

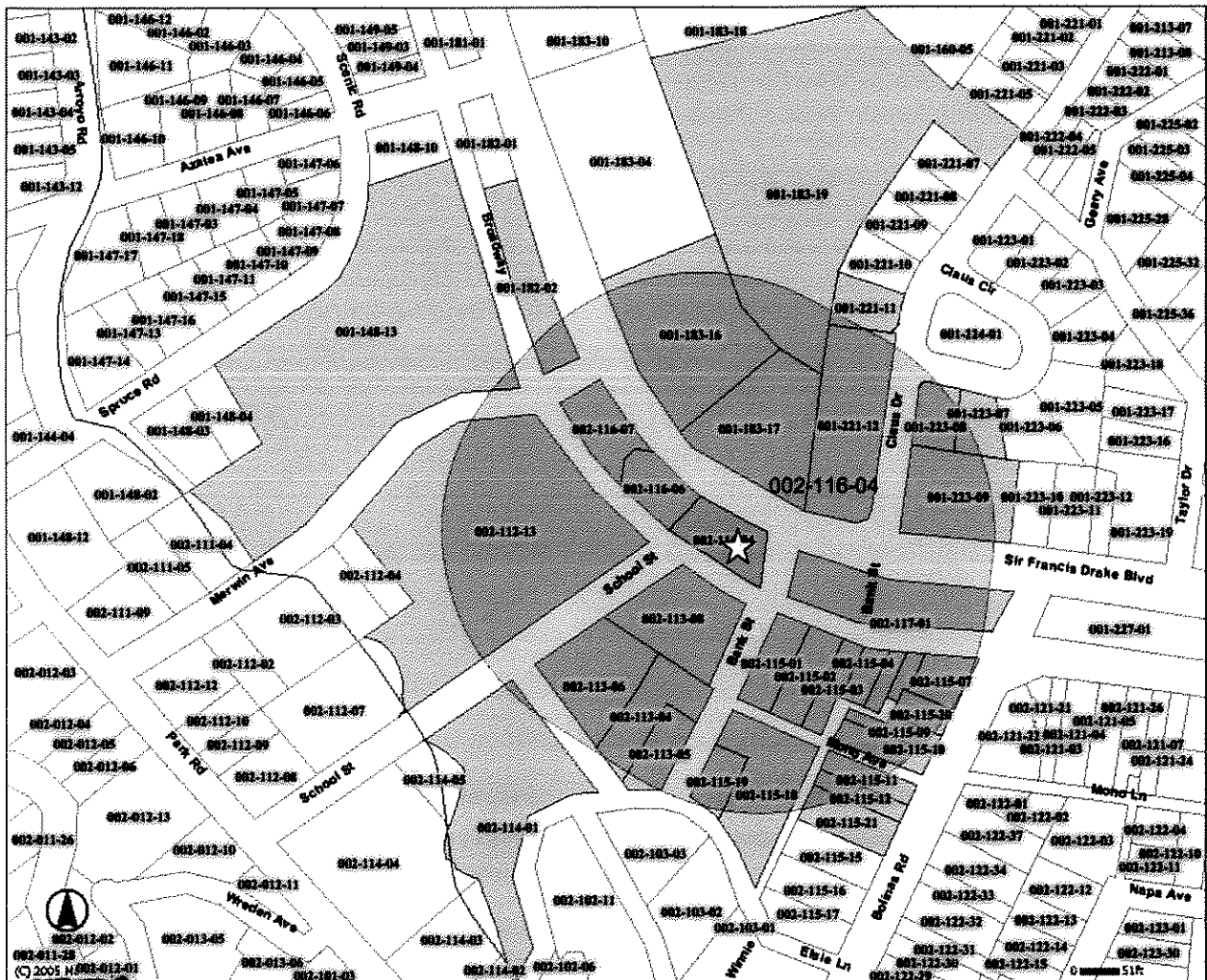
TOWN OF FAIRFAX
STAFF REPORT

To: Mayor and Town Council

From: Jim Moore, Director of Planning & Building Services
Linda Neal, Senior Planner

Date: March 6, 2013

Subject: Traffic Study Methodology; Adoption of Resolution



2001 SIR FRANCIS DRAKE BOULEVARD

RECOMMENDATION

Motion to adopt the Resolution approving the traffic study methodology as proposed in the January 25, 2013 Memorandum by Dalene J. Whitlock of W-trans, Whitlock and Weinberger Transportation, Inc.

DISCUSSION

On October 15, 2012 the Town received applications for a Use Permit, Design Review and a Traffic Impact Permit to utilize the property at 2001 Sir Francis Drake Boulevard (site of the old Fairfax Gas station and prior to that a Chevron Station) as a combination "Extra Mile" convenience store and Chevron Gas Station. At this point the application for the conversion will not require the expansion of the existing building; it contemplates only exterior changes and upgrades to the pumps and the canopy over the pumping stations. However, a portion of the property is crossed by a portion the Bank Street extension identified as an area for a future street improvement. Staff has asked the applicant to have a surveyor clearly identify this area on the project site plan and its location may result in the relocation of certain private improvements before the application processing continues. There are other items that also need to be addressed before the application can be considered complete and they are described in the attached letter dated October 30, 2012 (Exhibit A).

The application also requires the review and approval of a Traffic Impact Study as required by Town Code § 17.056.050(A)(2) because staff and the Town traffic engineer believe the project will generate more than 100 Average Daily Trips (ADT) beyond that generated by the prior use as a gas station and auto repair facility.

The first step in the process is for the Town Council to approve the methodology that will be used in the preparing the traffic study (Town Code § 17.056.070(F). The applicant's traffic engineer has proposed a methodology in the attached memorandum dated January 25, 2013 and labeled Exhibit B). David Parisi, the Town traffic engineering consultant has reviewed and approved the proposed methodology (see Exhibit C, e-mail dated 2/25/13).

Once the methodology is approved the study will be prepared and then the Use Permit and Design Review application will be reviewed and acted upon by the Planning Commission at a future meeting. If the Commission approves the Use Permit, the Traffic Impact Permit will be brought forward to the Town Council for action at a public hearing as required in Town Code 17.056.100.

FISCAL IMPACTS

None: Cost reimbursed by developer.

ATTACHMENTS

Exhibit A – staff incomplete letter dated 10/30/12

Exhibit B – Traffic study methodology memorandum by W-trans dated 1/25/13

Exhibit C – Parisi and Associates e-mail dated 2/28/13

RESOLUTION NO. 13-9

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSTAIN:

John Reed, Mayor

ATTEST:

Judy Anderson, Town Clerk



TOWN OF FAIRFAX

142 BOLINAS ROAD, FAIRFAX, CALIFORNIA 94930
(415) 453-1584 / FAX (415) 453-1618

October 30, 2012

Ron Jacobs
Stantec Architectural
1383 N. McDowell Blvd. #250
Petaluma, CA. 94954

Re: 2001 Sir Francis Drake Boulevard; planning application

Dear Mr. Jacobs,

The Department of Planning and Building Services has completed its review of the above referenced application and we regret to inform you that it is incomplete. The following represents the Department findings and requests for additional information:

~~LEGAL NON-CONFORMING STATUS OF PROPERTY~~

The site was a service station for many years and was a permitted use from 1931, the town's incorporation, through 1961 when service stations became conditional uses in the CH Zone. So in 1961 the service station became a legal non-conforming use and it remained a legal non-conforming use until it closed over a year ago. The site has lost its legal non-conforming status based on Town Code § 17.016.060(A) which indicates that:

No building or structure which was originally designed for a non-conforming use, but used for same, which the non-conforming use has ceased for 12 months or more, shall again be put to a non-conforming use.

ZONE CHANGE WITH GENERAL PLAN UPDATE

The final adoption of the 2010 - 2030 Fairfax General Plan resulted in the project site being rezoned from Highway Commercial CH Zone to Central Commercial CC Zone. While service stations were listed as a conditional use in the Highway Commercial CH Zone, they are not listed as either a permitted use or a conditional use in the Central Commercial CC Zone.

However, Town Code § 17.100.050(F) allows the Commission to grant a Use Permit if it determines that it contains 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. As agreed, the Town staff will be processing the proposed use as requiring a Conditional Use Permit (CUP).

FORMULA BUSINESSES

Another issue that has been brought into play since the property was rezoned Central Commercial CC Zone District is that fact that "Formula Businesses" (as defined below) are prohibited unless the Planning Commission approves a Conditional Use Permit for them (Chevron and Extra Mile meet the definition of a Formula Business).

Town Code 17.100.160, Definition of Formula Business, is as follows:

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 other similar features

In order to approve a Use Permit for a formula business the Planning Commission must be able to answer affirmatively to the following questions:

- (A) Is this a pedestrian oriented business, consistent with the CC zone?
- (B) 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?
- (C) Is it likely the business will provide services and products which satisfy the day-to-day needs of residents of the Upper Ross Valley, San Geronimo Valley and Central West Marin areas?
- (D) Is this a smaller scale business in terms of number of customers commensurate with the character of the CC zone?
- (E) Is the business consistent with the unique character of Fairfax?
- (F) Is it likely this business will provide services or products which complement existing business in the CC zone?
- (G) Is there a need for this type of business in town, given the existence of the number of same or similar businesses in Fairfax?
- (H) Is the proposed location of this business appropriate, given the type of use and the proximity of same or similar businesses?
- (I) Is it likely this business will not cause one or more existing businesses in town to fail?
- (J) Will this business keep residents from having to drive out of town for day-to-day needs?

USE PERMIT

Please address how the business operations will occur in order to comply with the following required Use Permit findings that need to be made by the Planning Commission:

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

The development 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.

Approval of the use permit is not contrary to those objectives, goals or standards pertinent to the particular case and contained or set forth in any Master Plan, or other plan or policy, officially adopted by the City (address easement and General Plan Town Center Element).

Approval of the use permit will result in equal or better development of the premises than would otherwise be the case, and that said approval is in the public interest and for the protection or enhancement of the general health, safety or welfare of the community.

In order to support the above findings utilize any information applicable such as hours of proposed operation, number of employees, frequency of gasoline delivery/disposal/pick-up of waste/etc.

EASEMENT

Provide a recorded boundary survey of the site by a licensed land surveyor including buildings and other site improvements, the location of the public right-of-way that runs through the property and any easements. As previously mentioned to you, the Town Center Plan includes the use of the public right-of-way that crosses the site, and therefore potential future improvements of the public easement for public use will impact the private use of the site.

TRAFFIC STUDY

David Parisi, of Parisi and Associates and the Town Traffic Engineering consultant, has completed a peer review of the analysis provided by W-trans dated September 13, 2012 and has the following comments:

The traffic analysis estimates that the proposed use (convenience market and fueling pumps) would result in less vehicle traffic generation than the previous use (service bays and fueling pumps). As noted in the traffic analysis, this conclusion is counter-intuitive. The following reasons may help explain why:

- The vehicle trip generation rates used in the traffic study, for both the previous use and the proposed use, are based on data primarily collected during the 1980s. As noted in the attached ITE Journal article (*Traffic Operational Impacts of Contemporary Multi-Pump Island Fueling Center*, June 2011), fueling centers have changed significantly since the 1980s due to the additional of supplementary facilities such as convenience markets, and therefore there is a concern in the traffic engineering profession that the traffic impacts of these facilities may not be accurately represented by the rates in the 8th Edition of ITE's Trip Generation manual.
- The ITE trip generation rates applied to the proposed use relates to convenience markets that sell items such as newspapers, coffee or other beverages and snack items that are usually consumed in the car (ITE Land Use #945, Gasoline/Service Station with Convenience Market). The rates do not apply to convenience markets that sell beer and wine, which is proposed with the redevelopment. Also, as noted above, ITE rates are based primarily on 1980 surveys.
- ITE's 8th Edition Trip Generation manual provides trip generation rates for gas stations with convenience markets that sell beer and wine (ITE Land Use #853, Convenience Market with Gasoline Pumps). The daily trip generation rates for this land use are 330% higher than those used in W-Trans' traffic study (ITE Land Use #945), and the peak hour trip rates are up to 170% higher. It should be noted that these rates were also based primarily on 1980 surveys.

For the above reasons, it is recommended that a trip generation survey be conducted at a minimum of two modern facilities comparable to the proposed use (i.e., gas station with convenience market that sells wine and beer). There are several such facilities along Sir Francis Drake Boulevard between Fairfax and US 101 that should be considered for such a survey. The survey should estimate daily and peak hour trip generation, including number of trips that are solely generated by the convenience market (i.e., not refueling) and pass-by trips; and it should document the square footage of the convenience market and the number of refueling stations.

In addition, the newly released 9th Edition of the Trip Generation manual provides updated trip generation information for convenience markets with gasoline pumps (ITE Land Use #853). A comparison should be made between actual surveys conducted at similar land uses along Sir Francis Drake Boulevard and the updated ITE rates.

The traffic study for the proposed project should apply the trip generation information obtained from the surveys and updated ITE rates of comparable sites. In addition, since the existing site has been vacant for over one year, it seems that it may be inappropriate to deduct "existing trips" in the analysis since the site has not generated trips for some time.

DESIGN REVIEW AND SIGNS

1. Past Design Review Boards have discouraged internally illuminated signs and other internally illuminated architectural features for the downtown Fairfax area although some exceptions have been made. The opinion is that internal illumination does not protect and enhance the Town's natural setting and small scale residential nature (Town Code §

17.064.010(C)]. You should be ready to present alternatives to the Planning Commission when the public hearing takes place (the Commission now performs the Design Review Board duties for the Town).

2. Clarify whether the "ExtraMile" sign will be internally illuminated, whether the pumps will be internally illuminated and whether there will any other internally illuminated design features such as the decorative bands proposed for the building and the pump canopy.
3. Provide photographs of the project site.
4. Provide elevations/address in writing whether there are plans to improve the equipment storage enclosure and/or the trash enclosure which have become dilapidated.
5. Provide the required colors and materials board (see attached application form).

APPLICATION FORM

Please verify in writing that the application is signed by the owner and/or the owner's legal representative, print the owners/representative's name on the enclosed copy of the application signature page and return it with the next re-submittal.

Once the above items are addressed and the requested information is provided the application will again be reviewed for completeness. If you have any questions, please do not hesitate to contact the Department of Planning and Building Services.

Sincerely,



Linda Neal
Senior Planner

cc. Arash Salki
Salkhi Family Trust

Jim Moore, Director of Planning and Building Services

Floor Plans

1. Provide existing and proposed floor plan for all structures on the site.
2. Provide proposed floor plans separately from existing floor plan.
3. Other information deemed necessary to evaluate this application.

Building Elevations must include:

1. Existing and proposed ground line, wall height, floor height, and ridge height, roof pitch, as well as the appearance of the structure(s).
2. Cross section drawings of existing and proposed structures.
3. For Design Review:
 - Color rendering of proposed exterior addition including exterior finish/color, window trim, roof material, siding materials, etc. (14 copies).
 - Color and materials board (11" x 17") to include exterior finish/color, window trim, roof material, siding materials, etc. (one board and 14 copies of the board)
 - Photographs of the existing property and abutting neighbors (14 sets)
4. Other information deemed necessary to evaluate this application.



Landscape Plans are required for all new residences, 50% remodels and all commercial projects and must include:

1. The type, size, and spacing of plants, and maintenance provisions. (Maintenance information includes: type of irrigation system, location of clocks, sprinkler heads and areas to be drip-irrigated.)
2. Retaining walls, lighting, slopes, if applicable.
3. Other information deemed necessary to evaluate this application.

Within 30 days of submittal, Town staff will review this application for completeness of required information and/or fees, and a notice of completeness or non-completeness will be mailed to the applicant. Applications cannot be processed until accepted as complete. Further revisions of completed material may be necessary after the 30 day period.

All plans must be fully dimensioned and drawn to scale, collated, and folded.

OTHER IMPORTANT DEPARTMENT/AGENCIES:	
Ross Valley Fire Service: You must provide a vegetative management plan to the Fire Dept. and receive approval prior to submitting your application to the Planning Department. It is your responsibility to contact the Fire Marshal for Fire Department requirements (e.g., sprinklers, hydrants, turnouts).	Contact Fire Marshal @ 415/258-4686
Building Department: If you are increasing the occupancy (number of people) and/or altering the structural character of a building, you may trigger seismic, Fire and other Building requirements.	Contact Building @ 415/453-2263
Marin Municipal Water District: Your project may generate the need for additional water.	Contact MMWD @ 415/924-4600 ext. 335
Ross Valley Sanitary District: If you are adding on or building new, you may need to upgrade or install a lateral sewer line.	Contact RVSD @ 415/461-1122
Ross Valley School District: If adding on or building a house, school fees will likely be charged. Contact school district for the dollar amount.	Contact School District @ 415/454-2162

4. Commercial Design Review

The Design Review Board must approve any minor modifications to existing buildings, structures or improvements such as awning, canopies, window, doors, color changes, automated teller machines, or other modifications similar to the above for properties located in the Commercial Zones.

5. Signs

Signs complying with the Sign Ordinance can be approved by staff. Other signs require the approval of the Fairfax Design Review Board.

Design Review Application - Additional information required.

- 14 complete sets of plans are required for design review applications. If your project requires design review you will need to prepare the additional information described below in addition to the information required in pages 3 and 4 of the planning application.
- ~~Exterior elevations from all sides. If multiple buildings are proposed, composite elevations for the entire street frontage are required.~~
- Cross section through project, showing project and existing adjacent features.
- *→* Lighting plan.- detail of exterior fixtures, location and illumination (amount of light).
anything internally illuminated too
- Utility entrance location, trash storage location, mechanical equipment location.
- Detail of fascias, trim, railing, trellis.
- Specify irrigation systems to be used on the landscaping plan.
- 14 color elevations.
- 14 sets of color samples (copies of color samples are not accepted).
- Projects in the Downtown Area are required to submit a drawing at 1" = 40'.

We would like you to put in your own words how the project meets the design review criteria set forth in section #17.020.040 of the Fairfax Zoning Ordinance. This will help you and the Planning Commission focus on the ordinance requirements.

NOTE: In order to visualize the dimensions and location of the proposed structure, the Town review process requires story poles for new structures, second story additions and 50% remodels. Story poles must be erected 10 days prior to the first public hearing for a project. Poles shall be erected at all proposed building corners (rising to the proposed height of the building at that corner), and at the highest point of the proposed roof-line. Also the front corners of undeveloped land must be staked and tagged in the field. You, the applicant, will have to maintain the poles and corner flags in good condition until all public hearings on the project are over and appeal periods have lapsed. Avoid unnecessary delays to your project by maintaining the poles through out the review process.

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

GENERAL INFORMATION (if applicable):

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

Estimated cost of construction \$ 1,600,000.00

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

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

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



[Handwritten Signature]
Signature of Property Owner

Ron Jacobs - STANTEC
Signature of Applicant

10/3/12
Date

10/4/12
Date

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

memorandum



**Whitlock & Weinberger
Transportation, Inc.**

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice (707) 542-9500
fax (707) 542-9590

website www.w-trans.com
email dwhitlock@w-trans.com

Date: January 25, 2013

To: **Ms. Linda Neal**
Town of Fairfax

From: Dalene J. Whitlock
Tony Henderson

Project: FAI014

Subject: Memorandum of Assumptions for the Traffic Analysis for
Conversion of Service Bays to a Convenience Market

As directed by the Town's peer reviewer, Mr. David Parisi, W-Trans has prepared a scope of services for a full traffic impact study for the subject project. In keeping with the Town's policy, the following assumptions that we anticipate applying for our analysis along with our proposed scope of services, which combined represent our proposed methodology, are provided for approval.

Project Description

The proposed project consists of converting the existing service bays to a convenience market at the Chevron Station on Sir Francis Drake Boulevard in the Town of Fairfax. Town staff has reviewed the previously completed *Focused Traffic Analysis for Conversion of Service Bays to a Convenience Market* (W-Trans, September 13, 2012) for the subject site and has directed that a more conservative approach be taken. Based on comments contained in the peer review by Mr. Parisi as contained in a letter to Mr. Ron Jacobs dated October 30, 2012, as well as our subsequent communication with Mr. Parisi, the project will be evaluated using rates for a Convenience Market with Gas Pumps (ITE Land Use 853), rather than a Gas Station with a Convenience Market (LU 945) as we had proposed. Because the proposed project will generate more than 100 new trips on a daily basis under these applied rates, a full traffic study that meets the requirements of Section 17.056.070 of the Town's Municipal Code must be prepared. Note that because the gas station has been inactive for more than a year, we were further directed not to take the site's previous trip generation into account for purposes of the analysis.

Table 1 summarizes the resulting trip generation based on the direction given by the Town and using the rates from the recently published 9th Edition of *Trip Generation*, including appropriate deductions to account for pass-by trips drawn from traffic already passing by the site on Sir Francis Drake Boulevard.

EXHIBIT # B

**Table 1
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

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 in order to determine if the project adds one percent to the volume, which would be the lower of the two criterion 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. As can be seen in the attached table, the volumes added by the project exceed either 100 trips or one percent of daily volumes at all six of these intersections, though traffic disperses to such a degree that the added trips would not be expected to exceed the threshold beyond the area identified.

Based on this review, the following study area is suggested.

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

Analysis Methodologies

Levels of service for intersections will be evaluated using the TRAFFIX software package and HCM methodologies.

Scope of Services

The following scope of services is suggested to evaluate the proposed project.

1. Traffic counts for the intersection of Sir Francis Drake Boulevard/Claus Drive will be obtained for both the weekday a.m. and p.m. peak periods and provided with the report. These counts will be used to determine if available data for the remaining intersections are adequate or need to be adjusted to reflect current conditions.

2. The existing traffic conditions for the study intersections will be described based on the site evaluation of physical conditions and a review of the existing traffic volumes. Presentation of these conditions will consist of an intersection Level of Service summary table, text describing these conditions, any other operational/safety issues; detailed calculations will be enclosed.
3. Existing plus Project traffic conditions will be determined for the study intersections. Presentation of these conditions would be similar to that for Existing Conditions.
4. A draft letter report describing the assumptions, analysis, findings and recommendations will be produced. Appropriate tables will be included, and counts and calculations provided.
5. Based on one round of comments from Town staff on the draft report, a final report will be prepared.

DJW/tdh/FAI014.M1.doc

Attachments: One Percent Threshold Review

**Fairfax Chevron Conversion
One Percent Threshold Review**

Intersection	PM Peak Hour Approach Volume				1 Percent Threshold Volume (10 percent of PM)				Project Generated Trips (1563 A.D.M.)			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Sir Francis Drake Blvd/Claus Dr	270	80	510	235	27	8	51	24	81	12	217	208
Broadway/Bank	100	0	165	172	10	0	17	17		23	23	
Broadway/Claus Dr	0	180	180	385	0	18	18	39	90	23	67	
Broadway/Bolinas Rd	415	0	305	585	42	0	31	59	58		58	
Sir Francis Drake Blvd/Pacheco Ave	170	0	475	915	17	0	48	92	9	124	116	
Broadway-Center Blvd/Pacheco Ave	45	225	455	575	5	23	46	58	9	9		

Project Added Daily Trips

Inbound	290
Outbound	289

Distribution Assumptions:

to/from the east on SFDB	40%
to/from the west on SFDB	25%
to from Bolinas via Claus	20%
to/from Broadway west of Claus	8%
to from Claus Drive north of SFDB	4%
to/from Pacheco	3%

PM Peak Hour Volumes from Figure 1-3.3, Existing Town Center PM Peak Hour Volumes from the *Fairfax General Plan Circulation Element*, Crane Transportation Group

Note: Results indicated for "Project Generated Trips" represent daily volumes that the project is expected to add to individual approaches to each of six intersections. Numbers indicated in bold text exceed either the Town's threshold of either 100 trips or 1 percent, so these locations are to be evaluated in the traffic study.

Parisi ASSOCIATES
transportation consulting

58 Aliso Viejo Avenue
Mill Valley, CA 94941
ph: 415 340-5112
fx: 415 340-5111

February 28, 2013

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

Subject: Traffic Analysis for 2001 Sir Francis Drake Boulevard

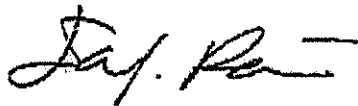
Dear Ms. Neal:

Parisi Associates has reviewed the memorandum titled "Memorandum of Assumptions for the Traffic Analysis for Conversion of Service Bays to a Convenience Market", dated January 25, 2013, for the proposed project at 2001 Sir Francis Drake Boulevard.

We concur with the proposed traffic generation and intersection analysis approach.

It is recommended that in addition to traffic generation and intersection analysis, the study review vehicle access and egress to and from the site, including customer circulation and fuel and goods deliveries. It is also suggested that the study assess any potential effects regarding on-site parking, and pedestrian and bicycle circulation peripheral to the site.

Sincerely,
PARISI ASSOCIATES



David Parisi, PE, TE
Principal

EXHIBIT # C