

**TOWN OF FAIRFAX
STAFF REPORT**
Department of Planning and Building Services

TO: Fairfax Planning Commission
DATE: September 25, 2014
FROM: Jim Moore, Director of Planning and Building Services
 Linda Neal, Senior Planner
LOCATION: 1599 Sir Francis Drake Blvd.; Assessor's Parcel No. 002-213-27
ZONING: Highway Commercial CH Zone
PROJECT: Combined retail/wine tasting/food establishment
ACTION: Use Permit; Application # 14-34
APPLICANT: Kristina Baumsteiger and Michelle Johnston
OWNER: Doug and Jill McIntosh
CEQA STATUS: Categorically exempt, § 15301(a)



1599 SIR FRANCIS DRAKE BOULEVARD

BACKGROUND

On June 20, 2013 the Commission approved a Use Permit, a Formula Business Use Permit, a Parking Variance, Traffic Impact Permit and Design Review permit for the building to allow a Daily Method fitness program to operate in a portion of the 5,617 square foot building with the rest of the building (2,017 square feet) approved for retail use (Exhibit A – Resolution No. 13-5). The determination that the proposed uses required Use Permits was based on legal advice that the adoption of the 2010-2030 Fairfax General Plan changed the zoning of the site from Highway Commercial CH Zone to Central Commercial CC Zone.

Subsequently, it was determined that formal action was required by the Commission and the Town Council to change the zoning and adopt a new Zoning Map. Ordinance # 778 was adopted on March 5, 2014 and formalized the zone change for the property that staff already thought was in place. Ordinance 778 was repealed by the Town Council with the adoption of Ordinance #780 on August 6, 2014, which resulted in the site reverting to its original Highway Commercial CH Zoning.

Gymnasiums and retail uses are permitted in the CH Zone so if the existing uses were being processed today, the Daily Method would be considered a permitted gymnasium use and use of the rear portion of the retail area for an office would also be considered a permitted use. The original proposal from back in June of 2013 still would have required design review for the exterior building changes and a traffic permit because of the increased number of trips generated by the Daily Method.

Note: The Planning Director approved the conversion of the rear portion of the retail area to Office space earlier this year per Town Code sections 17.096.040(51) and 17.096.060.

DISCUSSION

The applicants are proposing to open a business that combines retail wine sales with wine tasting and food service. The retail area will be remodeled to include an accessible bathroom, small kitchenette, sales area, a tasting bar with seating for sixteen (16) customers with additional seating along the front window with seating for four (4) more (total 20 seats).

Hours and days of operation are Monday through Thursday from 4:00 PM through 9:00 PM and Friday and Saturday from 12:00 noon through 10:00 PM. Employees may be present earlier and later than the schedule opening and closing times as needed to stock shelves, prepare food, set-up, clean-up, etc. The number of employees on site will not exceed three (3) at the busiest times which will probably be on Friday and Saturday. The business may open for scheduled tasting appointments for specific clients on Sundays (see attached Exhibit A for more information).

The applicants have obtained information from other wine tasting operations in Marin and they estimate that they will be visited by 30 to 40 customers throughout their day and evening hours, Monday through Thursday, and 45 to 55 customers on Friday and Saturday (Exhibit A – applicant’s supplemental information). Although the business layout provides 20 seats it is doubtful that they will all be used at once except maybe on weekends.

The only exterior change to the building will be the erection of the business identification sign which will occur if the proposed use is approved and which will require the application for and approval of a Sign Permit.

Use Permit

A combined retail/food service/tasting bar is not listed as a permitted use in the Highway Commercial Zone District. Other types of retail businesses are permitted, such as dairy product stores, delicatessens and supermarkets [Town Code sections 17.096-040(26), (27) and (71)]. Restaurants, many of which typically serve alcoholic beverages, are also a permitted use in the Highway Commercial CH Zone District [Town Code §17.096.040(63)].

Town Code §17.096.050(10) allows the Planning Commission to grant Use Permits for uses it determines are equivalent to uses permitted or conditionally permitted in the CH Zone District but requiring regulation of location, extent or operation because of some unique characteristic. The unique character of the proposed use is that it combines three different uses – wine tasting, food service and retail sale of wine.

"The purpose of the Use Permit section of the Town Code is to allow the proper integration into Fairfax of uses which may be suitable only in certain locations in the Town, or in a zone or only if the uses are laid out on the site in a particular manner. In considering a Use Permit application the Commission shall give due regard to the nature and condition of all adjacent uses and structures, to the physical environs of the proposed use and to all pertinent aspects of the public health, safety and general welfare".

The proposed use will generate some additional visits to the site beyond those previously considered for the retail use. However, the staggered hours of operation with the Daily Method busiest class times, estimated numbers of employees and customers will not create any significant conflicts with the surrounding uses which include, the Daily Method, a Pizzeria/Italian take-out retail establishment and dry cleaners to the west, an antiques/collectibles/slightly used items retail shop to the east, residential uses to the south and an optometrist office and dental offices building to the north, across Sir Francis Drake Boulevard.

The business will operate Monday through Thursday from 4 to 9 PM and Friday and Saturday from 12 noon to 10 PM. There will be no more than two employees on site except on Fridays and Saturdays between 12 noon and 10 PM, which are expected to

the busiest days and hours. Sundays there is the potential for one employee to be on site if any customers scheduled an appointment to taste/buy wine, otherwise the shop will be closed.

The owner of the Daily Method that uses the remainder of the building, including the office space, has indicated, "The proposed two land uses are planned to stagger their operational times to avoid traffic volume increases and to allow for multiple use of the parking and off-street loading. The peak use of the Daily Method space is AM hours before 11:00 AM" which will not conflict with the weekday hours proposed for the retail wine bar from 4:00 PM to 9:00 PM or the weekend hours which are proposed from 12:00 noon to 10:00 PM.

Parking

The Fairfax Town Code includes parking regulations in different sections of the code and it is often a judgment call which sections are used by staff when calculating the overall parking requirements. Town Code Chapter 17.052 contains parking requirements for specific uses while each particular Zoning Chapter also includes a general parking requirement for buildings which may have multiple uses or uses which are not covered in the Parking Chapter of the Code.

The parking requirements for the different uses of the building are the same for the Central Commercial District and the Highway Commercial Zone as follows:

- In the Parking Ordinance, Town Code Chapter 17.052, §17.052.030(H), 1 parking space is required for each 200 square feet of gross floor area for bars and restaurants
- In the Central Commercial CC Zone (the zoning the building was originally incorrectly processed under) Town Code §17.100.110(B)(2) sets forth the general parking requirement for structures as 1 space for each 200 square feet of gross floor area.
- Town Code §17.096.120(B)(2)(a) sets forth the general parking requirement for structures in the CH Zone which is the same as for the CC Zone and is 1 space for each 200 square feet of gross floor area.
- Note: The parking requirements for office space is slightly less than that for the other uses - Town Code §17.052.030(G), 2 parking spaces for each 500 square feet for offices. Therefore, when the Director approved conversion of the rear 682 square feet of what was approved for retail to office space the parking requirement decreased by 2 spaces, from the originally required 28 spaces to 26 spaces.

Staff has made the determination that because the parking requirement for restaurants and bars is the same as that for retail space and those are the same as the general

requirements for parking in both the CC and the CH Zones, that the original parking variance granted for the building by the Commission on June 20, 2013, does not have to be amended but the original findings should be modified as follows (modifications are in bold and italicized):

1. Staff does not expect the proposed uses, with Daily Method class sizes of thirteen (13) persons or less, two employees using the office space and the potential of customers visiting the 2,017 square foot retail/**wine tasting/food service** space to create a significant need for parking beyond the eleven (11) spaces provided.
2. Neither present nor anticipated future traffic volumes generated by the use of the site for the Dailey method program and an adjacent retail/**wine tasting/food service establishment** or the uses of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the specified parking regulations.
3. Granting of the variance 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.
4. **The owner of the building previously** submitted a turning radius analysis demonstrating that vehicles can maneuver in the parking lot in such a manner as to avoid vehicles backing onto Sir Francis Drake Boulevard. Therefore, granting of the variance will not create a safety hazard or any other condition inconsistent with the objectives of the Fairfax Zoning Ordinance.
5. The small size and location of the **existing fitness business, office use and retail wine sales/wine tasting/food service** business will cater mostly to local residents who will be encouraged to walk or ride their bike to exercise classes **and to the retail wine bar.**

Traffic

Staff has made the determination that the proposed change from the approved strictly retail use to a combined retail/wine tasting/food service use will not result in an increase in traffic to the site that would render the minor use change subject to a new Traffic Impact Study. Town Code § 17.056.050(A)(2) requires a new traffic study when the reuse of existing structures will generate 100 average daily trips or more beyond that generated by the prior use.

The prior approved retail use, analyzed and approved in June of 2013, estimated an average number of daily trips for the retail use of 22 average daily trips. The applicant's estimated average number of patrons per busiest business day is 55 which is not an increase of over 100 average daily trips beyond the retail use analyzed in the June 11, 2013 traffic study prepared for the building by Whitlock & Weinberger Transportation,

Inc. and approved by the Town Traffic Engineer, David Parisi, of Parisi Associates Transportation Consulting (Approved by the Fairfax Town Council on July 24, 2013). Therefore, staff has determined that the proposed use is not subject to the Traffic Impact permit process and will not require the review and approval of a separate traffic study.

OTHER AGENCY/DEPARTMENT COMMENTS/CONDITIONS

Marin County Environmental Health Services (EHS)

Plans must be submitted to EHS for review and approval prior to issuance of a building permit for the commercial space remodel.

Ross Valley Fire Department

The sprinkler system and existing plans for the building and individual commercial spaces will require review and approval by the Ross Valley Fire Department to determine if any changes are required. The current system and existing plan is based on a 49 person occupant load.

Ross Valley Sanitary District

A sewer connection permit is required from the Ross Valley Sanitary District. The fee for the permit will be based on the number of fixture units.

A side sewer connection permit is also required and grease or oil interceptors must be installed in conjunction with commercial sewers.

A hold will be placed on the commercial space once the building permit has been issued for the remodel. The hold will not be removed so that occupancy cannot occur until the District's permit and sewer requirements are fulfilled.

Marin Municipal Water District

The purchase of additional water entitlements may be required for this use.

Indoor plumbing fixtures must meet specific efficiency requirements in compliance with District Code Title 13 – Water Conservation.

Should backflow protection be required, it shall be installed as a condition of water service.

Fairfax Building Department

The new use may be classified as a "A" occupancy which will require a second exit.

The exiting will be reviewed and approved by both Building and Fire prior to issuance of the remodel permit.

RECOMMENDATION

1. Open the public hearing and take testimony.
2. Close the public hearing and discuss the project.
3. Move to approve the Use Permit by adopting Resolution No. 14-12.

ATTACHMENTS

Resolution No. 14-12, Approving Use permit Application No. 14-34, for a Retail Wine Sales/Tasting and Food Service Business.

Exhibit A – applicant’s supplemental information

Exhibit B – Resolution No. 13-5 approving discretionary permits for the use of 1599 Sir Francis Drake by the Daily Method exercise facility and Retail Space

Exhibit C - 2013 traffic study

RESOLUTION NO. 14-12

A Resolution of the Fairfax Planning Commission Approving the Use Permit for a Combination Wine Retail Sales, Wine Tasting and Food Service Business to Operate at 1599 Sir Francis Drake Boulevard

WHEREAS, the Town of Fairfax has received an application to operate a combination wine retail sales/wine tasting/food service business in 810 square feet of the building at 1599 Sir Francis Drake Boulevard; and

WHEREAS, the Planning Commission held a duly noticed Public Hearing on September 25, 2014 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 Use Permit; and

WHEREAS, based on the plans and supplemental information provided by the applicant, a written statement provided by the other tenant of the building 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 Use Permit.

WHEREAS, the Commission has made the following findings:

1. The proposed combination wine retail sales/wine tasting/food service business will fit in and not conflict with any of the other businesses or residential uses in the immediate neighborhood. 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 11 Monday through Thursday and from 4:00 PM to 9:00 PM Monday through Thursdays and from 12:00 noon to 10:00 PM on Fridays and Saturdays. Sundays the business may be open for individual clients on an appointment basis. The business is operated entirely within a building and is not expected to create any excessive noise. 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. Approval of the use permit is consistent with those objectives, goals or standards pertinent to the particular case and contained in the Fairfax 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. Neither present nor anticipated future traffic volumes generated by the use of the site for the Dailey method program and the adjacent wine retail/wine tasting/food service business or the uses of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the parking regulations
6. Granting of the Use Permit 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.
7. The building owner previously submitted a turning radius analysis demonstrating that vehicles can maneuver in the parking lot in such a manner as to avoid vehicles backing onto Sir Francis Drake Boulevard. Therefore, granting of the Use Permit will not create a safety hazard or any other condition inconsistent with the objectives of the Fairfax Zoning Ordinance.
8. The small size and location of the business will cater to local residents many of whom will walk or ride their bike to exercise classes.
9. The only other Dailey Method is located in Corte Madera. Therefore, it is likely that most of the clients will be local and their membership dues will come from the Upper Ross Valley, San Geronimo Valley and Central West Marin Areas.

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

1. 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.
2. 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.
3. 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 or staff as required.

4. The applicant and its heirs, successors, and assigns shall, at its sole cost and expense, defend with counsel selected by the Town, indemnify, protect, release, and hold harmless the Town of Fairfax and any agency or instrumentality thereof, including its agents, officers, commissions, and employees (the "Indemnitees") from any and all claims, actions, or proceedings arising out of or in any way relating to the processing and/or approval of the project as described herein, the purpose of which is to attack, set aside, void, or annul the approval of the project, and/or any environmental determination that accompanies it, by the Planning Commission, Town Council, Planning Director, Design Review Board or any other department or agency of the Town. This indemnification shall include, but not be limited to, suits, damages, judgments, costs, expenses, liens, levies, attorney fees or expert witness fees that may be asserted or incurred by any person or entity, including the applicant, third parties and the Indemnitees, arising out of or in connection with the approval of this project, whether or not there is concurrent, passive, or active negligence on the part of the Indemnitees. Nothing herein shall prohibit the Town from participating in the defense of any claim, action, or proceeding. The parties shall use best efforts, acting in good faith, to select mutually agreeable defense counsel. If the parties cannot reach agreement, the Town may select its own legal counsel and the applicant agrees to pay directly, or timely reimburse on a monthly basis, the Town for all such court costs, attorney fees, and time referenced herein, provided, however, that the applicant's duty in this regard shall be subject to the Town's promptly.

10. The use of the site shall remain consistent with the Formula Business approval stipulations required for the site and for the stipulations contained in this resolution for the retail wine/wine tasting/food service business.

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

The approval of the Use Permit can occur without causing significant impacts on neighboring businesses or residences; and

The foregoing resolution was adopted at a regular meeting of the Planning Commission held in said Town, on the 25th day of September, 2014, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Brannon Ketcham

Attest:

Jim Moore, Director of Planning and Building Services

RECEIVED

JUL 25 2014

USE PERMIT APPLICATION – 1599 Sir Francis Drake, Fairfax, CA Suite B 7/2/14

Environmental Health
TOWN OF FAIRFAX

Introduction:

JUL 21 2014

This use permit seeks approval for the establishment of one business that will occupy an existing vacant 833 sq. ft. space located at 1599 Sir Francis Drake Blvd Suite B. Historically the building and grounds have been occupied by various retail and commercial uses.

RECEIVED

Primary Business:

Retail Wine Shop with a tasting Bar: a retail and food service business that provides a one stop shop for international wine lovers to buy and taste wines from around the globe. The retail portion of the space will occupy 75% or 624.75 sq. ft. of the existing buildings floor and wall areas. The business will be owned and operated by West Marin native Kristiana Baumsteiger, and resident of Fairfax for 16 years, Michelle Johnston. Both currently live in the community and have successfully developed strong bonds with the local community and its residents. Details of the proposed business are provided below.

Staffing:

In terms of staffing, we plan to have the following number staff on site during these times of each day:

- Mid-Day (2pm to 4pm) – One person (Monday – Thursday)
- Evening (4pm to 9pm) – Two people (Monday-Thursday)
- Mid-Day (10am to 12pm) – Two people (Friday-Saturday)
- Afternoon (12pm to 4pm) – Three people (Friday-Saturday)
- Evening (4pm to 10pm) – Three people (Friday-Saturday)
- Closed or By Appointment Only – Potentially one person (Sunday)

Retail Wine Shop Hours of Operation:

<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THU</u>	<u>FRI</u>	<u>SAT</u>	<u>SUN</u>
4-9pm	4-9pm	4-9pm	4-9pm	12-10pm	12-10pm	Closed

EXHIBIT # A

USE PERMIT APPLICATION – 1599 Sir Francis Drake, Fairfax, CA Suite B 7/2/14

Below shows The Dailey Method's schedule. Please note there will not be very many overlapping times here. In turn, parking should not be an issue, especially on our potentially busiest nights, Fridays and Saturdays.

Dailey Method Schedule:

<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THU</u>	<u>FRI</u>	<u>SAT</u>	<u>SUN</u>
6a	7:15a	6a	7:15a	6a	7:30a	
8:45a						
10a						
11:15a	11:15a	11:15a	11:15a	11:15a		
4:00p	4:00p	4:00p	4:00p	4:00p		4:00p
6p		6p	6p			

Expected Average Customers for Retail and Tasting:

Monday – 15/20
Tuesday – 15/20
Wednesday -20/25
Thursday – 25/30
Friday – 35/40
Saturday – 35/40

We believe this business will fit in well with the board community of Fair-Anselm because there is no other business like it in that area. The busiest time for us, based on our experience with similar businesses, will be from 6pm to 9pm when traffic is decreasing or non-existent in the area; and after other businesses in the area are closed for the day. We believe we will draw more business to the east side of Fairfax and to the surrounding businesses and therefore up the value of this small strip of local businesses.

EXAMPLE OF SIMILAR BUSINESSES IN TOWN OF FAIRFAX AND SAN ANSELMO SHOWING PEAK BUSINESS ACTIVITY:

Below is the current average customer traffic by day and time at Lincoln Park, Ludwigs and 123 Bolinas in San Anselmo and Fairfax. Ludwigs (a retail fine wine, liquor and smoke shop) sees approximately 60 customers through their shop a day. Lincoln Park (wine bar) sees approximately 20-35 customers through their wine bar a day, and 123 Bolinas (wine bar) sees 30-50 people per evening, and on peak nights (Friday/Saturday) they see upwards of 50. Given the information we received from the owners/managers of these three businesses, we averaged out their customer traffic and estimated that we will see a range of 30-40 people Monday-Thursday, and Friday and Saturday a range of about 45-55 people.

USE PERMIT APPLICATION – 1599 Sir Francis Drake, Fairfax, CA Suite B 7/2/14

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Lincoln Park	5p-10p	5p-10p	5p-10p	5p-10p	5p-10p	5p-10p	5p-10p
Ludwigs	10a-7p	10am-8p	10a-8p	10a-9p	10a-8p	10a-9p	10-8p
123 Bolinas	Closed	4p-10p	4-p10p	4p-10p	4p-12a	4p-12a	4p-9p

Source: Information given by the businesses managers or owners.

We will also have a small kitchenette, which we will serve charcuterie, small salads and appetizers out of. It will not be a full service kitchen. We will have a bar area where people will be able to come in and sit, taste wines that we carry for retail, as well as purchase wine by the glass, and have a small bite to eat. We will carry wine accessories, wine by the bottle, as well as a quarterly wine club. All of our wines will be international, as to not compete or take business away from wine bars in the area that carry primarily California wines. Our primary income will come from the retail portion of our shop.

We will promote walking, running and riding a bike to our classes on our website and inside the shop through signage and word of mouth. There will be an onsite area to park and lock your bike. We will strongly encourage people to use other forms of transportation besides driving their cars.

RESOLUTION NO. 13-5

A Resolution of the Fairfax Planning Commission Approving the Traffic Impact Permit, Parking Variance, the Use Permit for a Formula Business, Use Permit for the Daily Method and Retail Space, and Design Review to Allow the Operation of a Daily Method Exercise Facility to Operate at 1599 Sir Francis Drake Boulevard

WHEREAS, the Town of Fairfax has received an application to relocate operate a Dailey Method exercise facility at 1599 Sir Francis Drake Boulevard; and

WHEREAS, the Planning Commission held a duly noticed Public Hearing on June 20, 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 Permit and Parking Variance; 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 proposed Dailey Method business providing a 1 hour long workout method will fit in and not conflict with any of the other businesses or residential uses in the immediate neighborhood. 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 6:30 am to 7:30 pm Monday through Thursday and from 8:00 am to 5:00 pm on Fridays, Saturdays and Sundays. The business is operated entirely within a building and is not expected to create any excessive noise. 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. Approval of the use permit is consistent with 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.
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 the Dailey method program and an adjacent retail store or the uses of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the specified regulation.
7. Granting of the variance 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. The applicants have submitted a turning radius analysis demonstrating that vehicles can maneuver in the parking lot in such a manner as to avoid vehicles backing onto Sir Francis Drake Boulevard. Therefore, granting of the variance will not create a safety hazard or any other condition inconsistent with the objectives of the Fairfax Zoning Ordinance.
9. The small size and location of the business will cater to local residents many of whom will walk or ride their bike to exercise classes.
10. The only other Dailey Method is located in Corte Madera. Therefore, it is likely that most of the clients will be local and their membership dues will come from the Upper Ross Valley, San Geronimo Valley and Central West Marin Areas.
11. There are no other businesses offering 1 hour fitness programs in Town 1 hour programs are sought after. The opening of a business offering a 1 hour fitness program will not take business from the other fitness businesses in Town.
12. 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.

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

1. The planters shall be planted with drought tolerant native plants and shall be maintained in an acceptable condition.
2. The trash can located on the eastern side of the bus stop shall be relocated if possible because it hinders visibility through the bus stop enclosure.
3. The abandoned public phone shall be removed from the site.

4. 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.
5. 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.
6. Any changes made to the exterior of the building, including but not limited to new lighting, new signs, planters, etc, comply with the design review regulations of the Town Code, Chapter 17.020, and be approved by the Fairfax Design Review Board (when required).
7. The applicant or permit holder 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 Town Council, Planning Commission, Planning Director, Design Review Board or any other department, committee, or agency of the Town concerning a development, variance permit or other land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the applicant's or permit holders duty to so defend, indemnify, and hold harmless shall be subject to the Town promptly notifying the applicant or permit holder.
8. The applicants shall obtain a tree removal permit from the Tree Committee prior to removing the trees on the western side of the building.
9. The Traffic Impact Permit, Use Permit and Parking Variance approvals shall allow the Dailey Method use of the property and the remaining 2,017 square feet of building to be used as retail space providing the retail use is consistent with the CC Zone District. Prior to occupancy of the retail space the user shall secure a Design Review approval if required for any exterior change and a Sign Permit.

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 Permit and Parking Variance 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 if it is already below the acceptable level of service, nor will it cause a significant degradation in service levels for impacted intersections at their peak traffic periods.

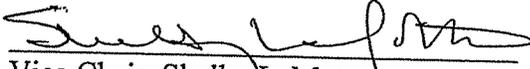
3. The Traffic Impact Permit required by Chapter 17.56 of the Town Code is hereby granted and the Project is approved, subject to compliance with the conditions of approval listed above and all applicable Town Code requirements.

The foregoing resolution was adopted at a regular meeting of the Planning Commission held in said Town, on the 20th day of June 2013, by the following vote:

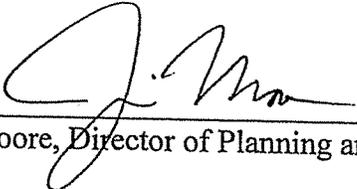
AYES: *ERZET, HALL, HAMILTON, KEHRLEIN, KETCHAM, LA MOTTE*

NOES:

ABSENT:


Vice Chair, Shelby LaMotte

Attest:


Jim Moore, Director of Planning and Building Services

June 11, 2013

Mr. Doug McIntosh
The Dailey Method
11 First Street
Corte Madera, CA 94925



Whitlock & Weinberger
Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice 707.542.9500
fax 707.542.9590
web www.w-trans.com

Traffic Analysis for Conversion of Artist Studios to a Yoga Studio

Dear Mr. McIntosh;

In accord with direction from the Town Council of the Town of Fairfax, we have completed a Traffic Impact Study to evaluate potential impacts associated with the proposed conversion of an artist studio at 1599 Sir Francis Drake Boulevard in the Town of Fairfax to a yoga studio. The site currently houses studios for twelve artists and would be converted to a yoga studio. Our evaluation is based on materials provided as well as the Town's guidelines regarding traffic impact analyses.

Trip Generation

For purposes of estimating the number of vehicle trips that a proposed use is expected to generate, the *Trip Generation Manual* by the Institute of Transportation Engineers is typically used. However, since *Trip Generation Manual* does not contain information for yoga studios, the average weekday daily trip generation was developed using counts from the Daily Method yoga studio in Corte Madera, which offers a similar program of classes, factored to reflect the lower number of classes per week proposed for the Fairfax location. Data for the Corte Madera site are provided on the enclosed spreadsheet titled, "Estimate of Weekday Average Visitors." The counts and resulting trips rates are summarized in Table I.

Table I
Summary of Corte Madera Yoga Studio Data and Resulting Trip Rates

Weekday attendance at Corte Madera location (one full year):	25,412	weekday visitors per year
Number of Classes at Corte Madera location per week:	41	weekday classes per week
Average Number of students per class at Corte Madera site:	11.887	visitors per weekday class
Convert to trips using two trip ends per student	23.77	trip ends per class
Size of Corte Madera Location:	2,000	square feet
Average trips per 1,000 square feet	97.47	trip ends per day per ksf

It is understood that over time between two and six classes would be held daily, with the lower numbers of classes on Saturdays and Sundays. Classes would be scheduled to coincide with typical commute patterns so that patrons could fit the class in either on their way to work or their way home. Though these trips are captured from existing traffic passing the site, or are "pass-by" trips, for purposes of estimating the site's total trip generation no deduction was made for pass-by trips. It was assumed that a different instructor would be on-site for each class, and each instructor and attendee was assumed to arrive and depart in a single occupant vehicle. These assumptions are conservative as some participants will arrive two or three to a vehicle, and some will choose to walk or bike to the site; either of these options reduces the net trip generation for the site under the proposed use.

Because the site is currently occupied by an art studio, the trip generation of the art studio was also considered. Similarly, since the *Trip Generation Manual* does not contain information for art studios, the

trip generation for weekday average daily traffic was developed assuming that each artist would generate an average of three trips per day (half would make two round trips and half would make only one) and the twelve art studios would receive an average of a total of five visitors per day.

The expected trip generation potential for the proposed project is indicated in Table 2, with deductions made for trips made to and from the art studio at the site, which would cease with the construction of the project. The information used to estimate the attendance of the proposed project is indicated on an enclosure. As directed by Town staff, the trip generation estimate used for analysis purposes was based on the studio size rather than the number of classes, though this is expected to substantially overstate the project's actual trip generation, which is likely to be more consistent with the estimate developed based on the number of classes per day. As a result, changes to the number of classes can be accommodated without the trip count reaching the volumes estimates for purposes of preparing the traffic study. For comparative purposes, it should be noted that the highest number of attendees for a single date at the Corte Madera site thus far in 2013 was 130, and there are on average eight classes per day, or two more than are proposed for the project site. This would translate to about 276 trip ends per day. Based on the applied assumptions, the proposed project is expected to generate an average of 385 trips per day, which would translate to about 190 round-trips, or 60 more round trips than are experienced at the Corte Madera site with a maximum of eight classes per day. After trips associated with existing uses are deducted, the project would be expected to generate 339 new trips on a daily basis; these new trips represent the increase in traffic associated with the project compared to existing volumes.

Table 2
Trip Generation Summary

Trip Type	Unit	Weekday Daily Average	
		Rate	Trips
Existing			
Artists	-12	3.00	-36
Visitors	-5	2.00	-10
<i>Total Existing Trips</i>			-46
Derivation of Trip Generation for Yoga Studio			
Classes per Day	6	23.77	143
Square Footage	3.6 ksf	97.47	351
Trip Generation Estimate for Analysis			
Yoga Studio Employees	6	2.00	12
Yoga Class Attendees	3.6 ksf	97.47	351
Remainder (General office)	2.0 ksf	11.03	22
<i>Total Proposed Trips</i>			385
Total New Trips			339

Notes: ksf = 1,000 square feet

Because the proposed project could generate more than 100 new trips on a daily basis under these applied rates, this full traffic study was prepared to meet the requirements of Section 17.056.070 of the Town's Municipal Code.

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 Annual Average Daily Traffic (AADT) of any approach or segment by one percent or 100 cars, whichever is less, consideration was given to the likely distribution of trips in order to determine if the project adds one percent to the volume, which would be the lower of the two criterion. 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 eight intersections along Sir Francis Drake Boulevard and Broadway were tested to determine if the project traffic exceeds the one percent threshold. As can be seen in the enclosed table, the intersections along Sir Francis Drake Boulevard at Kent-Suffield Avenues, Pastori-Willow Avenues and Pacheco Avenue were identified as potentially experiencing at least a one percent increase in daily volumes, so these locations were chosen for further evaluation. These locations are shown in the enclosed figure.

Intersection Levels of Service

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.

Under existing conditions, all three of the study intersections are operating acceptably overall. Though the northbound Pacheco Avenue approach to Sir Francis Drake Boulevard is operating at LOS E during the p.m. peak hour, this was considered acceptable as this condition exists at numerous intersections along Sir Francis Drake Boulevard. The intersection level of service calculations are summarized in Table 3 and copies are enclosed.

Table 3
Existing Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Sir Francis Drake Blvd/Pacheco Ave <i>Northbound (Pacheco Ave) Approach</i>	2.8	A	4.9	A
	<i>19.0</i>	<i>C</i>	<i>39.8</i>	<i>E</i>
2. Sir Francis Drake Blvd/Pastori-Willow Avenues	15.5	B	19.2	B
3. Sir Francis Drake Blvd/Kent-Suffield Avenues	5.3	A	5.0	A

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*

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.

Existing plus Project Conditions

Although it is anticipated that most, if not all, classes will be scheduled to occur outside peak periods for areawide traffic, for analysis purposes it was assumed that one class would end during the a.m. peak hour and one would begin during the p.m. peak hour. Based on the estimated 24 trip ends per class, as indicated on the enclosed trip generation derivation, it was assumed that 12 trip ends would be added to the roadway network during each of the two peak hours.

Under these conditions all three of the study intersections are expected to continue operating at the same levels of service, with changes in average delay of 0.0 to 0.3 seconds, changes that will be imperceptible to motorists. The intersection level of service calculations are summarized in Table 4 and copies are enclosed.

Table 4
Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SFBD/Pacheco-Ave <i>NB (Pacheco Ave) Approach</i>	2.8	A	4.9	A	2.8	A	4.9	A
	<i>19.0</i>	<i>C</i>	<i>39.8</i>	<i>E</i>	<i>19.0</i>	<i>C</i>	<i>40.1</i>	<i>E</i>
2. SFDB/Pastori-Willow Avenues	15.5	B	19.2	B	15.4	B	19.2	B
3. SFDB/Kent-Suffield Avenues	5.3	A	5.0	A	5.3	A	5.0	A

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*

Based on the analysis performed, it is anticipated that the change in land use will result in negligible changes to operating conditions.

Site Access and Circulation

Access to the parking area on-site is via a single driveway on Sir Francis Drake Boulevard at the easterly side of the property. Turns into the driveway will need to be made from the through travel lanes, such as is experienced throughout this stretch of Sir Francis Drake Boulevard. The nearby traffic signal at Kent-Suffield Avenues creates gaps in traffic that would allow drivers to turn left into the driveway, though there could be some delay to through traffic if the driver arrives during certain portions of the signal cycle. However, since left turns to driveways are made from the through lane along this entire corridor, this experience would be consistent with driver expectation.

The existing parking lot has an "L" shape that wraps around behind the adjacent build to the east. Drivers entering the parking lot would park adjacent to the building in a southward facing direction, and would need to execute a three-point turn at the southerly end of the parking area in order to turn around and exit the lot facing towards Sir Francis Drake Boulevard. An AutoTURN exhibit showing the wheel tracks for a vehicle and indicating how this turn could be made is enclosed. These movements are not unusual for a constrained site, and reflect operation as it currently exists. Given that the parking area and driveway appear to be functioning acceptably with the existing uses, it is anticipated that they will continue to do so with the proposed change in use.

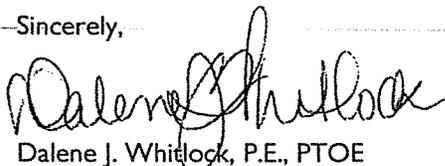
Sight Distance

Consideration was given to adequacy of sight lines along Sir Francis Drake Boulevard from the driveway. The roadway has a straight, flat alignment, providing good sight lines in both directions. Between the 8-foot sidewalk and 8-foot parking lane, drivers can stop well outside the travel way and still see past the buildings located at the back of the sidewalk on both sides of the driveway as well as beyond the bus shelter located on the west side of the driveway. Sight distance is therefore adequate to meet minimum criteria based on a 30-mph assumed approach speed.

Because the buildings are located so close to the sidewalk, drivers approaching from the parking area will have limited visibility of pedestrians until they are close to the sidewalk. The existing transit shelter further reduces visibility of pedestrians, though it has clear panels so drivers can see through the shelter to pedestrians moving toward them from the west. The limited visibility due to buildings being at the back of the sidewalk is not unusual, and is consistent with what drivers experience whenever exiting a parking garage in most cities. To remind drivers of the potential presence of pedestrians, warning signs or mirrors could be installed on the sides of both buildings.

We hope the above information adequately addresses the traffic issues relative to the proposed project. Please feel free to contact me if you have any questions.

Sincerely,



Dalene J. Whitlock, P.E., PTOE
Principal



DJW/djw/FAI015.L2

- Enclosures:
- Estimate of Weekday Average Visitors
 - Study Area Determination
 - Site Location Map
 - Level of Service Calculations
 - Parking AutoTURN Analysis

Estimate of Weekday Average Visitors

Focused Traffic Analysis for Conversion of Artist Studios to a Yoga Studio

Weekday Attendance at existing Corte Madera location (over 12 months):	25,412 weekday visitors per year
Weeks Per Year:	52 weeks
Visitors per Week:	487
Number of Classes at existing Corte Madera location:	41 weekday classes per week
Average Number of Visitors Per Class at existing Corte Madera Location:	11.887 visitors per weekday class
Assume 2 trip ends per visitor	23.77 trip ends per class
Average Trip ends per DAY	195 trip ends per day
Number of Classes Scheduled at Proposed Fairfax Location:	29 classes per week
Maximum Number of Classes Scheduled per Weekday at Proposed Fairfax Location:	5.8 classes per weekday
Estimated project trips	138 trip ends per day
To get under 100 trips per day, need to have 134 trip ends per day	
Number of Classes Scheduled at Proposed Fairfax Location:	27 classes per week
Maximum Number of Classes Scheduled per Weekday at Proposed Fairfax Location:	5.4 classes per weekday
Estimated project trips	128 trip ends per day
Size of Corte-Madera location	2,000 square feet
Daily trips per 1,000 square feet	97.47 trips/ksf
Size of Fairfax location	3,600 square feet
Daily trips based on square footage	351 trip ends per day

**Fairfax Yoga Studio Conversion
One Percent Review and Study Area Determination**

Intersection	PM Peak Hour Approach Volume				1 Percent Threshold Volume (10 percent of PM)				Project Generated Trips (351 ADT)			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Sir Francis Drake Blvd/Claus Dr	234	48	635	653	23	5	64	65	9	5	42	56
Broadway/Bank	100	0	165	172	10	0	17	17			9	9
Broadway/Claus Dr	0	180	180	385	0	18	18	39			9	9
Broadway/Bolinas Rd	415	0	305	585	42	0	31	59	18			18
Sir Francis Drake Blvd/Pacheco Ave	170	0	475	915	17	0	48	92	23		56	79
Broadway-Center Blvd/Pacheco Ave	45	225	455	575	5	23	46	58	5	23	18	
Sir Francis Drake Blvd/Pastori	140	39	641	935	14	4	64	94	4	4	79	86
Sir Francis Drake Blvd/Suffield-Kent	36	54	695	936	4	5	70	94	5	5	86	96

Project Added Daily Trips

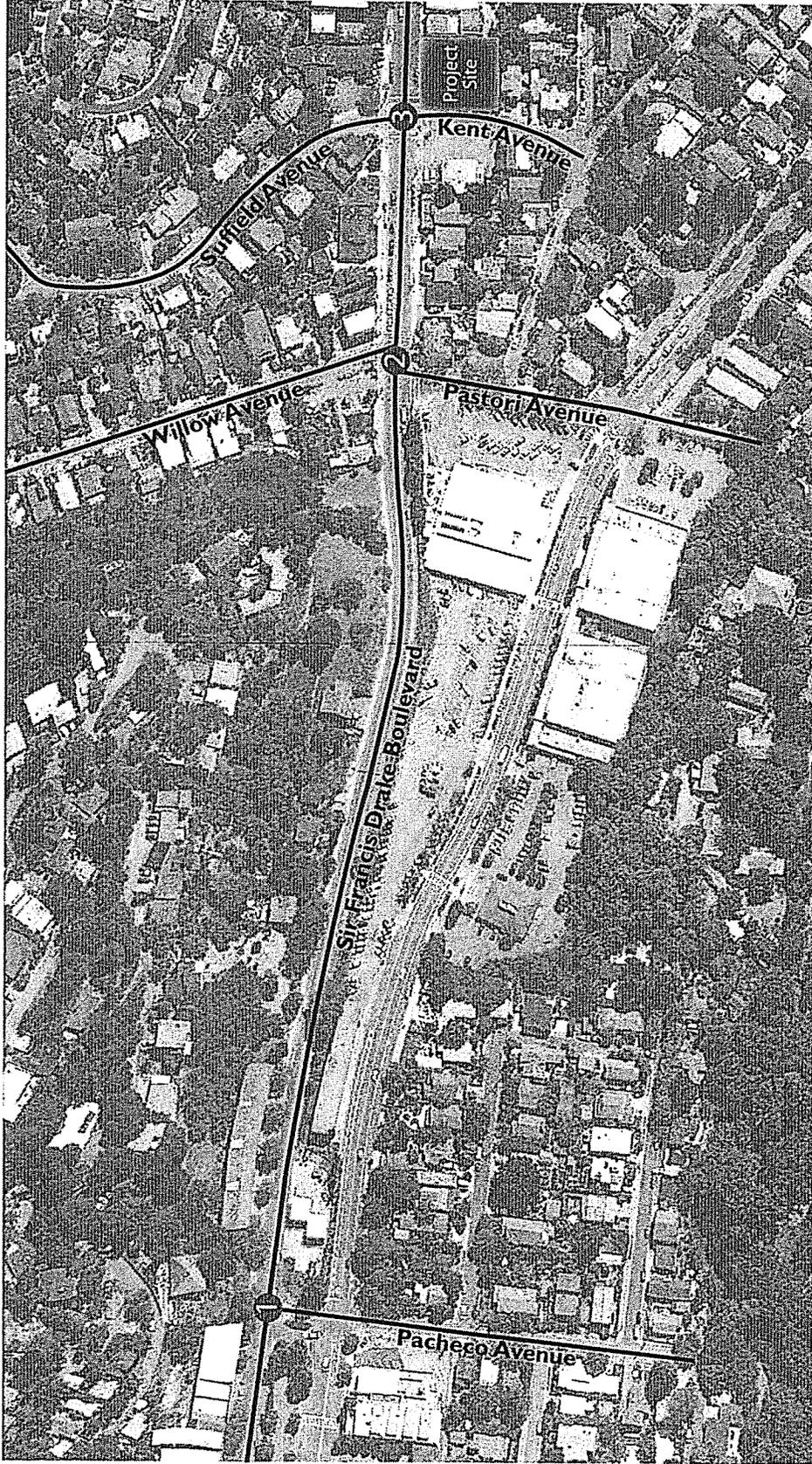
Inbound 176
Outbound 175

Distribution Assumptions:

to/from the east on SFDB	45%
to/from the west on SFDB	24%
to from Bolinas via Pacheco	10%
to/from Broadway west of Claus	5%
to from Claus Drive north of SFDB	3%
to/from Pacheco	3%
to/from Willow	2%
to/from Pastori	2%
to/from Suffield	3%
to/from Kent	3%
	<u>100%</u>

PM Peak Hour Volumes from Figure 1-3.3, Existing Town Center PM Peak Hour Volumes from the Fairfax General Plan Circulation Element, Crane Transportation Group except SFDB/Claus, where 2012 counts are used.

Note: Results indicated for "Project Generated Trips" represent daily volumes that the project is expected to add to individual approaches to each of eight intersections. Numbers indicated in bold text exceed either the Town's threshold of either 100 trips or 1 percent, so these locations are to be evaluated in the traffic study. Because data is not available for the last two intersections shown, they are assumed to exceed thresholds so are included in the study area.



North

Not to Scale
015(fair) 3/13

LEGEND
● Study Intersection

Traffic Analysis for a Yoga Studio at 1599 Sir Francis Drake Boulevard

Figure 1

City of Fairfax

Site Location Map

AM Peak Hour - Existing Conditions
Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
Town of Fairfax

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

Intersection #1 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
Initial Bse: 25 0 140 0 0 0 0 690 75 100 445 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 0 690 75 100 445 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 25 0 140 0 0 0 0 690 75 100 445 0

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

Capacity Module:
Conflict Vol: 1335 xxxxx 690 xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx
Potent Cap.: 171 xxxxx 449 xxxxx xxxxx xxxxx xxxxx 857 xxxxx xxxxx
Move Cap.: 156 xxxxx 449 xxxxx xxxxx xxxxx xxxxx 87 xxxxx xxxxx
Volume/Cap: 0.16 xxxxx 0.31 xxxxx xxxxx xxxxx xxxxx 0.12 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.6 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx
Control Del: 32.5 xxxxx 16.6 xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx
LOS by Move: D 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
ApproachDel: 19.0 C
ApproachLOS: C

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

PM Peak Hour - Existing Conditions
Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
Town of Fairfax

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

Intersection #1 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
Initial Bse: 60 0 110 0 0 0 0 555 58 165 750 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 0 555 58 165 750 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 60 0 110 0 0 0 0 555 58 165 750 0

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

Capacity Module:
Conflict Vol: 1635 xxxxx 555 xxxxx xxxxx xxxxx xxxxx 613 xxxxx xxxxx
Potent Cap.: 112 xxxxx 535 xxxxx xxxxx xxxxx xxxxx 976 xxxxx xxxxx
Move Cap.: 98 xxxxx 535 xxxxx xxxxx xxxxx xxxxx 976 xxxxx xxxxx
Volume/Cap: 0.61 xxxxx 0.21 xxxxx xxxxx xxxxx xxxxx 0.17 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 2.9 xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx
Control Del: 88.2 xxxxx 13.5 xxxxx xxxxx xxxxx xxxxx 9.4 xxxxx xxxxx
LOS by Move: F B
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
ApproachDel: 39.8 E
ApproachLOS: E

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

PM Peak Hour - Existing Conditions
Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
Town of Fairfax

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #2 Sir Francis Drake Blvd/Willow Ave-Pastori Ave

Cycle (sec): 100
Loss Time (sec): 12
Optimal Cycle: 55
Critical Vol./Cap.(X): 0.663
Average Delay (sec/veh): 15.5
Level Of Service: B

Street Name: Willow Ave-Pastori Ave
Approach: North Bound
Movement: L - T - R L - T - R L - T - R

Control: Split Phase
Rights: Include
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 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: >> Count Date: 16 Apr 2013 << 8:00 - 9:00 am
Base Vol: 22 8 59 43 19 14 10 793 41 44 521 9
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: 22 8 59 43 19 14 10 793 41 44 521 9
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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 23 8 61 45 20 15 10 825 43 46 542 9
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 8 61 45 20 15 10 825 43 46 542 9
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: 23 8 61 45 20 15 10 825 43 46 542 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.95 0.95 0.95 0.99 0.99 0.99 0.95 1.00 1.00
Lanes: 0.25 0.09 0.66 0.57 0.25 0.18 1.00 0.95 0.05 1.00 0.98 0.02
Final Sat.: 422 154 1132 1019 450 332 1805 1794 93 1805 1862 32

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.04 0.04 0.04 0.01 0.46 0.46 0.03 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.07 0.07 0.07 0.01 0.69 0.69 0.04 0.72 0.72
Volume/Cap: 0.66 0.66 0.66 0.66 0.66 0.66 0.41 0.66 0.66 0.66 0.41 0.41
Delay/Veh: 55.9 55.9 55.9 58.7 58.7 58.7 59.0 10.0 10.0 69.0 5.8 5.8
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: 55.9 55.9 55.9 58.7 58.7 58.7 59.0 10.0 10.0 69.0 5.8 5.8
LOS by Move: E E E E E E E A A A A A A A
HCM2k95thQ: 8 8 8 7 7 7 1 26 26 3 13 13

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

PM Peak Hour - Existing Conditions
Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
Town of Fairfax

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #2 Sir Francis Drake Blvd/Willow Ave-Pastori Ave

Cycle (sec): 100
Loss Time (sec): 12
Optimal Cycle: 55
Critical Vol./Cap.(X): 0.665
Average Delay (sec/veh): 19.2
Level Of Service: B

Street Name: Willow Ave-Pastori Ave
Approach: North Bound
Movement: L - T - R L - T - R L - T - R

Control: Split Phase
Rights: Include
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 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: >> Count Date: 16 Apr 2013 << 4:45 - 5:45 pm
Base Vol: 66 23 84 18 5 16 11 587 43 102 791 42
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: 66 23 84 18 5 16 11 587 43 102 791 42
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 68 24 86 19 5 16 11 604 44 105 814 43
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 24 86 19 5 16 11 604 44 105 814 43
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: 68 24 86 19 5 16 11 604 44 105 814 43

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.95 0.99 0.99 0.95 0.99
Lanes: 0.38 0.13 0.49 0.46 0.13 0.41 1.00 0.93 0.07 1.00 0.95 0.05
Final Sat.: 664 231 845 810 225 720 1805 1753 128 1805 1792 95

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.10 0.02 0.02 0.02 0.01 0.34 0.34 0.06 0.45 0.45
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.03 0.03 0.03 0.01 0.59 0.59 0.10 0.68 0.68
Volume/Cap: 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67
Delay/Veh: 46.1 46.1 46.1 72.4 72.4 72.4 119.1 13.5 13.5 47.8 10.6 10.6
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: 46.1 46.1 46.1 72.4 72.4 72.4 119.1 13.5 13.5 47.8 10.6 10.6
LOS by Move: D D D E E E E B B B B B B B
HCM2k95thQ: 12 12 12 5 5 5 1 22 22 6 27 27

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

AM Existing plus Project Fri May 3, 2013 10:05:28 Page 2-1
 AM Peak Hour - Existing plus Project Conditions
 Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
 Town of Fairfax

Trip Generation Report

		Forecast for am						
Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips Total
2		1.00	Yoga Studio	0.00	12.00	0	12	12 100.0
	Zone 2 Subtotal					0	12	12 100.0
TOTAL						0	12	12 100.0

PM Existing plus Project Fri May 3, 2013 10:05:37 Page 2-1
 PM Peak Hour - Existing plus Project Conditions
 Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
 Town of Fairfax

Trip Generation Report

		Forecast for pm						
Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips Total
2		1.00	Yoga Studio	12.00	0.00	12	0	12 100.0
	Zone 2 Subtotal					12	0	12 100.0
TOTAL						12	0	12 100.0

AM Peak Hour - Existing plus Project Conditions
Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
Town of Fairfax

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #1 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 0 690 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
Initial Bse: 25 0 140 0 0 0 690 75 100 445 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 3 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 0 140 0 0 0 690 75 100 448 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 0 690 75 100 448 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 25 0 140 0 0 0 690 75 100 448 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowupTm: 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1338 xxxxx 690 xxxxx xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx
Potent Cap.: 170 xxxxx 449 xxxxx xxxxx xxxxx xxxxx xxxxx 857 xxxxx xxxxx
Move Cap.: 155 xxxxx 449 xxxxx xxxxx xxxxx xxxxx xxxxx 857 xxxxx xxxxx
Volume/Cap: 0.16 xxxxx 0.31 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: 32.6 xxxxx 16.6 xxxxx xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx
LOS by Move: D C A
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A C
ApproachDel: 19.0 xxxxxxx xxxxxxx
ApproachLOS: C

Note: Queue reported is the number of cars per lane.
Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

PM Peak Hour - Existing plus Project Conditions
Traffic Analysis for Conversion of Artist Studios to a Yoga Studio
Town of Fairfax

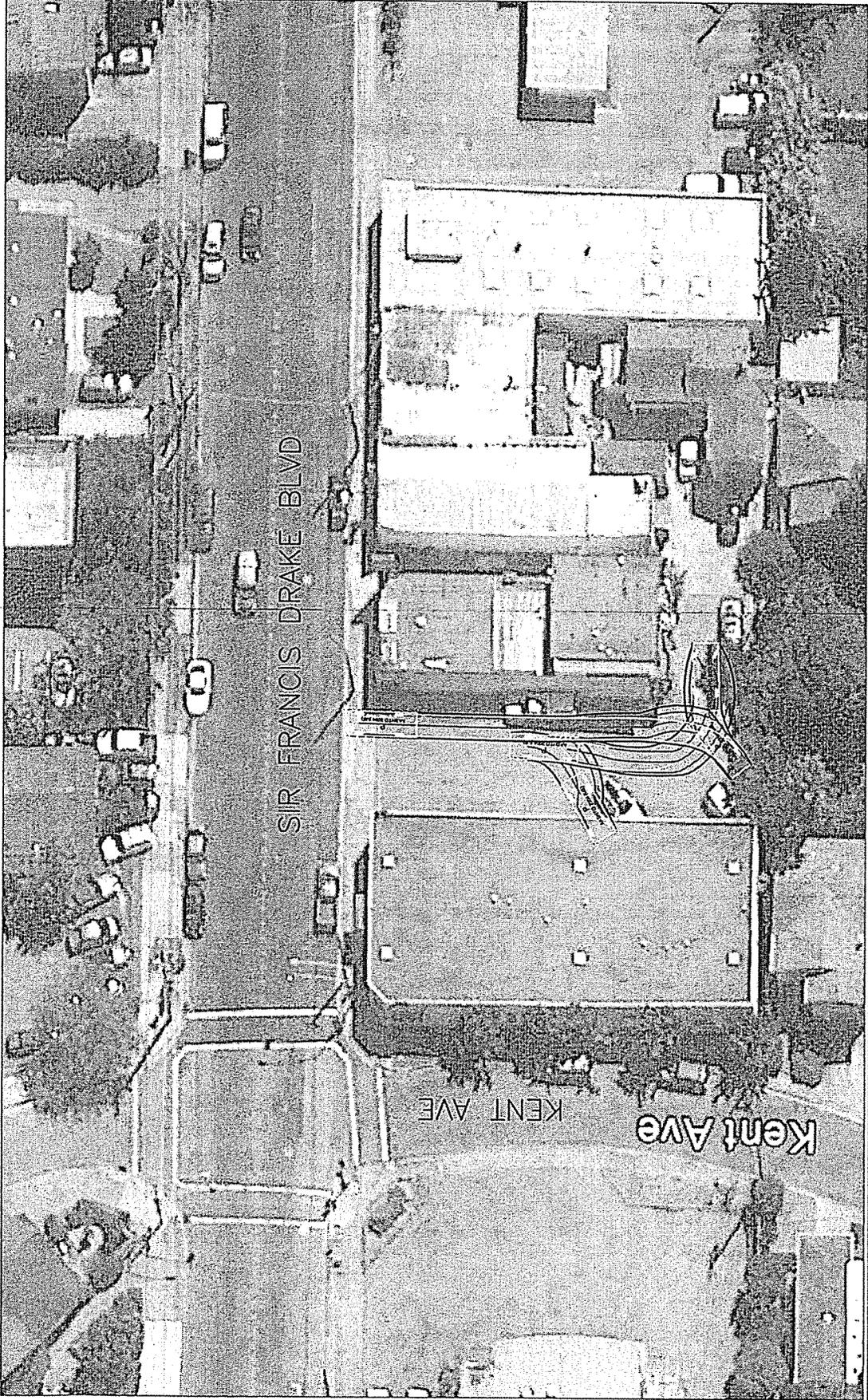
Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #1 Sir Francis Drake Blvd/Pacheco Ave
Average Delay (sec/veh): 4.9 Worst Case Level of Service: E [40.1]
Street Name: Pacheco Ave Sir Francis Drake Blvd
Approach: North Bound South Bound East Bound 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 0 1 0 1 0

Volume Module: 4:15 - 5:15 pm
Base Vol: 60 0 110 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
Initial Bse: 60 0 110 0 0 0 555 58 165 750 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 0 110 0 0 0 558 58 165 750 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 0 558 58 165 750 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 60 0 110 0 0 0 558 58 165 750 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowupTm: 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1638 xxxxx 558 xxxxx xxxxx xxxxx xxxxx xxxxx 616 xxxxx xxxxx
Potent Cap.: 112 xxxxx 533 xxxxx xxxxx xxxxx xxxxx xxxxx 974 xxxxx xxxxx
Move Cap.: 97 xxxxx 533 xxxxx xxxxx xxxxx xxxxx xxxxx 974 xxxxx xxxxx
Volume/Cap: 0.62 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: 88.9 xxxxx 13.5 xxxxxx xxxxx xxxxx xxxxx xxxxx 9.5 xxxxx xxxxx
LOS by Move: F B A
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A B A
ApproachDel: 40.1 xxxxxxx xxxxxxx
ApproachLOS: E

Note: Queue reported is the number of cars per lane.
Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA



SCALE:	1" = 40'
DATE:	5/28/13
JOB NO.	FA1015
DRAWN:	STL
DESIGN:	
SHEET	1 of 1
SHEETS	

Parking AutoTURN Analysis

Fairfax Yoga Studio TIS

Whitlock & Weinberger
Transportation, Inc
490 Mendocino Ave, Suite 201
Santa Rosa, CA
(707)542-9500 Fax (707)542-9590



Parisi ASSOCIATES
transportation consulting

58 Alta Vista Avenue
Mill Valley, CA 94941
ph: 415.388.8978
fx: 415.276.4175

June 14, 2013

Linda Neal, Senior Planning
Town of Fairfax
142 Bolinas Road
Fairfax, CA 94930

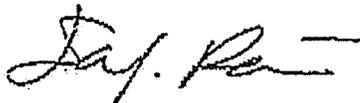
Subject: Traffic Analysis for 1599 Sir Francis Drake Boulevard

Dear Ms. Neal:

Parisi Associates has reviewed the letter report titled "Traffic Analysis of Artist Studios to a Yoga Studio" dated June 11, 2013, for the proposed project at 1599 Sir Francis Drake Boulevard.

We find that the study adheres to the Town's requirements and its vehicle trip generation, intersection service levels, site access and circulation, and site distance conclusions are satisfactory.

Sincerely,
PARISI ASSOCIATES



David Parisi, PE, TE
Principal

EXHIBIT #

D

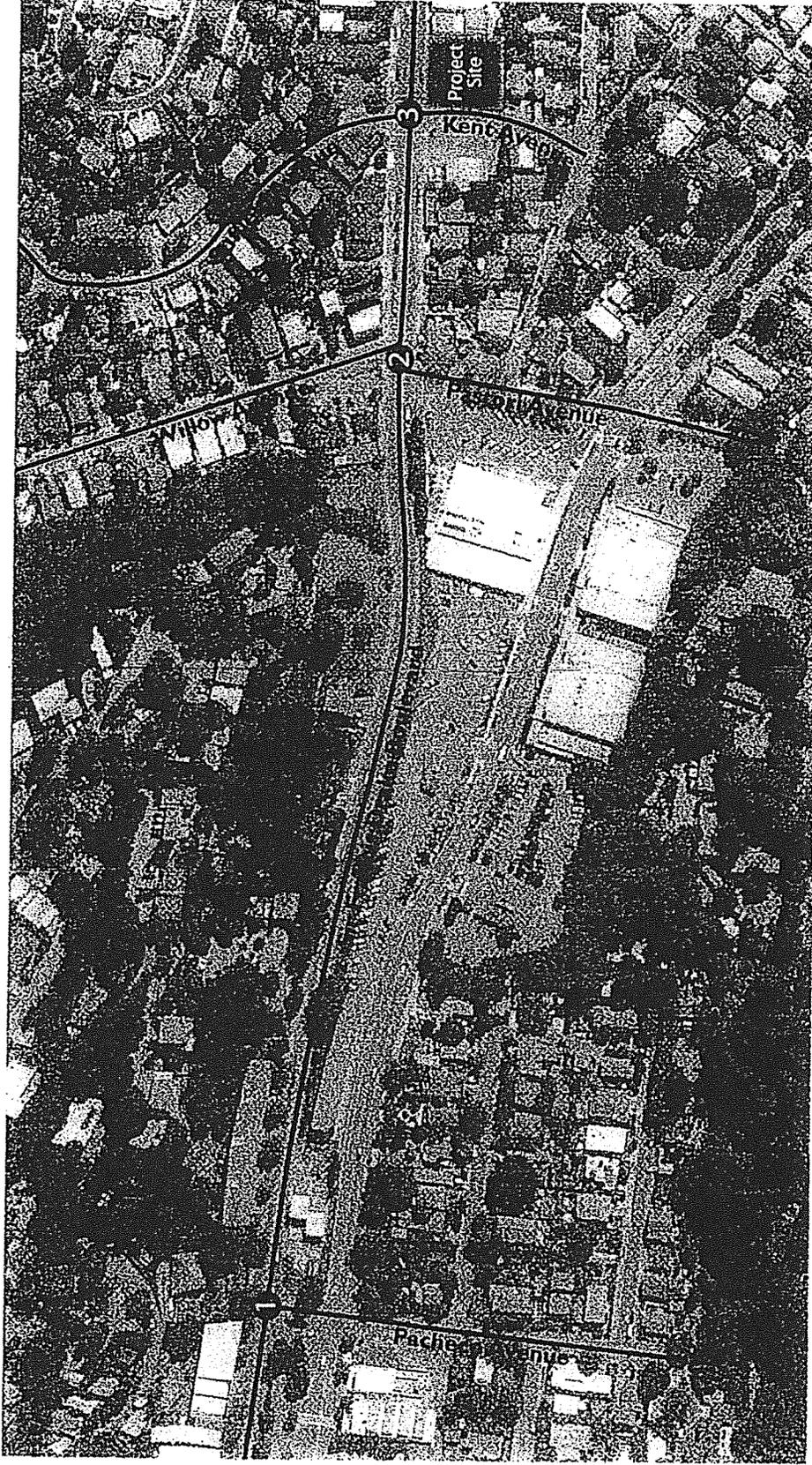
Scope of Services

The following scope of services is suggested to provide the information that Town staff will need to process the environmental certification for the project and issue a Traffic Impact Permit.

1. Traffic counts for the intersections of Sir Francis Drake Boulevard/Pastori-Willow Avenues and Sir Francis Drake Boulevard/Kent-Suffield Avenues do not appear to be available from the Town, so new counts will be obtained for both the weekday a.m. and p.m. peak periods. Copies of the counts will be provided with the report.
2. The existing traffic conditions for the study intersections will be described based on the site evaluation of physical conditions and a review of the existing traffic volumes. Presentation of these conditions will consist of an intersection Level of Service summary table, text describing these conditions, any other operational/safety issues; detailed calculations will be enclosed.
3. Trips associated with other approved projects will be developed based on information provided by Town staff, and Existing plus Approved Projects conditions evaluated and presented in the same format as indicated for Existing Conditions.
4. Existing plus Approved Projects plus Project traffic conditions will be determined for the study intersections. Presentation of these conditions would be similar to that for Existing Conditions.
5. A draft letter report describing the assumptions, analysis, findings and recommendations will be produced. Appropriate tables will be included, and counts and calculations provided.
6. Based on one round of comments on the draft report, a final report will be prepared. Comments that require additional analysis which was not included in the original scope of work will be considered beyond the scope of our contract.

DJW/FAI015.M1.doc

Attachments: Site Location Map, One Percent Threshold Review



North
 Scale: 1:1500
 Date: 3/11

LEGEND
 ② Study Intersection

Traffic Analysis for a Yoga Studio at 1599 Sir Francis Drake Boulevard
 City of Fairfax
 Figure 1
 Site Location Map