



TOWN OF FAIRFAX

STAFF REPORT

October 2, 2013

TO: Mayor and Town Council

FROM: Jim Moore, Director of Planning and Building Services
Linda Neal, Senior Planner

SUBJECT: 2001 Sir Francis Drake Boulevard; Traffic Impact Permit for a combination Chevron gas station/ExtraMile Convenience store; Application # 13-32

RECOMMENDATION

(Staff recommends continuing this item to the November 6, 2013 Town Council meeting.)

Adopt a resolution approving the Traffic Study for the reuse of the commercial site at 2001 Sir Francis Drake Boulevard as a combination gas station/convenience store.

DISCUSSION

The Council previously adopted Resolution 13-19 setting forth the methodology to be used in the Traffic Study prepared for the above described use (Exhibit A).

At its September 19, 2013 meeting, the Planning Commission approved the Traffic Impact Permit, Parking Variance, Use Permit for a Formula Business, Use Permit for the mixed gas station/retail use, Design Review and a Sign Permit to allow the operation of a Chevron gas station and an ExtraMile convenience store at 2001 Sir Francis Drake Boulevard. The Planning Commission staff report, Resolution Number 13-6 and September 19, 2013 Commission minutes are attached for the Town Council's review.

Traffic Impact Permit

Town Code § 127.056.050 requires a Traffic Impact Permit for any reuse of an existing structure where the new use will generate 100 average daily trips or more beyond that generated by the prior use. The project was determined to have the potential to generate 100 average daily trips more than the previous gas station/auto repair use so the project requires the approval of a Traffic Permit. The Traffic Permit has to be approved by both the Planning Commission and the Town Council (Town Code sections 17.056.100 and 17.056.110).

The applicant's traffic engineer, W-Trans, submitted the attached traffic study dated August 20, 2013, which indicated that the use will generate 49 trips during the a.m. peak hour and 52 trips during the p.m. peak hour, the amount of increased traffic will not result in any significant impacts on the major intersections identified for study by the Town Council when they adopted the methodology for the traffic study on March 6, 2013. In fact any potential increased traffic delays will be imperceptible to motorists at the study intersections identified by the Town Council and listed on page 4 of the traffic study.

David Parisi, the Town Traffic Engineer, has reviewed the study and has indicated that it meets the requirements of the Traffic Impact Ordinance and the use will result in acceptable intersection service levels. He also was present at the September 19, 2013 Commission meeting where the Commission required a decrease in the number and reorientation of the site parking spaces and installation of a driveway on Broadway. He finds that the project as conditioned by the Commission results in site access, circulation and site distances that are appropriate. Therefore, the findings required in Town Code 17.056.110, to approve the traffic impact permit can be made as follows:

- The project's average daily traffic, when added to the existing daily traffic, plus projected traffic, will not cause the performance of intersection of roadway linkages to fall below the acceptable level of service.

FISCAL IMPACT

Expected sales tax from the fuel sales and retail use portion of the building and annual business license fee based on gross receipts.

ATTACHMENTS (Available in digital format upon request, or on the Town's website at www.townoffairfax.com)

Exhibit A – Town Council Resolution approving the requested Traffic Impact Permit

Exhibit B – W-trans Traffic Study dated 8/20/13

Exhibit C – Planning Commission approval Resolution No. 13-06

Exhibit D – Planning Commission staff report and minutes from the September 19, 2013 meeting

RESOLUTION NO. _____

A Resolution of the Fairfax Town Council Approving the Traffic Impact Permit for a Chevron Gas Station and Extra Mile Convenience Store to Operate at 2001 Sir Francis Drake Boulevard

WHEREAS, the Town of Fairfax has received an application to relocate operate a Chevron gas station and Extra Mile Convenience store at 2001 Sir Francis Drake Boulevard; and

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

WHEREAS, the Town Council held a duly noticed Public Hearing on October 2, 2013 at which time all interested parties were given a full opportunity to be heard and to present evidence, and at which time the town Council approved the Traffic Impact permit; and

WHEREAS, based on the traffic study and other documentary evidence in the record, as well as testimony at the public hearing, the Town Council has determined that the applicant has met the burden of proof required to support the finding necessary for approve the Project's traffic study prepared by W-trans and dated August 20, 2013.

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

1. The approval of the Traffic Impact Permit can occur without causing significant impacts on neighboring businesses or residences.
2. The Project's average daily traffic will not cause the performance of intersection or roadway linkages to fall below the acceptable level of service or otherwise further reduce the system performance, nor will it cause a significant degradation in service levels for impacted intersections at their peak traffic periods.
3. The Traffic Impact Permit required by Chapter 17.56 of the Town Code is hereby granted and the Project is approved, subject to compliance with the conditions placed upon the project by the Planning Commission at their September 19, 2013 meeting and and all other applicable Town Code requirements.

The foregoing Resolution was duly and regularly passes and adopted at a Regular meeting of the Town Council held on the 2nd day of October, 2013, by the following vote, to wit:

AYES:

EXHIBIT # A

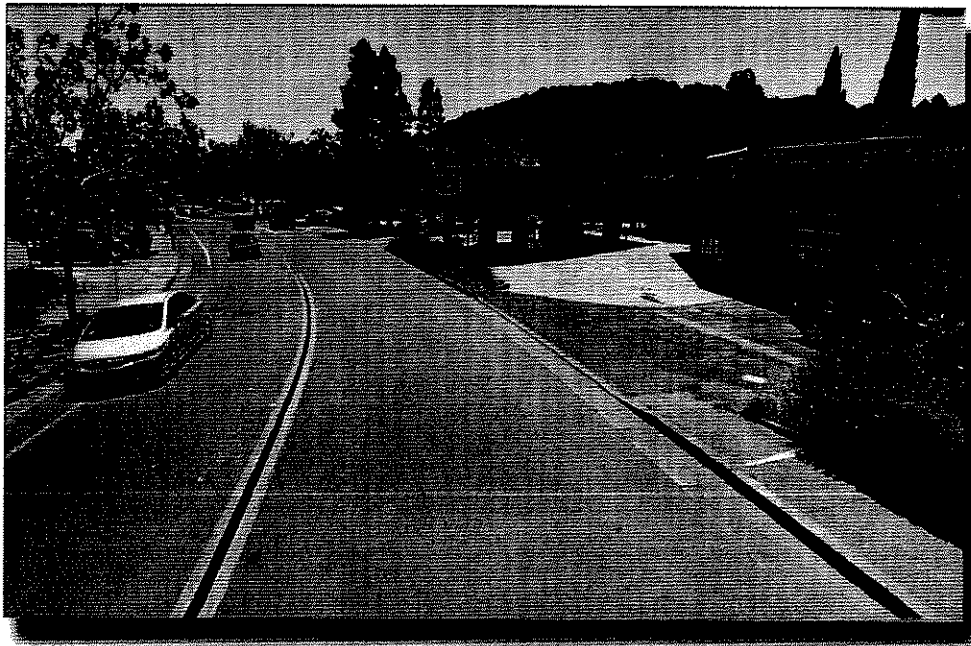
NOES:
ABSTAIN:

John Reed, Mayor

ATTEST:

Michele Gardner, Deputy Town Clerk

Traffic Analysis for Conversion of Service Bays to a Convenience Market



Prepared for the
Town of Fairfax



Submitted by

Whitlock & Weinberger Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice 707.542.9500

web www.w-trans.com

475 14th Street
Suite 290
Oakland, CA 94612

voice 510.444.2600

August 20, 2013

EXHIBIT # B

Table of Contents

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

Executive Summary

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

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

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

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

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

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

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

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

Introduction

Introduction

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

Prelude

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

Project Profile

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

The project site is shown in Figure 1.



LEGEND
● Study Intersection

North
▲
▲
Not to Scale

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

Figure 1
Study Area

Transportation Setting

Operational Analysis

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

Study Area and Periods

The study area consists of the following intersections:

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

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

Study Intersections

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

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

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

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

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

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

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

Study Roadways

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

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

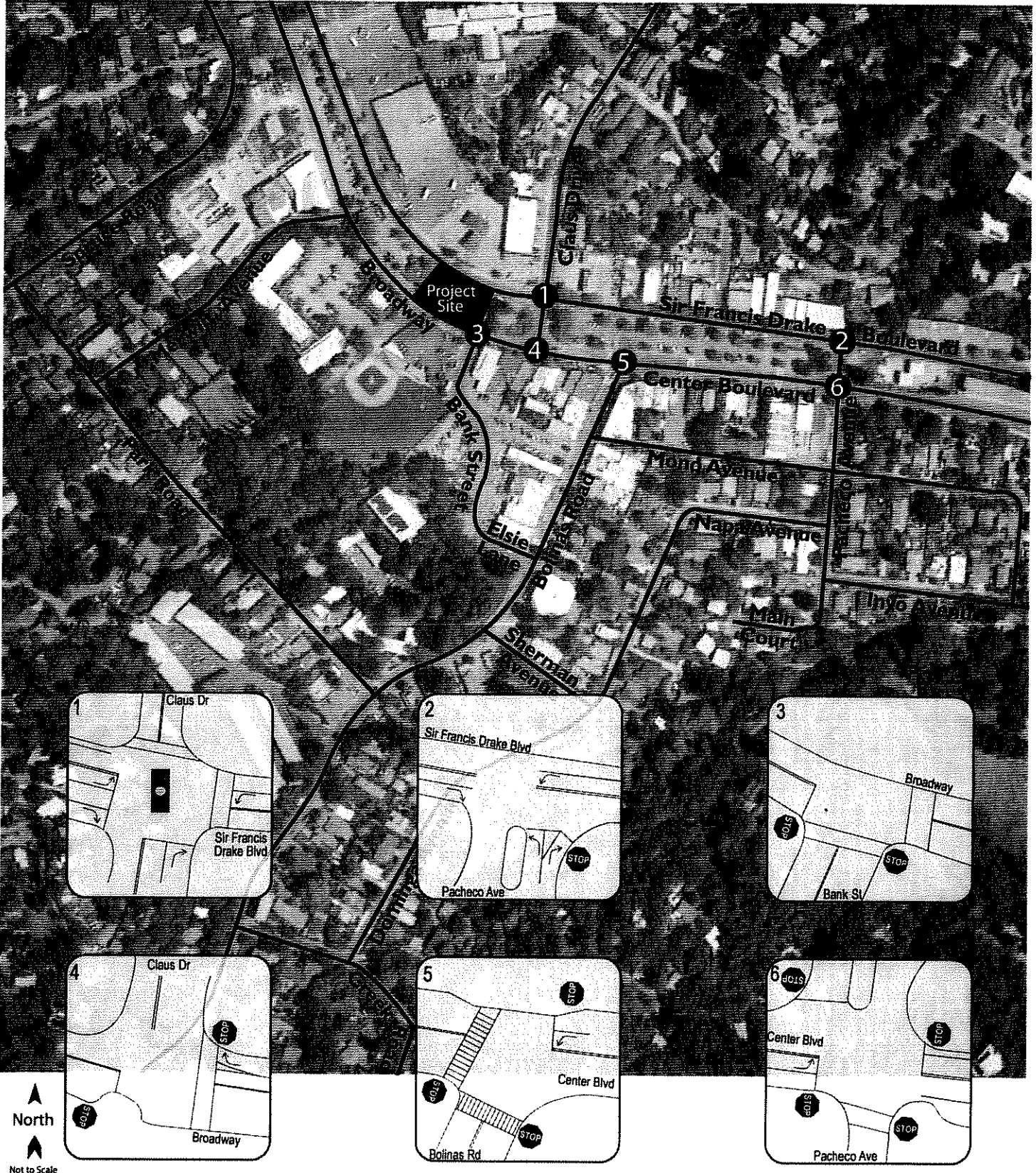
Pacheco Avenue is a collector/local roadway with two travel lanes that extends south from Sir Francis Drake Boulevard. South of Broadway, Pacheco Avenue provides access to residential neighborhoods. Within the study area, Pacheco Avenue forms a short connector between Broadway and Sir Francis Drake Boulevard,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

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



LEGEND

- Study Intersection



Not to Scale

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

Figure 2
Lane Configurations

Capacity Analysis

Intersection Level of Service Methodologies

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

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

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

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

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

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

**Table I
Intersection Level of Service Criteria**

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

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

Traffic Operation Standards

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

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

Existing Conditions

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

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

Intersection Levels of Service

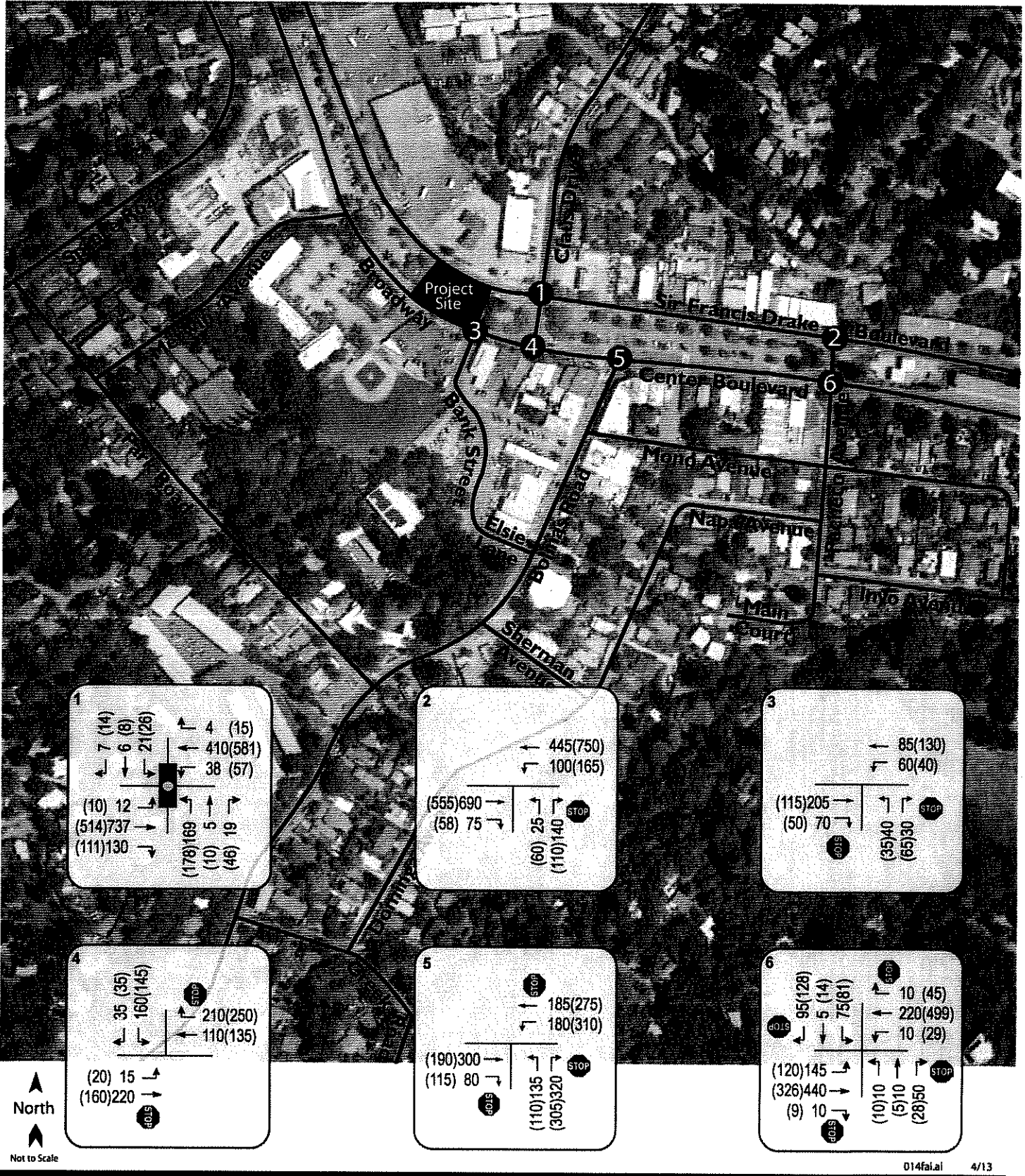
Under existing conditions, all intersections are operating acceptably. Though the northbound Pacheco Avenue approach to Sir Francis Drake Boulevard is operating at LOS E during the p.m. peak hour, this was not considered unacceptable under the suggested standard. The intersection level of service calculations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

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

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

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

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



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

Figure 3
 Existing Traffic Volumes

Existing plus Approved Projects Conditions

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

Project Description

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

Trip Generation

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

Pass-by Trips

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

Total Project Trip Generation

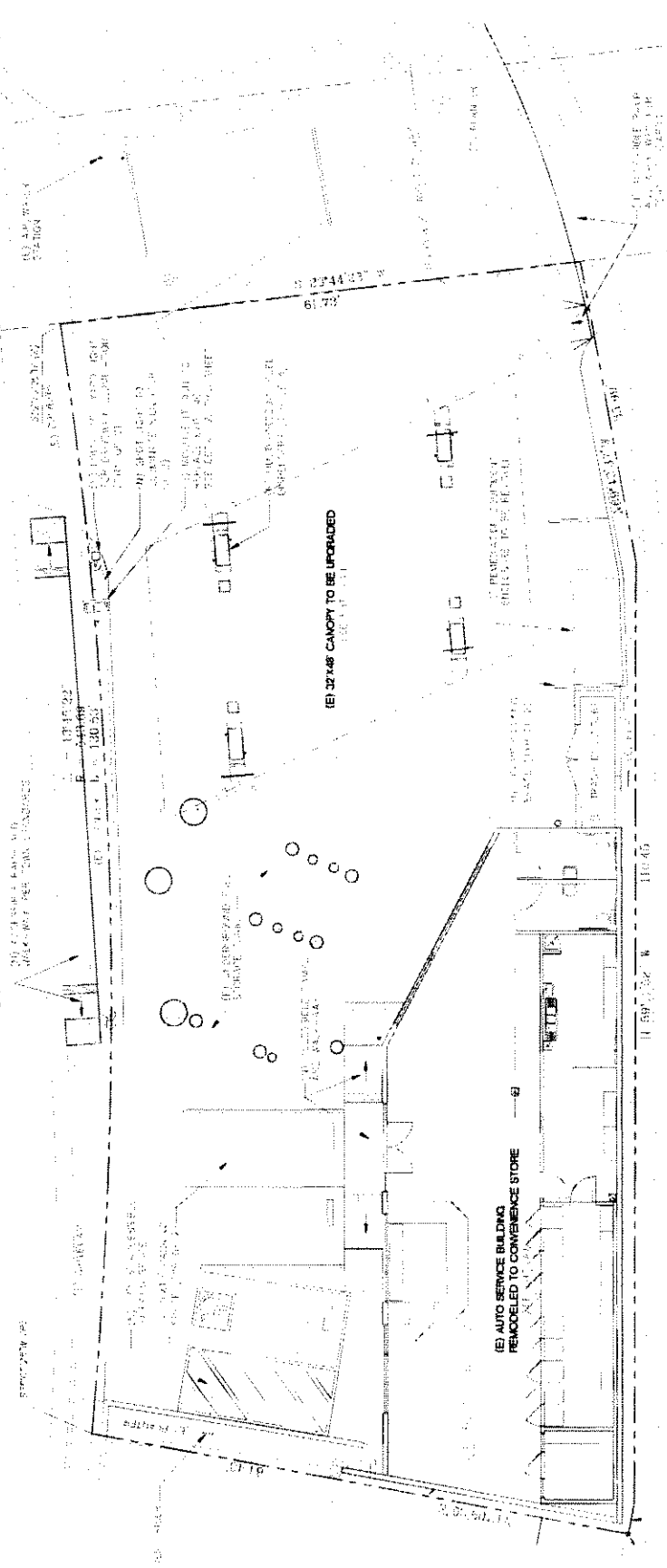
Table 3 summarizes the resulting trip generation based on the direction given by the Town and using the rates from the recently published 9th Edition of the *Trip Generation Manual*, including appropriate deductions to account for pass-by trips drawn from traffic already passing by the site on Sir Francis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

**Table 3
Trip Generation Summary**

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

Notes: vfp = vehicle fueling positions

SIR FRANCIS DRAKE BLVD.



▲ North
 ▲ Not to Scale

Source: PM Design Group, Inc. 6/13

01461a1 7/13

Traffic Impact Analysis for Conversion of Service Bays at an Existing Chevron to a Convenience Market Figure 4

Town of Fairfax Site Plan

Trip Distribution

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

Table 4
Trip Distribution Assumptions

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

Intersection Operation

Existing plus Project Conditions

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

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

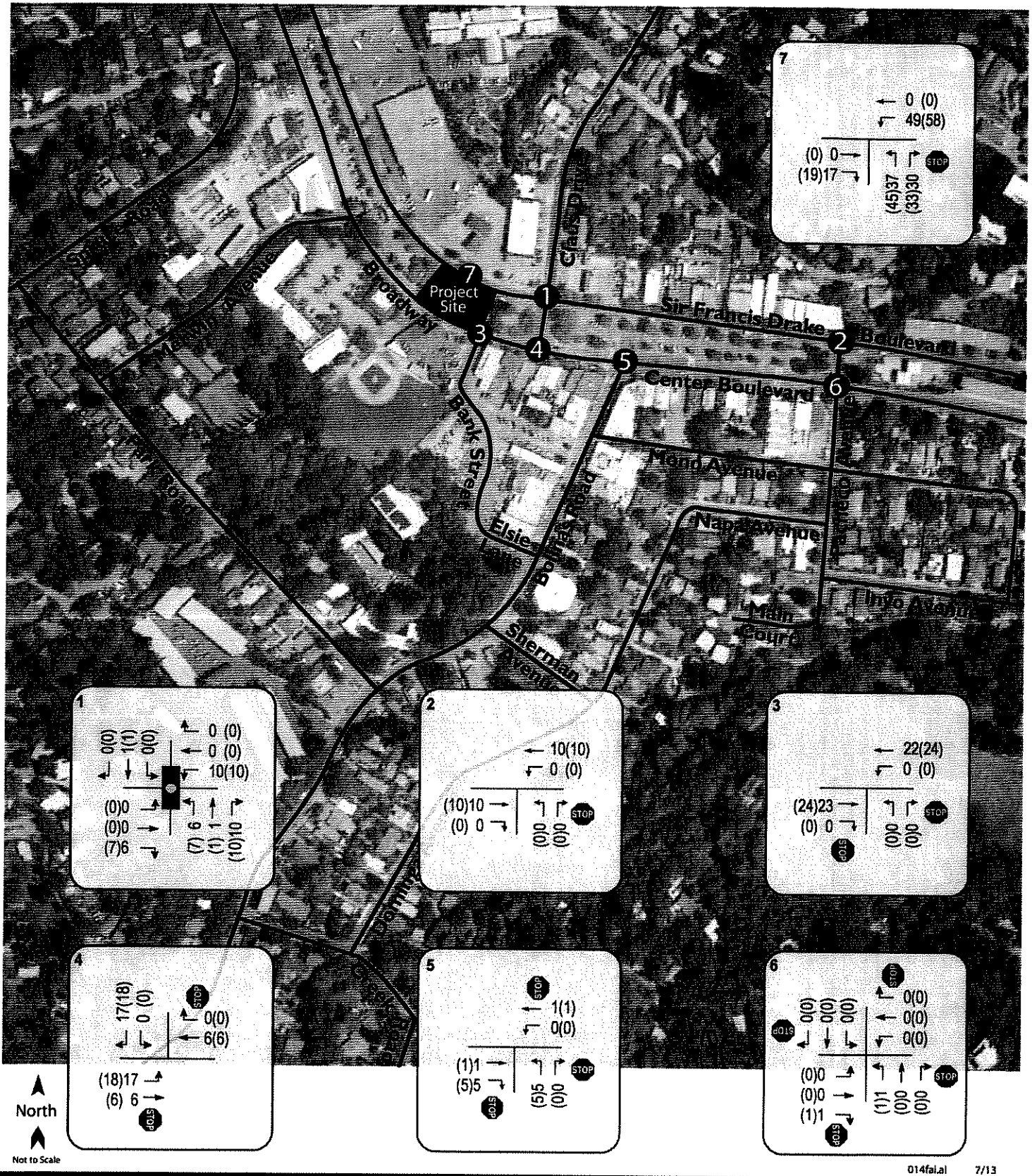
Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Sir Francis Drake Blvd/Claus Dr	14.2	B	16.3	B	14.5	B	16.6	B
2. Sir Francis Drake Blvd/Pacheco Ave	2.8	A	4.9	A	2.8	A	5.1	A
<i>Northbound (Pacheco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

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

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

LEGEND

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



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

Figure 5

Project Traffic Volumes

Access and Circulation

Site Access

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

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

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

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

Driveway Operation

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

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

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

Left-Turn Restrictions on Sir Francis Drake Boulevard

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

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

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

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

Sight Distance

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

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

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

On-Site Circulation

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

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

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

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

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

Pedestrian Access

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

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

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

Bicycle Access

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

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

Recommendation: Install bike racks or other bicycle parking facilities.

Conclusions and Recommendations

Conclusions

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

Recommendations

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

Study Participants and References

Study Participants

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

References

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

Communications

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

FAI014



Appendix A

Intersection Level of Service Calculations

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #3 Broadway/Bank St

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

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

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

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

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

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

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

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #3 Broadway/Bank St

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

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

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

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

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

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

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: C (18.0)

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

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

Volume Module: 7:45 - 8:45 am
Base Vol: 0 0 160 0 35 15 220 0 0 110 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 160 0 35 15 220 0 0 110 210
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: 0 0 160 0 35 15 220 0 0 110 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 160 0 35 15 220 0 0 110 210

Critical Gap Module:
Critical Gp:xxxx xxx xxxxx 4.1 xxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
FollowUpTm:xxxx xxx xxxxx 2.2 xxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3

Capacity Module:
Conflict Vol: xxx xxxxx xxxxx 393 338 xxxxx xxxxx 355 0
Potential Cap.: xxx xxxxx xxxxx 1636 xxx xxxxx 571 587 xxxxx xxxxx 574 1091
Move Cap.: xxx xxxxx xxxxx 1636 xxx xxxxx 354 524 xxxxx xxxxx 512 1091
Volume/Cap: xxx xxxxx xxxxx 0.10 xxx xxxxx 0.04 0.42 xxxxx xxxxx 0.21 0.19

Level Of Service Module:
2Way95thQ: xxx xxxxx xxxxx 0.3 xxx xxxxx xxxxx xxxxx 0.8 0.7
Control Del:xxxx xxx xxxxx 7.4 xxx xxxxx xxxxx xxxxx 13.9 9.1
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxx xxxxx xxx xxx xxxxx 508 xxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxx xxx xxxxx xxxxx xxxxx 2.4 xxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxx xxx xxxxx xxxxx xxxxx 18.0 xxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 18.0 * * * * * 10.8
ApproachLOS: * * * * * C * * * * * B

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: C (15.7)

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

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

Volume Module: 4:15 - 5:15 pm
Base Vol: 0 0 145 0 35 20 160 0 0 135 250
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 145 0 35 20 160 0 0 135 250
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: 0 0 145 0 35 20 160 0 0 135 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 145 0 35 20 160 0 0 135 250

Critical Gap Module:
Critical Gp:xxxx xxx xxxxx 4.1 xxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
FollowUpTm:xxxx xxx xxxxx 2.2 xxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3

Capacity Module:
Conflict Vol: xxx xxxxx xxxxx 0 xxx xxxxx 375 308 xxxxx xxxxx 325 0
Potential Cap.: xxx xxx xxxxx 1636 xxx xxxxx 586 610 xxxxx xxxxx 596 1091
Move Cap.: xxx xxx xxxxx 1636 xxx xxxxx 339 551 xxxxx xxxxx 539 1091
Volume/Cap: xxx xxx xxxxx 0.09 xxx xxxxx 0.06 0.29 xxxxx xxxxx 0.25 0.23

Level Of Service Module:
2Way95thQ: xxx xxx xxxxx 0.3 xxx xxxxx xxxxx xxxxx 1.0 0.9
Control Del:xxxx xxx xxxxx 7.4 xxx xxxxx xxxxx xxxxx 13.9 9.3
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxx xxx xxx xxxxx 515 xxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxx xxx xxxxx xxxxx xxxxx 1.6 xxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxx xxx xxxxx xxxxx xxxxx 15.7 xxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 15.7 * * * * * 10.9
ApproachLOS: * * * * * C * * * * * B

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

PM Existing plus Project Wed May 15, 2013 16:44:05 Page 2-1
 PM Peak Hour - Existing plus Project Conditions
 Conversion of Service Bays at an Existing Chevron to a Convenience Market
 Town of Fairfax

Trip Generation Report

Forecast for pm

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

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

Trip Generation Report

Forecast for am

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #2 Sir Francis Drake Blvd/Pacheco Ave

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C [19.4]
Street Name: Pacheco Ave Sir Francis Drake Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 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 0 690 75 100 445 0

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

Capacity Module:
Conflict Vol: 1355 xxxxx 700 xxxxx xxxxx xxxxx xxxxx xxxxx 775 xxxxx xxxxx
Potential Cap.: 166 xxxxx 443 xxxxx xxxxx xxxxx xxxxx xxxxx 850 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.6 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx
Control Del: 33.4 xxxxx 16.8 xxxxx xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #2 Sir Francis Drake Blvd/Pacheco Ave

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: E [41.7]
Street Name: Pacheco Ave Sir Francis Drake Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

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

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

Capacity Module:
Conflict Vol: 1655 xxxxx 565 xxxxx xxxxx xxxxx xxxxx xxxxx 623 xxxxx xxxxx
Potential Cap.: 109 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx 968 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 3.0 xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx
Control Del: 93.1 xxxxx 13.6 xxxxx xxxxx xxxxx xxxxx xxxxx 9.5 xxxxx xxxxx

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 12.0 Worst Case Level Of Service: C [18.3]

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

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

Volume Module: 7:45 - 8:45 am
Base Vol: 0 0 160 0 35 15 220 0 0 110 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 160 0 35 15 220 0 0 110 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 160 0 35 15 226 0 0 116 210
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: 0 0 160 0 35 15 226 0 0 116 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 160 0 35 15 226 0 0 116 210

Critical Gap Module:
Critical Gap: xxxxxx xxx xxxxx 7.1 6.5 xxxxxx xxxxxx 6.5 6.2
FollowUpTim: xxxxxx xxx xxxxx 2.2 4.0 xxxxxx xxxxxx 4.0 3.3

Capacity Module:
Conflict Vol: xxx xxxxxx xxxxxx 396 338 xxxxxx xxxxxx 355 0
Potential Cap.: xxx xxxxxx xxxxxx 1636 xxxxxx xxxxxx 574 1091
Move Cap.: xxx xxxxxx xxxxxx 1636 xxxxxx xxxxxx 512 1091
Volume/Cap: xxx xxxxxx xxxxxx 0.10 xxxxxx xxxxxx 0.04 0.43 xxxxxx 0.23 0.19

Level Of Service Module:
2Way95thQ: xxx xxxxxx xxxxxx 0.3 xxxxxx xxxxxx xxxxxx 0.9 0.7
Control Del: xxxxxx xxx xxxxx 7.4 xxxxxx xxxxxx xxxxxx 14.1 9.1
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd Condel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx * * * * * 18.3 10.9
ApproachLOS: * * * * * C B

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: C [15.9]

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

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

Volume Module: 4:15 - 5:15 pm
Base Vol: 0 0 145 0 35 20 160 0 0 135 250
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 145 0 35 20 160 0 0 135 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 145 0 35 20 166 0 0 141 250
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: 0 0 145 0 35 20 166 0 0 141 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 145 0 35 20 166 0 0 141 250

Critical Gap Module:
Critical Gap: xxxxxx xxx xxxxx 4.1 xxx xxxxxx 7.1 6.5 xxxxxx xxxxxx 6.5 6.2
FollowUpTim: xxxxxx xxx xxxxx 2.2 xxx xxxxxx 3.5 4.0 xxxxxx xxxxxx 4.0 3.3

Capacity Module:
Conflict Vol: xxx xxxxxx xxxxxx 0 xxx xxxxxx 378 308 xxxxxx xxxxxx 325 0
Potential Cap.: xxx xxxxxx xxxxxx 1636 xxxxxx xxxxxx 583 610 xxxxxx xxxxxx 596 1091
Move Cap.: xxx xxxxxx xxxxxx 1636 xxxxxx xxxxxx 333 551 xxxxxx xxxxxx 539 1091
Volume/Cap: xxx xxxxxx xxxxxx 0.09 xxxxxx xxxxxx 0.06 0.30 xxxxxx xxxxxx 0.26 0.23

Level Of Service Module:
2Way95thQ: xxx xxxxxx xxxxxx 0.3 xxx xxxxxx xxxxxx xxxxxx 1.0 0.9
Control Del: xxxxxx xxx xxxxx 7.4 xxx xxxxxx xxxxxx xxxxxx 14.0 9.3
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxx xxxxxx xxxxxx 515 xxxxxx xxxxxx xxxxxx
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1.6 xxx xxxxxx xxxxxx xxxxxx
Shrd Condel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 15.9 xxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx * * * * * 15.9 11.0
ApproachLOS: * * * * * C B

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

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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Sir Francis Drake Blvd/Claus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
 Loss Time (sec): 8 Average Delay (sec/veh): 14.7
 Optimal Cycle: 38 Level Of Service: B

Street Name: Claus Dr 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: Permitted Include Protected Include Protected
 Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2013 << 7:45 - 8:45 am
 Base Vol: 169 5 19 21 6 7 12 737 130 38 410 4
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 169 5 19 21 6 7 12 737 130 38 410 4
 Added Vol: 0 0 0 0 1 0 0 1 10 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 169 5 19 21 7 7 13 747 130 48 410 4
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 169 5 19 21 7 7 13 747 130 48 410 4
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 169 5 19 21 7 7 13 747 130 48 410 4
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 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: 169 5 19 21 7 7 13 747 130 48 410 4

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 0.71 0.85 0.80 0.80 0.85 0.85 0.85 0.85 0.85 0.85 0.85
 Lanes: 0.97 0.03 1.00 0.60 0.20 0.20 1.00 1.00 1.00 1.00 0.99 0.01
 Final Sat.: 1310 39 1615 915 305 305 1805 1900 1615 1805 1880 18

Capacity Analysis Module:
 Vol/Sat: 0.13 0.13 0.01 0.02 0.02 0.02 0.01 0.39 0.08 0.03 0.22 0.22
 Crit Moves: ****
 Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.02 0.66 0.66 0.04 0.68 0.68
 Volume/Cap: 0.60 0.60 0.05 0.11 0.11 0.11 0.32 0.60 0.12 0.60 0.32 0.32
 Delay/Veh: 38.6 38.6 31.1 31.6 31.6 31.6 52.6 10.4 6.4 58.5 6.6 6.6
 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: 38.6 38.6 31.1 31.6 31.6 31.6 52.6 10.4 6.4 58.5 6.6 6.6
 LOS by Move: D D C C C C D B A E A A
 HCM2k95thQ: 11 11 1 2 2 2 2 23 3 5 10 10

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 Sir Francis Drake Blvd/Claus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
 Loss Time (sec): 8 Average Delay (sec/veh): 16.9
 Optimal Cycle: 31 Level Of Service: B

Street Name: Claus Dr 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: Permitted Include Protected Include Protected
 Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Y+R: 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2013 << 4:45 - 5:45 pm
 Base Vol: 178 10 46 26 8 14 10 514 111 57 581 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 178 10 46 26 8 14 10 514 111 57 581 15
 Added Vol: 0 0 0 0 1 0 0 1 10 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 178 10 46 26 9 14 11 524 111 67 581 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 178 10 46 26 9 14 11 524 111 67 581 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 178 10 46 26 9 14 11 524 111 67 581 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 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: 178 10 46 26 9 14 11 524 111 67 581 15

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 0.71 0.85 0.80 0.80 0.85 0.85 0.85 0.85 0.85 0.85 0.85
 Lanes: 0.95 0.05 1.00 0.53 0.18 0.29 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1275 72 1615 809 280 436 1805 1900 1615 1805 1845 48

Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 0.03 0.03 0.03 0.03 0.01 0.28 0.07 0.04 0.31 0.31
 Crit Moves: ****
 Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.01 0.56 0.56 0.08 0.62 0.62
 Volume/Cap: 0.49 0.49 0.10 0.11 0.11 0.11 0.50 0.49 0.12 0.49 0.50 0.50
 Delay/Veh: 30.8 30.8 26.5 26.6 26.6 26.6 66.8 13.7 10.4 47.2 10.7 10.7
 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: 30.8 30.8 26.5 26.6 26.6 26.6 66.8 13.7 10.4 47.2 10.7 10.7
 LOS by Move: C C C C C C E B B B B B
 HCM2k95thQ: 10 10 2 2 2 2 2 18 3 5 19 19

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #3 Broadway/Bank St

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

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

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

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

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

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

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

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

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #3 Broadway/Bank St

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

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

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

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

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

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

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 11.9 Worst Case Level Of Service: C [18.5]

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

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

Volume Module:7:45 - 8:45 am
Base Vol: 0 0 0 160 0 35 15 220 0 0 110 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 160 0 35 15 220 0 0 110 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 160 0 46 15 226 0 0 116 210
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 160 0 46 15 226 0 0 116 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 160 0 46 15 226 0 0 116 210

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 401 343 xxxxx xxxx 366 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 563 583 xxxxx xxxx 566 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 345 520 xxxxx xxxx 505 1091
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx 0.04 0.43 xxxxx xxxxx 0.23 0.19

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxxx xxxx 0.9 0.7
Control Del:xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx 14.2 9.1
LOS by Move: * * * * * A * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 504 xxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxx xxxxx xxxxx 2.5 xxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxx xxxxx xxxxx 18.5 xxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx * 18.5 10.9
ApproachLOS: * * * * * C * * * * * B

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

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #4 Broadway/Claus Dr

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: C [16.0]

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

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

Volume Module:4:15 - 5:15 pm
Base Vol: 0 0 0 145 0 35 20 160 0 0 135 250
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 145 0 35 20 160 0 0 135 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 145 0 46 20 166 0 0 141 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 145 0 46 20 166 0 0 141 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 145 0 46 20 166 0 0 141 250

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3

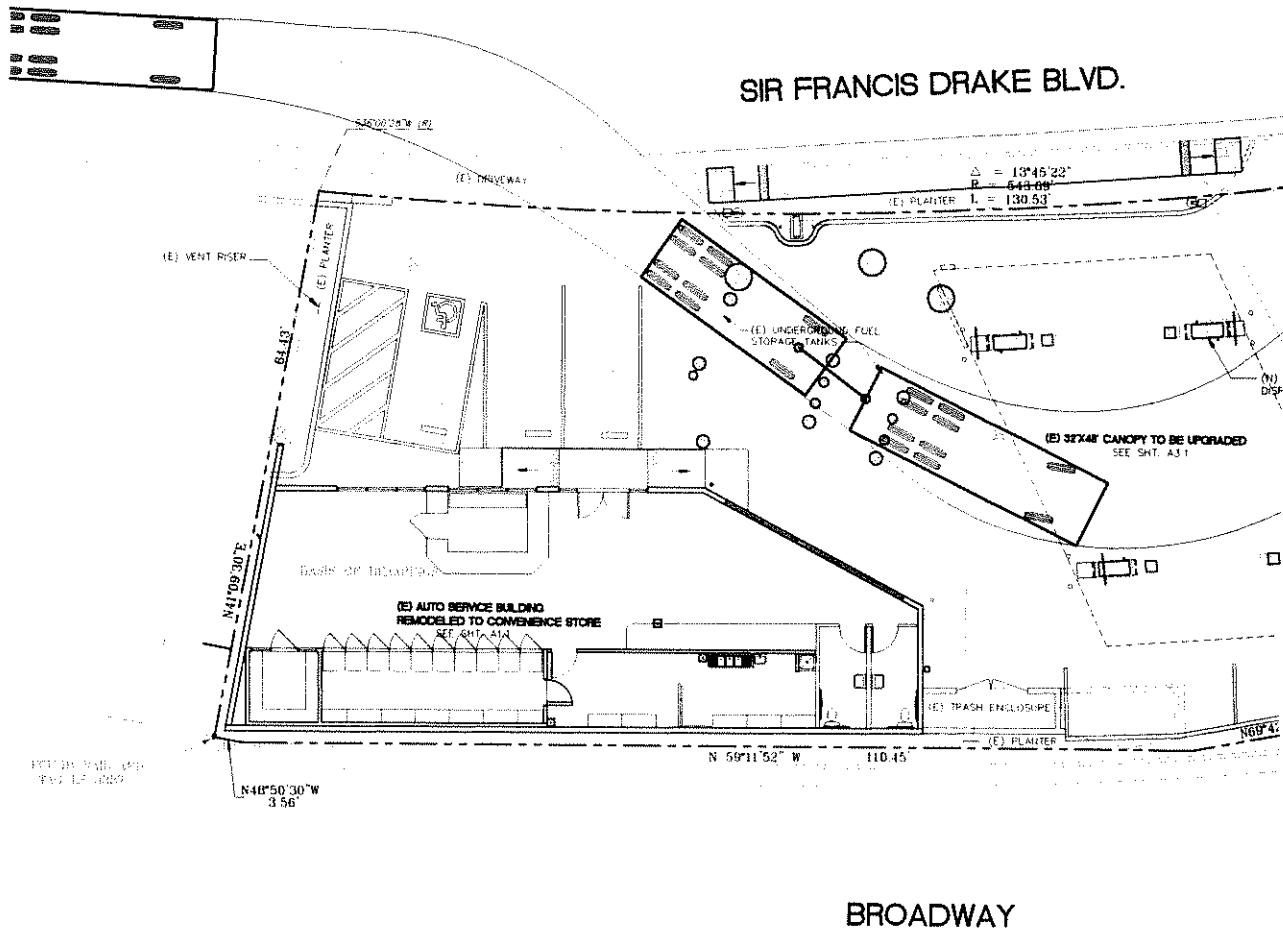
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 0 xxxx xxxxx 384 313 xxxxx xxxx 336 0
Potent Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 578 606 xxxxx xxxx 588 1091
Move Cap.: xxxx xxxx xxxxx 1636 xxxx xxxxx 330 547 xxxxx xxxx 531 1091
Volume/Cap: xxxx xxxx xxxxx 0.09 xxxx xxxxx 0.06 0.30 xxxxx xxxxx 0.27 0.23

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxxx xxxx 1.1 0.9
Control Del:xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx 14.2 9.3
LOS by Move: * * * * * A * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 511 xxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxx xxxxx xxxxx 1.7 xxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxx xxxxx xxxxx 16.0 xxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx * 16.0 11.1
ApproachLOS: * * * * * C * * * * * B

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

Appendix B

Turning Movement Diagrams



1 SITE PLAN
SCALE: 1" = 10'-0"

Sheet

REVISION

REVISED SITE PLAN

REVISED SITE PLAN

RESUBMITTED TO PLANNING DEPT.

DATE

3/7/13

6/1/13

7/15/13

MARK

SALKHI FAMILY TRUST
CHEVRON STATION
2001 SIR FRANCIS DRAKE BLVD.
FARIFAX, CA.

Project Number

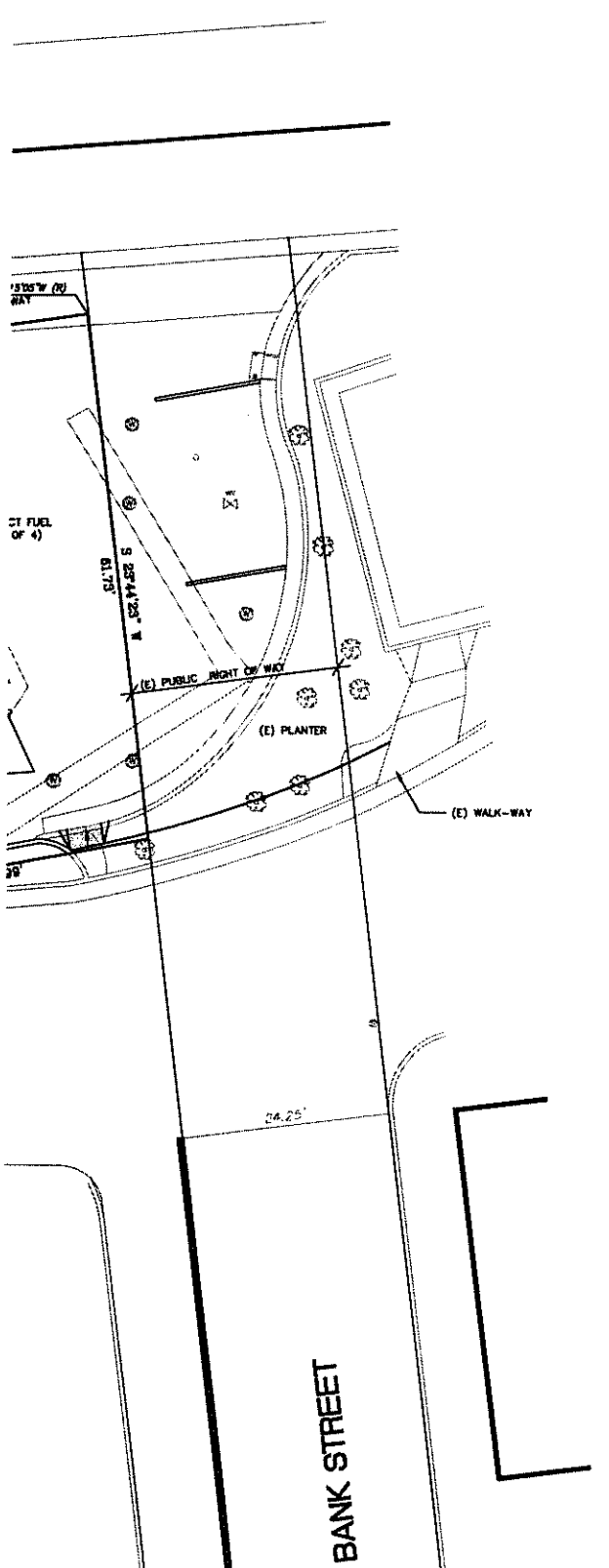
SPC13002.0

Sheet Name

**VEHICLE
TURNING
PATHS**

Sheet Number

VEH1



SCALE: 1"=10'-0"

RESOLUTION NO. 13-06

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

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

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

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

WHEREAS, the Commission has made the following findings:

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

goals and standards pertinent to the particular case and contained or set forth in the General Plan and Zoning Ordinance.

4. Approval of the use permit will result in equal or better development of the premises than would otherwise be the case, and said approval is in the public interest and for the protection or enhancement of the general health, safety or welfare of the community.
5. The proposed exterior changes comply with the Design Review Criteria set forth in Town Code § 17.020.040.
6. Neither present nor anticipated future traffic volumes generated by the use of the site for a Chevron Station/ExpressMile convenience store require strict or literal interpretation and enforcement of the parking regulations.
7. With redesigned parking spaces as per the conditions below, granting of the exception to the required number of on-site parking spaces 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. Furthermore, the site has limited potential for additional parking because of its small size and by the Town's interest in retaining its right to develop the Bank Street easement in the future. While traditional parking may be limited, the fueling bays will function as additional parking for the retail portion of the business.
8. This station will be the first name brand gasoline station as you travel east on Sir Francis Drake Boulevard towards the Ross Valley. Therefore, it is likely that many of the day to day customers will be local and will live in the Upper Ross Valley, San Geronimo Valley and Central West Marin Areas. The increased competition will benefit and promote the local economy.
9. The proposal revised by the Commission at the September 19, 2013 meeting complies with the Design Review Criteria set forth in Town Code § 17.020.040 and the Sign Ordinance, Town Code § 17.064.050.
10. The proposed sign program, with the elimination of the internally illuminated ExtraMile sign, is the minimum necessary to alert traffic passing both east and west by the station that it sells Chevron Gas and includes an ExtraMile convenience store.

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

1. Notwithstanding item 2e below, this approval is limited to the development illustrated on the plans prepared by PM Design Group dated 7/15/13, pages SP1, TP1, A1, A1.1, A2, A2.1, A2.2, A3, A3.1, A3.2, L1 and the survey prepared by Ziebatech Land Surveying.
2. Prior to issuance of a building permit the applicant or his assigns shall:

a. Submit a construction plan to the Public Works Department which may include but is not limited to the following:

- Construction delivery routes approved by the Department of Public Works.
- Construction schedule (deliveries, worker hours, etc.)
- Notification to area residents
- Emergency access *routes*

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

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

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

e. The following revised plans shall be submitted for review and approval by the staff and Town Traffic Engineer:

- A landscaping and irrigation plan that includes landscaping and irrigation along the south wall of the building.
- A lighting plan that meets, but does not exceed, minimum ADA and Building Code requirements so as to minimize light trespassing beyond the property lines.
- Design plans detailing 1) revised canopy colors showing a café ole' or white canopy fascia with white or blue lettering for the Chevron sign according to the color palette articulated in the plans, and 2) the wall treatment on the south side of the building.
- A site plan detailing the location of, and design for, a driveway onto Broadway.
- A parking, striping, and site circulation plan detailing the revised angled parking and Broadway entry/exit driveway.

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

- a. Prior to the concrete pour for the sidewalk, any accessibility features and for the new driveway on Broadway, the concrete forms shall be inspected and approved by the building official.
 - b. All construction related vehicles including equipment delivery, cement trucks and construction materials shall be situated off the travel lane of the adjacent public right(s)-of-way at all times. This condition may be waived by the building official on a case by case basis with prior notification from the project sponsor.
 - d. Any proposed temporary closure of a public right-of-way shall require prior approval by the Fairfax Police Department and any necessary traffic control, signage or public notification shall be the responsibility of the applicant or his/her assigns. Any violation of this provision will result in a stop work order being placed on the property and issuance of a citation.
4. Prior to issuance of an occupancy permit the following shall be completed:
- a. The parking space and entry and exit arrows shall be painted and the "no left turn" signs shall be installed and shall be approved by staff. Signage shall be erected at the expense of the applicant and be installed by the Fairfax Public Works Department.
 - b. The new driveway on Broadway shall be completed.
 - c. The landscaping and irrigation shall be completed.
5. The roadways shall be kept clean and the site free of dust by watering down the site or sweeping the roadway daily, if necessary.
7. During construction developer and all employees, contractors and subcontractors must comply with all requirements set forth in Ordinance # 637 (Chapter 8.32 of the Town Code), "Urban Runoff Pollution Prevention".
8. Notwithstanding section # 17.072.050 of the Fairfax Zoning Ordinance, any changes, modifications, additions or alterations made to the approved set of plans will require a modification of permit # 13-32. Any construction based on job plans that have been altered without the benefit of an approved modification of permit #13-32, will result in the job being immediately stopped and red tagged.
9. Any damages to the roadways accessing the site resulting from construction activities shall be the responsibility of the property owner.
10. The applicant or owner shall defend, indemnify, and hold harmless the Town of Fairfax or its agents, officers, and employees from any claim, action, or proceeding against the Town of Fairfax or its agents, officers, or employees to attach, set aside, void, or annul an approval of the Planning Commission, Town Council, Planning Director, Design Review Board or any other

department or agency of the Town concerning a development, variance, permit or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the applicant's or owner's duty to so defend, indemnify, and hold harmless shall be subject to the Town's promptly notifying the applicant or owner of any said claim, action, or proceeding and the Town's full cooperation in the applicant's or owner's defense of said claims, actions, or proceedings.

11. The planters shall be planted with drought tolerant plants and shall be maintained in an acceptable condition.

12. The applicants shall maintain the premises in a neat and attractive manner at all times. Such maintenance shall include, but not be limited to, exterior building materials, signage, windows, the planters, the ground and the pavement surfaces.

13. The applicant shall comply with all applicable local, county, state and federal laws and regulations. Local ordinances which must be complied with include, but are not limited to: the Noise Ordinance, Chapter 8.20, Polystyrene Foam, Degradable and Recyclable Food Packaging, Chapter 8.16, Garbage and Rubbish Disposal, Chapter 8.08, Urban Runoff Pollution Prevention, Chapter 8.32 and the Americans with Disabilities Act.

14. Any changes made to the exterior of the building, including but not limited to new lighting, new signs, planters, etc, shall comply with the design review regulations of the Town Code, Chapter 17.020, and be approved by the Fairfax Design Review Board (when required).

15. The use permit shall be subject to a six (6) month review after occupancy has commenced. At this time, in addition to considering any public complaints, the Town Traffic Engineer and Planning Commission shall review a site circulation analysis, prepared by the project traffic engineer, to determine if the site circulation is operating appropriately or if Use Permit modifications are needed. The Commission review shall occur after the analysis is reviewed by the Fairfax Traffic Committee.

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

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

18. Lighting, especially from the canopy, shall not exceed minimum safety and ADA standards so as to minimize the light trespass beyond the property lines.

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

20. Any lighting mounted on the building or in association with any signage shall be recessed or shielded so the light source is not directly visible from the property line. All lighting shall be directed downward and no internally illuminated signage shall be allowed.
21. Prior to issuance of the building permit, the applicant shall record a revocable encroachment permit with the Marin County Recorder's Office for all station improvements that are located within the public easement.
22. The use of the site shall remain consistent with the Formula Business approval stipulations required for the site and contained in this resolution and attached staff report.
23. Should Broadway ever be realigned to allow for development of a sidewalk on the north side of the street the applicant shall contribute his pro rata share towards the sidewalk improvements.
24. Delivery hours are limited to the hours of operation from 6:00 AM to 9:00 PM.
25. Nothing in the approval of this Use Permit, nor any other discretionary permits, shall limit or impede the Town's right and ability to develop its easement on the site or to develop adjacent roadways consistent with the Town's General Plan.
26. The canopy fascia shall be café ole' or white and the Chevron sign shall be white or blue according to the shades in the approved color palette contained in the plans.

Marin Municipal Water District

1. All indoor and outdoor requirements of District Code Title 13 – Water Conservation is a condition of water service. Indoor plumbing fixtures must meet specific efficiency requirements, landscaping and irrigations plans must be reviewed and approved by MMWD prior to installation of the landscaping plan.
2. Should backflow prevention be required it shall be installed prior to the project final inspection.

Ross Valley Sanitary District

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

Ross Valley Fire Department

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

Marin County Environmental Health Department

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

Fairfax Building Department

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


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

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

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

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

AYES:
NOES:
ABSENT:


Chair, Shelley Hamilton

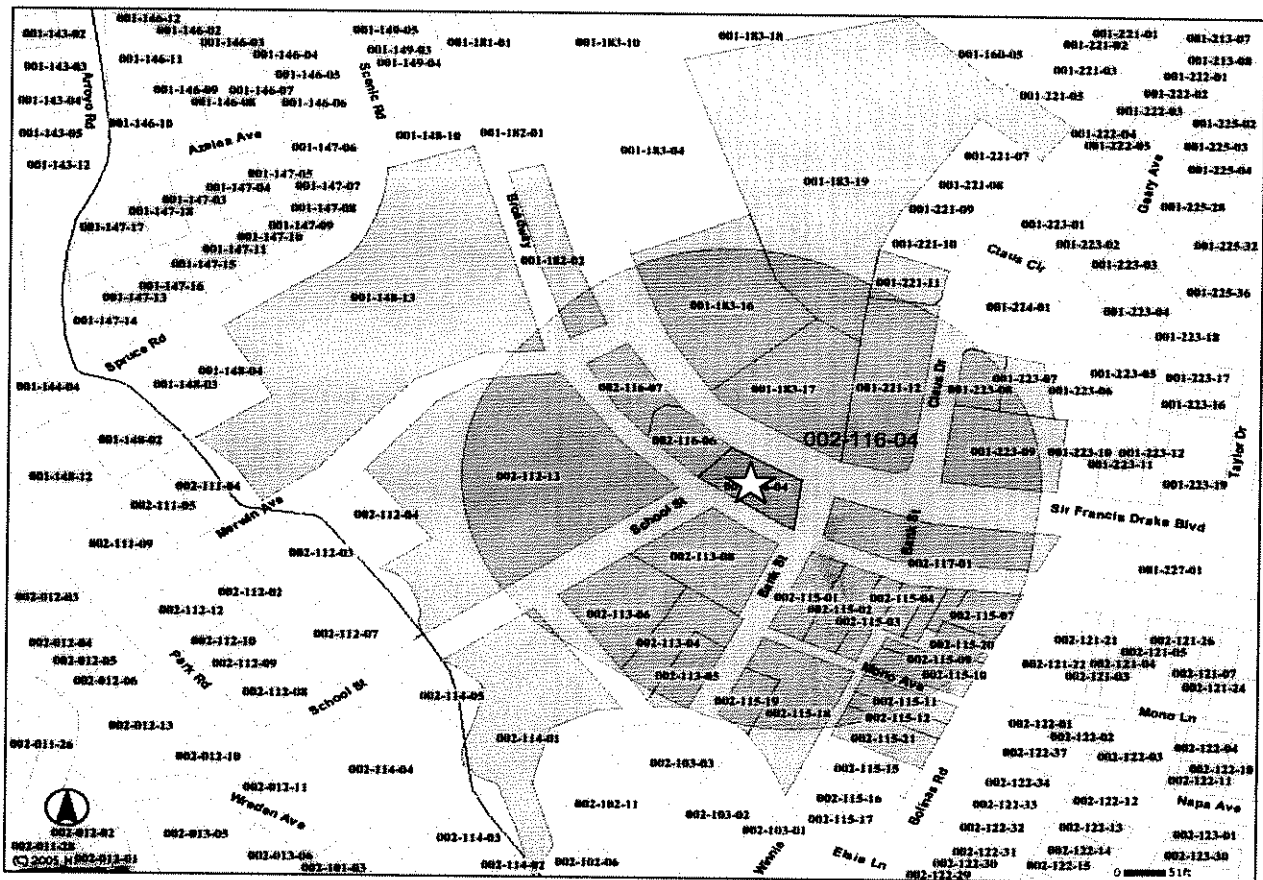
Attest:

Jim Moore
Director of Planning and Building Services

TOWN OF FAIRFAX STAFF REPORT

Department of Planning and Building Services

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



2001 SIR FRANCIS DRAKE BOULEVARD

BACKGROUND

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

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

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

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

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

DISCUSSION

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

1. Use Permit

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

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

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

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

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

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

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

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

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

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

2. Formula Business Use Permit

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

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

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

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

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

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

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

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

See number 2 above.

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

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

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

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

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

While the business may not directly compliment existing businesses it will fill a difficult and vacant location which will bring vitality and promote business activity in the eastern area of town. It will also not conflict with any of the surrounding uses.

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

The Chevron station will provide a different fuel product and a name brand gasoline which is currently unavailable in Town. This increased product variety will help promote the local economy.

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

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

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

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

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

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

4. Design Review

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

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

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

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

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

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

5. Signs

Town Code 17.064.020 defines a sign as, "any written, pictorial representation, symbol, insignia, banner, placement of lighting or any other feature of similar character, used to identify, announce, direct attention to or advertise which is erected on the ground or on any bush, tree, rock, wall, post, fence, building, structure, vehicle or in or on any place whatsoever and which is visible from outside a building. The Code further limits the number of sign permitted per business to two (2) as long as one is a projecting sign and limits the square footage of the two

signs to one square foot for every one foot of building frontage [Town Code sections 17.064.050(A) and (B)]. Internally illuminated signs require the approval of an exception from the Planning Commission [Town Code § 17.064.060(F)].

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

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

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

- An exception to erect four (4) signs instead of the permitted two [Town Code § 17.064.050(B)].
- An exception to replace the existing monument sign with a new monument sign. Town Code § 17.064.060(G)].
- An exception to have ExtraMile sign over the entry door be internally illuminated [Town Code § 17.064.060(F)].

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

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

6. Traffic Impact Study (TIS)

The August 20, 2013 traffic study prepared by W-Trans has determined that the six (6) nearby intersections that could be impacted by the proposed business are currently operating acceptably and will continue to do so after the business opens. The Town Traffic Engineer agrees with this

assessment as long as left turns from westbound Sir Francis Drake Boulevard are not allowed into the site.

Site Circulation

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

The Commission should evaluate the following three options:

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

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

Sidewalks

A sidewalk is proposed along the Sir Francis Drake Boulevard side of the property between the existing driveways. Please note that installation of a sidewalk was considered along the

Broadway side of the site. However, analysis of that area showed that there is not enough room at this time for a sidewalk because of the building location.

Bike Rack

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

OTHER AGENCY/DEPARTMENT COMMENTS/CONDITIONS

Marin Municipal Water District

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

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

Ross Valley Sanitary District

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

Ross Valley Fire Department

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

Marin County Environmental Health Department

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

Fairfax Building Department

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

RECOMMENDATION

1. Open the public hearing and take testimony.

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

ATTACHMENTS

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

Exhibit B – Applicant’s supplemental information

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

Exhibit D – Other agency/department comments/conditions

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

Call to Order/Roll Call

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

COMMISSIONERS ABSENT: Laura Kehrlein

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

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

APPROVAL OF AGENDA

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

AYES: All

PUBLIC COMMENTS ON NON-AGENDA ITEMS

No one from the public came forward to speak.

CONSENT ITEMS

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

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

AYES: All

Chair Hamilton announced the appeal rights.

PUBLIC HEARING ITEMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Hamilton opened the public comment period.

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

Chair Hamilton closed the public comment period.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner LaMotte and Ms. Neal discussed the monument sign.

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

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

Discussion on the color of the canopy fascia took place.

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

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

Findings

Use Permit Findings:

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

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

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

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

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

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

One 10.5 square foot Chevron logo sign is proposed.

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

Conditions:

Condition 2 e shall be added:

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

Condition 15 shall be amended to read:

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

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

Condition 18 shall be amended to read:

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

Condition 29 shall be changed to 19.

Condition 20 shall be amended to read:

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

Condition 23:

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

Condition 24:

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

Condition 25:

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

Condition 26:

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

A roll call was taken:

Ezzet-Lofstrom	AYE
Hamilton	AYE
LaMotte	AYE
Ketcham	AYE

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