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# STATION

— FAIRFAX, CALIFORNIA —

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TOWN OF FAIRFAX

APR 13 2015

RECEIVED

April 13, 2015

Response to Comments dated April 1, 2015

Dear Ms. Neal,

Thank you very much for the response to our initial submittal. Today we file additional material requested.

(14) Full scale Site plans 1:40 with Claus intersection and turn lanes and pavement edges (Exhibit A)

(14) Full scale site plans

(14) full scale sign elevations and plan of all existing and proposed signs w dimensions

(14) full scale revised landscape sheets including a lighting plan (4 sheets)

(1) Sign permit application with (5) proposed sign application page 3 (Exhibit D)

(14) Color samples (Exhibit E)

(1) Use permit application (Exhibit F) page 12 and 13

Exhibit B of Engineering Review Authorization was previously submitted.

### DESIGN REVIEW

The Station does plan to have outdoor umbrellas. The fabric color and style has been included in the Color Sample Packet. The Applicant removed it's request for a sign on the BBQ wall.

### Live Music

Applicant removes request for any live music at this time. Gospel Brunch once a month on Sundays is planned. This is singing only with no instruments. The singers will be in front of the Children's Play area to the west of the BBQ grill.

### Non-Auto Focus

The Project emphasizes bicycling and pedestrian focus rather than an automobile focus. Please see attached "Project Circulation Element" for details.

### Bathrooms

Bathrooms are intended for patrons and guests of The Station and will be maintained privately.

Best regards,

The Backs

EXHIBIT #     B



TOWN OF FAIRFAX

MAR 26 2015

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### Project Description

Fairfax may just be the best place on the planet to live and work! In our small Town, residents can enjoy walking and biking to businesses aside beautifully landscaped homes, through bustling parks, and along tree lined streets. Arriving at Town Center, local businesses complement each other's sales offerings and foster feelings of fellowship. Keep walking and, oh no! What is this blighted, dilapidated center of Town? That is the old Chevron gas station. But no more. Fairfax residents Brian and Elizabeth Back are transforming the 1,950 square-foot vacant building into a beautiful garden-restaurant: **The Station!** The business name calls upon the rich Fairfax history as a former train station as well as current transit center adjacent to the Parkade (63 yards away), Marin Transit bus stop (120 yards away), and bicyclists hub.

The Project is located on the west end of Town Center at 2001 Sir Francis Drake Blvd, on the south side of Sir Francis Drake, west of the Town's public parking at Claus at Broadway, north of Broadway and east of First Federal Savings and Loan. The zoning designation is Highway Commercial and the General Plan designation is Central Commercial. The property is adjacent to an existing right of way (ROW) approximately 24 feet wide that may become the future Bank Street through street connecting Bolinas Road to Sir Francis Drake Blvd. There are seven Town owned parking stalls adjacent to the ROW and Project. The Project proposes to improve the connection of the Town parking lot to sidewalk. Two redwood trees will need to be removed for this sidewalk connection. Sadly, these two young redwood trees have been previously topped and are stunted in growth. The Project proposes to mitigate this redwood tree removal by planting six new redwood seedlings in a location at the discretion of the Town.

The family-friendly restaurant proposes to renovate the existing building with a kitchen and approximately 50 indoor seats. After replacing two large operable glass garage doors, the indoor space opens to a beautifully landscaped garden with additional outdoor seating, as well as a safe and securely fenced children's play area creating an additional 50 outdoor seats. The Station plans to offer BBQ and healthy menu items for breakfast, lunch and dinner with business operating hours from 6am to closing at 10pm.

The outdoor BBQ will be comprised of 2 wood burning grills; one dedicated to vegetarian foods only and a physically separated grill dedicated to meats so as to keep separated veggies and meats. The Applicants are conscientious of air quality, smells and emissions from these BBQ grills. Therefore, the Project proposes to install a commercial hood with air quality remediation to the smoke stack that will capture and treat the smoke before released. The hood will need a concrete and steel structure to support its weight. Thus, the Project proposes to create a BBQ Pergola that is approximately 100 square feet in order to make the structure complimentary to the garden character of the outdoor space. An overhead trellis will roof the Pergola and be

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landscaped with a climbing vine and the two walls of the Pergola support vines as well for a green wall effect.

The landscaped trellis continues west to the children's play area to offer diffused sunlight for kids. The kids play area is well protected from street traffic with a wall approximately 7-feet high. Part of the kids area will be sand with digging tools and part of the area will be AstroTurf with space that supports imaginary play and coloring. An interior decorative fence no taller than 30 inches might be installed with a sign that says "No Parents Allowed." It is important to the Applicants that the children's area be safe, clean, well-drained, and that the children remain protected by the structural wall and decorative fencing.

The Project Applicants believe there is a need for bathrooms in the Town for pedestrians and bicyclists. With the requested Parking Variance that reduces parking to five on-site stalls, the Variance allows for the space to create new bathrooms for the community. There are five new bathrooms, two interior and three exterior. The three exterior bathrooms are approximately 108 square feet of accessory structure, physically independent of the existing building. Additionally, the Variance also allows for the space for a landscaped garden. The Station is the primary view for westbound traffic on Sir Francis Drake as well as the entrance to the Town on Claus. The Station proposes to emphasize a natural, green, landscaped aesthetic. If The Station fulfilled its parking requirement, then the entire site would be paved with asphalt making the entrance to Town look like a suburban fast food parking lot or like a highway gas station. Instead of a highway feel, The Station proposes to create a small town character that is pedestrian and bicycle oriented and that continues the human scale of Town Center.

The height of the single-story building will remain unchanged and is estimated at 19 feet high at its maximum grade difference. On the southern wall along Broadway, the Project proposes a children's art space that can rotate periodically (perhaps every month) to display an art project by a child in the community. This art space is located at the terminus of School Street as best seen when walking away from the ball field. No night lighting is proposed on the southern wall. The Applicants seek to maintain the landscaping that straddles the public ROW and on the private property along Broadway. No cypress trees are proposed to be removed, but the Applicant requests to clean up the brush and improve the landscaping.

On the northern and eastern facades, the exterior material pallet has a warm and crafted appearance by using natural materials such as blackened cedar and other reclaimed woods that are durable and weather well.

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— FAIRFAX, CALIFORNIA —



Landscaping has two themes, one for the periphery of the Project and one for the interior. Along the periphery, tall native grasses along Sir Francis Drake give a softened character against the wall. The movement of the grasses (as opposed to fixed bushes) creates waves of motion that activate the sidewalk. Coffeeberry, a native drought tolerant shrub, is proposed near the parking and redwood trees so that an evergreen plant keeps the edges green.

In the interior of the garden, potted plants abound! "Container Gardening" is an opportunity to add funkiness, color and art to the structures of the planting. First, seasonal mixed herbs will be planted such as sage, basil, rosemary and other deer resistant herbs. Additionally, seasonal flowering plants in colorful, even painted pots add color to the garden. Around the trellis, mixed herbs are tended and rotated seasonally. On the trellis, abundant climbing vines will be planted, perhaps hops. Walls between the garage doors and BBQ Pergola walls will receive climbing vines for a green wall effect.

Site lighting is 100% indirect either shielded and/or downwardly oriented. No bulbs will be seen except for the trellis festival lights that are rope like in nature. Lighting of the sidewalk from the parking area is two bollard lights at 30 inches tall designed to light the path for safety. Entering the garden, there are low-level wall lights for safety. Adjacent to the building under the awning in the soffit are down-lights for downward illumination. At the serving counter at the grill, wall lights keep the glow subtle and contained. Sconces on the backside of the restroom serve to light the children's area.

The monument sign in the parking lot is shielded and illuminated downwardly. Signage on the back of the BBQ Pergola with the words "The Station" as well as the same sign on the mansard rood above the entry doors are designed to be halo lighting. In other words, the letters are illuminated from behind. The monument sign and the sign on the zero waste wall are backlit. In other words, the letters "The Station: are cut into the wood and the wood is backlit. The nature of the lettering is shown in the header of this Project Description, which is the proposed logo and proposed signage.

### **Geology and Soils**

The Station proposed to conduct geotechnical analysis for the two outdoor structure, the accessory bathrooms and the outdoor BBQ pergola. Foundations and footings will be designed by the recommendations of the geotechnical and structural engineer.

### **Hazards & Hazardous Materials**

The Station is a former brownfield. The site has been conducting remediation for several years, and underground storage tanks were removed in January 2015. A Notice of Intent to Issue a No Further Action Letter and Opportunity to Comment was issued on March 25, 2015 by the Regional Water Quality Control Board.



### Hydrology and Water Quality

The Project proposes to maximize on-site stormwater retention by installing pervious pavers in any areas that are hardscape, except for sidewalks with ADA requirements.

### Noise

During festival events, the Applicant requests to host live music in the outdoor space. The building and walls will shield the noise. All music will cease by 10pm. The nearest residence on the south side of Sir Francis Drake is 500 feet away located at 23 Merwin Avenue. The nearest resident on the north side of Sir Francis Drake is 325 feet away at 2 Claus Circle.

### Transportation/ Traffic

Enclosed is a traffic analysis that demonstrates the proposed use, a full service restaurant, will generate less trips than the previously analyzed gas station.

### Utilities/ Service Systems

The Project requires all utility systems to be upgraded, installed, or replaced as it was discovered that no existing infrastructure is adequate. This enormous project cost includes a new fire suppression system in the interior of the buildings that requires a new 4" water service lateral from the Project to the water main located in Broadway. A double check backflow preventer will be installed along Broadway within proximity to the closest fire hydrant located on the southwest corner of School Street at Broadway. Additionally, a new sewer lateral will be needed as video investigation discovered problematic integrity. New electrical, mechanical and plumbing systems are required for the interior of the building. New roofing and waterproofing is also needed. The existing building masonry walls will be structurally reinforced. New sidewalks will be constructed creating a contiguous connection from Sir Francis Drake to Broadway. New parking paving and striping will be constructed. New landscaping with irrigation will be installed. The Project must achieve enough outdoor seating to financially support this tremendous infrastructure costs.

The Project promotes its onsite Zero Waste Facility located south of the last parking stall. The Station will offer "waste free" take out by offering a discount to customers who bring in their own dishes to a special "hygienic zone" serving area that transfers meals to dishes but keeps serving tools and serving operations separate from the kitchen with sterilizing after each serving to comply with health department regulations. Napkins will be the only disposable item and will be a compostable material. The Station strives for 100% of its trash to be either recyclable or compostable and will work with vendors and suppliers to meet this goal.



## The Station Project Circulation and Town Center Element

*"[Fairfax] Community universally values "the small-town feel" of the downtown and wish to preserve it." – General Plan*

### GOAL C-1: Maintain Sir Francis Drake as a functional regional arterial.

*Policy C-1.3: Promote Pedestrian and bicycle circulation to ensure that automobile convenience does not compromise bicycle and pedestrian safety and convenience.*

*Program C-1.3.2: Pursue implementation of recommendation in the Pedestrian & Bicycle Master Plan to promote safe pedestrian and bicycle circulation. Fairfax Bicycle and Pedestrian Master Plan:*

*Objective C: Work to build walkways along existing and potential pedestrian rights-of-way*

A new sidewalk is proposed by the project along Sir Francis Drake continuing through the property north-south adjacent to the drive aisle connecting to Broadway crosswalk and Town Center in order to create a contiguous pedestrian path from west to east Town Center.

*Objective E: Bicycle parking spaces as part of redevelopment projects*

At least 30 bicycle racks are proposed in the "bike meadow" of the project.

### GOAL C-2: Promote the safe use of collector streets by automobiles, cyclists, and pedestrians.

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

*Program C-2.2.2: Promote existing program of Town sharing cost of sidewalk repair/improvements with property owners.*

The Station offers to financially build the public sidewalks and to beautify with privately maintained landscaping planters.

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

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

The project proposes to construct accessibility from the Town parking lot to the east of the Bank Street Right of Way to the Broadway crosswalk in a public area currently in non-compliance for accessibility.

### Goal C-5: Consider pedestrian and bicycle facilities as an integral part of a complete circulation network that provides affordable, healthful and ecological means of transportation.

*Program C-5.1.1: Create and improve network per the recommendations set out in the Pedestrian and Bicycle Master Plan as most currently updated.*

The Project creates a bicycle node rest stop.

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***Program C-5.1.2:*** Create connecting paths for pedestrians and bicycles where deadend streets prevent through circulation in new developments and in existing neighborhoods (e.g. east-west corridors, steps, lanes and paths, and Safe Routes to Schools).

The existing sidewalk on Sir Francis Drake is a dead-end. The project proposes to connect this dead end sidewalk through the project to Broadway in the location where the parking variance is being requested.

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

The Project improves and maintains both bicycle and pedestrian infrastructure through new sidewalks, ramps, and bicycle racks.

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

The project improves the accessibility of the Town parking lot to Broadway.

***Policy C-5.8:*** Bicycle and pedestrian oriented development should be encouraged in the Town Center Planning Area. (Town Center Element Policy TC-3.2.1)

The Project requests a Parking Variance in order to decrease an automobile-centric site plan but rather to create space for a pedestrian path and bicycle parking.

**GOAL C-6: Promote less reliance on single-occupant vehicles.**

***Policy C-6.1:*** Make land use decisions that encourage walking, bicycling, and public transit use; particularly ensuring existing and future bus service.

***Program C-6.1.1:*** Encourage infill, redevelopment, and reuse of vacant or underutilized parcels employing minimum density requirements that are appropriate to support transit, bicycling, and walking.

The Project proposes a Parking Variance reducing it's required 10 parking stalls to (5) stalls in order to locate 30 bicycle racks and create a 6-foot wide pedestrian path through the project over the location where the extra (5) stall would have gone.

***Program C-6.3.9:*** Develop an employee parking plan for the businesses in the Town.

The Applicants endeavors to park The Station employees on underutilized spaces on neighboring businesses on private property with the permission of those businesses.



**GOAL C-8: Improve circulation and safety in the downtown area.**

*Policy C-8.1: Promote better utilization of the Elsie Lane/Bank Street to connect Bolinas Road to Broadway and Sir Francis Drake Boulevard*

*Program C-8.1.1: Develop a circulation implementation strategy as part of the Town Center Plan, as called for in the Town Center Element, utilizing the study and recommendations included in the Fairfax Town Center Traffic Concept developed by the GPAC and Crane Consulting*  
The Project accommodates the future extension of Bank Street east of the Property to connect Bank Street to Sir Francis Drake by maintaining the ability to move all infrastructure 12feet off the temporary encroachment and offers a Revocation License to the Town for Perpetual Revocation of the temporary encroachment permit.

**Defining Features along Sir Francis Drake Boulevard**

*There has been feedback suggesting that Fairfax could look more welcoming, eye-catching, accessible and well-defined to people driving along Sir Francis Drake Boulevard. Possibly a central visual feature (such as a fountain or public art in the Parkade area), or "Welcome-to-Fairfax" archways, or even simply a distinctive pavement treatment could address this, and thus draw more people into the town to support the local businesses.*

The monument sign of The Station proposes generous landscaping around the sign to create a garden feel as the terminus vista westbound on Sir Francis Drake.

**Goal TC-1: Develop a vision for the Town Center area of Fairfax.**

Objective TC-1.1: Work together as a community to develop a vision for the Town Center Area of Fairfax.

Policy TC-1.1.1: New and/or renewed development in the Town Center Planning Area shall preserve and enhance the village character and pedestrian scale of the downtown area. Large, highly visible parking lots characteristic of strip shopping centers are inconsistent with village character.

Program TC-1.1.1.1: The Planning Commission should define the village character and the pedestrian scale of the downtown area of Fairfax.

At the discretion of The Town, the Applicant respectfully requests a parking variance from (10) stalls to (5) stalls in order to maintain the village characteristic of Town Center. If the property is to develop with (10) stalls, then the character becomes auto-centric, looking like suburban strip center, or an In-and-Out Burger fast food building. If more than half the outdoor space of the property would become paved for parking, then the result would eliminate space for a sidewalk or bicycle parking. The Project would rather provide landscaping, gardens, nature, pedestrian paths, bicycle parking, a community gathering place serviced by an adequate number of restrooms...rather than see (10) parking stalls which would pave over all the green and amenities in the Project.



**Goal TC-2: Maintain and enhance the historic character of the Town Center area.**

Objective TC-2.1: Work with the community to maintain and enhance the historic character of the Town Center Area.

Policy TC-2.1.1: New and/or renewed development in the Town Center Planning Area should be compatible with the architectural character of the downtown in terms of height, design treatment, colors, textures, and materials. Future buildings constructed in the downtown area shall be within the vertical form of the existing buildings that they might replace.

**The existing building is maintained and retrofitted. No new height is added to the project.**

Policy TC-2.1.3: New and/or renewed development shall be compatible with the existing scale and character of the Town Center Planning Area. A Significant Buildings and Structures Plan should be created by staff. This plan should inventory and establish policies for preservation of significant structures in the Town Center (see Conservation Element Policy CON-8.1.2 and Policy CON-8.1.4).

**The existing building is maintained and retrofitted. No new height is added to the project.**

Policy TC-3.2.1: Bicycle- and pedestrian-oriented development should be encouraged in the Town Center Planning Area.

Program TC-3.2.1.1: The Town shall consider bicycle and pedestrian related development a priority when reviewing development applications for the downtown area.

Responsibility: Planning Commission, Planning and Building Services

Policy TC-3.2.9: Provide locations for public art.

**The Project offers a Children's Art Wall on the South wall. This is envisioned as a rotating exhibit featuring middle-school and high-school aged children.**

Policy TC-3.2.12: Recommendation of native plants and the use of drought-tolerant landscaping.

**All landscaping species selected are drought tolerant, low water use, and deer- resistant.**



**Table I**  
**Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
<b>Current Project</b>											
High-Turnover (Sit-Down) Restaurant	1.95 ksf	127.15	248	10.81	21	12	9	9.85	19	12	7
	or 100 sts*	4.83	483	0.47	47	24	23	0.41	41	23	18
<b>Prior Project (Aug 2013)</b>											
Conv. Mkt w/Gas Pumps Pass-by trips	8 vfp	542.60	4,341	16.57	133	66	67	19.07	153	76	77
		-64%	2,778	-63%	-84	-42	-42	-66%	-101	-50	-51
<b>Net Primary Trips</b>		1,563		49 24 25				52 26 26			
<b>Difference in Primary Trips *</b>		-1,080		-2 0 -2				-11 -3 -8			

Notes: ksf = 1,000 square feet; sts = seats; vfp = vehicle fueling positions

\* Compared to higher values based on "per-seat" rates

### Conclusions

Since the currently proposed café project would result in fewer trips than would have been generated by the previously proposed gas station with convenience market, the conclusions and recommendations reached in the August 2013 traffic study remain valid.

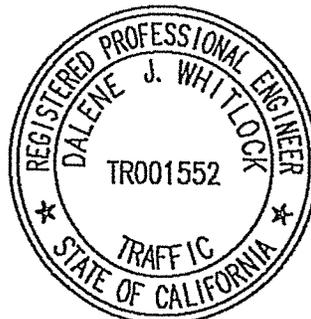
- All study intersections are currently operating acceptably, and are expected to continue operating at the same levels of service with project traffic added. The proposed project is therefore expected to have a less-than-significant impact on traffic operation.
- Access to the site as proposed would be one driveway on the south side of Sir Francis Drake Boulevard, relocated further west than the existing driveway. The driveway has adequate sight distance for vehicles entering and exiting the driveway.
- Pedestrian facilities are incomplete in the project area, including along the site's Sir Francis Drake Boulevard frontage. A sidewalk should therefore be installed along the project site's frontage to provide connectivity to existing pedestrian facilities.
- There are no bike facilities along the project's frontage, so there would be no impact on bike facilities. However, it is recommended that bike racks or other bike parking facilities should be provided on-site.

We hope this information adequately addresses the potential trip generation and impacts of the currently proposed project.

Sincerely,



Dalene J. Whitlock, PE, PTOE  
Principal



June 11, 2015

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

**Subject: Review of Preliminary Plans for Restaurant at 2001 Sir Francis Drake Boulevard**

Dear Ms. Neal:

Pursuant to your request, Parisi Transportation Consulting has conducted a review of the latest preliminary design plans submitted to us on May 28, 2015 for a 1,950 square foot restaurant with seating for 50 persons indoors and 50 persons outdoors (this review is in addition to three reviews previously performed on prior versions of the proposed restaurant project). In addition, we reviewed W-Trans' vehicle trip generation analysis comparing the proposed site with the previously proposed gas station with a convenience store.

The following are our comments:

- W-Trans' vehicle trip generation comparison appears to be valid, i.e., based on Institute of Transportation Engineers' trip generation rates a high-turnover restaurant should generate fewer primary vehicle trips than the previously proposed gas station with a convenience store.
- Based on previous input, the applicant has now proposed the provision of a continuous sidewalk along the Sir Francis Drake Boulevard frontage of the site, has provided a sidewalk connecting Broadway Boulevard via Bank Street, has set back parking along the east side of the site with a buffer space separating the Town's Bank Street easement, and has accommodated vehicle turning movements within the site's parking lot (previous versions would have required vehicles to encroach upon Sir Francis Drake Boulevard and/or its sidewalk).
- The site plan indicates the provision of 9 parking spaces exclusive of a separate loading area. Based on Town standards, however, 10 on-site parking spaces would be required, up to 25 percent of which could be compact spaces. It is likely that parking demand for a 100-person restaurant would generate demand for more than 9 vehicle parking spaces, even when considering the proposed bicycle parking plaza. If parking demand cannot be met, some drivers may enter a full parking lot and turn back out of it to seek

1750 Bridgeway, Suite B208, Sausalito, CA 94965

[www.paris-associates.com](http://www.paris-associates.com)

**EXHIBIT #**

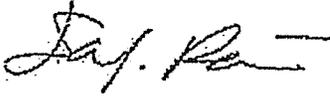
**D**

alternative parking, and/or added traffic circulation through Town streets and intersections would result in search of parking opportunities.

- Town standards also require a 12-foot by 45-foot loading space, separate from parking area, be required. The submitted plan assumes small truck loading within the parking aisleway, with turning maneuvers accommodated within the lot by assuming no vehicles would be parked within the proposed 9 parking spaces. The project applicant claims that all loading would be completed during off-hours when no vehicles, including employee vehicles, are parked within the lot.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Parisi". The signature is stylized and written in a cursive-like font.

David Parisi, PE, TE  
Principal



**Linda Neal**

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**From:** Brian Back <brian@stationmarin.com>  
**Sent:** Friday, May 29, 2015 3:07 PM  
**To:** Linda Neal  
**Cc:** Jim Moore; Sean Kennedy; Maxine Skaggs Kennedy  
**Subject:** Re: delivery vehicles

Hi Linda,

Thanks for the questions/feedback from the Town Traffic Engineer.

The "design vehicle" is a single unit truck w/ minimum turning radius of 42'-0". The radii shown are to assure trucks can fit; delivery trucks of this size can maneuver in tighter radii.

We see our required truck delivery size as an operational mandate. The parking lot is designed for smaller trucks, in the same way certain roads are designed not to accommodate larger trucks. We are focused on sourcing local fresh/perishable food, produce and product that will not be delivered in large semis or "Sysco" type trucks which are more common with gas station/convenient stores with packaged goods sourced from national distributors.

The Station will have an operational plan in place that does not allow larger trucks and keeps the parking lot open during early morning delivery hours. As proprietors who live two blocks away we can receive deliveries and also not take up parking spots. There is no dedicated employee parking, and we will be offering employees cost-saving benefits for utilizing public transportation and bicycling.

Please let us know if there are any further aspects of this we can elaborate on.

Best,  
Brian  
415-715-7944

On Fri, May 29, 2015 at 8:01 AM, Linda Neal <lneal@townoffairfax.org> wrote:

Hi Brian,

The Town Traffic Engineer would like to know what "design vehicle" you used (i.e., what kind of truck) for the delivery vehicle template and how you will ensure it will always be a small truck? I noted that the maneuvering shown would require a lot of turns and also a clear parking lot (no vehicles parked in the lot). He would like to know where any employees or others would be parked during deliveries.

Linda Neal  
Principal Planner

## Linda Neal

---

**From:** Brian Back <brian@stationmarin.com>  
**Sent:** Thursday, June 11, 2015 3:54 PM  
**To:** Linda Neal  
**Subject:** Re: gospel brunch

Sure. Let's say 11am-1pm range, Sundays. Thanks, Brian

On Thu, Jun 11, 2015 at 3:43 PM, Linda Neal <lneal@townoffairfax.org> wrote:

Can you be more specific about the times this would happen in the morning. Use Permits for live entertainment are usually very specific. The Commission usually wants a specific time range....say from 10 AM to Noon. Noise carries in Fairfax and some people will want assurances that no live music with an amplified keyboard and singing will start to early.

Linda Neal

Principal Planner

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**From:** Brian Back [mailto:[brian@stationmarin.com](mailto:brian@stationmarin.com)]  
**Sent:** Thursday, June 11, 2015 3:08 PM  
**To:** Linda Neal  
**Cc:** Elizabeth Back  
**Subject:** Fwd: gospel brunch

Hi Linda,

The gospel brunch is something we wanted to try in the beginning to see if it helps bring people in and get to know us and would only continue if popular. So at most it would be once per month or once per week, Sunday mornings, probably two one hour sets and no more than 1-3 singers. There would be no microphones or amplification, just singing, and at most a keyboard and small amplifier for background piano tones. We would like to do this outside from the kids area facing eastward.

Please let me know if there are any further questions about this.

Thanks,

Brian

Hi Elizabeth,

Can you give me more information about the gospel brunch? What time of day will they occur, how long will they last and which days of the week and how often each month will they occur. How large will the gospel singing groups be? Will the singing be amplified. Will Will the performing be inside or outside or both?

Thanks

Linda Neal

Principal Planner

--

Elizabeth Back

415-235-6225

2001 Sir Francis Drake Blvd.

Fairfax, CA 94930

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

## Linda Neal

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**From:** Brian Back <brian@stationmarin.com>  
**Sent:** Thursday, June 11, 2015 5:14 PM  
**To:** Linda Neal  
**Cc:** Maxine Skaggs Kennedy; Elizabeth Back; Sean Kennedy  
**Subject:** Fwd: signs  
**Attachments:** halo lit signage.jpg

Hi Linda

For signage what we are showing is simple clean black lettering (painted metal) attached to most likely white alum panel. This panel would then be lit at night (from below lettering on top of roof) which will "halo" light the lettering. Light against the white board could have have amber glow to give it a warm feel. During the day the black lettering will contrast against the white panel. See attached for example of halo lighting.

Re: children's art location, your feedback makes good sense. We are happy to relocate to a more appropriate location. We can strike altogether for now and focus the artwork on the back wall of the kid's area inside the outdoor dining area.

Thanks,  
Brian

On Thu, Jun 11, 2015 at 10:05 AM, Linda Neal <[lneal@townoffairfax.org](mailto:lneal@townoffairfax.org)> wrote:

Hello Again,

I also need the following clarified:

The awning sign application has the space for logo/accent color filled is as "orange" and the sign background color has been left blank. The elevation appears to show the wood business identification name letter affixed to some kind of background and there is no logo. Will the wood lettering be affixed to a wood board painted to match the greyish white facia board? That is what the elevation appears to illustrate.

Also, just so you know, I will be recommending that the childrens art wall be relocated. Along the Broadway wall where there is no sidewalk or area for people to stand to view the wall is not a safe location for something that will draw peoples attention.

Linda Neal

Principal Planner

--  
Elizabeth Back  
415-235-6225

2001 Sir Francis Drake Blvd.  
Fairfax, CA 94930  
[www.stationmarin.com](http://www.stationmarin.com)

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2001 Sir Francis Drake Blvd.  
Fairfax, CA 94930



March 26, 2015

Linda Neal, Senior Planner  
Town of Fairfax  
Planning Department  
142 Bolinas Road  
Fairfax, California 94930

TOWN OF FAIRFAX

MAR 30 2015

RECEIVED

Re: **Environmental Review for Planned Development**  
2001 Sir Francis Drake Boulevard  
Fairfax, California

Dear Planning Department:

On behalf of the prospective property owner Elizabeth Back, Pangea Environmental Services, Inc. (Pangea) prepared this review of environmental conditions with respect to the planned redevelopment as a bicycle café with outdoor dining. On March 25, 2015, the lead regulatory agency issued a letter for notification of their intent to close the case (Appendix A). The lead agency issued this closure intent notification after reviewing the proposed development plan drawing and determining that residual impact does not pose a significant risk to human health given the planned site use. Described below are the site background, a risk evaluation, and conclusions.

## BACKGROUND

### Current Site Use

The subject site is located along Sir Francis Drake Boulevard within commercial downtown Fairfax. The site is currently occupied by a vacant one-story service station building surrounded by asphalt and concrete pavement. Pangea understands retail gasoline station operations ceased in 2013. On January 15, 2014, the Town of Fairfax denied the property owner's application for a service station at this site. On January 9, 2015, the two 10,000-gallon gasoline underground storage tanks (USTs) and one 5,000-gallon UST were removed with agency oversight, as documented in the *Underground Storage Tank (UST) Removal and Compliance Sampling Report* dated March 2, 2015. Soil and tank pit water analytical results indicated that no significant petroleum hydrocarbon contamination was present near the removed USTs. No holes were observed in the removed tanks and the tanks appeared to be in good condition. The former UST and dispenser locations are shown on Figure 1.

### Site Assessment and Cleanup

Petroleum hydrocarbons were discovered at the site in 1998 when the site USTs and the associated piping were removed and/or upgraded. The chemicals of concern at this site have been gasoline and diesel gasoline-related compounds, including TPHd, TPHg, BTEX, MTBE and naphthalene. Since 1998 extensive site assessment and cleanup has been conducted. Site cleanup first involved high-vacuum extraction that removed an estimated 1,611 lbs of petroleum hydrocarbons. In 2013 and 2014, extensive excavation removed a total of 804 tons of shallow soil down to approximately 12 ft depth. The excavation extent is shown on Figure 1.

**PANGEA Environmental Services, Inc.**

1710 Franklin Street, #200, Oakland, CA 94612 Telephone 510.836.3700 Fax 510.836.3709 [www.pangeaenv.com](http://www.pangeaenv.com)

EXHIBIT # **G**

All accessible soil contamination has been removed from the site to below applicable regulatory criteria for soil, soil gas, and groundwater. Site assessment and cleanup action activities are documented in the *Soil Excavation 2014 Report and Case Closure Request* dated February 28, 2015. The report evaluates site conditions with respect to general and media-specific criteria of the recently adopted State Water Resources Control Board's *Low-Threat Underground Storage Tank Closure Policy (LTCP)*.

### **Regulatory Case Closure Pending**

On March 25, 2015, the lead regulatory agency issued a letter for notification of their intent to close the case (Appendix A). The lead agency issued this closure intent notification after reviewing the proposed development plan drawing and determining that residual impact does not pose a significant risk to human health given the planned site use. On March 26, 2015, Pangea mailed the intent-to-close letter to adjacent property owners and occupants, and to the Town of Fairfax Planning Department. Following the 60-day public notification process and addressing any comments, the agency plans to issue final case closure after proper destruction of site monitoring wells. To confirm this regulatory status, feel free to contact Mr. Lambert at (510) 622-2382 or [ralph.lambert@waterboards.ca.gov](mailto:ralph.lambert@waterboards.ca.gov).

### **Residual Hydrocarbon Impact**

Again, all accessible soil contamination has been removed from the site to below applicable regulatory criteria for soil, soil gas, and groundwater. At the completion of extensive excavation, residual soil impact primarily remained adjacent 2001 Sir Francis Drake Boulevard, in deeper soil under the bottom of the former excavation, and at one limited area 5 ft depth at the southeastern boundary of the former excavation. This primary impact of residual hydrocarbons is shown on Figure 1. The residual soil contamination is primarily present from approximately 5 to 11 feet below grade (bgs).

The water table has historically ranged from approximately 2 to 9 ft depth at the site, and residual groundwater impact is primarily immediately downgradient of the former excavation area and between the former dispenser location at well MW-8. The residual soil and groundwater contamination will attenuate (e.g., reduce in concentration) through time due to natural degradation. Recent groundwater monitoring data conducted after final soil excavation confirms that soil excavation have significantly improved groundwater conditions, as documented in the *Groundwater Monitoring Report – First Half 2015* dated February 28, 2015.

### **Planned Development**

The applicant plans to redevelop the site as a bicycle café as shown on Figure A1.00. The development will use the existing structure for a kitchen and indoor dining. The outdoors will be used for outdoor dining, bicycle parking, and vehicle parking.

**ENVIRONMENTAL RISK EVALUATION**

Releases from USTs can impact human health and the environment through contact with any or all of the following contaminated media: groundwater, surface water, soil, and soil vapor. Although this contact can occur through ingestion, dermal contact, or inhalation of the various media, the most common drivers of health risk are ingestion of groundwater from drinking water wells, inhalation of vapors accumulated in buildings, contact with near surface contaminated soil, and inhalation of vapors in the outdoor environment. The Low Threat Closure Policy (LTCP) adopted by the State Water Resources Control Board evaluated these media, exposure pathways and most common exposure scenarios, and then established the three following media-specific criteria: (1) groundwater, (2) vapor intrusion to indoor air, and (3) direct contact and outdoor air exposure. An evaluation of site-specific media data for this site is presented below in Table A.

Table A – Evaluation of Media-Specific Criteria of LTCP

Satisfy Criteria?	Criteria	Discussion
✓	1. Groundwater	The most recent maximum hydrocarbon concentrations in groundwater were 240 ug/L TPHg, 330 ug/L TPHd, and <0.5 ug/L benzene, and 7 ug/L MTBE. Concentration reduction trends for key wells are included in recent groundwater monitoring report. The RWQCB can use criteria 2 or 5 of the LTCP for groundwater media to justify site case closure.
✓	2. Vapor Intrusion to Indoor Air (Soil Gas)	Direct measurement of soil gas conducted in June 2014 identified only one area (probe SG-1a) that exceeded LTCP criteria of Scenario 4 of Appendix 4 of the LTCP. This soil area was overexcavated in November 2014. Subslab gas sampling within the site building on May 1, 2014 indicated concentrations were well below LTCP criteria as well as applicable environmental screening levels (ESLs) established by the RWQCB for commercial and residential site use. Soil gas data is described in the <i>Soil and Soil Gas Sampling Report</i> dated July 24, 2014.
✓	3. Direct Contact and Outdoor Exposure (Soil)	Soil data indicates that residual soil is below applicable criteria in Table 1 of the LTCP. Residual soil data is also below the RWQCB ESL protective of human health for commercial site use, except adjacent Sir Francis Drake Blvd, at 10 ft depth in one excavation floor sample, and at one sample location (SE-1-5) at 5 ft depth delineated by nearby samples. Sample results are presented in the <i>Soil Excavation Report and Case Closure Request</i> dated March 2, 2015.

With respect to the planned site use, Pangea offers the following information:

- The RWQCB has concluded that the residual impact satisfies criteria of the LTCP and does not pose a significant risk to the environment or human health given the planned site use. The RWQCB issued a notification letter of intent to close the case after review of the planned development, dated March 25, 2015. The letter is presented in Appendix A.
- All soil representing potential vapor intrusion per LTCP criteria has been removed for commercial site use. The extent of soil excavation is shown on Figure 1.
- Residual soil impact is primarily present adjacent 2001 Sir Francis Drake Boulevard, in deeper soil under the bottom of the former excavation, and at one limited area 5 ft depth at the southeastern boundary of the former excavation. This impact shown on Figure 1 is below LTCP criteria and does not merit further action. As shown on the planned development Figure A1.00, the residual impact is located in outdoor areas that will be covered with pavement. As shown on Figure A1.00, the impact is beneath the planned BBQ grill, bicycle rack, and planter.

## CONCLUSIONS

Based on the information presented above, Pangea offers the following conclusions:

- Residual petroleum hydrocarbon impact from the former service station operations do not pose a significant risk to the environment or human health given the planned site use. This conclusion is consistent with the lead agency for the closing case, the RWQCB.
- If necessary, a soil and groundwater management plan can be prepared and filed with the Town of Fairfax Building Department to help ensure proper management of any impacted soil or groundwater encountered during future subsurface work at the site.

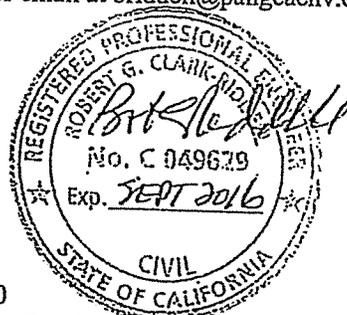
Pangea appreciates the opportunity to work on this project. If you have any questions or comments, I can be reached via phone at (510) 435-8664 or email at [briddell@pangeaenv.com](mailto:briddell@pangeaenv.com).

Sincerely,

Pangea Environmental Services, Inc.



Bob Clark-Riddell, P.E.  
Principal Engineer



cc: Elizabeth Back, 38 Geary Avenue, Fairfax, CA 94930  
Arash Salkhi & Nooshin Salkhi Family Trust, 9 Alpine Road, Novato, CA 94945

## ATTACHMENTS

- Figure 1 – Residual Hydrocarbon Impact Areas
- Figure A1.00 – Site Plan [For Planned Redevelopment]
- Appendix A – Agency Notification of Intent to Close Case, March 25, 2015

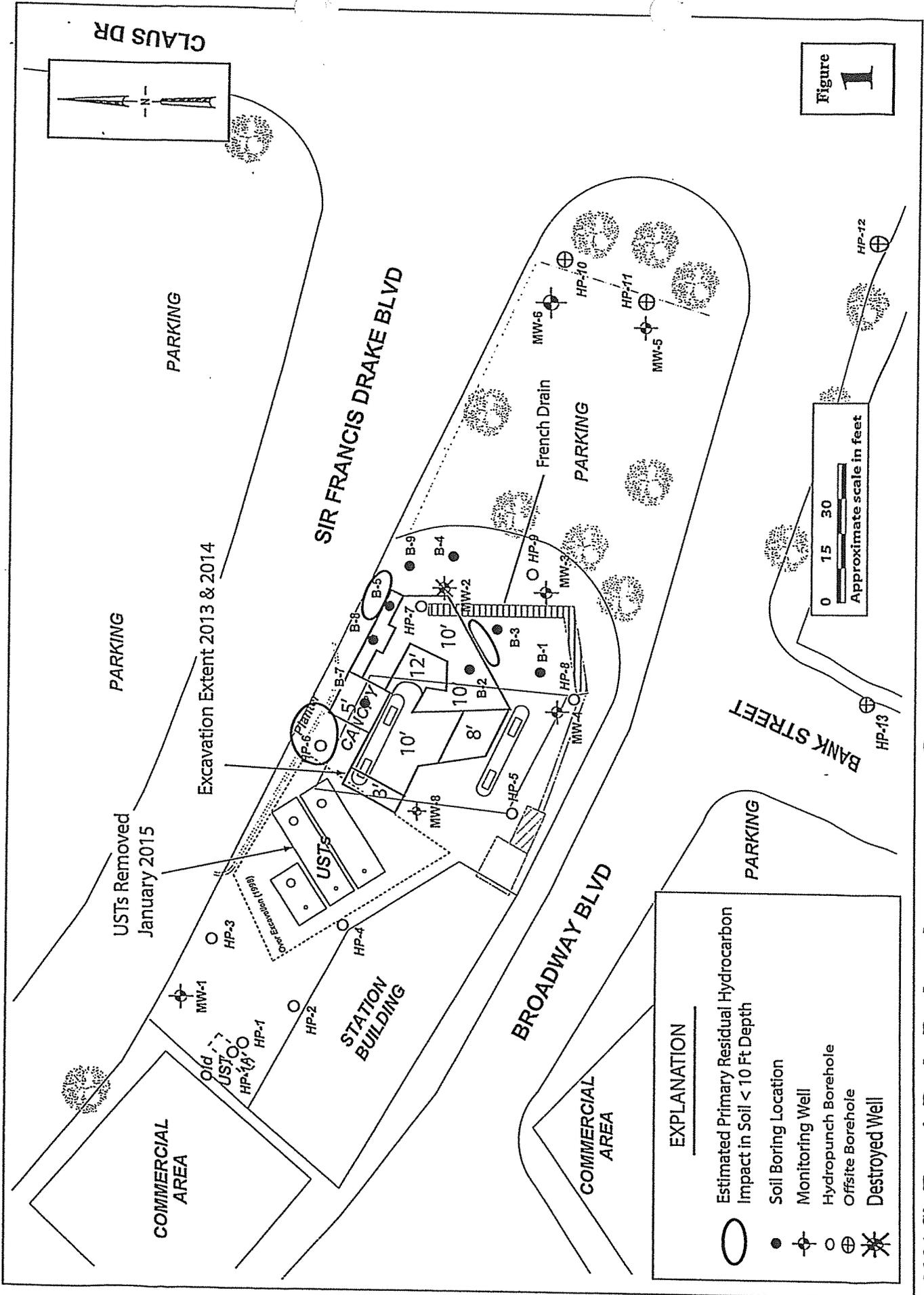
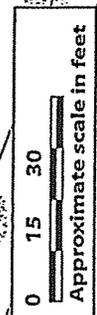


Figure **I**



EXPLANATION	
	Estimated Primary Residual Hydrocarbon Impact in Soil < 10 Ft Depth
	Soil Boring Location
	Monitoring Well
	Hydropunch Borehole
	Offsite Borehole
	Destroyed Well

**2001 Sir Francis Drake Boulevard**  
Fairfax, California



**Residual Hydrocarbon Impact Areas**



**APPENDIX A**

Agency Notification of Intent to Close Case, March 25, 2015



EDMUND G. BROWN JR.  
GOVERNOR

MATHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

San Francisco Bay Regional Water Quality Control Board

## Notice of Intent to Issue a No Further Action Letter and Opportunity to Comment

Leaking Underground Storage Tank Site – Former Fairfax Gas  
2001 Sir Francis Drake Blvd., Case No. 21-0366

March 25, 2015

This property is under the regulatory oversight of the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) for the *investigation and cleanup of a gasoline release from an underground storage tank system.*

Based on the site specific information and data available in GeoTracker and the Regional Water Board's case file, we conclude that this case meets the criteria of the State Water Board's Low-Threat Case Closure Policy and that No Further Action (case closure) is appropriate.

This notice is being sent to the current landowner in compliance with Health and Safety Code Section 25295.40. It is also being sent to adjacent property owners and occupants and interested parties for this site.

You are hereby advised to contact the caseworker listed below if you have any valid reasons why the case closure should not move forward. The Regional Water Board will consider all comments received by May 27, 2015, and will respond appropriately to any comments received. Please be aware that comments received after this date will not be considered.

Reports and other information about the case can be found by searching the State Water Board's GeoTracker website: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T060417917](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T060417917) The Regional Water Board also maintains a file of documents for the site, which can be reviewed at 1515 Clay Street, Suite 1400 in Oakland. Appointments are recommended, which can be arranged by calling (510) 622-2430.

Please contact the Regional Water Board caseworker, Ralph Lambert, at (510) 622-2382 or via email at [ralambert@waterboards.ca.gov](mailto:ralambert@waterboards.ca.gov), if you have any comments or questions.



May 13, 2015

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

**Subject: Review of Preliminary Plans for Restaurant at 2001 Sir Francis Drake Boulevard**

Dear Ms. Neal:

Pursuant to your request, Parisi Transportation Consulting has conducted an initial review of the latest preliminary design plans submitted to us on May 6, 2015 for a 1,950 square foot restaurant with seating for 50 persons indoors and 50 persons outdoors. In addition, we reviewed W-Trans' vehicle trip generation analysis comparing the proposed site with the previously proposed gas station with a convenience store..

The following are our comments:

- W-Trans' vehicle trip generation comparison appears to be valid, i.e., based on Institute of Transportation Engineers' trip generation rates a high-turnover restaurant should generate fewer primary vehicle trips than the previously proposed gas station with a convenience store.
- The site plan indicates the provision of 10 parking spaces exclusive of a separate loading area. Based on Town standards, 10 on-site parking spaces would be required, up to 25 percent of which could be compact spaces. In addition, a 12-foot by 45-foot loading space would be required.
- It appears that the full-size northwestern-most parking space would require drivers to back out across the Sir Francis Drake Boulevard driveway apron. It is recommended that this space be re-aligned (perhaps all five of the western spaces should be re-aligned) to orient drivers backing out to back out to the south first, before progressing northerly.
- There is no setback/buffer shown between the five parking spaces on the eastern side and Town right-of-way. A setback/buffer is recommended, similar to that shown on the September 17, 2014 plan.
- The submitted plan assume truck loading within the parking aisleway. The applicant should show how trucks would enter and exit the site, including an analysis of truck turning needs and sight lines.

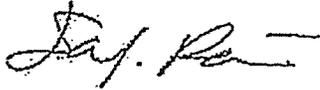
1750 Bridgeway, Suite B208, Sausalito, CA 94965

[www.parisi-associates.com](http://www.parisi-associates.com)

- The plan does not show extending the sidewalk along the site's frontage on Sir Francis Drake Boulevard. The project should include extension of an ADA-compliant sidewalk along the entirety of Sir Francis Drake Boulevard frontage.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Parisi". The signature is stylized and includes a horizontal line extending to the right.

David Parisi, PE, TE  
Principal



April 24, 2015

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

**Subject: Review of Preliminary Plans for Restaurant at 2001 Sir Francis Drake Boulevard**

Dear Ms. Neal:

Pursuant to your request, Parisi Transportation Consulting has conducted an initial review of the preliminary design plans submitted to the Town of Fairfax on March 26, 2015 for a 1,950 square foot restaurant with seating for 50 persons indoors and 50 persons outdoors. In addition, we reviewed W-Trans' vehicle trip generation analysis comparing the proposed site with the previously proposed gas station with a convenience store.

The following are our comments:

- W-Trans' vehicle trip generation comparison appears to be valid, i.e., based on Institute of Transportation Engineers' trip generation rates a high-turnover restaurant should generate fewer primary vehicle trips than the previously proposed gas station with a convenience store.
- However, since the site would have inadequate on-site parking (as further discussed below), patrons may circulate along roadways and through key intersections multiple times searching for available parking, and the number of actual vehicle trips through these facilities would be higher than if adequate parking was provided at the site and patrons could directly park on-site.
- The site plan indicates the provision of five parking spaces and no loading areas. Based on Town standards, 10 on-site parking spaces would be required, up to 25 percent of which could be compact spaces. In addition, a 12-foot by 45-foot loading space would be required.
- The proposed five parking spaces appear to be located within Town right-of-way, and the parking lot aisle appears to be narrower than the 24 feet width required per Town standards.
- The vehicle trip generation analysis shows that up to 24 one-way vehicle trips per hour could be generated by the proposed use. Assuming restaurant patrons would spend

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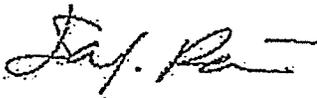
[www.pariasi-associates.com](http://www.pariasi-associates.com)

more than an average of 12.5 minutes at the restaurant and that patrons would not arrive in a uniform fashion, i.e., they would most likely arrive randomly over an hour, the five-space lot (if acceptable to the Town since it would be on Town property) would be inadequate to meeting parking demand.

- If patrons pulled into the parking lot only to find it full, there does not appear to be space to turn a vehicle around before re-entering Sir Francis Drake Boulevard. There is no turn-around area shown at the back of the lot and the aisle would be too narrow. Motorists may have to back-out onto the arterial roadway.
- It also appears that a vehicle backing out of the proposed accessible space would not have any room to turn around; the motorists would likely also have to back out onto Sir Francis Drake Boulevard.
- It is requested that the applicant assess the potential traffic routing impacts associated with the provision of the proposed insufficient five-space lot, as well as if no parking was provided within Town right-of-way. For the proposed five-space parking lot, the applicant should perform a parking lot circulation analysis to show turning movements in and out of the lot, to and from parking spaces, and vehicle movements that would occur when all of the spaces are full. The applicant should also address how loading will be provided.
- Upon our review of the preliminary design plans, the pedestrian routing along and to/from Broadway Boulevard is unclear. It is also not clear if a continuous accessible sidewalk is proposed along the Sir Francis Drake Boulevard frontage. It is requested that the applicant provide further details in regards to providing an accessible path between the building and the northeast corner of Broadway Boulevard and Bank Street, as well as along Sir Francis Drake Boulevard.

Please let me know if you have any questions.

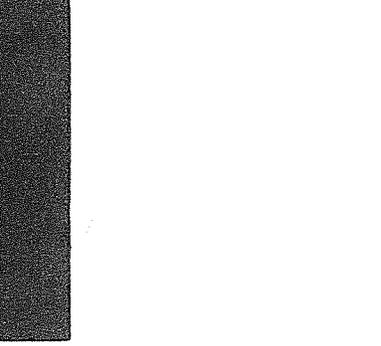
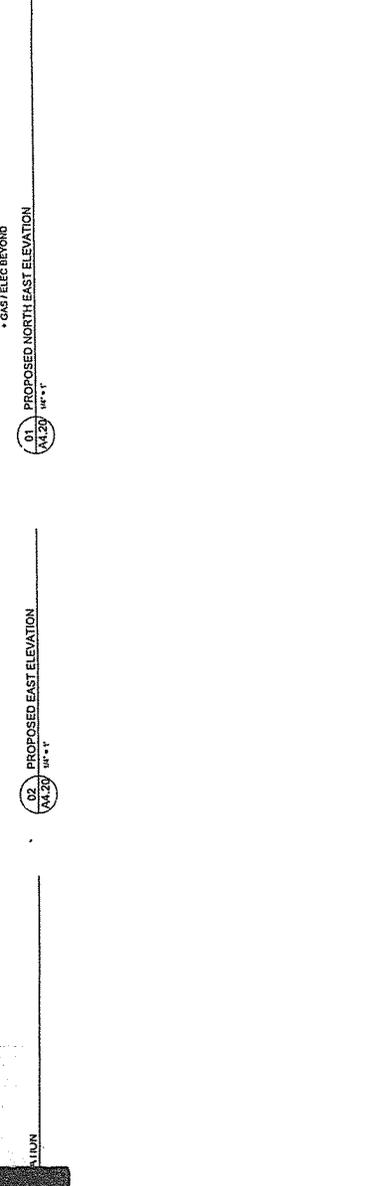
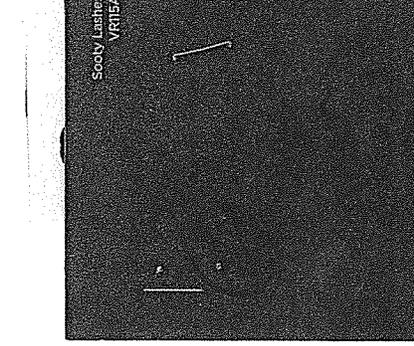
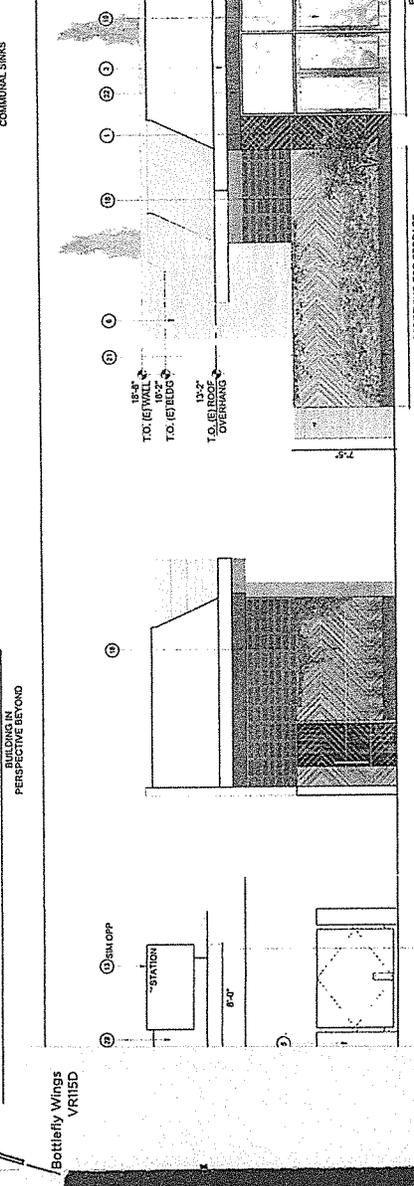
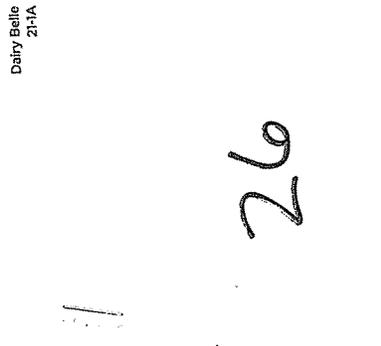
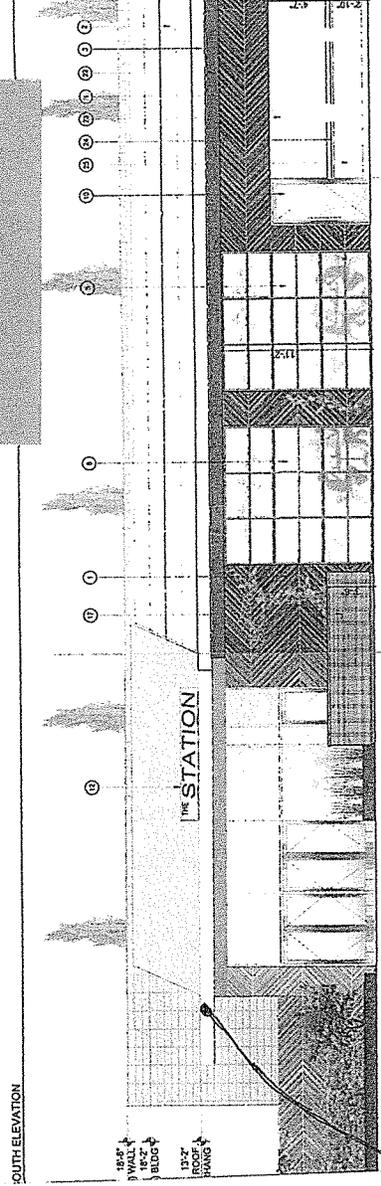
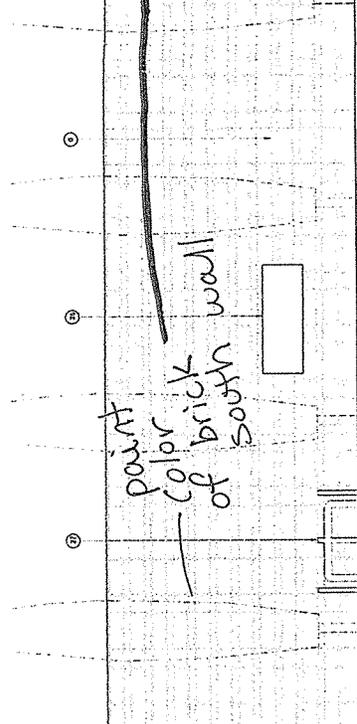
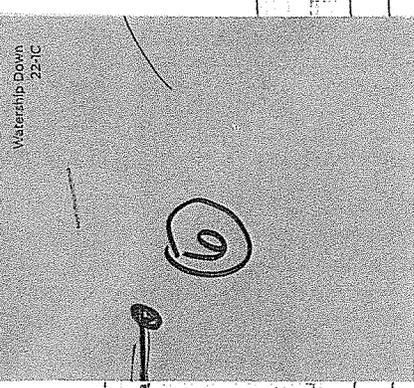
Sincerely,



David Parisi, PE, TE  
Principal



- KEYNOTES**
1. BLACKENED WOOD CLADDING
  2. CLEAN & REPAIR (E) MAINTAIN ROOF\*
  3. CLEAN & REPAIR (E) MAINTAIN ROOF\*
  4. PAINT FACIA (FROM WHITE)
  5. ROUGH FORMED CONCRETE
  6. CAR WITH BLACKENED WOOD
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SOUTH ELEVATION  
 Dairy Belle  
 21-1A

BUILDING IN PERSPECTIVE BEYOND  
 Bottley Wings  
 VRI15D

ENTRY - OUTDOOR SERVICE STATION  
 SCREENS FOR STORAGE  
 \* GAS / ELEC BEYOND  
 PROPOSED NORTH EAST ELEVATION  
 01  
 (A4.20) 1/8" = 1'-0"

PROPOSED EAST ELEVATION  
 02  
 (A4.20) 1/8" = 1'-0"

26

