay/Veh: 2.1 0.0 2.1 0.0 0.0 0.0 0.0 4.4 4.4 2.0 2.0 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 2.1 0.0 2.1 0.0 0.0 0.0 0.0 4.4 4.4 2.0 2.0 0.0  
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Broadway/Bank St

Cycle (sec): 1  
Loss Time (sec): 0  
Optimal Cycle: 0  
Critical Vol./Cap.(X): 0.228  
Average Delay (sec/veh): 2.2  
Level of Service: A

Street Name: Bank St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Yield Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:4:15 - 5:15 pm  
Base Vol: 35 0 65 0 0 0 0 0 115 50 40 130 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 35 0 65 0 0 0 0 115 50 40 130 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 35 0 65 0 0 0 0 115 50 40 130 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 35 0 65 0 0 0 0 115 50 40 130 0

Saturation Flow Module:  
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.70 0.30 0.24 0.76 0.00  
Final Sat.: 154 0 285 0 0 0 0 538 234 213 694 0

Capacity Analysis Module:  
Vol/Sat: 0.23 0.00 0.23 0.00 0.00 0.00 0.00 0.21 0.21 0.19 0.19 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Volume/Cap: 0.23 0.00 0.23 0.00 0.00 0.00 0.00 0.21 0.21 0.19 0.19 0.00  
Delay/Veh: 2.4 0.0 2.4 0.0 0.0 0.0 0.0 2.3 2.3 2.0 2.0 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 2.4 0.0 2.4 0.0 0.0 0.0 0.0 2.3 2.3 2.0 2.0 0.0  
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.





AM Peak Hour - Existing Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pacheco Ave/Center Blvd  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.700  
Loss Time (sec): 0 Average Delay (sec/veh): 14.8  
Optimal Cycle: 0 Level Of Service: B

Street Name: Pacheco Ave Center Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 10 10 50 75 5 95 145 440 10 10 220 10  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 10 10 50 75 5 95 145 440 10 10 220 10  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 10 50 75 5 95 145 440 10 10 220 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 10 50 75 5 95 145 440 10 10 220 10  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 10 50 75 5 95 145 440 10 10 220 10

Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.14 0.14 0.72 0.94 0.06 1.00 1.00 0.98 0.02 0.04 0.92 0.04  
Final Sat.: 72 72 362 443 30 559 586 629 14 24 539 24

Capacity Analysis Module:  
Vol/Sat: 0.14 0.14 0.14 0.17 0.17 0.17 0.25 0.70 0.70 0.41 0.41 0.41  
Crit Moves: \*\*\*\*  
Delay/Veh: 10.4 10.4 10.4 11.2 11.2 9.8 10.7 19.7 19.7 12.8 12.8 12.8  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 10.4 10.4 10.4 11.2 11.2 9.8 10.7 19.7 19.7 12.8 12.8 12.8  
LOS by Move: B B B A B A B C C B B B  
ApproachDel: 10.4 10.4 10.4 17.5 17.5 12.8  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00  
ApprAdjDel: 10.4 10.4 10.4 17.5 17.5 12.8  
LOS by Appr: B B B C C B B  
AllWayAvg: 0.1 0.1 0.1 0.2 0.2 0.2 0.3 2.0 2.0 0.6 0.6 0.6

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pacheco Ave/Center Blvd  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.950  
Loss Time (sec): 0 Average Delay (sec/veh): 29.2  
Optimal Cycle: 0 Level Of Service: D

Street Name: Pacheco Ave Center Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 10 5 28 81 14 128 120 326 9 29 499 45  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 10 5 28 81 14 128 120 326 9 29 499 45  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 5 28 81 14 128 120 326 9 29 499 45  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 5 28 81 14 128 120 326 9 29 499 45  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 5 28 81 14 128 120 326 9 29 499 45

Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.23 0.12 0.65 0.85 0.15 1.00 1.00 0.97 0.03 0.05 0.87 0.08  
Final Sat.: 106 53 296 391 68 536 536 566 16 31 525 47

Capacity Analysis Module:  
Vol/Sat: 0.09 0.09 0.09 0.21 0.21 0.24 0.22 0.58 0.58 0.95 0.95 0.95  
Crit Moves: \*\*\*\*  
Delay/Veh: 11.1 11.1 11.1 12.2 12.2 11.1 11.1 16.4 16.4 48.7 48.7 48.7  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 11.1 11.1 11.1 12.2 12.2 11.1 11.1 16.4 16.4 48.7 48.7 48.7  
LOS by Move: B B B B B B B C C E E E  
ApproachDel: 11.1 11.1 11.5 15.0 15.0 48.7  
Delay Adj: 1.00 1.00 1.00 1.00  
ApprAdjDel: 11.1 11.5 15.0 48.7  
LOS by Appr: B B B C C E E  
AllWayAvg: 0.1 0.1 0.1 0.2 0.2 0.3 0.3 1.2 1.2 6.7 6.7 6.7

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions  
 Conversion of Service Bays at an Existing Chevron to a Convenience Market  
 Town of Fairfax

Trip Generation Report

Forecast for am

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1		8.00	Convenience Ma	8.25	8.38	66	67	133 271.4
1		-1.00	Pass-by	42.00	42.00	-42	-42	-84 -171.
	Zone 1	Subtotal				24	25	49 100.0
-----								
TOTAL						24	25	49 100.0

PM Peak Hour - Existing plus Project Conditions  
 Conversion of Service Bays at an Existing Chevron to a Convenience Market  
 Town of Fairfax

Trip Generation Report

Forecast for pm

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1		8.00	Convenience Ma	9.50	9.62	76	77	153 294.2
1		-1.00	Pass-by	50.00	51.00	-50	-51	-101 -194.
	Zone 1	Subtotal				26	26	52 100.0
-----								
TOTAL						26	26	52 100.0





AM Peak Hour - Existing plus Project Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Broadway/Bank St

Cycle (sec): 1 Critical Vol./Cap.(X): 0.393  
Loss Time (sec): 0 Average Delay (sec/veh): 3.4  
Optimal Cycle: 0 Level Of Service: A

Street Name: Bank St Broadway  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Yield Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0

Volume Module: 7:45 - 8:45 am  
Base Vol: 40 0 30 0 0 0 0 205 70 60 85 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 40 0 30 0 0 0 0 205 70 60 85 0  
Added Vol: 0 0 0 0 0 0 0 2 0 0 2 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 40 0 30 0 0 0 0 207 70 60 87 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 40 0 30 0 0 0 0 207 70 60 87 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 40 0 30 0 0 0 0 207 70 60 87 0

Saturation Flow Module:  
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.57 0.00 0.43 0.00 0.00 0.00 0.00 0.75 0.25 0.41 0.59 0.00  
Final Sat.: 199 0 150 0 0 0 0 526 178 326 472 0

Capacity Analysis Module:  
Vol/Sat: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.39 0.39 0.18 0.18 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Volume/Cap: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.39 0.39 0.18 0.18 0.00  
Delay/Veh: 2.1 0.0 2.1 0.0 0.0 0.0 0.0 4.5 4.5 2.0 2.0 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 2.1 0.0 2.1 0.0 0.0 0.0 0.0 4.5 4.5 2.0 2.0 0.0  
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0  
Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Broadway/Bank St

Cycle (sec): 1 Critical Vol./Cap.(X): 0.229  
Loss Time (sec): 0 Average Delay (sec/veh): 2.2  
Optimal Cycle: 0 Level Of Service: A

Street Name: Bank St Broadway  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Yield Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0

Volume Module: 4:15 - 5:15 pm  
Base Vol: 35 0 65 0 0 0 0 115 50 40 130 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 35 0 65 0 0 0 0 115 50 40 130 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 35 0 65 0 0 0 0 117 50 40 132 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 35 0 65 0 0 0 0 117 50 40 132 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 35 0 65 0 0 0 0 117 50 40 132 0

Saturation Flow Module:  
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.70 0.30 0.23 0.77 0.00  
Final Sat.: 153 0 284 0 0 0 0 543 232 211 697 0

Capacity Analysis Module:  
Vol/Sat: 0.23 0.00 0.23 0.00 0.00 0.00 0.00 0.22 0.22 0.19 0.19 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Volume/Cap: 0.23 0.00 0.23 0.00 0.00 0.00 0.00 0.22 0.22 0.19 0.19 0.00  
Delay/Veh: 2.4 0.0 2.4 0.0 0.0 0.0 0.0 2.3 2.3 2.1 2.1 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 2.4 0.0 2.4 0.0 0.0 0.0 0.0 2.3 2.3 2.1 2.1 0.0  
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0  
Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 12.0 Worst Case Level Of Service: C [ 18.7 ]

Street Name: Claus Dr  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 1

Volume Module: 7:45 - 8:45 am  
Base Vol: 0 0 0 160 0 35 15 220 0 0 110 210  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 160 0 35 15 220 0 0 110 210  
Added Vol: 0 0 0 5 0 2 0 0 0 0 0 0 5  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 165 0 37 17 220 0 0 110 215  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 165 0 37 17 220 0 0 110 215  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 0 0 0 165 0 37 17 220 0 0 110 215

Critical Gap Module:  
Critical Gap: 4.1 6.5 7.1 6.5 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
FollowUpTime: 2.2 3.5 3.5 4.0 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2

Capacity Module:  
Conflict Vol: 0 0 0 404 349 404 349 404 349 404 349 404  
Potential Cap: 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636  
Move Cap: 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636  
Volume/Cap: 0.10 0.05 0.05 0.43 0.22 0.22 0.22 0.22 0.22 0.22 0.22 0.22

Level Of Service Module:  
2Way95thQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3  
Control Del: 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4  
LOS by Move: A A A A A A A A A A A A  
Movement: LT - LTR - RT  
Shared Cap: 497 497 497 497 497 497 497 497 497 497 497 497  
Shared Queue: 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5  
Shrd ConDel: 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7  
Shared LOS: C C C C C C C C C C C C  
ApproachDel: 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7  
ApproachLOS: C C C C C C C C C C C C

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: C [ 16.2 ]

Street Name: Claus Dr  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 1

Volume Module: 4:15 - 5:15 pm  
Base Vol: 0 0 0 145 0 35 20 160 0 0 135 250  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 145 0 35 20 160 0 0 135 250  
Added Vol: 0 0 0 5 0 2 0 0 0 0 0 0 5  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 150 0 37 22 160 0 0 135 255  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 150 0 37 22 160 0 0 135 255  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 0 0 0 150 0 37 22 160 0 0 135 255

Critical Gap Module:  
Critical Gap: 4.1 6.5 7.1 6.5 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
FollowUpTime: 2.2 3.5 3.5 4.0 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2

Capacity Module:  
Conflict Vol: 0 0 0 386 319 404 349 404 349 404 349 404  
Potential Cap: 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636  
Move Cap: 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636 1636  
Volume/Cap: 0.09 0.07 0.07 0.30 0.26 0.26 0.26 0.26 0.26 0.26 0.26 0.26

Level Of Service Module:  
2Way95thQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3  
Control Del: 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4 7.4  
LOS by Move: A A A A A A A A A A A A  
Movement: LT - LTR - RT  
Shared Cap: 502 502 502 502 502 502 502 502 502 502 502 502  
Shared Queue: 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6  
Shrd ConDel: 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2  
Shared LOS: C C C C C C C C C C C C  
ApproachDel: 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2 16.2  
ApproachLOS: C C C C C C C C C C C C

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Broadway/Bollinas Rd  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.704  
Loss Time (sec): 0 Average Delay (sec/veh): 15.7  
Optimal Cycle: 0 Level Of Service: C

Street Name: Bollinas Rd Broadway  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0  
Volume Module: 7:45 - 8:45 am  
Base Vol: 135 0 320 0 0 0 0 300 80 180 185 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 135 0 320 0 0 0 0 300 80 180 185 0  
Added Vol: 5 0 0 0 0 0 0 0 5 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 140 0 320 0 0 0 0 300 85 180 185 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 140 0 320 0 0 0 0 300 85 180 185 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 140 0 320 0 0 0 0 300 85 180 185 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 140 0 320 0 0 0 0 300 85 180 185 0

Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.30 0.00 0.70 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
Final Sat.: 199 0 455 0 0 0 0 551 615 509 547 0

Capacity Analysis Module:  
Vol/Sat: 0.70 xxxxx 0.70 xxxxx xxxxx 0.54 0.14 0.35 0.34 xxxxx  
Crit Moves: \*\*\*\*  
Delay/Veh: 19.3 0.0 19.3 0.0 0.0 0.0 0.0 0.0 15.9 9.2 13.1 12.1 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 19.3 0.0 19.3 0.0 0.0 0.0 0.0 0.0 15.9 9.2 13.1 12.1 0.0  
LOS by Move: C C C A B B  
ApproachDel: 19.3 C xxxxxx 14.4 12.6  
Delay Adj: 1.00 xxxxxx 1.00 1.00  
ApprAdjDel: 19.3 C xxxxxx 14.4 12.6  
LOS by Appr: C C  
AllWayAvgQ: 2.0 2.0 2.0 0.0 0.0 0.0 0.0 0.0 1.0 0.1 0.5 0.5 0.0

PM Peak Hour - Existing plus Project Conditions  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Broadway/Bollinas Rd  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.657  
Loss Time (sec): 0 Average Delay (sec/veh): 15.5  
Optimal Cycle: 0 Level Of Service: C

Street Name: Bollinas Rd Broadway  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0  
Volume Module: 4:15 - 5:15 pm  
Base Vol: 110 0 305 0 0 0 0 190 115 310 275 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 110 0 305 0 0 0 0 190 115 310 275 0  
Added Vol: 5 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 115 0 305 0 0 0 0 190 120 310 275 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 115 0 305 0 0 0 0 190 120 310 275 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 115 0 305 0 0 0 0 190 120 310 275 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 115 0 305 0 0 0 0 190 120 310 275 0

Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.27 0.00 0.73 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
Final Sat.: 175 0 464 0 0 0 0 533 593 533 576 0

Capacity Analysis Module:  
Vol/Sat: 0.66 xxxxx 0.66 xxxxx xxxxx 0.36 0.20 0.58 0.48 xxxxx  
Crit Moves: \*\*\*\*  
Delay/Veh: 17.8 0.0 17.8 0.0 0.0 0.0 0.0 0.0 12.6 9.9 17.8 14.1 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 17.8 0.0 17.8 0.0 0.0 0.0 0.0 0.0 12.6 9.9 17.8 14.1 0.0  
LOS by Move: C C C A B C B  
ApproachDel: 17.8 C xxxxxx 11.5 16.1  
Delay Adj: 1.00 xxxxxx 1.00 1.00  
ApprAdjDel: 17.8 C xxxxxx 11.5 16.1  
LOS by Appr: C C  
AllWayAvgQ: 1.6 1.6 1.6 0.0 0.0 0.0 0.0 0.0 0.5 0.2 1.3 0.8 0.0





PM Peak Hour - Existing plus Project (Alternative Access)  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Sir Francis Drake Blvd/Pacheco Ave

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C [ 19.4 ]

Street Name: Pacheco Ave Sir Francis Drake Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module: 7:45 - 8:45 am

Base Vol: 25 0 140 0 0 0 0 690 75 100 445 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 25 0 140 0 0 0 0 690 75 100 445 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 25 0 140 0 0 0 0 700 75 100 455 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 25 0 140 0 0 0 0 700 75 100 455 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 25 0 140 0 0 0 0 700 75 100 455 0

Critical Gap Module:

Critical Gp: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Conflict Vol: 1355 xxxxx 700 xxxxx xxxxx xxxxx xxxxx xxxxx 775 xxxxx xxxxx  
Potent Cap.: 166 xxxxx 443 xxxxx xxxxx xxxxx xxxxx xxxxx 850 xxxxx xxxxx  
Move Cap.: 151 xxxxx 443 xxxxx xxxxx xxxxx xxxxx xxxxx 850 xxxxx xxxxx  
Volume/Cap: 0.17 xxxxx 0.32 xxxxx xxxxx xxxxx xxxxx xxxxx 0.12 xxxxx xxxxx

Level of Service Module:

2Way95thQ: 0.6 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx  
Control Del: 33.4 xxxxx 16.8 xxxxx xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx  
LOS by Move: D C A

Movement: LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: C C A A

ApproachDel: 19.4 xxxxxxxx xxxxxxxx xxxxxxxx  
ApproachLOS: C C C  
Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project (Alternative Access)  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Sir Francis Drake Blvd/Pacheco Ave

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: E [ 41.7 ]

Street Name: Pacheco Ave Sir Francis Drake Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module: 4:15 - 5:15 pm

Base Vol: 60 0 110 0 0 0 0 555 58 165 750 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 60 0 110 0 0 0 0 555 58 165 750 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 60 0 110 0 0 0 0 565 58 165 760 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 60 0 110 0 0 0 0 565 58 165 760 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 60 0 110 0 0 0 0 565 58 165 760 0

Critical Gap Module:

Critical Gp: 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Conflict Vol: 1655 xxxxx 565 xxxxx xxxxx xxxxx xxxxx xxxxx 623 xxxxx xxxxx  
Potent Cap.: 109 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx 968 xxxxx xxxxx  
Move Cap.: 95 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx 968 xxxxx xxxxx  
Volume/Cap: 0.63 xxxxx 0.21 xxxxx xxxxx xxxxx xxxxx xxxxx 0.17 xxxxx xxxxx

Level of Service Module:

2Way95thQ: 3.0 xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx  
Control Del: 93.1 xxxxx 13.6 xxxxx xxxxx xxxxx xxxxx xxxxx 9.5 xxxxx xxxxx  
LOS by Move: F B A

Movement: LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A A A A

ApproachDel: 41.7 xxxxxxxx xxxxxxxx xxxxxxxx  
ApproachLOS: E E E  
Note: Queue reported is the number of cars per lane.







AM Peak Hour - Existing plus Project Conditions (Alt Access, No SFDB LT)  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Broadway/Bank St  
Cycle (sec): 1 Critical Vol./Cap.(X): 0.394  
Loss Time (sec): 0 Average Delay (sec/veh): 3.4  
Optimal Cycle: 0 Level Of Service: A

Street Name: Bank St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Yield Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: 7:45 - 8:45 am  
Base Vol: 40 0 30 0 0 0 0 0 205 70 60 85 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 40 0 30 0 0 0 0 0 205 70 60 85 0  
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 16 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 40 0 30 0 0 0 0 0 211 70 60 101 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 40 0 30 0 0 0 0 0 211 70 60 101 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 40 0 30 0 0 0 0 0 211 70 60 101 0

Saturation Flow Module:  
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.57 0.00 0.43 0.00 0.00 0.00 0.00 0.00 0.75 0.25 0.37 0.63 0.00  
Final Sat.: 197 0 147 0 0 0 0 0 536 178 300 506 0

Capacity Analysis Module:  
Vol/Sat: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.00 0.39 0.39 0.20 0.20 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Volume/Cap: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.00 0.39 0.39 0.20 0.20 0.00  
Delay/Veh: 2.2 0.0 2.2 0.0 0.0 0.0 0.0 0.0 4.5 4.5 2.1 2.1 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 2.2 0.0 2.2 0.0 0.0 0.0 0.0 0.0 4.5 4.5 2.1 2.1 0.0  
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions (Alt Access, No SFDB LT)  
Conversion of Service Bays at an Existing Chevron to a Convenience Market  
Town of Fairfax

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Broadway/Bank St  
Cycle (sec): 1 Critical Vol./Cap.(X): 0.234  
Loss Time (sec): 0 Average Delay (sec/veh): 2.3  
Optimal Cycle: 0 Level Of Service: A

Street Name: Bank St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Yield Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: 4:15 - 5:15 pm  
Base Vol: 35 0 65 0 0 0 0 0 115 50 40 130 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 35 0 65 0 0 0 0 0 115 50 40 130 0  
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 17 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 35 0 65 0 0 0 0 0 121 50 40 147 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 35 0 65 0 0 0 0 0 121 50 40 147 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 35 0 65 0 0 0 0 0 121 50 40 147 0

Saturation Flow Module:  
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.00 0.71 0.29 0.21 0.79 0.00  
Final Sat.: 149 0 278 0 0 0 0 0 555 230 196 722 0

Capacity Analysis Module:  
Vol/Sat: 0.23 0.00 0.23 0.00 0.00 0.00 0.00 0.00 0.22 0.22 0.20 0.20 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Volume/Cap: 0.23 0.00 0.23 0.00 0.00 0.00 0.00 0.00 0.22 0.22 0.20 0.20 0.00  
Delay/Veh: 2.4 0.0 2.4 0.0 0.0 0.0 0.0 0.0 2.3 2.3 2.2 2.2 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 2.4 0.0 2.4 0.0 0.0 0.0 0.0 0.0 2.3 2.3 2.2 2.2 0.0  
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.



## Appendix B

---

### Turning Movement Diagrams





PROJECT DESCRIPTION: TO RE-OPEN VACANT GAS STATION. CONVERT EXIST. AUTO SERVICE BUILDING TO CONVENIENCE STORE (W/ BEER + WINE SALES). REMODEL EXTERIOR OF BUILDING + FUEL CANOPY. INSTALL NEW FUEL DISPENSERS, SIGNAGE, LANDSCAPING + IRRIGATION.

GENERAL INFORMATION (if applicable):

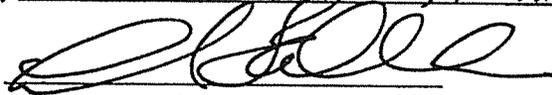
Item	Existing	Proposed
Lot size	9,700 SQ. FT. ±	NO CHANGE
Size of structure(s) or commercial space (square feet)	1,950 SQ. FT	NO CHANGE
Height and No. of stories	18'-0" ± ; 1 STORY	NO CHANGE
Lot coverage	3,431 SQ. FT. = 35%	NO CHANGE
No. of dwellings units	N/A	N/A
Parking <sup>1</sup>	No. of spaces	7 SPACES
	Size of spaces	1 = 17' x 18' (ACCESSIBLE) 2 = 9' x 19' 3 = 9' x 22' (PARALLEL)
Amount of proposed excavation and fill	Excavation = N/A	Fill = N/A

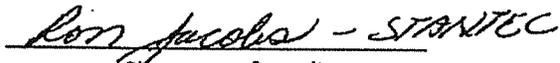
Estimated cost of construction \$ 162,000.00

Lot Coverage is defined as the land area covered by all buildings and improvements with a finished height above grade and all impervious surfaces except driveways.

<sup>1</sup>Minimum parking dimensions are 9' wide by 19' long by 7' high. Do not count parking spaces that do not meet the minimum standards.

Restrictions: Are there any deed restrictions, easements, etc. that affect the property, and, if so, what are they? THERE IS AN UNRECORDED EASEMENT THAT RUNS ACROSS THE EASTERLY PORTION OF THE PROPERTY. THERE HAS BEEN DISCUSSION WITH THE TOWN OF FAIRFAX ABOUT WHAT IMPACT, IF ANY, THIS HAS ON THE PROPERTY

  
Signature of Property Owner

  
Signature of Applicant

10/3/12  
Date

10/14/12  
Date

Planning Department staff is available by appointment between 8:30 a.m. and 12:00 noon and 1:00 p.m. and 5:00 p.m. Monday through Thursday at 142 Bolinas Road, Fairfax, CA. (415) 453-1584

## FLOOR AREA RATIO (FAR) AND LOT COVERAGE STATISTICS

The following information will be used to verify application FAR and lot coverage amounts. **Applications will not be considered complete until the following table is complete.**

	Existing	Proposed
Footprint square footage for all structures	BUILDING = 1,950 S.F. CANOPY = 1,400 S.F.	NO CHANGE NO CHANGE
Living space square footage	N/A	
First floor		
Second floor		
Third floor		
Total	3,350 S.F.	NO CHANGE
Accessory structure square footages		
Sheds		
Pool houses		
Studios/offices		
Second units		
Miscellaneous (specify use)	TRASH ENCLOSURE 85 S.F.	NO CHANGE
Total	85 S.F.	NO CHANGE
Square footage of impervious surfaces		
Walkways		
Patios		
Impervious decks		
Miscellaneous (specify use)	CONCRETE PARK & DRIVE SLABS = 2,250	NO CHANGE
Total	2,250 S.F.	NO CHANGE
Garage/carport square footages (specify type)	N/A	

\* All square footage measurements must be the sum of all interior floor area measured from the exterior faces of the exterior walls for structures (Town Code § 17.008.020).

**FLOOR AREA:** Fairfax Town Code § 17.008.020, Definitions, defines “floor area” as the sum of all interior floor area measured from the exterior faces of the exterior walls. The “floor area” of any accessory structures on the same lot shall be included. The “floor area” of any garage in excess of 500sf in size for single-family residences and 800sf in size for duplexes shall also be included.

**LOT COVERAGE:** Fairfax Town Code § 17.008.020, Definitions, defines “lot coverage” as the percentage of the lot area that is occupied by the ground area of a building, any accessory building(s), as well as any impervious surface areas such as patios (other than driveways) adjacent to the building or accessory structure.

## SUPPLEMENTAL QUESTIONNAIRE & DRB APPLICABILITY

### DESIGN REVIEW

For Commercial, Planned Developments, Hillside Residential and Multiple Family Design Review: (Include brand and number for all finish and/or paint colors.)

1. Exterior finish: EXISTING BRICK
2. Proposed exterior wall color(s): CHEURON EXTRA MILE COLORS, SEE SHTS. A2.2 & A3.2
3. Proposed exterior trim color: SAME AS ABOVE #2
4. Proposed exterior window color: ANODIZED ALUMINUM
5. Proposed roof material and color: STANDING SEAM METAL
6. Special features: \_\_\_\_\_
7. Lot Coverage: BUILDING & CANOPY = 3,350 S.F.
8. Number of existing parking spaces and their sizes: NO MARKED SPACES
9. Number of proposed parking spaces and their sizes: 7 TOTAL; (1) 16'x19' ACCESSIBLE, (3) 9'x19', (3) 9'x22'

### DESIGN REVIEW APPLICABILITY

#### 1. Hillside Design Review (in a ridge line)

All new dwellings located on hillside properties and all additions on properties located in a ridgeline scenic corridor (which include deck and stairway structures) shall require design review.

Additions and accessory structures may be exempt from design review where the applicant demonstrates, through the use of story poles, plans and photo montages, that an accessory structure or addition will have no impact on significant view corridors due to the proposed location of the structure in relation to existing improvements. Project exemption shall be determined by the Fairfax Planning Director.

#### 2. Multiple family Design Review

Multiple family residential units of three (3) or more and additions to structures located in the Multiple Family RM Zone.

#### 3. 50% remodels of additions to residential properties

## Use Permit Applications - Additional information required.

- A written description of the proposed use, major activities, hours of operation, number of employees on the premises during the busiest shift and when the busiest shift is expected and other information pertinent to the application.
- Floor plans must include location of any special equipment.
- Designate customer, employee and living areas.
- If different uses are included in this activity, for example storage, retail, living space, etc. Indicate square footage of each proposed use.

In order to approve your project, the Planning Commission must make findings of fact which state that the project will not have a negative impact on the general public welfare, conforms with the policies of the Town, does not create excessive physical or economic impacts on adjacent property and provides for equal treatment with similar properties in Town.

In the space below, please provide any information which you feel is relevant to these issues and which further explains your project.

THIS PROJECT PROPOSES TO CONVERT AN EXIST. AUTO SERVICE BLDG. INTO A CONVENIENCE STORE (TO INCLUDE BEER + WINE SALES). IT ALSO INCLUDES AN UPGRADE/REMODEL OF THE BUILDING + CANOPY EXTERIORS, NEW SIGNAGE AND UPGRADES TO LANDSCAPING. THE BUSINESS WOULD OPERATE FROM 6:00 AM - 9:00 PM, WITH 2 EMPLOYEES AT MOST TIMES.

THIS SITE HAS BEEN CLOSED DOWN FOR OVER A YEAR AND IS AN EYESORE TO THE TOWN. THIS PROJECT WOULD BENEFIT THE TOWN TREMENDOUSLY.

The final disposition of each use permit shall be in accordance with the facts of the particular case, and such facts must support the following determinations and findings before a use permit may be approved. Indicate how the findings below can be made:

- The approval of the use permit shall not constitute a grant of special privilege and shall not contravene the doctrines of equity and equal treatment.

THE SITE WAS/IS AN EXISTING GAS STATION. THIS PROJECT IMPROVES THE SITE. A TOWN.

- The development and use of property, as approved under the use permit, shall not create a public nuisance, cause excessive or unreasonable detriment to adjoining properties or premises, or cause adverse physical or economic effects thereto, or create undue or excessive burdens in the use and enjoyment thereof, any or all of which effects are substantially beyond that which might occur without approval or issuance of the use permit.

THE SITE IS CURRENTLY IN DISREPAIR AND ADDS BLIGHT TO THE TOWN. THIS PROJECT CHANGES THAT DRASTICALLY

- Approval of the use permit is not contrary to those objectives, goals or standards pertinent to the particular case and contained or set forth in any master plan, development plan or other plan or policy, officially adopted by the town.

THE PROJECT, WITH THE CUP, IS NOT CONTRARY TO THE MASTER PLAN.



TOWN OF FAIRFAX

JUL 15 2013

RECEIVED

PM Design Group, Inc.  
2455 Bennett Valley Road, Ste. C102  
Santa Rosa, CA 95404  
P. 707.703.5618  
F. 707.361.4715

Proposed Chevron Gasoline Service Station  
Remodel W/ Convenience Store  
2001 Sir Francis Drake Blvd.  
Fairfax, CA 94930

Use Permit

- (A) The approval of the Use Permit shall not constitute a grant of special privilege and shall not contravene the doctrines of equity and equal treatment.
  - The site had operated as a gasoline service station for many years. It has been closed for about two years now and has become a symbol of blight in the heart of town. Revitalizing the past use (gas station) will improve the town immensely and will not constitute a grant of special privilege.
  
- (B) The development and use of the property as approved under the Use Permit shall not cause excessive or unreasonable detriment to adjoining properties or premises, or cause adverse physical or economic effects thereto, or create undue or excessive burdens in the use and enjoyment thereof, or any or all of which effects are substantially beyond that which might occur without approval or issuance of the Use Permit.
  - The site was developed and used as a gas station for many years. Changing the use of the main building from automotive service to a convenience store will be less of a burden/detriment to the adjoining properties. Remodeling the site and making it new again will only benefit/improve the adjoining properties and the Town itself. Without approval of the Use Permit, the site will continue to deteriorate, collect trash and unfavorable elements.
  
- (C) Approval of the Use Permit is not contrary to those objectives, goals or standards pertinent to the particular case and contained or set forth in any Master Plan, or other plan or policy, officially adopted by the City.
  - The Town Center Element aims to "enhance the sense of place and the quality of life in the downtown area while promoting the economic base of the Town". The Sir Francis Drake corridor has a number of closed down sites and storefronts. This project will convert a closed down, run down piece of property in the heart of the downtown corridor to a desirable place to do business. All of the structures on site will be updated and new landscaping & sidewalks put in place to the benefit of all. The new owner of the site acknowledges the presence of a Boundary Line Agreement and Conveyance that runs adjacent to the property. No existing or proposed structures encroach this easement. A recorded boundary survey is part of the Planning drawing submittal package.
  
- (D) Approval of the Use Permit will result in equal or better development of the premises than would otherwise be the case, and that said approvals in the public interest and for the protection or enhancement of the general health, safety and welfare of the community.
  - The site has been closed down for about two years and continues to deteriorate and be an eyesore to the Town Center. The proposed remodel and re-opening of the station will be a huge improvement/enhancement to the Town and Community.

Sacramento • Portland • Phoenix • Dallas • San Francisco • Denver • Los Angeles

[www.pmdginc.com](http://www.pmdginc.com)

The proposed gas station and convenience store will operate from 6:00 am – 9:00 pm. Gasoline sales will only take place between these hours. Two employees would be on staff the majority of the time. Fuel deliveries will be 2 times a week, after hours when traffic will be light. Trash pick-up is 2 times per week. As with most businesses in town, the employees will park on the street or ride their bike to work.

Proposed Chevron Gasoline Service Station  
Remodel W/ Convenience Store  
2001 Sir Francis Drake Blvd.  
Fairfax, CA 94930

**It is important to note that the proposed Chevron gas station and Extra Mile convenience store are not owned by Chevron, they are owned by a local business man, born and raised in Marin County, who has an excellent reputation for operating good, clean service stations. This will not become another run-down, dilapidated gas station in the town of Fairfax.**

**Formula Business**

- (A) Is this a pedestrian oriented business, consistent with the GC zone?
- The Extra Mile convenience store is a pedestrian oriented business. The store will sell many staple items that people rely on: water, sodas, energy drinks, icee's, coffee, hot dogs and pre-packaged food items. The store will also sell items unique to Fairfax, such as bicycle tire repair kits. These items will be offered in a clean and well organized shopping atmosphere. Newly remodeled restrooms will also be provided. The installation of new sidewalks at the front and rear of the site will make it even more pedestrian oriented.
- (B) Is it likely that significant revenues from this business will be derived from the residents of the Upper Ross Valley, San Geronimo Valley and Central West Marin areas?
- Yes, significant revenues are expected from these areas. Many residents of the surrounding area will pass through Fairfax in their quest for quality gasoline at fair prices. Most have to go to San Anselmo, San Rafael or Greenbrae to get the high octane, quality gas they want for their vehicles. The convenience store will also offer an alternative for those looking to grab a quick food or drink item on their way to/from home.
- (C) Is it likely the business will provide services and products which satisfy the day-to-day needs of residents of the Upper Ross Valley, San Geronimo Valley and Central West Marin areas?
- Yes, the gasoline sales and convenience store will satisfy these day-to-day needs. The essence of the convenience store is to provide the items that people look for on a daily basis. There are two independent gas stations in town; the one across the street from this site will be closing shortly, leaving one station. The independent stations have to pay more for their gasoline from the refineries and thus have to charge more to sell the gas to its customers. Further the quality of the gas is not the same as that from a "branded" gas station. The "branded" stations gasoline is higher octane and has additives that engines need to make cars run better (such as Chevron's Techron). This quality gasoline will be up to 30 cents/gallon less expensive than the independents gas station is selling its inferior gas for.
- (D) Is this a smaller scale business in terms of number of customers commensurate with the character of the CC zone?
- It is a smaller scale business in terms of lot size (compared to typical gas stations). The installation of new sidewalks at the front and rear of the site helps this project fit with the character of the CC zone by catering to and inviting pedestrian traffic.
- (E) Is this business consistent with the unique character of Fairfax?
- This property has been closed down for approximately 2 years and is an eyesore to the heart of downtown Fairfax. The proposed upgrades and architectural improvements to the building, canopy, landscaping and site will blend well with and enhance the unique character of Fairfax.

The station does not propose to implement all of the architectural elements (image) that the typical Chevron station would have as standard. Special attention has been paid to limit the amount of signage, internal illumination and corporate colors throughout the site. The standing seam metal roofing being added to the building and canopy will be a major improvement. The natural concrete block construction will remain and be pressure washed to look like new. The employees will not be required to wear special uniforms with corporate logos. Please note that the owner is willing to work with the Town of Fairfax to further reduce the amount of "Chevron Image" if necessary.

- (F) Is it likely this business will provide services or products which complement existing business in the CC zone?
- Yes, the gasoline and convenience store will provide products that will complement the CC zone. Gasoline, food, beverage and other staple items are the necessities that people shopping in the CC zone are looking for. Again, the improvements to the site will complement and enhance the heart of downtown Fairfax tremendously.
- (G) Is there a need for this type of business in town, given the number of same or similar businesses in town?
- Yes, there is a need for this type of business in the Town of Fairfax. There will soon be only one gas station left in town. Locals deserve the choice of getting high quality gasoline in town as opposed to going out of town to do so. Again, this proposed Chevron will be selling the higher quality gasoline for about 30 cents a gallon less than the one inferior offering left. The Extra Mile convenience store offers an alternative in the downtown area for someone to grab quick snack or meal in a clean, well-organized environment. Also, the newly remodeled restrooms will be open to the public as opposed to most businesses that will only allow customers to use them.
- (H) Is the proposed location of this business appropriate given the type of use and proximity of same or similar businesses?
- Yes, this location had operated as a gas station for many years prior to closing down. With the station closing down across the street, that leaves one run-down, dirty station left on the other end of town. The remaining station does not offer a convenience store either.
- (I) Is it likely this business will not cause one or more existing businesses in town to fail?
- Three gas stations had operated in town for many years. With the station across the street closing, this will leave one gas station in operation in Fairfax. This Chevron station reopening will not cause the existing station to close. If anything, it may give the owner of the existing station the incentive to improve his business, thus improving Fairfax further. The Sir Francis Drake corridor has a number of closed down sites and storefronts. Reopening this gas station will help the "feel" of the town.
- (J) Will this business keep residents from having to drive out of town for day-to-day needs?
- Yes, the gasoline and convenience store will prevent residents from having to leave town for some of their day-to-day needs. As mentioned, many residents of the surrounding area will pass through Fairfax in their quest for quality gasoline at fair prices. Most have to go to San Anselmo, San Rafael or Greenbrae to get the high octane, quality gas they want for their vehicles. The Extra Mile convenience store's goal is to offer those items that people want for their day-to-day needs.

station/convenience store- Planning Director

Planning Director Moore presented the staff report.

Councilmember Bragman asked if the methodology included studying pedestrian and bicycle use and safety in the area and opening up a driveway out to Broadway. The Bicycle and Pedestrian Master Plan has identified that area as problematic due to the absence of a sidewalk on the north side. Planning Director Moore stated the application did not include opening up Bank Street, however this is on the "radar". Councilmember Bragman stated the Town has an easement and they need to protect that right-of-way. Planning Director Moore stated staff could include this recommendation in the staff report to the Planning Commission. Town Attorney Karpiak stated the Town could ask the applicant to study this in the traffic impact analysis.

Mr. David Parisi, traffic engineer, stated the study would look at pedestrian and bicycle circulation around the site.

Councilmember Bragman stated the study should also look at a sidewalk on the south side of the property. Councilmember Hartwell-Herrero agreed that pedestrian access was critical.

Vice Mayor Weinsoff opened the Public Hearing.

Mr. Tony Yudice, Forrest Terrace, stated the Council is doing everything to justify running Bank Street through to Sir Francis Drake Boulevard without the consent of the public.

Vice Mayor Weinsoff stated all land use decisions are discussed in a public forum.

Councilmember Bragman stated he was talking about a putting in a driveway and not running a street through the property.

Ms. Barbara Coler stated that area was an important ingress/egress point and she looked forward to the results of the Traffic Impact Study. It is appropriate to look at a driveway on the backside of the property.

Mr. Peter Hadjaris stated he has reservations about putting a driveway through to Bank Street because people would cut through the gas station to avoid the traffic signal on Sir Francis Drake Boulevard.

Mr. Mark Bell stated a stop sign should be installed if they put in a driveway.

Ms. Daylene Whitlock, representing Whitlock and Weinberger Transportation (W-Trans), stated her firm would be preparing the traffic study. She asked the Council if they had any questions.

Mr. Arash Salki, property owner, stated he would like to revitalize the site and is eager to work with the Town.

Vice Mayor Weinsoff closed the Public Hearing.

M/S, Bragman/Hartwell-Herrero, Motion to adopt Resolution No. 13-9, a Resolution of the Town Council Establishing a Methodology for Preparing a Traffic Impact Study for a Combination Chevron Gas Station/Early Morning Convenience Store at 2001 Sir Francis Drake Boulevard with following addition to the W-Trans memorandum dated January 25, 2013: on page 2, under the paragraph referring to the "study area", the addition of #7 Driveway from Broadway via Town easement and sidewalk along Broadway.

AYES: All ABSENT: Mayor Reed

**RESOLUTION NO. 13-9**

**A RESOLUTION OF THE FAIRFAX TOWN COUNCIL ESTABLISHING A METHODOLOGY FOR PREPARING A TRAFFIC IMPACT STUDY FOR A COMBINATION CHEVRON GAS STATION/EARLY MORNING CONVENIENCE STORE AT 2001 SIR FRANCIS DRAKE BOULEVARD, FAIRFAX, CALIFORNIA**

**WHEREAS**, the Town of Fairfax Municipal Code Section 17.056 requires a Traffic Impact Study for projects reusing existing buildings that will generate over 100 average daily trips beyond those generated by the previous use as a gas station/auto repair shop; and

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

**WHEREAS**, the Applicant has submitted a preliminary traffic study methodology from Whitlock and Weinberger Transportation as described in the methodology letter dated January 25, 2013; and

**WHEREAS**, the Town's Traffic Consultant, Parisi Transportation, Inc. has indicated they will perform a peer review of the traffic study as described in the letter proposal dated February 28, 2013; and

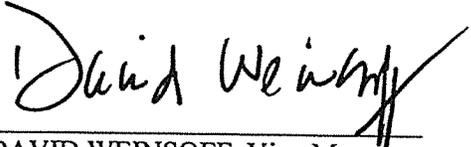
**WHEREAS**, the Town's Planning Department staff has reviewed the preliminary traffic study methodology from Whitlock and Weinberger Transportation and the peer review letter from Parisi Transportation.

**NOW THEREFORE BE IS RESOLVED**, that the Fairfax Town Council hereby recommends that the Traffic Impact Study be prepared by Whitlock and Weinberger Transportation as described in the memorandum dated January 25, 2013; and

**BE IT FURTHER RESOLVED**, that the Town Council approves the methodology for assessing the traffic impacts of the proposed Chevron gas station and Early Morning convenience store.

The foregoing Resolution was duly and regularly passed and adopted at a Regular meeting of the Town Council held on the 6<sup>th</sup> day of March, 2013, by the following vote, to wit:

AYES: Bragman, Hartwell, Weinsoff  
NOES: None  
ABSENT: Reed

  
\_\_\_\_\_  
DAVID WEINSOFF, Vice-Mayor

**ATTEST:**

  
\_\_\_\_\_  
Judy Anderson, Town Clerk



# MARIN MUNICIPAL WATER DISTRICT

220 Nellen Avenue Corte Madera CA 94925-1169  
www.marinwater.org

July 18, 2013  
Service No. 22279

Linda Neal  
Town of Fairfax Planning Dept  
142 Bolinas Rd  
Fairfax CA 94930

**RE: WATER AVAILABILITY – Gas Station**  
Assessor's Parcel No.: 002-116-04  
Location: 2001 Sir Francis Drake Blvd., Fairfax

Dear Ms. Neal:

The above referenced parcel is currently being served. The purpose and intent of this service are to provide water to a gas station. The proposed removal and replacement of contaminated soils on the property will not impair the District's ability to continue service to this property.

Compliance with all indoor and outdoor requirements of District Code Title 13 – Water Conservation is a condition of water service. Indoor plumbing fixtures must meet specific efficiency requirements. Landscape plans shall be submitted, and reviewed to confirm compliance. The Code requires a landscape plan, an irrigation plan, and a grading plan. Any questions regarding District Code Title 13 – Water Conservation should be directed to the Water Conservation Department at (415) 945-1497. You can also find information about the District's water conservation requirements online at [www.marinwater.org](http://www.marinwater.org).

Should backflow protection be required, said protection shall be installed as a condition of water service. Questions regarding backflow requirements should be directed to the Backflow Prevention Program Coordinator at (415) 945-1559.

If you have any questions regarding this matter, please contact me at (415) 945-1532.

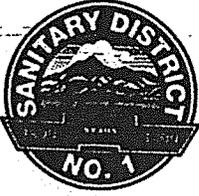
Sincerely,

Joseph Eischens  
Senior Engineering Technician

JE:mp

cc: Town of Fairfax Building Dept

**EXHIBIT #** **D**  
recycled  
recyclable



**ROSS VALLEY SANITARY DISTRICT**  
2960 Kerner Blvd  
San Rafael, CA 94901  
(415) 259-2949 ~ [rvsd.org](http://rvsd.org)

October 17, 2012

Linda Neal, Senior Planner  
Town of Fairfax  
Dept of Planning and Building Services  
142 Bolinas Road  
Fairfax, CA 94930

RECEIVED  
OCT 23 2012  
TOWN OF FAIRFAX

**SUBJECT: 2001 SIR FRANCIS DRAKE BLVD, FAIRFAX; APN 002-116-04**

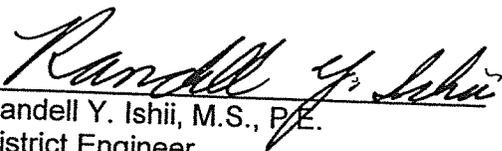
Dear Ms. Neal:

We are in receipt of your transmittal letter dated July 5, 2012 concerning the above-referenced project. Since this project involves an extensive demolition and rebuild, the project will require a connection permit from the District. The size of the sewer lateral will depend on the fixture count calculated during the permitting process. If the existing lateral meets the size requirement of the fixture count, the applicant has the option of installing a new lateral or, the old sewer lateral needs to be tested in the presence of a District Inspector and found to meet all current District requirements.

Sanitary District No. 1 will place a hold on said property once the building permit is issued. This hold prevents the new building from being released for occupancy until the District's permit and sewer requirements are fulfilled. It is the owner's responsibility to obtain a sewer connection permit from this office and meet all District requirements pertaining to the private side sewer/lateral.

If you have any questions, please contact this office.

Sincerely,

  
Randall Y. Ishii, M.S., P.E.  
District Engineer



Ross Valley Fire Department  
 777 San Anselmo Ave  
 San Anselmo, Ca 94960  
 Ph. 415-258-4686

**FIRE DEPARTMENT PLAN REVIEW**

PROJECT: Chevron/Extra Mile  
 ADDRESS: 2001 Sir Francis Drake Blvd  
 Fairfax, CA 94930

Page: 1 of 2  
 Date: 10/31/2012  
 Reviewed by: Rob Bastianon  
 (415) 258-4673

TYPE OF REVIEW: Commercial  
 Bldg. Dept. 10/15/12 Fire Dept. # 12-0311 E-mail: Rbastianon@rossvalleyfire.org  
 Fire Department Standards can be found at: www.rossvalleyfire.org Review No. 1

Applicant\*: Fairfax Planning  
 Address:

**\*Applicant is responsible for distributing these Plan Review comments to the Design Team.**

Occupancy Class: <b>M</b>	Fire Flow Req: <b>1500 GPM</b>	Sprinklers Required: <b>YES</b>
Type of Construction: <b>V-B</b>	On-site Hyd. Req: <b>NO</b>	Fire Alarm Required: <b>NO</b>
Bldg Area: <b>sf:</b>	Fire Lane Req: <b>NO</b>	Permits Required:
Stories: <b>1</b>	Fire Flow Test Required: <b>NO</b>	<b>Sprinklers</b>
Height: <b>+ft.</b>	Wildland Urban Interface: <b>NO</b>	

The project listed above has been reviewed and determined to be:

- ( ) **APPROVED** (no modifications required)
- ( ) **APPROVED AS NOTED** (minor modifications required - review attached comments)
- ( ) **NEEDS REVISION** (revise per attached comments and resubmit)
- ( ) **INCOMPLETE** (provide additional information per attached comments and resubmit)

**NOTE:** Please review the comments and make corrections and/or add notes as required. Changes and/or additions shall be clouded and referenced by date on a legend. Approval of this plan does not approve any omission or deviation from the applicable regulations. Final approval is subject to field inspection. Approved plans shall be on site and available for review at all times.

**ROSSVALLEY FIRE DEPT.**  
**REVIEWED**

DATE: 11/2/12

**Inspections required:**

- ( ) **Access/Water Supply** prior to delivery of combustibles
- ( ) **Defensible Space/Vegetation Management Plan**
- ( ) **Sprinkler Hydro/Final**
- ( ) **Final**



Ross Valley Fire  
Department  
777 San Anselmo Ave  
San Anselmo, Ca 94960  
Ph. 415-258-4686

### FIRE DEPARTMENT PLAN REVIEW

PROJECT: Chevron/Extra Mile  
ADDRESS: 2001 Sir Francis Drake Blvd  
Fairfax, CA 94930

Page: 2 of 2  
Date: 10/31/2012  
Reviewed by: Rob Bastianon  
(415) 258-4673

TYPE OF REVIEW: Commercial  
Bldg. Dept. 10/15/12 Fire Dept. # 12-0311  
E-mail: Rbastianon@rossvalleyfire.org  
Review No. 1  
Fire Department Standards can be found at: www.rossvalleyfire.org

ITEM #	SHEET	COMMENTS	Corr. Made
1		The purpose of this planning review is to advise the Planning Commission of impacts that would affect the Fire Department. A separate complete review is required at the time of application for a construction permit as outlined in the California Fire Code and Building Codes. No significant impacts to the Fire Department are created by this project. Fire apparatus access and water supply are adequate for this project.	
		Submitter's Response: Correction has been completed. See Sheet _____ of <input type="checkbox"/> Plans <input type="checkbox"/> Calculations.	

*All conditions listed above shall be included in revised drawings.  
Fire and life safety systems may require a separate permit. Fire permits may be noted as deferred.*

PV

**TOWN OF FAIRFAX**  
**DEPARTMENT OF PLANNING AND BUILDING SERVICES**

142 Bolinas Road, Fairfax, California 94930  
 Phone (415) 453-1584 FAX (415) 453-1618

**LETTER OF TRANSMITTAL**

**RECEIVED**

**From: Fairfax Planning and Building Services Department**

**OCT 17 2012**

**Date: July 5, 2012**

RECEIVED  
 OCT 20 2012  
 TOWN OF FAIRFAX  
 Environmental Health

- To:  Town Engineer       Fairfax Police Dept.       Marin County Open Space Dist.  
 Town Attorney       Sanitary Dist. 1       Other - Building Official  
 MMWD       Public Works Dept.  
 Ross Valley Fire       Marin County Environmental Health Dept.

Address and Parcel No: 2001 Sir Francis Drake Blvd.; Assessor's Parcel No. 002-116-04

Project Description: To reopen a gas station that has been vacant for over a year, converting the existing automobile service bays to a convenience store serving beer and wine, remodel of the building exterior, canopy, landscaping, irrigation, signs and installation of new fuel dispensers.

These plans are being transmitted for review either: a) prior to public hearings on discretionary permits before the Fairfax Design Review Board and Planning Commission; or, for review prior to issuance of a building permit. Please provide your comments on the completeness and adequacy of the submittal for your agencies reviewing purposes within 10 days.

1	Received October 15, 2012	Preliminary development plans
		NO Record - Sweeps 2001 SIR FRANCIS DR - Fairfax
		The facility must submit plans to EHS for review and approval prior to the construction of the convenience store.
		- Priscilla Van Liew, SR. PEHS Plans Examiner 415-473-4124

**REMARKS**

Please respond by November 2, 2012. Thanks

If you have any questions please contact: Linda Neal, Senior Planner

**INTRADEPARTMENTAL TRANSMITTAL  
MARIN COUNTY ENVIRONMENTAL HEALTH SERVICES  
ROOM 283, 499-6907**

**DATE:** October 23, 2012  
**TO:** Linda Neal, Senior Planner  
 Town of Fairfax  
**FROM:** Scott Callow, Senior EHS   
**RE:** Preliminary Development Plan  
  
**AP#:** 002-116-04  
**ADDRESS:** 2001 Sir Francis Drake Blvd.  
 Fairfax

TYPE OF DOCUMENT
DESIGN REVIEW
LAND DIVISION
USE PERMIT
VARIANCE
MASTER PLAN
COASTAL PERMIT
LOT LINE ADJ.
<input checked="" type="checkbox"/> OTHER (Prelim Dev)

**THIS APPLICATION HAS BEEN REVIEWED FOR THE FOLLOWING ITEMS:**

- |   |                                  |  |
|---|----------------------------------|--|
| <input checked="" type="checkbox"/> WATER | <input type="checkbox"/> SEWAGE  | <input type="checkbox"/> SOLID WASTE                   |
| <input type="checkbox"/> POOLS            | <input type="checkbox"/> HOUSING | <input checked="" type="checkbox"/> FOOD ESTABLISHMENT |

**THIS APPLICATION IS FOUND TO BE:**

- FIND IT COMPLETE.
- FIND IT INCOMPLETE UNTIL THE ITEMS LISTED BELOW HAVE BEEN SUBMITTED.
- FIND IT ACCEPTABLE AS PRESENTED, WITH THE FOLLOWING CONDITIONS.
- RECOMMEND DENIAL FOR THE REASONS LISTED BELOW.

**FOOD:**

The facility must submit plans to EHS for review and approval PRIOR to the construction of the convenience store. For questions, contact Pricilla Van Liew at 415-473-6907.

**WATER:**

Prior to completing the exterior upgrades, identify all unused monitoring wells, if any, and destroy them under permit from Marin County's EHS. For questions, contact Scott Callow at 415-473-6907.



# TOWN OF FAIRFAX

142 Bolinas Road, Fairfax, California 94930

(415) 453-1584 / Fax (415) 453-1618

*2001 Sir Francis Drake Blvd. 10/23/12*

Proposed construction will require code compliant accessibility upgrades. Plans submitted to the Building Department for construction permits will require details showing that the project meets code compliance for accessibility.

*Mark Lockaby, Building  
official & Public Works  
Manager*

ATTN: SERGEANT STUART BAKER

TOWN OF FAIRFAX  
DEPARTMENT OF PLANNING AND BUILDING SERVICES  
142 Bolinas Road, Fairfax, California 94930  
Phone (415) 453-1584 FAX (415) 453-1618

LETTER OF TRANSMITTAL

From: Fairfax Planning and Building Services Department

Date: July 5, 2012

- To:  Town Engineer       Fairfax Police Dept.       Marin County Open Space Dist.  
 Town Attorney       Sanitary Dist. 1       Other – Building Official  
 MMWD       Public Works Dept.  
 Ross Valley Fire       Marin County Environmental Health Dept.

Address and Parcel No: 2001 Sir Francis Drake Blvd.; Assessor's Parcel No. 002-116-04

Project Description: To reopen a gas station that has been vacant for over a year, converting the existing automobile service bays to a convenience store selling beer and wine, remodel of the building exterior, canopy, landscaping, irrigation, signs and installation of new fuel dispensers.

These plans are being transmitted for review either: a) prior to public hearings on discretionary permits before the Fairfax Design Review Board and Planning Commission; or, for review prior to issuance of a building permit. Please provide your comments on the completeness and adequacy of the submittal for your agencies reviewing purposes within 10 days.

1	Received October 15, 2012	Preliminary development plans

REMARKS \_\_\_\_\_

Please respond by November 2, 2012. Thanks

If you have any questions please contact: Linda Neal, Senior Planner

*OK MORIN*

**Linda Neal**

---

**From:** David Parisi [david@parisi-associates.com]  
**Sent:** Sunday, July 28, 2013 5:54 PM  
**To:** Linda Neal  
**Cc:** Jim Moore  
**Subject:** RE: 2001 Sir Francis Drake Blvd. Traffic Analysis -- Chevron with Convenience Market

Linda,

I received the large set of plans and they do help. I have also finished my review of the revised study, dated July 12, 2013.

Here are my comments and observations:

- The applicant took all of our comments into account in this revised study (those provided on May 8 under the Transportation Setting, Capacity Analysis, and Access and Circulation sections of the report).
- It appears that the applicant's study is now recommending sidewalks along the site's frontage on Sir Francis Drake Boulevard and Broadway.
- The applicant, as requested, evaluated the potential effect of vehicles turning left into the site from westbound Sir Francis Drake. High delay levels would be expected. Vehicles delayed trying to turn left would then delay westbound vehicles behind them, which could affect westbound operations along Sir Francis Drake, as well as its intersection with Claus Drive. The report states that since westbound Sir Francis Drake has "a lane width of about 16 feet, including the bike lane, there is sufficient width for most vehicles to pass on the right of a vehicle stopped and waiting to turn left, so queuing behind the left-turning vehicle is not expected to be substantial." I disagree with this assertion. Vehicles attempting to pass should not need to infringe upon a bike lane, and some motorists may not observe oncoming bicyclists behind them.
- I would therefore recommend that left-turns into the site from westbound Sir Francis Drake be prohibited via signing and pavement markings. Improved operations would result if a driveway is also provided at Bank Street. Thus, I would also recommend this driveway connection.
- The applicant should conduct level-of-service analysis for the condition including the two above measures.
- Finally, I am concerned about the three proposed on-site parking spaces in front of the building. It appears that motorists, when backing out of the spaces, would back across the public sidewalk (and possibly into the westbound Sir Francis Drake traffic stream). I would like to request that the applicant provide passenger vehicle turning paths showing the maneuvers vehicles using these spaces would use.

Please let me know if you have any thoughts about the above points. After I get your feedback, I will prepare a letter to the Town summarizing my review.

Thanks,

David

David Parisi, PE, TE | Parisi Transportation Consulting  
58 Alta Vista Avenue | Mill Valley, CA USA 94941-1316  
P 415.388.8978 | david@parisi-associates.com

**From:** Dalene Whitlock [<mailto:dwhitlock@w-trans.com>]

**Sent:** Sunday, August 18, 2013 7:28 PM

**To:** David Parisi

**Subject:** RE: Updated TIA for Chevron

Parking maneuvers are typically low speed, and drivers backing up can't see as well so tend to move particularly slow. The potential for drivers backing out of a parking space at this location to have conflicts with pedestrians or even through traffic is really not so different than your every day parking lot except that if they back into traffic it's a street and not just a drive aisle. I considered recommending signs on the front of the c-store reminding drivers to watch for pedestrians, but that almost seems like overkill. I recognize that it's not an ideal situation, but it's also not a maneuver that is outside of driver expectation - similar reactions and observations are required whenever you back out of a parking space. Come to think of it, if you're in a diagonal or perpendicular space in a downtown area, such as we have in Healdsburg, you always back out into traffic. It sometimes feels like as engineers we try to make sure that everything is perfect, and it's a less than perfect world we work in. ☺ If you want them to put up signs, I can easily add that recommendation though it seems like more of a feel-good measure than anything that will actually make a difference.

Thanks for taking a look at this so quickly, BTW. I'm out of the office tomorrow and Tuesday, so if you can let me know about the sign I'll go ahead and get the final report re-issued.

Dalene

---

**Dalene J. Whitlock**, PE, PTOE, Principal  
**Whitlock & Weinberger Transportation, Inc. (W-Trans)**  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
voice: (707) 542-9500 / cell: (707) 486-5792 / fax: (707) 542-9590  
[www.w-trans.com](http://www.w-trans.com)

 **Traffic Engineering - Transportation Planning**  
*Balancing Functionality and Livability*

Please consider the environment before printing 

---

**From:** David Parisi [<mailto:david@parisi-associates.com>]

**Sent:** Sunday, August 18, 2013 2:37 PM

**To:** Dalene Whitlock

**Cc:** 'Ron Jacobs'; 'Linda Neal'; Sam Lam

**Subject:** RE: Updated TIA for Chevron

Dalene,

Thanks for running this draft by me and thanks for incorporating the changes.

I am still a bit concerned about drivers backing up from those three parking spaces; particularly drivers of larger vehicles or those who may not make a perfect backwards turning maneuver and then possibly ending up within Sir Francis Drake Boulevard. Are there any measures you can think of to minimize this possibility?

David

---

**From:** Dalene Whitlock [<mailto:dwhitlock@w-trans.com>]

**Sent:** Thursday, August 15, 2013 4:18 PM

**To:** David Parisi

**Cc:** Ron Jacobs ([rjacobs@pmdginc.com](mailto:rjacobs@pmdginc.com)); Linda Neal ([lneal@townoffairfax.org](mailto:lneal@townoffairfax.org)); Sam Lam

**Subject:** Updated TIA for Chevron

David, to ensure that your comments on the traffic study for the Chevron site have been adequately addressed prior to re-issuing the final report, would you please take a look at the changes made to the report as shown in colored text in the attached document. I've included the site plan figure and the turning movement figure provided by the civil engineers. If you have comments on either of those exhibits, please feel free to pass them along to both of us. Thanks.

Dalene

---

**Dalene J. Whitlock**, PE, PTOE, Principal  
**Whitlock & Weinberger Transportation, Inc. (W-Trans)**  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
voice: (707) 542-9500 / cell: (707) 486-5792 / fax: (707) 542-9590  
[www.w-trans.com](http://www.w-trans.com)

 **Traffic Engineering • Transportation Planning**  
*Balancing Functionality and Livability*

Please consider the environment before printing 

**Linda Neal**

---

**From:** Ron Jacobs [rjacobs@pmdginc.com]  
**Sent:** Wednesday, August 28, 2013 10:34 AM  
**To:** Linda Neal  
**Cc:** Dalene Whitlock; David Parisi  
**Subject:** FW: Updated TIA for Chevron

Linda,

Please see the email below. David had given the okay to Dalene to finalize the report. Do we need to have David contact you to give his approval?

Thanks

Ron Jacobs  
Project Manager  
**PM Design Group, Inc.**  
2455 Bennett Valley Road, Ste. C102  
Santa Rosa, CA 95404  
O. 707.400.6264  
C. 707.331.3669  
[rjacobs@pmdginc.com](mailto:rjacobs@pmdginc.com)  
[www.pmdginc.com](http://www.pmdginc.com)

---

**Dalene J. Whitlock, PE, PTOE, Principal**  
**Whitlock & Weinberger Transportation, Inc. (W-Trans)**  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
voice: (707) 542-9500 / cell: (707) 486-5792 / fax: (707) 542-9590  
[www.w-trans.com](http://www.w-trans.com)

 **Traffic Engineering - Transportation Planning**  
*Balancing Functionality and Livability*

Please consider the environment before printing 

---

**From:** David Parisi [<mailto:david@parisi-associates.com>]  
**Sent:** Monday, August 19, 2013 7:32 AM  
**To:** Dalene Whitlock  
**Subject:** RE: Updated TIA for Chevron

Dalene,

Thanks for your reply.

Go ahead and finalize your report. We'll see if the Council has any concerns about the parking maneuvers related to sidewalk and Sir Francis Drake when this goes forward.

Thanks again,

David

## Linda Neal

---

**From:** David Parisi [david@parisi-associates.com]  
**Sent:** Wednesday, May 08, 2013 8:37 AM  
**To:** Linda Neal  
**Cc:** Jim Moore  
**Subject:** 2001 Sir Francis Drake Blvd. Traffic Analysis -- Chevron with Convenience Market

Linda,

I have reviewed the April 9 draft report titled "Traffic Analysis for Conversion of Service Bays to a Convenience Market." During my review of the draft report, I also visited the project area.

My comments below follow the report's main chapters.

### Transportation Setting

- This section of the report describes the study area and periods, study intersections, and study roadways.
- The description of Broadway in proximity to the project site needs to be revised to reflect the correct travel lane arrangements.

### Capacity Analysis

- This section of the report appears to adequately address vehicular trip generation, distribution and assignment, and intersection operations (level-of-service).
- The applicant should address the potential effects to westbound Sir Francis Drake Blvd. traffic that could occur if a westbound vehicle is waiting to turn left into one of the site's driveways and eastbound queuing momentarily prevents the left turn.
- Also, how many left turns would be estimated to exit the site to enter westbound Sir Francis Drake Blvd.? Will adequate gaps be available for these vehicles to enter the roadway?

### Access and Circulation

- The Town Council requested the applicant to assess the feasibility and operations of a driveway serving the site via Broadway. The study dismissed this concept based on potential on-site parking loss and potential cut-through traffic.
- More information should be provided to describe the potential for a driveway (one-way or two-way) and its trade-offs. Based on field reviews, it appears that a driveway would be feasible and could potentially be designed to minimize potential cut-through traffic based on its alignment, directionality (one-way vs. two-way), and other features. The applicant should also quantify the number of vehicle-trips, both new and passby, that could be served with a driveway on Broadway.
- The report describes fuel tanker routing and the limited traffic movements that would be available during fuel tanker operations. It is requested that a diagram be provided that shows the fuel tanker movements into, through, and from the site, including turning movements from and to Sir Francis Drake Blvd. The diagram should also indicate where the fuel tanker would likely dwell during on-site deliveries.
- The report recommends a sidewalk be constructed along the site's northern frontage along Sir Francis Drake Blvd.
- The Town Council requested the applicant to address the need for extending the sidewalk along the site's southern edge, along Broadway. This is not addressed in the report. It is recommended that a sidewalk be provided, along with a connection to the site from the sidewalk extension on Broadway.

Please feel free to forward these comments to the applicant. I am more than happy to answer any questions they or their traffic engineer may have.

Thank you,

David

**David Parisi, PE, TE | Parisi Associates Transportation Consulting**  
58 Alta Vista Avenue | Mill Valley, CA USA 94941-1316  
P 415.388.8978 | [david@parisi-associates.com](mailto:david@parisi-associates.com)

*DRAFT* Town of Fairfax Planning Commission Minutes  
Fairfax Women's Club  
Thursday, September 19, 2013

**Call to Order/Roll Call**

**COMMISSIONERS PRESENT:** Roxanne Ezzet-Lofstrom  
Shelly Hamilton (Chair)  
Brannon Ketcham  
Shelby LaMotte (Vice-Chair)

**COMMISSIONERS ABSENT:** Laura Kehrlein

**STAFF PRESENT:** Linda Neal, Senior Planner Neal  
Joanne O'Hehir, Minutes Secretary

Chair Hamilton called the meeting to order at 7.15 p.m.

**APPROVAL OF AGENDA**

M/s, Ezzet-Lofstrom/Ketcham, Motion to approve the agenda:

AYES:--- All---

**PUBLIC COMMENTS ON NON-AGENDA ITEMS**

No one from the public came forward to speak.

**CONSENT ITEMS**

1. **1621 Sir Francis Drake Boulevard; Application # 13-27**  
Request for a Use Permit to locate two office spaces on the ground floor of an existing structure located in the Central Commercial CC Zone District where offices are only permitted on the second floor; Assessor's Parcel No. 002-211-02; Central Commercial CC Zone; Genevieve LeGoff, applicant; William Lehrke, owner; CEQA categorically exempt, § 15301.

M/s, Ketcham/Ezzet-Lofstrom, Motion to approve the consent item:

AYES: All

Chair Hamilton announced the appeal rights.

**PUBLIC HEARING ITEMS**

2. **2001 Sir Francis Drake Blvd.; Application # 13-32**  
Request for a Conditional Use Permit, Formula Business Use Permit, Design Review, Sign Permit and Traffic Impact (TIP) Permit to open a gas station/convenience market on

a site that has historically been used as a gas station/car repair business; Assessor's Parcel No. 002-116-04; Central Commercial CC Zone District; Ron Jacobs, PM Design Group, applicant; Arash Salkhi, owner; CEQA categorically exempt, § 15301(a).

Senior Planner Neal presented the staff report, when she provided background information on the site, and noted that it had been rezoned Central Commercial. Ms. Neal discussed an excavation permit that had been issued, before discussing the proposed project, which she said consisted of a request to convert a former auto repair site into a gas station and convenience store. Ms. Neal noted that a Conditional Use Permit would be necessary for reasons she explained. She went on to discuss the hours of operation, which staff believed would not impact nearby residences.

Ms. Neal discussed the parking requirements and some issues with the proposed parking spaces. She noted that insufficient spaces existed but that, since shop purchases were most often made by those stopping for gas, staff believed that the gas service bays could contribute towards the parking requirements. Ms. Neal discussed exceptions to the parking regulations that could be made with regard to Conditional Use Permits.

Ms. Neal discussed formula business uses in relation to the code. She noted that named brand gasoline was currently not sold in town, and that the proposed project would be similar to the site's former use as an auto repair business, which were reasons that staff could support the project.

Ms. Neal noted that the design review part of the project consisted primarily of the building, landscaping and signage. She discussed the refurbished canopy and building colors, and she noted that the façade of the building would be light brown. Ms. Neal said that the proposed signs were similar to those at other gas stations, but that staff did not support the request for an interior illuminated sign that had been proposed for reasons she explained.

Ms. Neal went on to discuss the traffic study, which she said concluded that the proposed business would not significantly affect traffic flow.

Ms. Neal discussed the Council's recommendation to the applicant that they consider adding a driveway leading to Broadway, which staff had included in the conditions of approval. She also suggested that a further condition of approval should be added that the driveway should be realigned to allow a sidewalk to be constructed and that the applicant should make a contribution towards the sidewalk improvements.

Commissioner Ketcham and Ms. Neal discussed parking on site, the recommended driveway, and egress.

In response to Commissioner Ketcham, Ms. Neal noted that the Town Council would review the traffic study.

Chair Hamilton and Commissioner LaMotte discussed their concerns about lack of parking for the convenience store. Ms. Neal reiterated the fact that purchases were generally made when customers bought gas and were parked in a gas bay. She also noted that a Conditional Use Permit

allowed the Planning Commission to review its decisions after a period of time had elapsed once a project had been completed.

General discussion took place on formula businesses. Commissioner Ketcham discussed the reasons why he supported a third gas station business in town, one of which related to competition.

Vice-Chair LaMotte discussed her concern that the colors and signage should blend in more with the image of the town, that they needed toning down. She also expressed her concern regarding the height and extent of the canopy, and that more lighting than was necessary had been proposed.

Ron Jacobs, Project Architect, discussed the problems associated with the lack of parking. He noted that they were happy to work with the town over the angling of the front spaces but that they were trying to maximize parking. He said that they would be willing to work with the town over the lighting and the canopy. Mr. Jacobs noted that they would be using LED lighting, which was more energy efficient.

In response to Commissioner Ketcham, Mr. Jacobs noted that they town had asked them to study the feasibility of adding a driveway to Broadway; that they hadn't been asked to show it on the plans but to consider whether it would be possible.

Mr. Jacobs and Commissioner Ketcham discussed the street sign on Sir Francis Drake Blvd with regard to lighting. Mr. Jacobs said that they intended to light the canopy but that they did not propose adding lighting to the building.

General discussion took place on the colors of the canopy and the building. Commissioner Ezzet-Lofstrom suggested that the blue color could perhaps be changed, since it seemed to be incongruous with its surroundings. Mr. Jacobs said that they might be open to changing the color since the site was not owned by Chevron, and he suggested that the panels of the canopy be changed to a more muted shade to tie in with the building and perhaps match the fascia color, to which there appeared to be general agreement.

Commissioner Ketcham and Mr. Jacobs discussed the condition that related to the traffic engineer reviewing and recommending modifications to the site should improvements be made to the Bank Street easement. Mr. Jacobs said that the site's owner was aware of the condition, which he discussed.

David Creasy, the town's Traffic Engineer, and Commissioner LaMotte discussed the route tankers would make and their access to the site.

Mr. Salkhi, property owner, discussed delivery times at other locations and said that he had control over deliveries. He said that Chevron would be happy to operate under whatever hours were directed. Mr. Salkhi discussed gas prices in relation to market supply.

In response to Commissioner Ketcham, Mr. Salkhi said that gas deliveries would be made between 6 a.m. and 9 p.m. when an employee would be present.

Chair Hamilton opened the public comment period.

Kelly Bright, Cascade Drive, said that she would like to know if auto mechanical work would take place at the site. In response, Mr. Salkhi said that the site would dispense gas and house a convenience store.

Chair Hamilton closed the public comment period.

In response to Commissioner LaMotte, Ms. Neal noted that a revocable encroachment permit formed part of the conditions of approval in relation to improvements made in the public easement.

Commissioner Ezzet-Lofstrom and Mr. Jacobs discussed the materials for the south elevation of the building. Mr. Jacobs said that it was covered in ivy and plant growth and that they proposed using a pressure cleaning system on the colored concrete wash.

Mr. Jacobs noted that the applicant would not want the item to be continued because of lighting issues and that they would be happy to comply with whatever guidelines the Commission felt were fit.

General discussion on lighting ensued and there was general agreement that lighting should be kept to a minimum level required for safety and ADA accessibility.

Discussion took place on the excavation permit. Mr. Salkhi confirmed that the permit had been issued and that work would begin next week.

David Creasy, Traffic Engineer, discussed the Traffic Impact Report. He discussed trip rates and distribution of trip rates that related to the intersections in the vicinity, which he confirmed should operate at acceptable levels. Mr. Creasy also discussed traffic delays for drivers entering the site via a left-turn from Sir Francis Drake Blvd, and he discussed the parking bays in front of the store. He discussed staff's recommendation that a sidewalk be provided along the frontages and that bike parking facilities should be installed.

General discussion took place on the location where delivery tankers could turn on Sir Francis Drake Blvd.

Dalene Whitlock, W Trans, discussed the turns that delivery tankers would need to make to access the site. She noted that there were different options available of which the best would need to be determined.

In response to Commissioner Ezzet-Lofstrom, Ms. Whitlock discussed tanker access to the site if the easement area were removed.

Commissioner Ketcham and Mr. Creasy discussed egress in relation to the proposed Broadway driveway and the reasons why consideration had been given to providing an additional driveway to allow access from Broadway.

Ms. Neal noted that staff had suggested a condition of approval that the project should be subject to a six-month review after the site had been operating to allow the Town Engineer and the Planning Commission to review an analysis of traffic circulation.

Commissioner LaMotte discussed her concern that tanker turns would affect other businesses in town in relation to ingress and egress.

General discussion took place on the problems of traffic build-up on Sir Francis Drake Blvd from the east that related to two sets of traffic signals that were not coordinated, one of which was not in Fairfax.

Chair Hamilton said that she would not want to penalize a business due to general traffic issues that were not of their making. She also noted that it would be better for the site to be utilized than to remain undeveloped.

Commissioner Ezzet-Lofstrom and Mr. Creasy discussed possible increased traffic volumes due to high school students frequenting the store. Mr. Creasy said he did not believe this would occur and that trip generation data had been collected under comfortable scenarios.

In response to Commissioner Ezzet-Lofstrom, Ms. Neal noted that the Traffic Safety Committee could review a new traffic analysis report after the business had been open for 6 months to determine if improvements or changes were needed, which they could recommend to the Planning Commission.

Commissioner Ketcham discussed his concern that the town might be held accountable should the Broadway exit be constructed at the town's insistence and then later found not to work. In response, Ms. Neal said that the Town Council and the Town Attorney would be reviewing the project and would draw up their own resolution.

Commissioner LaMotte and Ms. Neal discussed the monument sign.

General discussion on internally illuminated signs took place. Ms. Neal noted that the town discouraged such signs but that the applicant had requested an internally illuminated sign on the building.

In response to Commissioner LaMotte, Ms. Neal noted that the pump decals were not considered to be signs, albeit that they are not addressed by the sign ordinance.

Discussion on the color of the canopy fascia took place.

M/s, Ketcham/Ezzet-Lofstrom, Motion to approve Application # 13-21, a request for a Conditional Use Permit, Formula Business Use Permit, Design Review, Sign Permit and Traffic

Impact (TIP) Permit to open a gas station/convenience market on a site that has historically been used as a gas station/car repair business at 2001 Sir Francis Drake Blvd. with the following amendments and additions to the findings and conditions of approval to Resolution 13.06:

Findings

Use Permit Findings:

The finding regarding the proposed business hours of operation shall be amended to read:

With the proposed hours of operation being from 6:00 AM to 9:00 PM, when deliveries must also be made, the business would presumably not impact.....”

The site is limited by the town’s interest in maintaining the easement, so the gas bays may function as additional retail parking to meet the parking requirements.

Formula Business Use Permit Finding No. 8 shall be amended to read:

The proposed location of a gasoline station on this site is appropriate because the site has historically been developed and used as a service station with a second complimentary use (previously auto repair) in the existing building. While there is another station directly to the northeast, the Town of Fairfax has supported three (3) gas stations for over forty (40) years and the business will promote economic prosperity through increased competition.

Signs: Under Exceptions to the Sign Ordinance, amendments were made as follows:

One 10.5 square foot Chevron logo sign is proposed.

An exception to erect four (4) signs instead of the permitted 2 [(Town Code § 17.064.050(B)]

Conditions:

Condition 2 e shall be added:

Prior to issuance of the building permit, revised plans shall be submitted to the Building, Planning and Engineering departments with the following: Revised landscaping and irrigation plan to include the south side of the building, site parking, striping and circulation time, a Broadway entrance design, lighting plan and design review revisions to the canopy colors and signage per the additional conditions.

Condition 15 shall be amended to read:

The Use Permit shall be subject to a six (6) month review after opening at which time the Town Traffic Engineer and Planning Commission shall evaluate a site circulation analysis of how the site circulation is operating, as well as delivery truck routes, prepared by the project traffic

engineer for possible Use Permit modifications. The Commission review shall occur after the analysis is reviewed by the Fairfax Traffic Committee.

Condition 18 shall be amended to read:

Lighting shall not exceed minimum safety and ADA standards in order to minimize light trespassing beyond property lines.

Condition 29 shall be changed to 19.

Condition 20 shall be amended to read:

Any lighting mounted on the building shall be recessed or shielded so the light source is not directly visible from the property line and the light is directed downward and not be internally illuminated.

Condition 23:

Should a driveway entrance to Broadway be installed, the applicants shall include a pro rata share of sidewalk costs.

Condition 24:

The business shall operate between the hours of 6 a.m. and 9 p.m. No deliveries for fuel or retail items shall occur outside business hours.

Condition 25:

Nothing in this granting of the Use Permit shall impede the potential for the Town of Fairfax to make improvements in the Bank easement in relation to the Town Center Plan.

Condition 26:

The canopy fascia shall be in white with blue lettering as shown on the plans, and the number of signs shall be as per the existing drawings.

A roll call was taken:

Ezzet-Lofstrom	AYE
Hamilton	AYE
LaMotte	AYE
Ketcham	AYE

The motion passed unanimously and Chair Hamilton read the appeal rights before announcing a 10-minute break at 10:00 p.m.

RECEIVED

NOV 18 2013

TOWN OF FAIRFAX

From: Rachael Vaughan <rachaelvaughan@yahoo.com>  
Date: Sun, Nov 17, 2013 at 10:45 PM  
Subject: proposed development of old gas station site in Fairfax  
To: "bcoler@townoffairfax.org" <bcoler@townoffairfax.org>

Dear Ms Coler,

I'm horrified to learn about the proposed development of the old gas station in Fairfax. About the last thing we need in our lovely little town is a 2,000 sq. foot Express Mile convenience store, and a third gas station! Unfortunately I can't attend the meeting on Dec 4th, due to work, but I would like to register my protest and my utter lack of support for this, as a Fairfax resident.

Very best wishes,  
Rachael Vaughan

Rachael A Vaughan, MA MFT  
Licensed Marriage and Family Therapist, #50730

RECEIVED

NOV 19 2013

TOWN OF FAIRFAX

From: Naomi Alessandra [mailto:[naomi@inkbramble.com](mailto:naomi@inkbramble.com)]  
Sent: Tuesday, November 19, 2013 11:15 AM  
To: Garrett Toy  
Subject: Question or Suggestion

Hello there,

I understand that a Chevron and and Extra Mile convenience store are being considered for downtown Fairfax. Please consider me one more Fairfax resident who does NOT want our downtown blighted by these corporate chains. We already have convenience stores and gas aplenty in Fairfax and surrounding areas.

Thank you,

Naomi Schultz  
55 Maple Ave.  
Fairfax, CA 94930  
415.269.2942

RECEIVED

NOV 19 2013

TOWN OF FAIRFAX

From: Wendy Botwin <dancingtree@igc.org>  
Date: November 19, 2013 at 10:09:26 AM PST  
To: <bcoler@townoffairfax.org>  
Subject: Chevron proposal  
Reply-To: Wendy Botwin <dancingtree@igc.org>

Dear Council Member Coler,

I have just been informed of the purchase of the land across from the old Good Earth. Please tell me you are not supporting this!!

We do not need to turn our little "green" town into a place like the rest of America. We do not need three gas stations within one block of each other. We do not need another store like the two 7-11s we already having selling junk "foods" for our bodies, which will surely trash our land.

I did not move here to live amongst this kind of business.

Please vote against this!! It's the wrong way to earn money for our home!!

Thank you, Wendy Botwin

**Michele Gardner**

---

**From:** Robyn Thoren Smith [evolutionarylifegmail.com]  
**Sent:** Wednesday, November 20, 2013 7:35 PM  
**To:** Michele Gardner  
**Subject:** proposed Chevron station

RECEIVED  
NOV 21 2013  
TOWN OF FAIRFAX

Please distribute to all council members, thank you.

Dear Michelle & Council Members,

Thank you for your attention to the proposed Chevron/Extra Mile outlet in Fairfax. As a Fairfax resident, I strongly oppose this possibility and feel that it is unnecessary, a step in the wrong direction for our town, would negatively affect the unique and valuable character that Fairfax enjoys.

Specifically, these issues need to be addressed:

1. Zoning change/master plan - Gas stations are not permitted in the town, unless they already exist or by a special permit (which is what's being applied for now).
2. Parking - the required amount of parking (10 spaces) is not being met. There will be cars blocking the sidewalk regularly.
3. Formula business (i.e. chain stores) - the town has strict guidelines when to allow "formula businesses" such as this one, and there are criteria that need to be met. Most of them are not met. Why is the planning commission ignoring this and recommending approval?
4. Contamination - there is a significant amount of contaminated soil that needs to be removed. So why in a town like Fairfax, that already has two gas stations and is so forward thinking, would the planning commission approve a polluting use?

Thank you for your attention.

Sincerely,

Robyn Thoren Smith  
21 Crest Road  
Fairfax

**Michele Gardner**

---

**From:** Ed Cass [edcass@gmail.com]  
**Sent:** Thursday, November 21, 2013 11:20 AM  
**To:** Michele Gardner  
**Subject:** No Chevron in Fairfax

RECEIVED

NOV 21 2013

TOWN OF FAIRFAX

Please inform the town council that we do not need a Chevron in Fairfax.

Thanks,

--  
Ed Cass  
[edcass@gmail.com](mailto:edcass@gmail.com)

**Michele Gardner**

---

**From:** Mary Spilsbury [mary@maryspilsbury.com]  
**Sent:** Thursday, November 21, 2013 12:56 PM  
**To:** Michele Gardner  
**Subject:** Say No to Chevron

Hi Ms. Gardner,

This is just a note to express my feelings about the proposed Chevron station in Fairfax. I am completely against the idea. I feel like so much of the sweetness of Fairfax is because we don't allow chains. Please say no to Chevron invading our sweet, mom and pop town. NO NO NO!!

Thanks,  
Mary

Mary Spilsbury, LMFT  
[mary@maryspilsbury.com](mailto:mary@maryspilsbury.com)  
415-342-9640

This email communication may contain CONFIDENTIAL INFORMATION WHICH ALSO MAYBE LEGALLY PRIVILEGED and is intended only for the use of the intended recipients identified above. If you are not the intended recipient of this communication, you are hereby notified that any unauthorized review, use, dissemination, distribution, downloading, or copying of this communication is strictly prohibited. If you are not the intended recipient and have received this communication in error, please immediately notify us by reply email, delete the communication and destroy all copies. Email is not guaranteed to be a secured medium for exchange of information; therefore, confidentiality cannot be assured.

RECEIVED

NOV 25 2013

TOWN OF FAIRFAX

**From:** [kerryloeb@comcast.net](mailto:kerryloeb@comcast.net) [<mailto:kerryloeb@comcast.net>]

**Sent:** Sunday, November 24, 2013 8:51 AM

**To:** Michele Gardner

**Subject:** please distribute to council members

To: Michelle Gardner

Fairfax Town Council

I am against the opening of the proposed Chevron / Extra Mile service station, or any additional gas station, in the Town of Fairfax. I pledge not to shop there. I urge the Town Council to say no to the special permits required for the project.

Sincerely,  
Kerry Loeb

RECEIVED

NOV 25 2013

TOWN OF FAIRFAX

From: Jan zur Megede [mailto:jzurmegede@yahoo.com]  
Sent: Sunday, November 24, 2013 10:07 AM  
To: Michele Gardner  
Subject: No Chevron Fairfax!

Dear Ms. Gardner,

I am against the opening of the proposed Chevron / Extra Mile service station, or any additional gas station, in the Town of Fairfax. I pledge not to shop there. I urge the Town Council to say no to the special permits required for the project.

Please distribute to council members!

Thank you,  
Jan zur Megede

Sent from my iPhone

RECEIVED

NOV 25 2013

TOWN OF FAIRFAX

From: D Teeler [mailto:dteeler@gmail.com]

Sent: Monday, November 25, 2013 1:48 PM

To: Michele Gardner

Subject: Opposition to proposed chain store/Extra-mile Chevron gas station at 2001 Sir Francis Drake, Fairfax

Dear Michelle and the town council, Fairfax,

Many thanks to the council member who asked for a review on this proposed Chevron Extra-mile gas station in our town.

I understand that the Fairfax Planning Commission approved this project in September and it went to the Fairfax Town Council for approval of the Traffic Study in October, but a council member asked for a review so it is now on the agenda for this December 4th (7pm Women's Club) as a public hearing. While I certainly plan to show up that evening, I did want to express my strong opposition to this plan in advance of the hearing.

1 - Opening a 'new' station to sell fossil fuels seems outdated at best. We need to be looking to the future, building sites to provide alternative energy sources in Fairfax, not add retrograde toxins to our town.

2 - The site has finally been cleaned and remediated. Fairfax is clearly a town that cares about the environment we live in, why would we agree to re-contaminate this site?

3 - Fairfax simply does not need a third, brand name ("formula business") Chevron gas station in our town. Neither our General Plan nor our Climate Action Plan support a move in this direction. We are a citta' slow, and as such, should be looking to support and grow small independent organizations and companies that do some good locally and integrate with our local values.

4 - Seriously? Right across from the old Good Earth, now the Museum to Mountain Bikes and the gateway to all the splendiferous nature of West Marin!

There are so many other arguments against that could be details here, but the answer is obvious already.

No!

best regards,  
Dede Teeler  
214 Frustuck Ave  
Fairfax

mailing: PO Box 1087  
Fairfax 94978-1087

RECEIVED

NOV 25 2013

TOWN OF FAIRFAX

From: turtle bay [mailto:turtle.bay@earthlink.net]  
Sent: Friday, November 22, 2013 10:08 AM  
To: Michele Gardner  
Subject: Chevron proposal from Mr Salkhi

Hi Michelle. My family and I live over here on Hickory Rd in Fairfax. We are just entering our third year here in Fairfax and we love it here.

Our kids just started attending Cascade Canyon school. I just wanted to briefly express my opinion about the proposal for the Chevron Station and convenience store in Fairfax. I think this is a great opportunity to move in a more progressive and conscious direction with the town development. We have a great opportunity to start adding real value and beauty to the town. If you would like to attract more affluent and progressive residents to the town, adding a convenience store and a gas station is not going to do it--quite the opposite in fact. It is going to send a clear message that we are a generic town with no vision, and no integrity. Just look at what Good Earth has added to the town. Imagine a Chevron instead of Good Earth.

There are many great possibilities for the spot Mr Salkhi is looking to occupy. Do you think Mr Salkhi cares one bit about the well being of the residents of Fairfax? Do you think he even knows one person here? Do we want people taking up our parking space downtown to visit a convenience store selling nothing but commercial garbage? Do you really want to smell gas while you wait in line at the Scoop? Do you want to set a new precedence that we will sell out to any business proposal that comes along?

I strongly oppose this new development and would love to see the town take some time to explore other options that will add beauty and real value to the community and attract the kinds of new residents and neighbors and visitors that we would consider ideal. Let's create some real beauty in the center of town, and invite some businesses that we could actually partake of and that our children could partake of. What kind of message does adding a convenience store send to our children? Do we want a convenience store to be the hallmark of our town? Is that beauty? Is that going to attract visitors to our town and more conscious and more affluent residents who can contribute to our community? That spot is a key spot in town and we have a great opportunity to make a statement about what our town stands for and who we have representing us.

Aloha,

Mark Wood

From: dacia jones [mailto:dacia369@gmail.com]  
Sent: Monday, November 25, 2013 11:10 PM  
To: Michele Gardner  
Subject: New Chevron station-- no thanks!

Please no Chevron in Fairfax! Thank you!

REC...  
NOV 26 2013  
TOWN OF FAIRFAX

RECEIVED

NOV 26 2013

TOWN OF FAIRFAX

From: Eva Reale [mailto:evareale@hotmail.com]  
Sent: Monday, November 25, 2013 8:25 PM  
To: Michele Gardner  
Subject: No Chevron in Fairfax

Dear Michelle Gardner.

Kindly distribute this letter to the council members.

I'm writing to oppose the proposal for a Chevron station and convenience store in Fairfax.

Fairfax is the last town in Marin to maintain its small-town, independently-minded, small business culture.

My husband and I bought a home here -- at the height of the housing bubble, no less -- because we fell in love with the unique nature of this town. Allowing Chevron to move into Fairfax is an insult to the historical character of the town and to the values held by its residents and those who come here from other places to enjoy what no other town has to offer. It will also clearly threaten the survival of the two, independent gas stations that currently exist.

If we allow Chevron to move in, what's next? Starbucks? Petco? A mini-Walmart? Clearly, chain businesses belong elsewhere. Please uphold the values of Fairfax and say "no" to Chevron.

Thanks and regards,

Eva Reale  
151 Bothin Rd  
Fairfax, CA 94930

RECEIVED

NOV 26 2013

From: atshuldiner@gmail.com [mailto:atshuldiner@gmail.com] On Behalf Of Alec Shuldiner TOWN OF FAIRFAX  
Sent: Monday, November 25, 2013 9:30 PM  
To: Michele Gardner  
Subject: Points against the proposed Chevron in FFX

Please distribute to our town council members:

I write in strong opposition to the opening of a Chevron gas station and convenience store at 2001 Sir Frances Drake Boulevard. I feel the points against this are of three sorts:

The location is inappropriate:

1. Our updated Town Goals and Strategies ([http://www.town-of-fairfax.org/pdfs/strat\\_plan/StrategicPlans/Strategic%20Plan%20Update%20May%202009.pdf](http://www.town-of-fairfax.org/pdfs/strat_plan/StrategicPlans/Strategic%20Plan%20Update%20May%202009.pdf)) calls for us to "Create a Historic Planning District to Rebuild Downtown in the Same Flavor as it is Now; Implement a Downtown Historical District which will Preserve and Protect the Core Retail Area in Fairfax." This proposal works against that priority.
2. Putting a new business at this location indefinitely delays progress on fixing the Bolinas-Broadway-Claus-Sir Francis Drake intersection. As described in Town Center Element documentation (for example, [http://www.town-of-fairfax.org/pdfs/planning\\_comm/packet/010710/Town%20Center%20Element%20with%20addendum.pdf](http://www.town-of-fairfax.org/pdfs/planning_comm/packet/010710/Town%20Center%20Element%20with%20addendum.pdf)) and elsewhere the traffic snarl, inability to increase pedestrian/bike use of the main streets in our central commercial district, and related matters could all be addressed by extending Bank Street through the 2001 SFD property parcel, using the new juncture with SFD as the main mid-town connection to that thoroughfare, and repurposing the other intersections to better serve the commercial downtown. To the best of my knowledge, closing off this option leaves us without any second best proposal for solving this critical problem with our town's layout.

The Chevron corporation is not one that deserves the support of our community:

1. Our updated Town Goals and Strategies calls for us to "Establish Fairfax as a Peace Community in Opposition to the Destructive and Illegal Domestic and Foreign Policies of the Bush Administration and the Federal Government": Chevron is a major donor to the Republican party and a powerful supporter of the Republican energy agenda (see, for example, <http://thinkprogress.org/climate/2012/10/26/1094541/chevron-election-republicans/>). Whatever the beliefs and assurances of their franchisor, this gas station would exist and operate as part of the Chevron network.
2. As one of the world's largest oil companies Chevron is fighting to slow humanity's response to global warming, and while the town has no specific responsibility to fight global warming it does have flood response as a priority in many ways (see, for example, in the Town Goals and Strategies PRIORITY SUBJECT AREA #7: Public Safety and Emergency Preparedness Goals) and in this sense, if no other, supporting Chevron is counterproductive.

We simply do not need another gas station in town:

1. As the driver of a diesel-powered vehicle I keep a close eye on gas prices: the price of diesel in Fairfax compares favorably with that in surrounding communities. I cannot cite a study proving it, but I have no reason to believe, and have seen no one else argue convincingly, that this is required to drive down the cost of gas within our community.
2. I have never observed a line of any length at either of the two gas stations in Fairfax. This does not prove but does suggest that there is no pent up demand for additional gas pumps.

We do not need another convenience store in town:

1. We are already served by a large number of convenience and package-format stores, in addition to two large supermarkets.

Please protect the town against the harm of moving forward with this proposal.

Sincerely,  
Alec Shuldiner  
10 Court Lane  
23 November 2013

RECEIVED

NOV 27 2013

TOWN OF FAIRFAX

From: Mary Fleming [mailto:m Fleming@four-four.com]  
Sent: Wednesday, November 27, 2013 10:38 AM  
To: Michele Gardner  
Subject: please, no Chevron in Fairfax

To:

Fairfax Town Council

I am against the opening of the proposed Chevron / Extra Mile service station, or any additional gas station, in the Town of Fairfax. I pledge not to shop there. I urge the Town Council to say no to the special permits required for the project.

Sincerely,

Mary Fleming

94 Forrest Ave

Fairfax

REC-114

NOV 27 2013

TOWN OF FAIRFAX

From: Darlene Blackman [mailto:DBLACKMAN@marinhumanesociety.org]  
Sent: Wednesday, November 27, 2013 12:34 PM  
To: Michele Gardner  
Subject: NO to Chevron station

Hi Michelle!

I hope you and family are well!

I am voicing my opposition to the Chevron station in Fairfax!

Please no more gas stations, I was so happy to see the third one go and now they want to put in a Chevron?!!

I will not be able to attend meeting.

Thank you!

Darlene

Darlene Blackman  
Community Programs Manager  
MarinHumaneSociety.org  
Shelter 415.883.4621  
Direct 415.506.6264

RECEIVED

NOV 27 2013

TOWN OF FAIRFAX

November 27, 2013

Fairfax Town Council:

I am writing regarding the proposal for Chevron Gas Station and ExtraMile convenience store at 2001 Sir Francis Drake, Application # 13-32.

I have watched the planning commission hearing of September 19, 2013 and reviewed the staff report regarding this property.

**Criteria for Formula Business Permit not Satisfied**

I do not believe that adequate answers were given to the questions listed in the Town Code, § 17.100.170, regarding the "Conditional Use of Formula Businesses and Restaurants in the CC Zone." What is the basis for determining that Fairfax "needs" name brand gas? Gas is a commodity and two service stations are sufficient to serve a town under 8,000 people. There are never any lines at the pumps, and a third flashy station could very well drive the other businesses out. Then, we have empty lots all over again.

The ExtraMile convenience store is not a "need" for Fairfax either. Fairfax Market is right across the street, and there are plenty of snack and food options a block away in downtown. The items sold in the ExtraMile stores are far from healthy, including energy drinks, cigarettes and food service not in line with values of Fairfax (see Attachment B). Certainly the two 7-11's we currently have provide more than enough junk food to serve the town.

Additionally, to consider this a "small scale" business does not seem realistic.

Further, the finding that the business does not conflict with surrounding uses is inaccurate. This lot is right next to a part of town with heavy foot traffic including Scoop, Fat Angel and Coffee Roastery. Pollution and fumes from gas stations are unhealthy to people in close range. If we are trying to make the town more pedestrian friendly, this is not the way to go. This lot is just too close to our public commons.

### **Proposal conflicts with Fairfax General Plan policies to “preserve the character” of Fairfax**

The rezoning of Highway Commercial to Central Commercial as stated in the Fairfax General Plan was done with the intention to “preserve the neighborhood character” of Fairfax. See Fairfax General Plan, page LU-15:

**Policy LU-7.1.1: The existing “village character” 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.**

To approve this proposal undermines the immense amount of work that went into the General Plan. Why go to such lengths if the policies are not followed?

### **Lack of Parking (especially when the public right-of-way is utilized for Bank St intersection)**

There is not enough parking pursuant to ordinance. And, when the Bank St. intersection is complete pursuant to the General Plan, the lot will become more cramped, only providing one handicap and two regular spaces. Will this cause parking back-ups and traffic issues?

### **Feasibility of Site Circulation**

At the Planning Commission hearing, Shelby LaMotte noted serious concerns about the impact traffic flow issues will have on other businesses (see September 19, 2013 hearing video at 1:47:00.) There will not be a way for westbound traffic to turn left to get to the station, and cars will be turning around at M&G’s. I agree with her. There was also concern about delivery trucks, and where they would turn around. The Broadway driveway solution seems shaky at best. At the 6-month review, if there are significant problems, it could prove a huge challenge to fix.

### **CEQA**

The staff report indicates that the property is categorically exempt at § 15301(a).

#### **15301. Existing Facilities**

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use

beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use.

Examples include but are not limited to:

**(a) Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances;**

This provision does not in any way reflect the reality of this project. The listed exemptions in Article 19 of CEQA are meant to cover properties that clearly do not have any negative environmental impact. Using the exemption in this case goes against common sense. This property has not operated as a gas station for two years, and has a new owner who will be doing **major** renovations, installing new operating systems, new gas pumps, and new underground storage tanks.

Even if it was determined that this property fell under this exemption, it would fall under an exception to the exemption at 15300.2:

#### **15300.2. Exceptions**

**(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

**(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

At a minimum the decision on this should be postponed to January when there is more time to look at this issue. Gas stations clearly have an environmental impact (and Chevron has not had a perfect record with respect anti-pollution laws - see Attachment C). Fairfax residents rely on the Town to comply with the CEQA laws in good faith and deserve a closer look.

#### **ALTERNATIVE USES**

Although it is not possible to dictate what the current owner will do with the space, there is a long list of permitted businesses at Town Code § 17.100.040. Furthermore, the General Plan (at page TC-8) indicates:

### **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.

I have spoken to other residents that have a host of ideas for this space, including a bicycle hub with a kiosk for selling bike permits, park passes, maps, etc. Given the challenge, I am sure that Fairfax could come up with something that supports a healthy connected community.

I have also attached a few documents:

Attachment A: Comments provided by Fairfax residents in response to a change.org petition. The entire petition will be provided to council on December 4.

Attachment B: September 7, 2011 Contra Costa Times article regarding settlement for Chevron's violation of anti-pollution laws.

Attachment C: April 16, 2012 Convenience Store News article regarding Chevron ExtraMile stores and the types of products they will be selling.

In conclusion, Fairfax is a special place. There are not many places like it left, so full of character and individuality. The pressures to homogenize the town will always exist, and if we do not stay true to our values, it will surely happen.

Thank you for your service and considering the important points above.

Jennifer Hammond  
9 Iron Springs Road  
Fairfax, CA 94930  
415-794-5598  
jennyhammo@yahoo.com

## ATTACHMENT A

Name	City	State	Zip	SignedOn	Comment
Lynne Eberitzsch	Coeur d'Alene	ID	83815	11/26/13	I lived in Fairfax for 21 years that's why!!
Rachael Vaughan	Fairfax	CA	94930	11/23/13	it violates the town ordinance, zero waste guidelines and green policies. the traffic impact will be huge. the pollution/contamination is bad for our health. it's inappropriate for the centre of town.
Zach Laurie	Fairfax	CA	94930	11/24/13	Small business and alternative energy more important than perceived convenience
Hannah Doress	Fairfax	CA	94930	11/24/13	We don't need another gas station, Chevron is a terrible corporate citizen, we have an ordinance against formula businesses because they do not match the character of the town. Climate change is currently on an out of control track (see Do The Math by 350.org) and we need to stop saying yes to more oil extracting and carbon pollution generating businesses that drive the problem and say yes to a safer, healthier future.
Emily Bender	Fairfax	CA	94930	11/24/13	Not only would this station change the charming character of our wonderful town, it would support a major bay area polluter-- Chevron. In addition, it will likely hurt our local stations. Just say no!
Sisi Parry Hansen	Fairfax	CA	94930	11/24/13	This could potentially invite more chains and such that OUR community doesn't want or need!
Craig Slater	Fairfax	CA	94930	11/24/13	Chevron is evil.
mk brown	fairfax	CA	94978	11/24/13	Junk food is killing people Having a new gas station and convenience store in Fairfax is an all around bad idea.
Carol Maley	fairfax	CA	94930	11/24/13	It's the first impression many visitors will get of our town and that is not who we are.
Denielle Basom	fairfax	CA	94930	11/24/13	HUGE traffic issues! We already have 2 gas stations and i've never been in a large or crazy line to get gas. Also we don't want a big name corp gas station in our town, we do our best to keep it as local as possible here and a Chevron station is completely the opposite direction. NO thank you!!!
Mindy WILKERSON	Fairfax	CA	94930	11/24/13	We have enough gas stations!

Rhonda "Rua" Necaise	Fairfax	CA	94930	11/24/13	I want to keep the green aspects of our community and do not feel this would do so. Also, traffic is already tight through that intersection and this type of entity there would make traffic even worse there. I OPPOSE IT!
mike wilkerson	fairfax	CA	94930	11/24/13	NO to corporate america
David Sinaiko	Fairfax	CA	94930	11/25/13	Even setting aside the idea that it is undesirable to support a polluting company like Chevron there are numerous reasons why this is an all-around bad idea:  - It is completely out of character for Fairfax to have a big-brand franchise gas station, smack in the middle of town. It will be unsightly, out of scale, and utterly out of the aesthetic character of the town.  - The idea that having a "name brand" gas station is good for the town is ludicrous. Who cares? And if you really really need that name brand gas you can drive to San Anselmo or San Rafael ( a looong 3 miles away) for it.  - If the site was rezoned it should stay that way. It is a great site for a business that would keep with the character of the town.
Frank Marrero	Fairfax	CA	94930	11/25/13	No more "convenience" stores, No chains.
Gail Simmonds	Fairfax	CA	94930	11/25/13	I love this town with all my heart, and I want to help keep it the precious jewel it is!!!
charlotte fuller	Fairfax	CA	94930	11/25/13	Fairfax has 2 gas stations already, and a zero waste resolution with goals to be met by 2020. Opening a convenience store in the town center will detract from these goals, creating more waste from wrappers, cans and bottles. Let's care about the targets we set for ourselves and keep the charm of smaller bussness.

Martha Ture	Fairfax	CA	94930	11/25/13	I would no more welcome Chevron to my home town than I would rub refinery waste in your hair. Why would I want to give Chevron, of all companies, an opportunity to profit in Fairfax? Chevron has no intention of reducing exploration, drilling, extracting, shipping, refining and selling gasoline - while the ice is melting and the climate changing. Chevron gets tax breaks while people in Fairfax have lost their homes to bad mortgage deals and have not been bailed out by Congress. Chevron got Nigerian forces to shoot at Nigerian people while Chevron polluted the water in Nigeria. And then there is all the criminal circumventing of law at their refinery in Richmond, and the other California violations of health and safety they have done. Read it all here: <a href="http://www.corp-research.org/chevron" rel="nofollow">http://www.corp-research.org/chevron</a>.
Robin Goebel	Fairfax	CA	94930-1734	11/25/13	We do not do business with known criminals. No Chevron in Fairfax. A Chevron Gas station in the center of Fairfax is a poor choice that in no way reflects the values of our town.
Jonathan Brody	Fairfax	CA	94930	11/26/13	There are already too many gas stations and too many cars. It will be an eyesore and degrade the charm of the town. More bike riding, less car driving!
kelley fallon	fairfax	CA	94930	11/26/13	Two stations is more than enough! Don't run 'our" gas stations out of Fairfax!
John Shepherd	Fairfax			11/26/13	Large chains are bad for local businesses. Why mess with the great mix of small businesses we have in Fairfax? Please do not start letting in chain stores of any kind.
paul silbey	fairfax	CA	94978	11/26/13	One of the top destroyers of our planet does not belong in Fairfax!
Mayra Moncada	Fairfax	CA	94930	11/27/13	Fairfax has rules against chain stores. Well they are a chain! Fairfax do not need another gas station , more good restaurant , yes !!!

					But Gus station for only 8000 people is so ... Well no.
Matt Ferner	Fairfax	CA	94930	11/27/13	The notion of a full blown Chevron in that location is ridiculous. Stop it now so we don't have to boycott it and drive it out of business!
Louis Nuyens Sr.	Forest Knolls	CA	94933	11/25/13	I don't want to see the character of Fairfax ruined by a corporate presence.
Marcia ProcessArts	Forest Knolls	CA	94933	11/25/13	I agree wit all the top reasons why We Say NO to Chevron in Fairfax. We care about our sustainability-oriented town.
Andrew Pederson	Inverness	CA	94937	11/25/13	I live in this town,and do not want to have a Chevron station here.
bev wood	Kahuku	HI	96731	11/25/13	I think this is a great opportunity to move in a more progressive and conscious direction with the town development. We have a great opportunity to start adding real value and beauty to the town. If you would like to attract more affluent and progressive residents to the town, adding a convenience store and a gas station is not going to do it--quite the opposite in fact. It is going to send a clear message that we are a generic town with no vision, and no integrity. Just look at what Good Earth has added to the town. Imagine a Chevron instead of Good Earth.
Mark Bachelder	Mill Valley	CA	94941	11/26/13	Out of character, and Chevron takes no responsibility for the communities that it impacts. A rogue entity, Chevron lacks accountability for what it does in thousands of communities around the world. Chevron lies. And spend millions on PR campaigns to to fool and confuse the American public about the impact on the health of the planet (and thereby the global economy of their product. Chevron has a long history of being a bad neighbor -we don't want them here. Further - they are a currency suck, and draw money out of the local community and pump it out to largely institutional stockholders. Further, gasoline is a sunset industry, it is on its way out. Let us bring into Fairfax businesses that will live long and help us all prosper.
pamela williams	rio rancho	NM	87124	11/24/13	health & well being of the residents and the local economy. go away, chevron! totally counter-intuitive to all that is fairfax!

Rachel McKay	San Anselmo	CA	94960	11/24/13	I live in the next town over and share the concerns listed here, especially the issues of waste and cutting down on greenhouse gases.
jaime Hoffman	san anselmo	CA	94960	11/24/13	Fairfax doesn't need another gas station, especially an eyesore like this one!
D. Bruce Stevens	San Anselmo	CA	94960	11/25/13	There isn't enough space. It's a bad idea on many levels. There's no need for another gas station, there's not enough parking for a convenience store, traffic patterns in that area can't handle the changes and increases, it's against the town's character, and it would be an esthetic abomination.
Bethany Baugh	San Carlos	CA	94070	11/25/13	I don't want the small town susty vibe of Fairfax to disappear behind a Chevron station.
Hobart Owen IV	San Francisco	CA	94116	11/24/13	Keep big oil out of our lovely little town
Eva Reale	San Francisco	CA	94111	11/26/13	We moved to Fairfax to get away from chains and corporations. We want our local, independent businesses to thrive. A chevron station and convenience store goes against the culture of Fairfax which we residents love and quite frankly rely on. For goodness sake, the planning commission and council should be fighting to preserve Fairfax's culture and independent charm. This should be a no-brainer. Keep Chevron out of Fairfax. Thank you!
Candra Severson	San Geronimo	CA	94963	11/24/13	For all the reasons stated in the letter in addition I live here and do not want or need another dirty business
Wyliam Holder	San Geronimo	CA	94963-0541	11/25/13	We do not need this gas station.
Sara Tolchin	San Geronimo	CA	94963	11/27/13	I don't want to see chainstores in Fairfax, and I think 2 gas stations is enough for 8000 people.
Chippie Kislik	San Mateo	CA	94402	11/26/13	Chevron is destroying natural habitats and rarely has accountability. It would be a tragedy to have a Chevron station in Fairfax.
david haskell	San Rafael	CA	94903	11/24/13	If one believes the science of Global Climate Change -- then one must oppose new investment in the fossil fuel supply chain. An investment in fossil fuel infrastructure is a direct investment in the demise of our children. Now is the time to

draw the line --- no more investment in fossil fuels. Divest now and stop all new fossil fuel development. No to Chevron in Fairfax and around the world!

Jeremy Mayfield      San Rafael      CA      94903      11/24/13      This is important to me because, 1 outta 10 are evil and destroying life and our world along with it; 8 outta 10 are too fk'n 'stupid' to care so; that leaves myself and my fellow 1 outta 10 who actually give a shit about people and the world which supports all 10 outta 10...

Shamefully, there's that, "8 outta 10", who're in the way...

=(

I grew up in West Marin.

Fairfax is a special place, which should be allowed to sequester itself from horrible, evil place our government, and the corporations that run it; have turned our Beautiful World into.

Jonathan Frieman      San Rafael      CA      94901      11/25/13      Just cuz. But really--Chevron in Fairfax is like Nixon in an ashram. The lawsuit they are trying to beat down in Ecuador shows their corporate attitude--they bought another corporation with a bad record and got sued. When I was on the board of Amazon Watch, AW joined that lawsuit. Now Chevron is trying to hurt the plaintiff's lawyer, Steve Donziger. Such malicious action should not be rewarded.

SARAH SPECTOR      San Rafael      CA      94912      11/25/13      I second what Martha Ture says.

Denita Murphy      Woodacre      CA      94973      11/24/13      Fairfax is known to have a town that is free of multinationals so that local businesses thrive. The 7-11s were grandfathered in and are the one exception to this planning rule. Chevron also has a terrible environmental and social record, one that Fairfax should not want to be associated with. Please stick to the tenants the Town has been so proud to uphold for so long. Do

not open the floodgates to more corporations by letting this one in. I believe in you, Fairfax. Please stick to your principles!

Devin Wilson	Woodacre	CA	94973	11/24/13	The justification for opening a Chevron in Fairfax is so that people won't need to drive out of town to get "name-brand gasoline".
Genevieve Le Goff	Woodacre	CA	94973	11/24/13	This is silly. Unethical practices by Chevron Do not need a 3rd gas station in a small town Unsightly Soil pollution from previous gas station should rather be cleaned up!
Philip Klasky	Woodacre	CA	94973	11/25/13	Chevron is a bad actor, domestically as well as abroad where they have left contaminated sites in developing nations impacting indigenous peoples. We should not reward this corporate gangster with a gas station in Fairfax. We should be leading the carbon-free revolution and not contribute to it. Thank you for your consideration of my views. Sincerely, Philip M. Klasky

# Convenience Store News

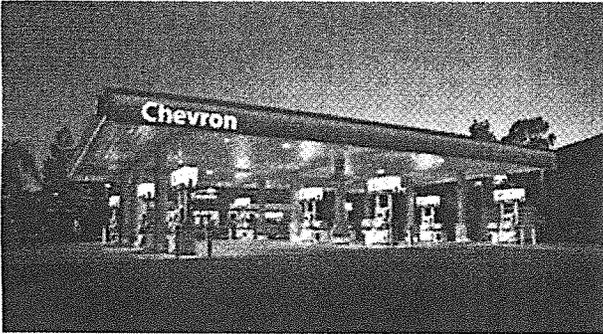
## Chevron Going the Distance With ExtraMile

SAN RAMON, Calif. -- Chevron Corp.'s ExtraMile brand is growing. The company will increase its franchised store count from 271 to 400 by the end of next year, adding at least 60 new locations this year alone, and is expanding its offerings inside the stores as well. More than 200 Blockbuster kiosks are hitting ExtraMile stores this year, and the chain recently added Starbucks' Seattle's Best Coffee brand to its locations.

"We have a number of things planned this year and are focused on our destination categories," Ian Noble, manager of franchise district sales at Chevron ExtraMile, based in San Ramon, Calif., told *CSNews Online*. These categories include HydraZone, cigarettes, coffee and foodservice. "There will be a lot of expansion in the next year, including footprint expansion and growth of the network."

Currently, Chevron ExtraMile has 550 convenience stores -- half company-operated and half franchised. While the goal is to expand the franchise side, Chevron is still committed to the company-operated locations and will continue adding a few corporate stores each year, according to Noble.

"Our company-operated stores keep us connected to our customers, and it's how we gather data to share across the franchise network," he explained. "We offer a lot of buying programs from different wholesalers and direct suppliers, and our people are buying on behalf of the whole network."



ExtraMile locations are located throughout Washington, Oregon and California, and these are the states that will see further growth. The new locations will either be dealers that already offer Chevron gasoline and are looking to convert their retail stores, or operators new to the brand.

"Many franchise operators are coming to us because we can add a new level of capabilities to their operation," Noble said. "We can provide cost efficiencies, help with planogramming and training, and offer field consultants to help them identify opportunities. We also do all the marketing to the

consumers."

Inside the store, the company is constantly looking to innovate based on customer feedback and trends in the marketplace. The addition of the Blockbuster kiosks is one example and so far, 140 kiosks have been deployed -- 65 in company-operated locations and 75 in franchised stores. Noble sees this as another reason to drive customers to the sites.

"It's gone very well for us and complements the fast and convenient one-stop shopping," he noted. "We are constantly updating programs and evolving."

For example, in the HydraZone section of its stores, the retailer focused on the top-selling energy drinks when it first launched, but has evolved over time. Now, the focus is on a variety of waters and other areas where beverages are growing, said Noble.

The recent addition of Starbucks' Seattle's Best Coffee is another example of innovation. A 20-ounce cup of coffee will be offered for \$1.56 at Chevron's ExtraMile stores, compared to the \$1.86 it would cost a customer at a Seattle's Best retail store. Also, the same size of coffee at a Starbucks store is \$1.95.

## **Chevron to pay \$24.5 million for gas station pollution violations**

*By Mike Taugher Contra Costa Times Contra Costa Times*

*Posted:*

ContraCostaTimes.com

Chevron has agreed to pay \$24.5 million to settle allegations it violated anti-pollution laws at gas stations around California.

The company improperly altered leak-detection equipment in underground storage tanks and violated numerous laws and regulations meant to prevent gasoline leaks since 1998, according to state Attorney General Kamala Harris.

The company broke anti-pollution laws by "tampering with or disabling leak-detection devices, and failing to test secondary containment systems, conduct monthly inspections, train employees in proper protocol, and maintain operational alarm systems, among other violations," according to a news release from Harris' office.

A statewide investigation found violations at Chevron gas stations in 32 counties, including Contra Costa, Alameda, Santa Clara, Solano, Marin and San Joaquin.

"There must be accountability and consequences when the environment is compromised and innocent people are potentially exposed to hazardous materials that could endanger their health," Harris said in a news release.

Chevron said there was no risk to people or the environment.

"We work hard to comply with all laws and regulatory requirements," the company said in a statement. "We have taken the appropriate actions to address the situations related to this issue and will work to avoid any similar occurrences in the future.

"To fully understand the situation, it is important to note that the majority of the incidents were technical violations, such as improper paperwork."

The complaint was filed Friday, and the proposed settlement was filed Wednesday in Alameda County Superior Court.

A hearing is scheduled Sept. 29 for a judge to consider approving it.