

RECEIVED

DEC 05 2013

TOWN OF FAIRFAX

From: jodytimms@comcast.net [mailto:jodytimms@comcast.net]
Sent: Thursday, December 05, 2013 8:40 AM
To: Michele Gardner
Subject: Please distribute to Council Members

Hello Council Members:

The public hearing last night went on too long for me to stay and share my thoughts so I wanted to send them along today anyway. Many of them were mentioned by most of you and I so appreciate your thoughtfulness around this issue. Until January!

Good Evening Council Members. I'm Jody Timms, 290 Cascade Dr. As a 22 year Fairfax resident, I urge you to vote this project down. The criteria set forth in the formula business use permit are not met, specifically this is not a business "compatible with the needs of area residents." We don't need three gas stations, there aren't long lines at our two independent stations, and there are numerous places within a few miles that sell brand name gas.

I listened for three hours to the proceedings of the Planning Commission which, shockingly, unanimously approved this project and I was left seriously questioning the parking, traffic and the site circulation issues. As all parties that night readily agreed, this location is a "very tight spot." Three or 4 parking spaces are not adequate for the store and I don't see how you can count eight spaces at the 4 pumps as parking when cars will need to be moving through the site and there isn't enough room to get around cars parked at pumps.

Cars parked in front of the store, once ready to leave, will then need to back into the western driveway and that will stop any cars on Sir Frances Drake that may be waiting to come in, now we have the complicated traffic issues. Supposedly cars traveling west on SFD will not be allowed to turn left into the site though many may do so illegally. If they obey the traffic rules, they will need to circle up to the library or cut through M&G's to get headed back east bound on SFD. Or, they would need to get over onto Broadway and turn into the station via the new third driveway and then go where? How do they get to the official parking spaces if they only want to go into the store?

Site circulation would be an absolute nightmare with cars coming in and going out of 3 different driveways with no set pattern of travel once on the lot. I'm sorry but we simply can't go along with the project developer who asserted, "we'll just have to make it work." Staff felt comfortable with a 6 month operating period after which they could look into how many bike, pedestrian and auto accidents have occurred to see if this situation is viable. Seriously? And then there are the tankers and what travel path will they take.

Once the town develops the easement on the east end of the property, what happens then with cars coming and going every which way? At the very least, this project needs further study.

Please turn this project down. It was not well thought out, it was too hastily approved and it is quite unlikely to be successful. We don't need to make it work, because we don't need it to begin with.

Personally I'd love to propose that Mr. Salkhi become our environmental hero and develop this land as a beautiful little park with a few redwoods, a small fountain, a plaque in honor of the Salkhi Family Trust, bike parking and hey, there might even be room for a small food truck. Think of it as Re-imagine Park!

Thank you.

EXHIBIT # 12

From: W.Azure [mailto:w.azure326@gmail.com]
Sent: Wednesday, December 04, 2013 9:41 PM
To: Michele Gardner
Subject: No Chevron/Extra Mile Store in Fairfax

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DEC 05 2013
TOWN OF FAIRFAX

To: Fairfax Town Clerk Michelle Gardner

Please distribute to council members the following letter.

To:

Fairfax Town Council

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

Sincerely,

Wendy Albrecht

From: Stewart Cubley [mailto:stewartcubley@gmail.com]
Sent: Wednesday, December 04, 2013 8:30 PM
To: Michele Gardner
Subject: I am a resident of Fairfax

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TOWN OF FAIRFAX

86 Hickory Rd. homeowner since 1998.

NO CHEVRON STATION!!!!!!!!!!!!!!

Stewart

From: Teresa McMahon [mailto:teresam.cfc@gmail.com]

Sent: Friday, December 06, 2013 10:19 AM

To: Michele Gardner

Subject: NO To Chevron

To:

Fairfax Town Council

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

Sincerely,

Teresa McMahon

48 Bothin Road

Fairfax, CA 94930

415-747-8346

From: Herb Bass [mailto:hbassgroup@aol.com]
Sent: Friday, December 06, 2013 3:20 PM
To: Michele Gardner
Subject: No Chevron station in Fairfax...

I've lived in Fairfax since 1976 and my wife and I raised our family here. The town has pretty much maintained it's unique character and it should continue to support independent businesses. Why does a small town like Fairfax even need a third gas station in the first place, but if it does, keep it independent.

Herb and Isabelle Bass
102 Willow Ave
Fairfax, CA 94930

From: Food Guy [mailto:foodguy@hotmail.com]
Sent: Friday, December 06, 2013 1:02 PM
To: Michele Gardner
Subject: I oppose the Chevron Station

Ms. Gardner,

Would you be kind enough to forward this to the Town Council members as I was not able to attend the council meeting this week.

Thank you.

Fairfax Town Council

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

Sincerely,

Kelly Bennett

35 Canyon Road

94930

"Statistics show that of those who contract the habit of eating, very few survive. ~ George Bernard Shaw

"We make a living by what we get. We make a life by what we give." - Churchill

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DEC 09 2013

TOWN OF FAIRFAX

From: Donna Eichhorn [mailto:Donna@Donnastamales.com]
Sent: Monday, December 09, 2013 8:57 AM
To: Michele Gardner
Subject: Chevron.

We do not need another gas station in Fairfax. We have two and we also have two convenient stores.
That is not what our town is about.
Thanks, Donna

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DEC 12 2013

TOWN OF FAIRFAX

-----Original Message-----

From: Kevin Wrathall [mailto:kevinwrathall@gmail.com]

Sent: Thursday, December 12, 2013 2:20 PM

To: Michele Gardner

Subject: Object to chevron in Fairfax.

Just wanted to voice my opposition to having a chevron in Fairfax. I am a 4 year resident and believe having chevron in our town will negatively impact our community.

Thanks

Kevin Wrathall
55 Hillside drive
Fairfax

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DEC 12 2013

TOWN OF FAIRFAX

From: Ben VanderVeen [mailto:benvanderveen@gmail.com]
Sent: Thursday, December 12, 2013 1:50 PM
To: Michele Gardner
Subject: NO to the Chevron

Hello!

As a Fairfax resident, I strongly oppose the building of a Chevron right in town.

It's wrong for this unique town.

Thank you for standing up to chain businesses.

-Ben VanderVeen

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DEC 12 2013

TOWN OF FAIRFAX

-----Original Message-----

From: Ronald Hagen [mailto:hoagie14@gmail.com]

Sent: Thursday, December 12, 2013 1:51 PM

To: Michele Gardner

Subject: No Chevron

Add the votes of Gayle and Ronald Hagen to those totally against a Chevron station in Fairfax. Ron and Gayle Hagen

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DEC 16 2013

TOWN OF FAIRFAX

From: Louis [mailto:louis@brouillet.com]
Sent: Thursday, December 12, 2013 10:10 PM
To: Michele Gardner
Subject: Chevron Station & Extra Mile Store in Fairfax

Mrs Gardner,

I've been a resident of the area for 20 years and it would be so sad to see a national chain degrade the character and quality of life of one of the few remaining places in the country that is not a reflection of corporate America but a portrait of its community. Take away spoiling the mood and charm of Fairfax, why do you need a 3rd gas station to compete with the existing locally owned ones? Not to mention adding a retail outlet that sells the most health damaging products on the market? If the town council thinks it is a move forward, they are misguided; it is quite the opposite. We are entering an era of supporting the local community not homogenizing it. Does that mean you will grant a permit to Starbucks next? I have nothing against Starbucks but I can't imagine their presence would add any value to the Fairfax community just like a Chevron and Extra Mile store wouldn't.

Please consider doing the right thing and keep Fairfax a special and unique place to live.

Thanks

Louis Brouillet

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DEC 16 2013

TOWN OF FAIRFAX

From: Gregory Kellett [mailto:gregorykellett@gmail.com]
Sent: Friday, December 13, 2013 2:48 PM
To: Michele Gardner
Subject:

Michele,

I'm really hoping you will not allow this new proposed Chevron/extramile development happen. This will obviously negatively effect our town and it's culture.

I voted for you, please do not prove me wrong.

Thanks!

Gregory

From: Buff Whitman-Bradley [mailto:buff.wb@gmail.com]
Sent: Thursday, December 12, 2013 5:16 PM
To: Michele Gardner
Subject: No Chevron in Fairfax, please!

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DEC 16 2013
TOWN OF FAIRFAX

Dear Town Council Members,

I am writing to register my opposition to the proposal to place a Chevron gas station and convenience store on Sir Francis Drake Blvd. across from the former Good Earth grocery. I attended the Town Council meeting on December 4th and was impressed with how articulately residents expressed their opposition to the project. There are many things that trouble me about the proposed gas station and convenience store, but chief among them is my sense that they would detract from the sense that Fairfax is a special place, a one-of-a-kind small northern California town without the usual junk commercial architecture and anonymous and insipid chain stores. I also worry that allowing the project would be a "foot in the door" for other such trashy ventures. I sense that the members of the Town Council have similar feelings. I hope that is so. No Chevron in Fairfax!

Sincerely,
Buff Whitman-Bradley

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DEC 16 2013

Michele Gardner

From: Fragoso, Norma [Norma.Fragoso@ssf.net]
Sent: Monday, December 16, 2013 1:27 PM
To: Garrett Toy; Michele Gardner
Attachments: Fairfax gas.doc

TOWN OF FAIRFAX

Dear Garrett and Michelle:

It was certainly an interesting Council meeting on Dec. 4th. Not being able to stay for the public comments, I would greatly appreciate your sending my letter along to the Town Council, Planning Director, Senior Planner, and legal counsel; to be included in the public record for the proposed gas station expansion on Sir Francis Drake Blvd.

Thank-you for your prompt attention to my request.
Look forward to seeing you in January for the continuation of this item.
Best regards,

Norma Fragoso
City of South San Francisco
Redevelopment Manager
650-829-6620

To: Mayor and Town Council
Via: Town Manager, Garrett Toy
Town Clerk, Michelle Gardner

RE: Directed Referral of Planning Commission approval of Conditional Use Permit,
Design Review, Sign Permit and Traffic Impact Permit to operate a gas station
And convenience market at 2100 Sir Francis Drake Blvd

Honorable Mayor and Council Members:

I attended the Town Council meeting of December 4, but after four hours was unable to remain for the late night opening of public comments. Therefore, I am hereby requesting that my written comments be given to the Town Council, Planning Director, Senior Planner, and Town Counsel; and be included in the record regarding the above mentioned conditional use permit.

While I typically appreciate investment in the town by property owners; I cannot say that I agree that this particular "proposed improvement" would be beneficial to our community. I have many concerns regarding the nature of the improvements and the process under which it was approved by the Planning Commission. Major among my concerns are:

- 1) **The Planning Commission reviewed the project with the incorrect assumptions regarding the zoning for the downtown center; as Council was informed on 12/4;**
- 2) **The legal-non-conforming-use awarded to this application appears to contradict the Town's zoning ordinance because the property use as a gas station has been out of operation since 2009; and also contradicts the new General Plan and proposed zoning for the property.**
- 3) **There is a lack of sufficient information regarding traffic and on-site parking requirements; and**
- 4) **The Planning Commission approval seems to contradict the intent of the adopted General Plan, specifically regarding the Central Commercial Zone and this particular specific area of concern to community residents; and**
- 5) **Valuable easements of public right-of-way were granted to the applicant without formal review of such, without compensation and in direct contradiction to the General Plan requirements and intent for the Town's use of its right-of way' and,**
- 6) **Staff report stated that the project was exempt from CEQA, it would be appropriate to re-visit this determination.**

For these reasons, I appreciated that Councilwoman Goddard submitted a directed referral to provide a full review of the proposed project with detailed plans and information regarding its true impact on our community. In fact, I would respectfully propose to Town Council that a **Moratorium on development approvals for this particular Central Commercial Zone would be an appropriate action by the Council.**

That is until such time as the Town Center Element can be developed providing development standards for such a critical area of Fairfax. A moratorium on development is a standard practice a jurisdiction often employs when there are contradictions between adopted General Plans and the revised Zoning Ordinances, where there is always a time lag before adoption of new zoning requirements. Perhaps the applicant could partially fund the community vision sessions. Short of a moratorium, I would respectfully request that Town Council not make a decision on this application without full details and new public hearings, including:

- 1) Detailed review of consistency with the General Plan;
- 2) Dimensioned plans for the right-of-way easement; the exact location and size of parking spaces, with turn-a-round radius for cars parked at the entrance off Sir Francis Drake and diesel delivery truck turning radius;
- 3) Dimensioned plans for sidewalk and landscape improvements surrounding the property;
- 4) Specific and dimensioned plans for the potential third driveway onto Broadway and subsequent proposed improvements to the sidewalk at that location; and
- 5) Plans for pedestrian access and circulation for the vehicular intersections that surround the property.

I heard many times at the 12/4 public hearing that “there might be sufficient space for a sidewalk, but maybe not”; that the “Town’s easement might be used for a new driveway”; that cars parked at the front of the new market “might be required to back out onto Sir Francis Drake”. I find it unacceptable that the Planning Commission would have approved this application without detailed answers to those critical questions for the well being of our Town. I also heard the applicant state his good intentions, and that; they would do the best they could under the circumstances. I do not believe the Town, nor the Council, should leave such critical design and circulation issues to good intentions. With all due respect to staff whom I have worked with for many years, in my capacity as Planning Commissioner, a 6 month review of a “project set in concrete” will not be able to resolve problems created by this premature approval. At that time, it will be too late to backtrack on the nature of the approvals being proposed to be granted with limited design details. Never has a town been able to remove concrete improvements or require design changes after construction. It is not the responsibility of the building inspector to determine adequate design standards in a case such as this. The responsibility lies with the Town Council.

Having stated my overarching concerns to the approval process and consistency with Town Codes; I have a few specific questions/details I believe should be under Town Council review prior to making any decision with regard to this proposed new development. Those include:

- Conditional Use Findings for this project seem to contradict the Town General Plan.
- The legal-non-conforming use of the former gas station expired in 2006, and consideration of this as a “continued non-conforming-use” can be considered a grant of special privilege, as a combined retail/gas station.

- Granting a major reduction in parking space requirements appears to be a grant of special privilege, particularly in light of the potential dangerous nature of the circulation for the new station and market.
- This is proposed as a resident serving business when in fact it does not appear to be the desire of the community. This project will actually be serving a transient community coming from west Marin and not geared toward local residents.
- The proposed design does not enhance the pedestrian experience for the community and in fact creates more circulation problems with no design details regarding how mitigation could occur.
- Conditional Use Findings that this project will enhance the sense of place and the quality of life in our community has not been demonstrated in the applicant's proposal and should be re-evaluated.
- The project contradicts the Town's desire to develop a specific design plan for the town center that enhances the pedestrian environment; and in fact, would preclude any of the ideas expressed by the community in the General Plan and for the proposed Town Center Plan.
- The traffic analysis did not answer key questions regarding circulation and safety nor did it include discussion of General Plan requirements for the town center plan. The option to perhaps provide a new driveway and sidewalks without specific plans or proof that space is available is unacceptable.
- Auto circulation for the Town's most critical intersections of Bolinas-Broadway-Drake-Claus were not addressed and this proposed development would set in concrete the existing traffic and design for this area for decades into the future... **to be determined by a gas station...** and taking away the Town's ability to make any improvements to the area or to leverage its strategically located easement which is given away without discussion or public review.
- The requirement to replant deficient landscape areas from the gas station of the early 1900's is not satisfactory in this day and age, and new enhancements and requirements should be included in the proposed design.

Thank-you for your careful consideration of this critical matter for our community which will have long lasting implications for the Town.

Very Truly Yours,

Norma Fragoso
74 Meernaa Avenue
Fairfax, CA 94930

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JAN 02 2014

TOWN OF FAIRFAX

From: shirley [mailto:shirley@donnastamales.com]
Sent: Friday, December 27, 2013 12:02 PM
To: Michele Gardner
Subject: No Chevron in Fairfax, please!

Michele,

I attended the December council meeting when the Chevron station was discussed.

I thought the new Mayor could have handled the situation better since there was over 100 citizens present. I would suggest in the future that the Mayor allow a set amount of time (30-40 minutes) for the applicant to present his case with as many "experts" as he would like to parade in front of the council. Followed by questions from the council, with the applicant choosing which expert answers, again for a set amount of time. The mayor allowed the applicant to drag the meeting into the night, discouraging the citizens from speaking just from the late meeting.

So many citizens wanted to be heard, which could have also caused the meeting to go late into the night. He could have asked for a show of hands how many of the citizens present opposed the Chevron site, asked for written comments and a limited number of verbal comments at this meeting. Or announced earlier that the meeting would carry on to the next meeting in January to allow full citizen comment.

I hope that the meeting in January will be more structured and representative of the town opinions.

I do not wish to have a Chevron station or another gas station in our town. Two stations are plenty.

Please let the council know of my concerns.

-- Shirley Virgil
Donna'sTamales
415-456-2191 vox
415-456-2194 fax
415-454-2201 cell
www.DonnasTamales.com
Friend us on Facebook

From: Jill Mosher <jill@bellabonbon.com>
Date: Sun, Jan 5, 2014 at 2:48 PM
Subject: Chevron Station
To: dweinsoff@townoffairfax.org
Cc: lbragman@townoffairfax.org, jreed@townoffairfax.org, rgoddard@townoffairfax.org, bcoler@townoffairfax.org

Dear Mayor Weinsoff,

I watched the 12/4 Fairfax Town Council meeting on TV, and I have a comment regarding the consensus opinion expressed in the public remarks, and the obligation of the Council.

The sentiment expressed was an overwhelmingly, "progressive" political view of Chevron, that was accompanied with statements of how the proposed Chevron station does not represent the people of Fairfax.

Certainly the citizens of Fairfax have a right to express their points of view, as does the Town Council. But, the Town Council has a far greater obligation to apply Town's codes and ordinances free of personal political points of view, just as the IRS has an obligation to fairly administer tax rules and law free from political points of view. All public officials and government agencies must give all citizens, companies, and corporations equal treatment in the administration of the law. I trust that the the Town Council will live up to this greater obligation in determining the acceptance or rejection of the Chevron station.

Sincerely yours,
Jack and Jill Mosher
88 Oak Road
Fairfax

RECEIVED

JAN 09 2014

TOWN OF FAIRFAX

From: Larry Lauter [mailto:larrylauter@earthlink.net]
Sent: Thursday, January 09, 2014 9:50 AM
To: Mayor David Weinsoff; Vice Mayor Larry Bragman; Council Member John Reed; Renee Goddard;
Council Member Barbara Coler
Cc: Michele Gardner
Subject: No to Chevron in Fairfax


Dear Town Council,

I am a 20 year resident of Fairfax. I want to let you know that I am against a Chevron / Extra Mile convenience store opening in Fairfax because:

1. It does not fit in with the overall ambience of our town.
2. Fairfax prides itself on not having chains or major corporate retail in our town.
3. We already have enough gas stations and convenience stores. Let's not hurt the businesses that are already established here.
4. I am sure the property will be attractive to a more appropriate business, or be of use to the town in establishing a pedestrian mall (which I think is a good idea).

Thank you,

Larry Lauter
36 Power Lane
Fairfax, Ca 94930
larrylauter@earthlink.net

JAN 06 2013 

1.
Re-opening the Fairfax Gas Station. (and the Fairfax General Plan)

RECEIVED

Here are my thoughts about the reopening of the Fairfax gas station, formally Fairfax Gas, or the former Chevron station.

I watched the December meeting via Comcast television. I am a long time Fairfax resident. I am not one of the few hundred "radicals" that seem to show up at council meetings. These few should not shape the town, always keep that in mind.

I will not be taking sides on public politics as to if the gas station should reopen or the politics concerning if the Chevron name is a correct fit. We once had Chevron, Shell, Texaco and BP gas stations (and others) in Fairfax, and the gasoline serving non branded stations comes from the same companies. Some residents just enjoy making statements and leverage on big companies trying to make their point, yet most still purchase their products.

Would the service station bring additional tax revenue to the town?

What are consequences for non approval?

Can the town be sued?

Would a non-branded a gas station be approved?

Are there any gas tanks in the easement area?

Could gasoline trucks deliver if Bank street was continued to SFD?

What are other appropriate business uses for the property if not a gas station?

Is it feasible for the town to purchase the property?

Town's proposal. Rear Driveway:

The December meeting 2013 proposal to add a driveway or roadway to the rear of the property, connecting to Broadway is a **bad idea**. I believe the only reason this was suggested is the thought that this opens the door for the "General Plan". I will go into the General Plan later, below.

Adding a rear driveway will take away parking spaces for the gas station (or any business added there), employee parking, patrons using rest rooms, parking away from pump to visit convenience store, adding air or oil to vehicles or possible electric charging station.

A rear driveway adds safety concerns of cars pulling out onto Broadway with cross traffic heading north on Broadway. Cars entering rear driveway may be going against "traffic flow" for the business.

Adding a rear driveway will encourage cars to take a "shortcut" through the property and more stops northbound on SFD with people trying to turn into the "shortcut", while trying to avoid cars coming out of the gas station, or business.

The easement plan of opening Bank Street to SFD should not take place unless all other road widening and signals are already in place. Even then I may prove below that this is an ill-conceived plan anyway.

One Way traffic flow:

I would encourage One-way traffic flow though the gas station. Only entering from the North entrance and exiting the South driveway, both on Sir Francis Drake only.

A No Left Turn sign could be added along westbound SFD to maintain traffic flow, but really it is no different than traffic making left hand turns into the Bank / M&G drive-in parking lot, or Azalea Road just north up the road.

A no stopping sign could be placed on SFD **southbound** traffic lane, to discourage anyone not able to fully pull into the driveway should the station be full of cars.

By the way, the Azalea Road left turn off of SFD which supplies traffic to **hundreds** of homes on Manor Hill and surrounding areas now blocks northbound SFD traffic due to the recent centerline shift and adding bike lanes. Before cars could easily pass to the right of left turning vehicles.

Town owned easement:

Perhaps charge the property owner a market rate for land use rights (rent) for use of the easement, \$500. per month or something.

The town (or council) will have have to decide and make rules as to what items are considered franchise inappropriate as to name brand products sold within the convenience store. Really it's sometimes this anti-everything attitude that seems a bit overboard. Some may protest if they have a Starbucks within a store in Fairfax, but many would gladly drop in at Safeway and pick up their Starbucks grande chai tea latte or buy gas at the 76 station and leave their tax dollars in San Anselmo.

These same people drop in at the Fairfax markets to pick up "brand name" products. One council person said they travel outside Fairfax to purchase their gasoline due to price. If all could be so honest...

I agree we should keep the the outside decor fitting the the town.

General Plan:

Under the 2012-2030 General plan, the town has proposed to block off the first block of Bolinas Road and make it a walking mall.

Traffic would then be diverted down Bank Street as the alternative route.

I do not believe enough thought was put into intersections, traffic flow, downtown viability, visual appearance, emergency vehicle response and cross traffic flow, to have even placed this in the General Plan. I spent just a few days and came up with some major flaws. There are current traffic flow surveys (2007) - but were there traffic flow patterns made for the proposal to block off Bolinas Road before adding it to the general plan?

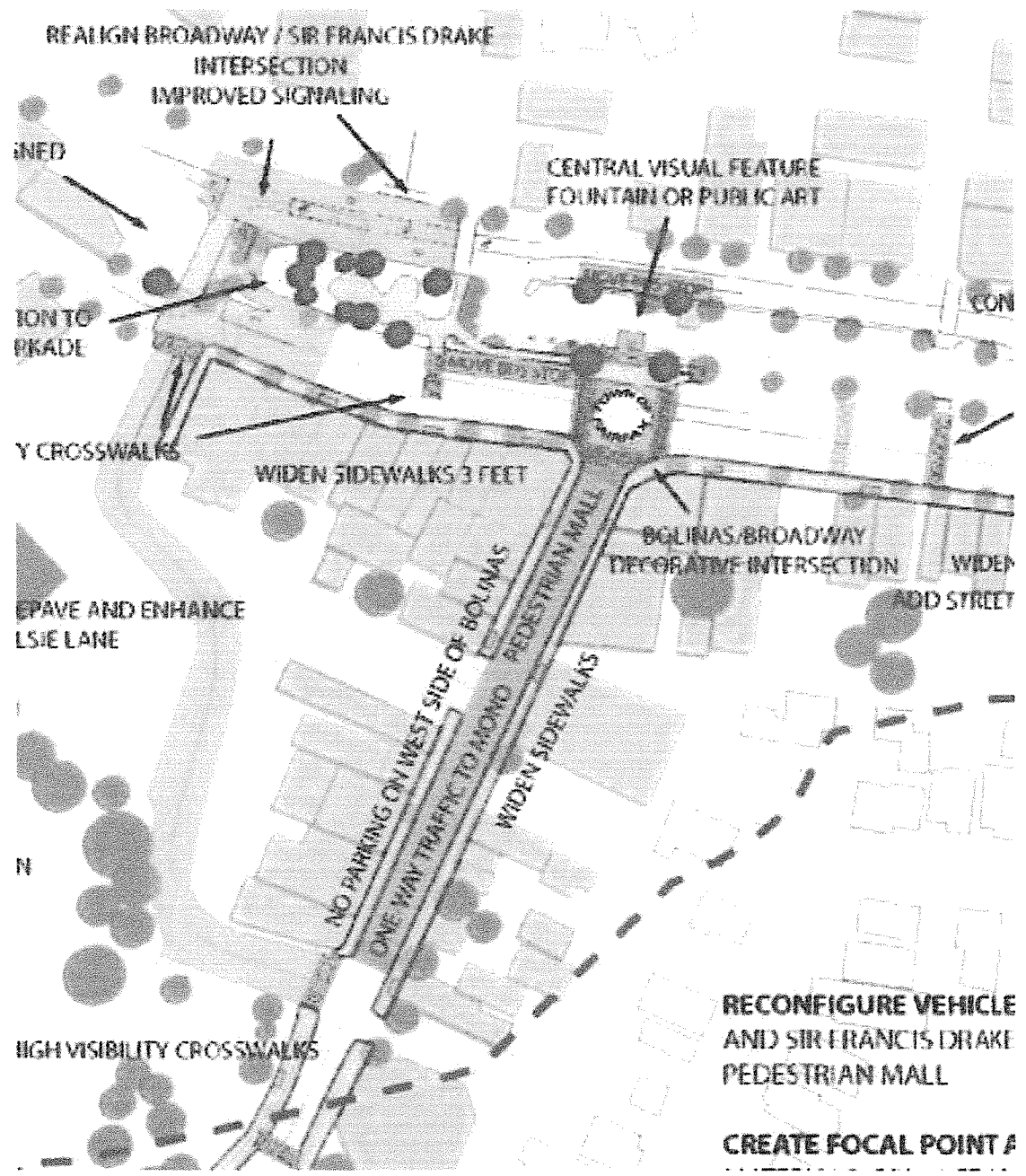
Here are some of the major flaws under the plan to divert traffic. These and other issues should be examined.

They all should have been examined BEFORE adopting the the general plan. Any new

findings should be amended to and / or updated to the general plans for future council members to view and be aware of. A plan to add an additional driveway to the gas station property is a move forward under the general plan before examining the consequences.

It was quite apparent at the December 2013 town council meeting that at least one council member was trying to incorporate the Fairfax General Plan into the approval process, without really mentioning it, asking how wide Bank street was and asking the gas station owners if they could add an entrance to the property from Broadway. I would think the council would already have street widths and information if it was incorporated into the general plan. That lead me to question the portion of the plan itself. This portion is about closing the first block of Bolinas Road and making it a walking mall, and have all traffic use Bank street as the new alternative vehicle traffic route.

General Plan detail (next page image)



In and out of West Fairfax, formerly using Bolinas Road:

Now, most cars exiting Bolinas Road turn right onto Broadway. The majority are heading South (as past traffic reports show). They are traveling south towards San Anselmo and beyond. One stop and they are on their way. A smaller percentage drives a block north to head north or south at Claus. This distance helps disperse the cars until they reach the signals.

X factor:

The General Plan now calls for all traffic coming into town, West to East (lets say from the Cascades into town) to turn up Bank Street and then converge in a small area at Bank and Broadway to travel both North and South. At this point cars traveling North up Broadway (lets say from San Anselmo) must now all turn left onto Bank Street. This is in front of the majority of the cars that may want to enter SFD. You also will have the cars traveling north on Broadway that will be turning right at bank, then turning right or left onto SFD.

X factor- Even if you have two lanes exiting Bank to SFD, you will have cars coming out of Bank street wishing to turn right on SFD, and cars (and buses) coming up Broadway wishing to head north onto SFD. At the same time cars coming down Broadway in front of the bank wishing to turn onto SFD. This is in addition to all the traffic trying to come out of Bank street. Cars would also be exiting SFD south and want to cross in front of bank street traffic and south on Broadway.

Bank street and Broadway may very well need signals to control traffic preventing chaos, but may add more delays. Bank street could potentially back up towards the west (City hall) as it will be delayed by signals, slower signals due to multiple lights and more traffic at one intersection. **(Image B)**

Cars trying to exit the gas station to or from Bank Street may cause road lane blockage if cars are already waiting at a red light or cars entering intersection may block road if bays were full and entering from Bank street.

Gridlock or delays. **(Image C)**

If this is a bit confusing, imagine moving the portion of the intersection now at Claus and Broadway up the road into a narrower space, then add the full traffic coming out of Bolinas Road for cross traffic, then add traffic coming south on Broadway. Cross traffic exiting SFD south to Broadway. **(Image C-2)**

Now add the delays of the SFD signal to traffic trying to get out of Bolinas road.

Only four cars stopped at the SFD signal from Bank street OR Broadway could gridlock all of Bank Street. **(Image D)**

Also note that the space that was at Claus/Broadway does not line up with Bank Street. The easement is about 24 feet wide and Bank street is about 33 feet wide, included side parking stalls. **(Image E)**

Added problems are the curves on Bank Street. Large trucks or vehicles with trailers can not make the curves in the road without going into the other lanes. If traffic is there, the truck or cars are not moving. **(Image F)**

B

8



c

7



1

C2

8



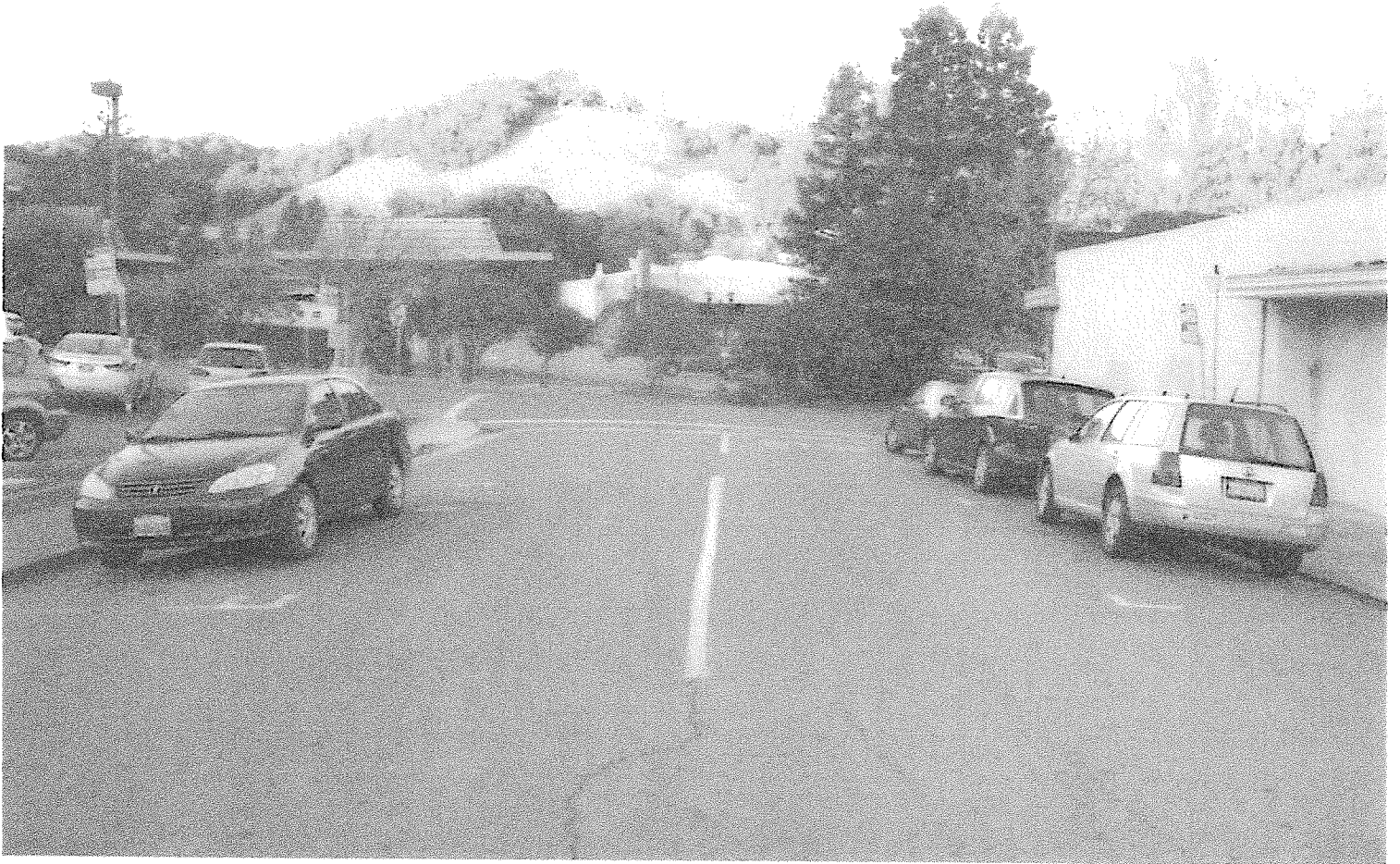
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9



E

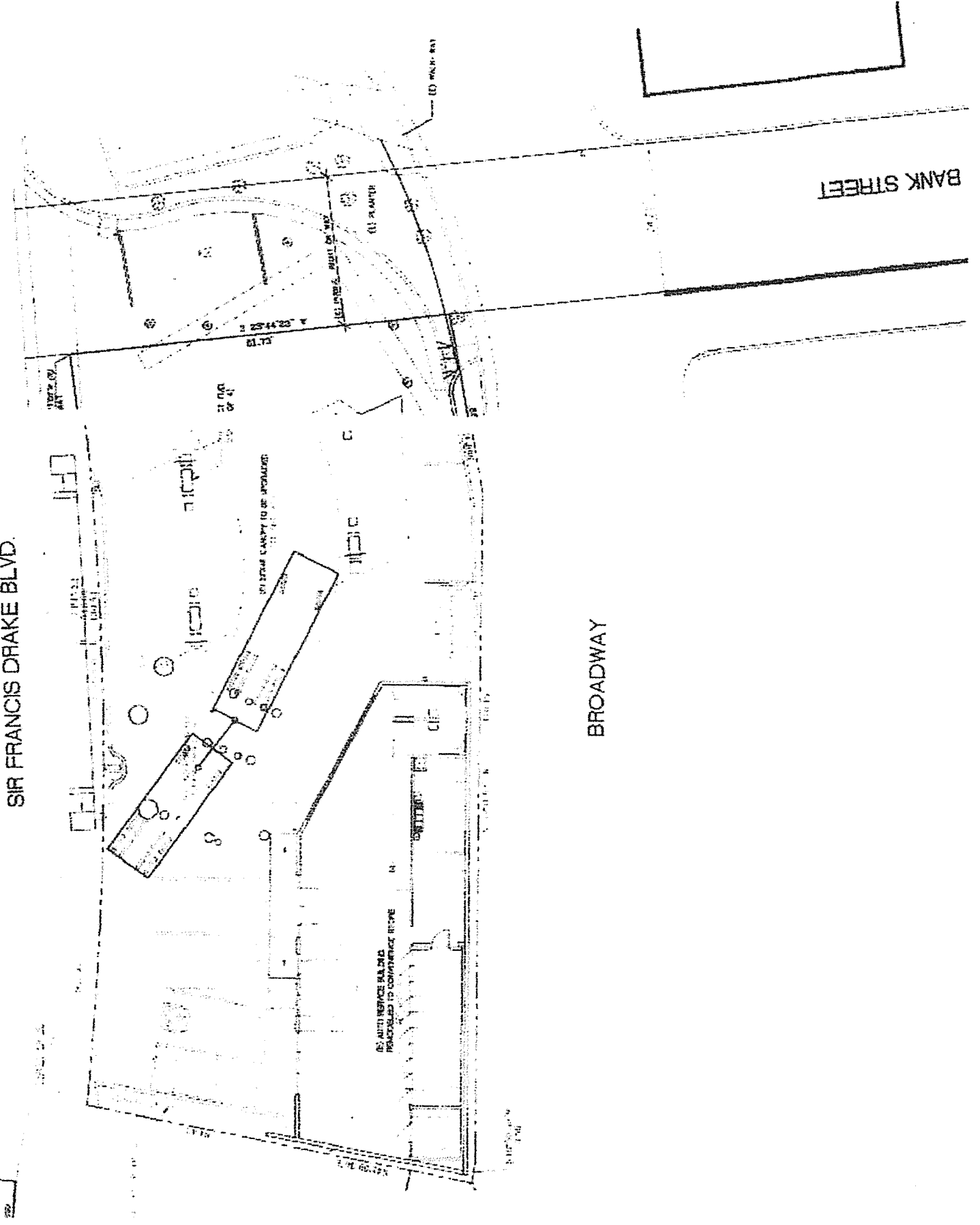
10



SIR FRANCIS DRAKE BLVD.

BROADWAY

BANK STREET



F

12



Signal light change(s):

The Sir Francis Drake/Claus to Broadway intersection, turn lane light would be moved up to Bank Street. Instead of a simple four way intersection, this would involve some very complex dual signal lights and odd lane positions as the left hand turn lane would be extended up to Bank Street. SFD would need to be widened to allow for this.

The existing SFD stop light heading North would have to remain to allow Claus St traffic to turn South across and onto SFD. A left hand turn signal would need to be placed at Bank Street along with another stop signal to allow cars to go North from Bank street onto SFD. South bound would also have a signal at Bank St on SFD. Having two intersections close together will produce longer waits in traffic for lights and larger backups and wait times. SFD would have to be widened, repositioned at Bank Street.

Bank Street also may not line up with lanes near gas station due to property lines and multiple lanes.

Possible: Signals could be removed from Claus and a stop sign added on Claus. Signal would be moved up to Bank Street. This may help reduce SFD backup and complex signal timing. May cause difficulty for Claus area residents.

Emergency vehicles coming in or out of the area could face dangerous delays as traffic funnels and condenses traffic.

Delays:

As northbound cars and trucks fill the SFD left turn lane onto Bank Street they back up at the turn signal, there may be a great potential for the turn lane to block the intersection for cars exiting Claus, even with 'keep clear' roadway signs. The green left hand turn light would then need to stay on longer than the existing signal to empty the turn lane and allow space for cars turning right out of Claus wishing to enter town via Bank Street. If more than a couple cars from Claus wish to enter the Bank turn lane, they may block Claus or SFD North.

All traffic entering Fairfax off of SFD via Pacheco and Center onto Broadway heading north would be directed to the Bank street (bottleneck).

There be more traffic on small neighborhood streets to avoid these traffic changes. Pacheco, Napa, Park, Dominga, Sherman, Merwin, Spruce, Broadway and others would be affected. More laws and enforcement would be attempted but hard to enforce not knowing who is a resident or guest.

Will Bank street change add more signal lights?

Will we need additional signal lights at Bank and Broadway?

Are more signals working against the small town feel?

Would the city be creating more traffic congestion rather than relieving it?

Fairfax while choosing to not allow "chain stores" into town, for appearance and character of downtown, political might, blocking corporations or competition must then except that it is then pushing many residents into their cars and out of town.

Most of the homes in Fairfax are on hillsides and is not practical for many to walk or bike, many may have no desire. Most of the families work outside of Fairfax. Many of the residents are elderly, or will be in time. Fairfax does not have the stores that supply all of what we need, so we drive outside Fairfax. Many do not wish to take public transportation for various reasons. Just those five factors are why many of us are not getting out of our cars.

Cars allow multiple stops where and when we want, personal safety and less use of time that many will not give up. I believe cars are what keep most businesses in business. While Fairfax tends to attract the eccentric and overwhelmed with green thoughts, the town must work within it's existing landscape and structures, unless you wish to bulldoze (literally) those very same things and start over. A flat plain with correct shaped roads and transit we wish to take, and shops to suit all needs, well it's not what Fairfax is, and never will be. Residents will not be giving up their automobiles anytime soon, yet the town seems to be reducing "drivable space" and parking.

Fairfax is the driving gateway to Point Reyes North and downtown via Bolinas Road is the gateway to seeing the historic downtown businesses and gateway to homes, city hall, police, fire, parks, stores, restaurants, stables, Deer Park Villa, (schools?) the Meadow Club, lakes, hiking, Mount Tamalpais, Stinson Beach, Bolinas and other areas.

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A Bank street entrance and Bolinas Rd closure will divert traffic around the downtown. Those that do turn south on Broadway will have little choice except to exit downtown if the 20 or so right hand curb parking spaces are taken between Bank and the Fairfax Theater. Parking will be lost on Bolinas Road if closed to traffic. Fairfax businesses cater to many non biking/walking residents, non residents north and south of city limits and traveling visitors, most by automobile. How many parking spaces are eliminated under the general plan with road and sidewalk changes? Does the parkade fill with commuters, bikers instead of providing customer parking to local businesses? What parking improvements are planned for future business growth?

The grand entrance will possibly take you within feet of a service station pump bays, bring you towards a graffiti wall of the ball park and wind you through the worst looking rear side of the Bolinas Rd business district, then straight out of town. Similar that most businesses fear of freeways bypassing towns. **(images G)**

Most non-residents will no longer be able to appreciate the charm of town, they will bypass it and no longer stop.

Recap

After all that has been said against the Bank street connector, if the Town of Fairfax decided to use Bank Street to Sir Francis Drake, and approved a service station or other business (without a solid south divider), **it would not be a good fit.** The station pump bays would be just a few feet away from the cross road. Large vehicles park 8-10 feet past the end pumps to fill up their gas tanks. Cars exiting the pumps would be at risk with fast moving Bank Street cross traffic and may block Bank Street easement trying to exit or enter the property. Also other parking issues mentioned. Unsafe for patrons and children at south pumps exiting on foot around vehicles with close cross traffic.

Also, if the town should decide to use Bank street connector, then a round-a-bout or U turn area will be needed near the Fairfax theater as traffic diverted downtown will be sent out of town if no parking is found. Also a parkade entrance would be advised from Broadway, using the old Claus turn area. **(Image H)**

Closing Bolinas Road would condense traffic at Bank street intersection, added signals will add delays and cause back ups. Most traffic would be diverted around downtown and could have a negative effect on businesses. Poor weather would result in reduced business with walking mall, less effected with car traffic. The appearance of the entrance of town would not be appealing. Loss of parking. Emergency response issues and many other points as outlined above.

Traffic and road changes could cost the city hundreds of thousands of dollars. Traffic studies should have been done before adding such a plans to the General Plan. Only current (2007) traffic studies are on General plans. General plans should be updated after investigations.

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Finding plans of the site proposal online was not easy.... future plans of all proposals should be posted on Fairfax Web site for easy review.

Green conscious?

Fairfax also talks about reducing traffic and "greenhouse gas" conscious. But a plan to reopen Deer Park school was squashed by the town council and a support group governed behind a childcare center. The group told residents it would increase local traffic, which was not true. With local car pooling, and less current events that are held there now, there would be less traffic. Without Deer Park school serving as a local elementary school brings more cars in and out of town during peak commuter times.

I was told the town of Fairfax made great efforts to discourage the reopening of Deer Park school, even provided false claims of a water retention dam to go in behind the Deer Park school site. The council took sides of a business other that the towns community needs

and traffic concerns. The Town was pushing (once again) the general plan to have the school opened at the old Central school site. A site that has been determined by the state to be too small, the school district does not own the Central school site, no parking, and the field is not part of the site. It does not fit the needs of the community. If Deer park was reopened we would not have 100's of cars traveling out Bolinas road into town as students would be kids that live in Deer Park and Cascade area. These kids now have to go to Manor School or driven to San Anselmo schools as Manor could not fit all the Fairfax kids. (Also a mega school is being built at White Hill school to hold middle school kids and perhaps higher elementary grades bumped to White Hill to make room at manor).

Doubling traffic: Most of the kids at the Deer Park childcare are coming into and out of town from outside the area, our school district and even outside local cities. It's time the council takes the right foot forward. Perhaps the daycare should purchase the Central site.

Please take steps to what is best for the community in whole, not a handful of the usual viewpoints. You are shaping the town for the community, economic stability and the future.

Personally the hip viewpoint of murals and incense is a turn-off and wish Fairfax would follow in closer footsteps of gearing things with a bit more professional atmosphere similar to San Anselmo.

Thanks for looking (listening) and hope a few of these comments will be helpful to you and our community.

March 27, 1970

Standard Oil Company of California
Western Operations, Inc.
P. O. Box 6000
Sacramento, Ca.

Gentlemen:

This will confirm the action of our Planning Commission at its meeting on March 26, 1970 granting your application for an encroachment permit for a new service station at 2001 Sir Francis Drake Boulevard for an area of planting along Sir Francis Drake and the planter area on Bank Street as shown on the drawing submitted and under conditions stipulated by the Design Review Board at its meeting of March 16, 1970 and set forth in the minutes of that meeting.

Very truly yours,

Marie Whissell
Secretary to Commission

MW

EXHIBIT # 13

CITY OF FAIRFAX
INTER-OFFICE MEMORANDUM

DATE: April 24, 1970

COPIES TO:

TO: Fairfax Planning Commission

SUBJECT: Actions taken at City Council Meeting held April 13, 1970

FROM: City Administrator

The following action was taken by the City Council at their meeting held April 13, 1970:

1. Granted an encroachment permit to Standard Oil Company service station, 2001 Sir Francis Drake Boulevard, for an area of planting along Sir Francis Drake Boulevard and planter area on Bank Street, with stipulation that should traffic conditions prove to be unsatisfactory on Bank Street, the City will require the planter to be removed.

2. Granted encroachment permit to Fairfax Paint and Hardware for store front at 1824 Sir Francis Drake Boulevard, such encroachment not to exceed 16 inches.

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