



Agenda Item #: \_\_\_\_\_

# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Aldinger and Members of the City Council

**THROUGH:** Geoff Dolan, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Eric Haaland, Associate Planner

**DATE:** November 20, 2007

**SUBJECT:** Uphold the Planning Commission Denial of a Coastal Development Permit for Extended Concrete Pads on the Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street

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### **RECOMMENDATION:**

Staff recommends that the City Council receive and file the decision of the Planning Commission.

### **FISCAL IMPLICATION:**

There are no fiscal implications associated with the recommended action.

### **DISCUSSION:**

The Planning Commission, at its regular meeting of October 24, 2007, **DENIED** (4-0, 1 absent) a Coastal Development Permit Amendment for Los Angeles County's request to approve enlargement of two concrete pads alongside the county beach bike path serving an approved storm drain diversion facility. During construction of the project, the size of two concrete pads on the beach surface was substantially enlarged beyond the size approved in the project plans. A neighboring resident complained to the City and Coastal Commission that the concrete pads exceeded their approved sizes.

During construction the county determined that it would be appropriate to enlarge the two concrete pads surrounding the facility's vault and manhole covers to provide parking surfaces for vehicles that would be maintaining the facility. The county indicated that the extended pad length will allow trucks to park and complete maintenance activities without obstructing the abutting bike path. The extended pad lengths are 80 feet instead of 18 feet at the north pad, and 85 feet instead of 48 feet at the south pad. The pads are built at the original approved 13-foot width.

The Planning Commission received testimony on this item at three meetings, in order to allow the County to provide evidence that the additional paved area on the beach was warranted. The Commission ultimately agreed with neighboring resident concerns for beach aesthetics and lack of necessity, and could not support the County's explanation that the concrete pads were necessary for bicyclist and maintenance personnel safety. The Commission stressed that it attempted to consider all potential information supporting the County's position on safety, and

suggested that the City Council review the attached meeting minutes regarding that issue. The County has recently indicated that it is now planning to remove the unapproved concrete pad area to bring the facility into compliance with the original approved coastal permit.

Staff reports and draft minutes excerpts are attached to this report for reference.

**ALTERNATIVES:**

The alternatives to the staff recommendation include:

1. **REMOVE** this item from the Consent Calendar, **APPEAL** the decision of the Planning Commission, and direct that a public hearing be scheduled.

Attachments:

Resolution No. PC 07-  
P.C. Minutes excerpts, dated 7/25/07, 9/12/07 & 10/24/07  
P.C. Staff Reports, dated 7/25/07, 9/12/07 & 10/24/07  
Plans (separate/NAE)

(NAE) – not available electronically

c: Los Angeles County Public Works Department, Applicant  
Jim Arndt, Director of Public Works  
Dana Greenwood, City Engineer

## RESOLUTION NO PC 07-15

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DENYING A COASTAL DEVELOPMENT PERMIT AMENDMENT TO ALLOW ENLARGED CONCRETE SURFACE PADS FOR A STORM DRAIN LOW FLOW DIVERSION PROJECT UNDER THE PUBLIC BEACH BETWEEN 27<sup>TH</sup> STREET AND 28<sup>TH</sup> STREET (Los Angeles County Public Works)**

#### **THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing pursuant to applicable law on July 25, September 12, and October 24, 2007, to consider an application for a coastal development permit amendment for a storm drain low flow diversion project under the public beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street in the City of Manhattan Beach. The original Coastal Development Permit was approved on October 26, 2005.
- B. The public hearing was advertised pursuant to applicable law, testimony was invited and received.
- C. The applicant for the Coastal Development Permit is the Los Angeles County Public Works Department, The property/beach is owned by Los Angeles County.
- D. The applicant proposes to extend the length of two approved concrete pads on the beach surface to be 76 feet long (as revised October 24th) to serve 250 linear feet of concrete pipe underground alongside the county beach bike path.
- E. The property is located within Area District III and is zoned OS Open Space. The surrounding land uses consist of single and multiple family residences, a lifeguard headquarters facility, a public park, and public beach.
- F. The General Plan designation for the property is Open Space, and the Local Coastal Program/Land Use Plan designation is also Open Space.
- G. The Project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301 based on staff's determination that the project is a minor alteration of an existing storm drain facility, and will not have a significant impact on the environment.
- H. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- I. The project is not in accordance with the objectives and policies of the Manhattan Beach Coastal Program, as follows:
  - 1. The proposal would replace portions of the public sandy beach with aesthetically undesirable concrete paving for purposes of improving safety and convenience pertaining to the approved existing storm drain diversion facility.
  - 2. Based on the information provided, the Planning Commission could not find that the benefit of the improved safety and convenience resulting from the enlarged concrete pads exceeds the detrimental aesthetic effect upon the beach, which is a marine resource to be protected and maintained pursuant to the City's Local Coastal Program.

SECTION 2. The Planning Commission of the City of Manhattan Beach hereby **DENIES** the subject Coastal Development Permit amendment.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of October 24, 2007 and that said Resolution was adopted by the following vote:

**AYES:** Lesser, Powell, Seville-Jones,  
Chairman Bohner  
**NOES:** None  
**ABSTAIN:** None  
**ABSENT:** Schlager

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**RICHARD THOMPSON,**  
Secretary to the Planning Commission

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**Sarah Boeschen**  
Recording Secretary

**PLANNING COMMISSION MINUTES**

July 25, 2007

Page 8

1  
2 Commissioner Powell said that the project is outstanding, and the question is how soon rather than  
3 if it is built. He commented that the tenants are local businesses which serve the local community,  
4 and the project is pedestrian oriented. He said that there were numerous letters received in support,  
5 which does not occur often. He said that the building area would be substantially smaller than  
6 could have been provided, and the building height is less than required. He pointed out that 12  
7 additional parking spaces would be provided as part of the project, and he can support the  
8 handicapped parking space as proposed. He commented that the hours of operation would be the  
9 same as the previous businesses. He indicated that the whole community is behind the project. He  
10 commented that he was very saddened when he learned of the fire that burned the original  
11 structure, and anything possible should be done to expedite the building process.  
12

13 Chairman Bohner said that the proposal would bring back two restaurants that have had a long  
14 history in the City, and he is happy to see them returning. He indicated that he agrees with the  
15 comments of the other Commissioners that the project was designed to fit perfectly within the  
16 space, and it could have been built larger. He stated that the proposed 12 spaces for tenants would  
17 help reduce the parking demand on the street. He commented that he is amazed that there are not  
18 other handicapped spaces on the streets in the commercial area, and this space as proposed may  
19 help to encourage more. He said that setbacks are provided from the structure; the height is less  
20 than required; the trash enclosure would be upgraded; and the structure would have the same uses  
21 as before. He commented that it is clear in the Resolution that the office would be used for that  
22 purpose, and the project would fit in well with the community. He commented that the project  
23 would be a splendid improvement to the previous building.  
24

25 A motion was MADE and SECONDED (Schlager/Powell) to **APPROVE** a Proposed New Mixed-  
26 Use Commercial Building at 1001 Manhattan Avenue, as amended with the revisions to the draft Resolution.  
27

- 28 AYES: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner  
29 NOES: None  
30 ABSENT: None  
31 ABSTAIN: None  
32

33 Director Thompson explained the 15 day appeal period and stated that the item will be placed on  
34 the City Council’s Consent Calendar for their meeting of August 21, 2007.  
35

36 **07/0725.2 Consideration of Proposed Construction of Larger Concrete Pads on the**  
37 **Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County**  
38 **Dept. of Public Works)**  
39

40 Associate Planner Eric Haaland summarized the staff report. He stated that the original project  
41 was previously approved by the Planning Commission. He indicated that there has been a

## PLANNING COMMISSION MINUTES

July 25, 2007

Page 9

1 revision to the original project at the time of construction that is now being considered as an  
2 amendment to the Coastal Development Permit for enlarged concrete pads placed on the public  
3 beach. He said that the proposal is for approval of the two concrete pads which allow access for  
4 maintenance of the system that connects the storm drain to the sewer to allow low flow  
5 contaminated water from the drain to flow into the sewer system rather than seep into the ocean.  
6 He said that the purpose of the enlargement of the concrete pads is to allow for larger  
7 maintenance trucks to park in the area outside of the bike path during maintenance of the storm  
8 drain facility. He said that the northerly pad abutting the bike path near 28<sup>th</sup> Street is proposed to  
9 be permitted at 80 feet long rather than 18 foot long as previously approved. He indicated that  
10 the southerly pad is proposed to be permitted at 80 feet long rather than 40 feet as previously  
11 approved. He said that the pads are 13 feet wide. He indicated that the placement of pavement on  
12 the beach is generally not desirable as it interrupts the very desirable natural sandy beach  
13 surface. He indicated, however, that some public projects do involve paving over the beach  
14 surface. He said that the applicant believes that the benefit of reducing bike path obstructions  
15 warrants the increased amount of pavement in this case.

16  
17 Commissioner Lesser pointed out that the application is to approve the concrete pads; however,  
18 the pads are actually already in place.

19  
20 In response to a question from Commissioner Lesser, Associate Planner Haaland said that the  
21 existing pads would need to be restored to the size that was previously approved if the  
22 application is not approved.

23  
24 In response to a question from Commissioner Lesser, Associate Planner Haaland said that the  
25 trucks most likely would encroach on the bike path if sufficient space is not provided on the  
26 pads. He indicated that staff did not have much information with respect to the previous project  
27 regarding the maintenance of the storm drain facility and regarding the frequency of the  
28 maintenance. He indicated that the County workers apparently realized the concern regarding  
29 space for maintenance trucks at the time of construction.

30  
31 **Greg Huynh**, representing The Los Angeles County Department of Public Works, stated that the  
32 larger pads were built because the County workers did not want the bike path to need to be  
33 closed while they conduct maintenance on the facility. He stated that the construction crews  
34 realized that it would be necessary to close the path if the pads were not built larger than  
35 originally approved. He said that they were aware that many complaints would be received if  
36 they did need to close the bike path.

37  
38 In response to a question from Commissioner Schlager, Director Thompson said that there can  
39 be fines for circumventing the City's requirements.

40  
41 Commissioner Schlager said that the Commissioners are in a position of having bad options of

## PLANNING COMMISSION MINUTES

July 25, 2007

Page 10

1 approving or denying the proposal. He said that the pads are larger than initially anticipated but  
2 are not that aesthetically displeasing. He also commented that they can be used as a rest area off  
3 of the bike path. He indicated that it is understandable that it was felt making the pads larger for  
4 safety was warranted; however, the City does have a process which needs to be followed.

5  
6 In response to questions from Commissioner Seville-Jones, **Mr. Huynh** said that the smallest  
7 maintenance truck that could be used to service the storm drain would be 20 feet. He said that  
8 80 feet is required to allow the maintenance trucks to have access, and the pad needs to be larger  
9 than 20 feet for them to have sufficient space to park. He indicated that one truck at a time  
10 would conduct the maintenance. He said that large storms in the winter result in runoff spilling  
11 into the ocean because the amount of water is beyond the capacity of the drains. He said that  
12 maintenance is conducted in dryer months outside of the storm season. He stated that the  
13 amount of time required for maintenance depends upon the amount of cleaning that is necessary.  
14 He said that it is anticipated that the maintenance would occur for two to three days two to three  
15 times per year. He indicated that there is regular maintenance that is scheduled. He commented  
16 that he is sure there are similar facilities in other communities, but he is not certain of their size.

17  
18 In response to questions from Commissioner Lesser, **Mr. Huynh** indicated that he is not aware  
19 of the specific dimensions and details involved causing the pads to be constructed to a length of  
20 80 feet. He indicated that the purpose of the pads is to provide public safety and not impede on  
21 bikers. He said that he does not believe the office engineer was aware that they were not  
22 permitted to build a larger pad than was originally approved.

23  
24 Commissioner Powell commented that the pads as built are substantially larger than approved  
25 and seem extremely excessive for the vehicles that would be servicing the facility. He indicated  
26 that the maintenance trucks would only use the pads a few times per year. He commented that it  
27 would seem that removing the pads may require half of the bike path to be blocked by  
28 maintenance vehicles, but the remaining half would still be usable.

29  
30 **Mr. Huynh** commented that the intent for building the extension of the pads was to prevent any  
31 blocking of the bike path while maintenance vehicles are working at the site.

32  
33 Commissioner Lesser commented that part of the reason why the length of the extension was felt  
34 necessary may be to allow space for the maintenance trucks to extend the arms into the open hole  
35 when the covers are open.

36  
37 Commissioner Powell commented that the Commissioners received a letter from an adjacent  
38 resident expressing a concern regarding constant grading of the surrounding berms and  
39 defoliation of the area around the pads. He also indicated that there was also a concern  
40 expressed regarding construction debris remaining in the sand surrounding the subject site.

## PLANNING COMMISSION MINUTES

July 25, 2007

Page 11

1 In response to a question from Commissioner Powell, **Mr. Huynh** said that he is not aware of  
2 any construction debris embedded in the surrounding sand or grading.

3  
4 Chairman Bohner opened the public hearing.

5  
6 **Bill Caras**, a resident of 2700 block of The Strand, said that he is in favor of the project as  
7 originally proposed. He said that there is no necessity for the extra length of the concrete pads.  
8 He indicated that the County currently parks trucks on the Strand which block the bike path with  
9 no flagmen to direct bicycle traffic. He said that the trucks could park parallel on the pads rather  
10 than side by side. He commented that someone in the field arbitrarily decided that the pads  
11 should be enlarged. He stated that the beach and The Strand need more protection. He indicated  
12 that wind blows sand which creates dunes, and there is natural foliation. He said that now the  
13 subject area is stripped with 190 feet of concrete for maintenance trucks that will be used only  
14 twice a year. He suggested that the County instead provide flagmen to direct traffic while the  
15 trucks are parked along the bike path. He stated that it took a large effort to convince the County  
16 to request the amendment. He commented that he has submitted a petition with signatures from  
17 the property owners on the block. He said that the pads are a 200 percent increase as to the size  
18 that was originally approved, and it is not a minor amendment. He indicated that the  
19 construction has resulted in defoliation of the area. He pointed out that the ocean water quality  
20 project is not at issue but rather the maintenance of the facility. He commented that the  
21 increased size of the pads cannot be considered a benefit.

22  
23 **Robert Schuman**, a resident of the 2500 block of Bayview Drive, said that he agrees in large  
24 part with the comments of **Mr. Caras**. He said that the County has generally had a good  
25 relationship with the residents. He indicated that the County has made a mistake. He said that  
26 the County could park a truck and put cones out on the westerly side of the bike path. He  
27 indicated that the times that they are working is minimal, and the amount of bike traffic during  
28 those times is minimal. He said that diverting bike traffic onto 28<sup>th</sup> Street and back down to 23<sup>rd</sup>  
29 Street would be a way to prevent a safety issue. He commented that he is concerned with the  
30 amount of concrete on the beach. He would request that the County change the project to the  
31 original approval.

32  
33 Chairman Bohner closed the public hearing.

34  
35 Commissioner Powell said that he concurs with the comments of **Mr. Schuman** and **Mr. Caras**.  
36 He said that he does not believe there is any functionality or necessity of the additional space for  
37 the pads, and he would support the excess portion being removed. He indicated that to have  
38 trucks slightly infringe on the bike path for brief periods of 8 to 9 days during the year would be  
39 preferable to having a cement pad on the sand. He said that in looking at the Coastal Act, he is  
40 not sure he can support the findings. He indicated that he is not certain of the work involved to  
41 make the pads conform to the original approval. He said that he would recommend that the pads



## PLANNING COMMISSION MINUTES

July 25, 2007

Page 12

1 be reduced or that a County engineer provide justification for the additional length.

2  
3 Commissioner Lesser said that he shares the concerns expressed by Commissioner Powell and  
4 the residents. He indicated that when he visited the site, a County worker expressed to him that  
5 the length of the pads is necessary because the entire bike lane would need to be closed during  
6 maintenance which would be a great inconvenience for the bikers. He stated that the worker also  
7 indicated to him that bikers could not be on the bike path at the same time as the maintenance  
8 trucks. He said that he is not certain of the impact of returning the pad to the original proposal.  
9 He stated that he would like information from a representative from the County regarding the  
10 minimum length necessary to accommodate the trucks if it is determined appropriate to have  
11 them park away from the bike path. He indicated that he would feel more comfortable  
12 supporting the motion to demand that the County reduce the size of the pad with some rational  
13 basis for supporting the necessary length. He said that he would also like further information  
14 regarding the amount of time that trucks use the pads and the time that larger trucks rather than  
15 service vehicles would park on the pads.

16  
17 Commissioner Schlager said that he agrees with the comments of the other Commissioners. He  
18 commented that he is not an engineer, and he feels more information is needed in order for the  
19 Commission to make a competent decision. He would like for the County Engineer to provide  
20 further information as brought up by Commissioner Lesser.

21  
22 Commissioner Seville-Jones said that she would also like for further information to be provided  
23 by the County, and the standard that she will apply to the County is extremely high. She  
24 indicated that the justification for putting concrete on the beach must meet a very high standard  
25 and not be simply for convenience. She said that she would not feel the pads as constructed are  
26 appropriate on the basis of the information that has been provided. She said that she would be  
27 hopeful that the County could return with further information to answer the questions raised by  
28 the Commission. She pointed out that the beach is a natural resource, and 80 feet by 13 feet is a  
29 large area of open space to be paved with concrete. She said that if further information is not  
30 received, she would support the pads being reduced. She said that she would also like further  
31 information as to why the original proposal would be appropriate. She said that she feels the  
32 pads are unattractive and do infringe on the vegetation.

33  
34 Chairman Bohner said that he echoes the comments of the other Commissioners. He said that  
35 there is no evidence to support the necessity for the increase in size of the pads. He said that it  
36 would need to be demonstrated why the additional space for the pads is necessary in order for  
37 him to support the application. He stated that the County must demonstrate the necessity for the  
38 larger pads rather than simply for convenience. He stated that he cannot support the application  
39 as presented.

40  
41 **Mr. Huynh** said that the County would be willing to have engineers, designers and construction

**PLANNING COMMISSION MINUTES**

July 25, 2007

Page 13

1 crew members attend a future hearing in order to provide further information.

2

3 Commissioner Lesser said that the question is balancing the necessity for maintenance of the  
4 facility while preserving the beach area.

5

6 A motion was MADE and SECONDED (Powell/Lesser) to **REOPEN** and **CONTINUE**  
7 Proposed Construction of Larger Concrete Pads on the Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street  
8 to September 12, 2007.

9

10 AYES: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner

11 NOES: None

12 ABSENT: None

13 ABSTAIN: None

14

15 **07/0725.3 Consideration of Proposed Construction of 2 Sewer Mains at 2601 The Strand**  
16 **Between Strand and Bike Path and Adjacent Segment of 27<sup>th</sup> Street (Los Angeles**  
17 **County Sanitation Districts)**

18

19 Associate Planner Eric Haaland summarized the staff report. He stated that the proposal is for an  
20 upgrade to the existing sewer facilities that would include a 290 square foot equipment building  
21 at the west side of The Strand with a roof deck to include wrought iron railing. He stated that the  
22 purpose of the proposal is to create redundancy in the facility to avoid future sewage spills. He  
23 commented that underground improvements to the sanitation facility would also occur; however,  
24 the only permanently visible construction would be the proposed structure. He indicated that the  
25 proposed structure would match the existing facility, which is a similar building to the one  
26 proposed. He said that temporary bike, pedestrian, and vehicle traffic detours and parking  
27 disruptions would occur during construction. He pointed out that construction would be limited  
28 to off season months in late fall or early winter. He commented that some disruption would  
29 occur to traffic and parking in the area during construction; however, emergency vehicle access  
30 and access to the lifeguard facility and residences would be maintained. He said that it is  
31 recommended that the pavement between the proposed building and the bike path be minimized  
32 and that the existing planted area be maintained to the extent possible.

33

34 In response to a question from Commissioner Schlager, Associate Planner Haaland said that  
35 noticing for Coastal Permits is required for properties within 100 feet of the subject site.

36

37 In response to a question from Commissioner Lesser, Associate Planner Haaland said that the  
38 proposal would not be expansion but rather an upgrade of the existing facility to prevent facility  
39 failures.

40

41 In response to a question from Commissioner Seville-Jones, Director Thompson said that the

**PLANNING COMMISSION MINUTES**

September 12, 2007

Page 2

**PUBLIC HEARINGS CONTINUED**

**07/0725.2-1 Consideration of Proposed Construction of Larger Concrete Pads on the Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County Department of Public Works)**

Associate Planner Haaland summarized the staff report. He stated that the original Coastal Permit was for a storm drain facility to capture low flow water from the storm drain into the sewer system. He indicated, however, that during construction concrete pads were built larger than originally approved. He stated that the purpose of the pads was understood to be for the parking of maintenance vehicles to service the facility. He said that concern was raised by a neighbor and the Coastal Commission regarding the construction of the pads, which initiated the amendment process. He commented that the Commissioners expressed concerns when the item was previously discussed regarding the size of the pads and requested details as to why the increased amount of concrete surface was necessary. He said that in general it is not desirable to have more concrete surface on the beach, reducing the amount of sandy beach surface.

In response to a question from Commissioner Lesser, Associate Planner Haaland said that there are a number of sewer manholes and other utility facilities visible along the beach, but the subject low flow project is different in its function and design than the others.

**Rami Mattar**, representing the County Department of Public Works, stated that the purpose of the low flow diversion is to preserve the clarity of the water and beauty of the sand on the beach. He said that the health of the beach is maintained by diverting the low flow street runoff water to the sewer lines and capturing and removing trash before it reaches the ocean. He indicated that the bike path is very busy and popular, and they have had to explore solutions to perform their routine maintenance without obstructing the bicyclists. He said that the original approach was to establish a detour from the bike path onto the boardwalk. He commented, however, that many bicyclists ignore the detour and ride close to their maintenance vehicles. He said that the increase of traffic on the walkway with a mixture of speeding bicyclists, pedestrians and children made the situation unsafe. He commented that the frequency of maintenance visits and unexpected repairs also made establishing a detour difficult. He indicated that their maintenance crews have visited the site an average of once a month since April, and they will need to visit the site twice as often during the rainy season. He pointed out that the rain brings trash and debris from the streets into the sewer system, and the facility must be cleaned out more frequently when it rains.

In response to a question from Commissioner Lesser, **Mr. Mattar** indicated that the Vactor truck that visits the site is 20 feet long, and the support truck is 17 to 18 feet long. He said that they need the area on the north side for staging of the vehicles; however, 5 to 10 feet could possibly be removed. He commented that they visit the site to observe the amount of trash twice

## PLANNING COMMISSION MINUTES

September 12, 2007

Page 3

1 a week, which is done with smaller service vehicles. He indicated that from their short  
2 experience at the site, they have had to use the Vactor truck once a month since April, and it  
3 would be more frequent in the winter. He indicated that water runs straight to the ocean rather  
4 than to the sewer lines if the system is not cleared.

5  
6 In response to questions from the Commissioners, **Mr. Mattar** indicated that they are more  
7 comfortable working with more space; however, 10 feet could be removed from the end of the  
8 north concrete pad.

9  
10 In response to a question from Commissioner Lesser, **Mr. Mattar** indicated that other similar  
11 facilities are located on or near service roads or parking lots and do not interfere with beach  
12 pedestrian and bicycle traffic.

13  
14 In response to questions from Commissioner Seville-Jones, **Mr. Mattar** indicated that the  
15 servicing of the facility requires the truck to be at the site for four hours. He indicated that they  
16 plan to be servicing the site approximately once a month for four hours. He said that the  
17 servicing in the winter in addition to their regular maintenance depends on the number of rain  
18 storms. He said that these projects are new, and they were not aware of their exact needs when  
19 they designed the facility. He said that some similar facilities are built in parking lots or access  
20 roads and do not require concrete pads.

21  
22 Commissioner Powell commented that a letter from a resident indicates that the Vactor truck was  
23 not parked on the pad when they were at the site. He indicated that only one of the four trucks  
24 used the pad while the trucks were at the site, which shows that the pads are more for  
25 convenience than necessity.

26  
27 **Mr. Mattar** indicated that the concern is that the bicyclists do not have sufficient space to ride  
28 around the trucks. He said that the truck being parked in the bike path as shown in the picture  
29 provided by the resident could be a mistake from a new operator.

30  
31 In response to a question from Commissioner Powell, **Mr. Mattar** said that the north pad was  
32 approved to be 18 feet long. He said that they asked for the pads to be extended after they  
33 observed the high volume of bicycle traffic on a site visit during construction. He said that there  
34 is not space that can be removed from the south pad because the Vector truck and support truck  
35 may need to be parked on that side to perform maintenance.

36  
37 In response to a question from Chairman Bohner, **Mr. Mattar** indicated that many bicyclists are  
38 traveling fast to get a continuous workout and do not want to be stopped in order to be diverted  
39 around the trucks.

40  
41 In response to a question from Commissioner Lesser, **Mr. Mattar** said that their minimum space

## PLANNING COMMISSION MINUTES

September 12, 2007

Page 4

1 requirements for the south pad require it to remain as constructed, and they would be able to  
2 remove 10 feet from the end of the north pad.

3  
4 Chairman Bohner opened the public hearing.

5  
6 **Bill Caras** said that they support the storm drain diversion but not the size of the existing  
7 concrete pads. He said that the storm drain diversion needs to be done with the minimal visible  
8 improvements necessary in order to achieve the needs of the County. He indicated that he feels  
9 it is clear the construction of the pads at their existing length was not necessary. He said that the  
10 County representative said that they would feel comfortable with the more space that they have.  
11 He indicated that he has provided pictures of the trucks blocking one half of The Strand with no  
12 cones or flagmen. He said that the argument of the County that the pads are necessary to avoid  
13 blocking The Strand is not credible. He commented that diverting bicycle traffic on the same  
14 path with the pedestrian traffic is not necessarily the only option. He stated the bike traffic could  
15 be diverted onto Ocean Drive and back to the bike path, which has been done in the past. He  
16 said that the facility has never been operated without the pads. He pointed out that if any  
17 bicyclists have been upset at the County workers, it would have been with the pads as  
18 constructed. He said that given the amount of 16 yards of sediment has so far been pulled at the  
19 facility over four months, which means that smaller trucks rather than those that hold 15 or 10  
20 yards could be used if necessary. He commented that he is a cyclist and walks his bike when the  
21 signs are up at the pier. He said that pretty much everyone obeys the signs, and he does not  
22 believe anyone would be upset if signs were put up while the County employees are working.  
23 He indicated that the workers currently do not put up signs when the trucks are at the site. He  
24 stated that the trucks access the site from the El Porto area and exit by traveling in reverse down  
25 the bike path with no flagmen. He suggested that the workers park the truck as far to the right as  
26 possible and put a sign out while they are working. He said that the pad as originally proposed at  
27 18 feet is more than sufficient space to set up their safety equipment. He commented that the  
28 beach is the best asset of the City and must be kept as natural as possible.

29  
30 **Gerry O'Connor** said that he feels good justification must be made for concrete to be placed on  
31 the beach. He pointed out that the pads were extended without approval, and the hearing has  
32 been held over in order for the County to further demonstrate the necessity for them to remain.  
33 He said that the number increases each time the County representatives were asked regarding the  
34 number of times the facility will need to be serviced. He commented that no written information  
35 was provided by the County to the Commission before the hearing. He indicated that he feels  
36 **Mr. Caras** did an outstanding job of responding to information that was not presented before  
37 this hearing, and residents should not be put in the position of having to respond to new  
38 information they have not had a chance to review. He indicated that when the Commission is  
39 presented with information to make a ruling, it needs to be available to the public beforehand.  
40 He indicated that based on the justification from the County, he would hope that the Commission  
41 does not approve the application as presented.

**PLANNING COMMISSION MINUTES**

September 12, 2007

Page 5

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Chairman Bohner closed the public hearing.

Commissioner Powell said that he is troubled by the process and is not sure he is able to reach a finding of necessity. He commented that he is not certain that the amount of maintenance that would be required justifies allowing 80 feet of concrete on the beach, particularly when there are other alternatives. He said that he concludes that the pads are more for convenience and not necessity. He said that he is not opposed to having the County present more statistics. He indicated that he is not convinced that it is needed to have pristine beach covered with 85 feet of concrete that was approximately five times greater than was approved. He stated that a resident who did an extension without a permit would be treated no differently than the County. He said that the issue is not the water runoff project but the size of the pads to service the storm drain. He stated that he feels in this instance that the cost of compromising the beach outweighs the benefit of providing additional space for the maintenance trucks.

Commissioner Lesser stated that he is frustrated that a low level employee made the decision to extend the pads disregarding the Coastal Act and the importance to the City of protecting the beach. He stated that since the pads are existing, he is considering whether it is better to allow them to remain based on the minimum requirements that they need. He said that he would support allowing the pads to remain with 10 feet of the north pad being required to be removed, which is the minimum amount that the County representative indicated would be required. He said that he is inclined to allow the pads to remain but require that the supplemental 10 feet be removed as a matter of principle and because he feels the beach is a cherished public resource.

Commissioner Schlager commented that the item was previously continued because the Commissioners were in agreement that they needed more detail and that the proper process was not followed in constructing the pads. He indicated that he feels that the pads are needed, and the question is what is the minimum length that is necessary. He said that he does not feel there was a clear answer from the County regarding the exact minimum length for the pads that would be required. He stated that he is also concerned with hearing testimony of trucks backing up on The Strand and having doors open that extend onto the bike path. He said that he does recognize that there is not another such storm drain system on a beach with which the County has had experience and that it may be necessary to conduct maintenance more during the winter when there is more rain. He said that he would like to see a written proposal from the County with conditions as to the minimum length required and the reasons they would support the proposal. He said that he would like to see a logical estimate of the number of visits to the site which are separated according to during the rainy season and the summer season. He said that he would also like for the County to set up written conditions for their workers in order to provide for safety to mitigate concerns. He said that he would want to ensure that the trucks access the site through a specific area that minimizes any safety concerns and that they not back up on The Strand.

**PLANNING COMMISSION MINUTES**

September 12, 2007

Page 6

1  
2 Commissioner Seville-Jones said that a written proposal would have been helpful for residents  
3 and the Commissioners to have the information to study beforehand. She commented that she  
4 feels written submissions should be required before an item comes before the Commission. She  
5 indicated that there is a very high standard for allowing the paving over a portion of the beach,  
6 which is a great natural resource. She stated that she does not feel that the pads as constructed  
7 are a necessity, and she does not feel that more information would change her opinion unless it is  
8 drastically different. She commented that the benefit of the pads is to protect the users of the  
9 bike path and the workers, which is weighed against the cost of paving over a portion of the  
10 beach. She stated that there are limited times and limited hours when the facility would need to  
11 be accessed, and maintenance would occur during times when the beach is less busy. She  
12 indicated that the City has had experience with safely closing the bike path. She commented that  
13 she is concerned with the safety of allowing the trucks to use the pads with bikers traveling past.  
14 She stated that she is not convinced that the workers would constrain themselves to only using  
15 the pads. She commented that one of the pictures showed a door of one of the trucks which was  
16 open and intruding toward the bike path. She commented that the pads do not prevent the trucks  
17 from driving on the bike path to access the site. She said that she would support returning to the  
18 original design to include the use of cones, signs and flagmen to divert bicycle traffic. She  
19 commented that she is troubled that the pads are already in place, and the fact that the pads are  
20 already existing does not necessarily mean that they must remain.

21  
22 Chairman Bohner said that he agrees with the comments of the other Commissioners, and he is  
23 also troubled by the fact that the pads are already built at 80 feet. He indicated that he feels the  
24 presentation by the County does not clearly demonstrate the necessity of the pads. He said that  
25 there was not a proposal from the County in writing. He said that one option is to deny the  
26 request and require that the bicycle traffic be diverted. He commented that the fact that the pads  
27 have already been built should not mean that the Commissioners are forced to allow them to  
28 remain. He said that he would support requiring that the pads be removed and that the bike path  
29 be diverted. He commented that he feels the bicycle traffic could be controlled while the trucks  
30 are at the site. He said that he does not believe the trucks would be present during peak times for  
31 bicycle traffic. He stated that he feels diverting the bicycle traffic would be less intrusive on the  
32 community and would have less of an impact on the beach.

33  
34 Director Thompson pointed out that the County is entitled to have the concrete pads as originally  
35 approved, and that permit cannot be revoked. He said that the issue before the Commission is an  
36 amendment to the permit to allow a larger size for the pads. He said that the options are for the  
37 Commission to deny the amendment or approve it subject to certain conditions. He said that he  
38 would want to be sure that there would be enough support to consider possibly approving the  
39 pads before asking the County to go back and provide further information.

40  
41 Commissioner Powell requested that the City's Traffic Engineer consider the issue and provide

## PLANNING COMMISSION MINUTES

September 12, 2007

Page 7

1 his insight.

2

3 In response to a question from Commissioner Seville-Jones, Chairman Bohner said that his  
4 understanding is that the Commissioners have requested further information to include the  
5 minimum length for the pads and reasons it can be supported; the number of site visits that  
6 would be anticipated to be needed during the summer and winter; and specific conditions for  
7 workers regarding the area they would use and efforts to minimize safety concerns.

8

9 Commissioner Seville-Jones said she still has a question as to whether or not it is safer for the  
10 bike path to be closed next to the pads. She indicated that she does not feel additional  
11 information would sway her opinion that diverting the bike path is the best option.

12

13 Director Thompson pointed out that an access point must be provided in order to divert bike  
14 traffic from the bike path.

15

16 Commissioner Schlager said that the pads would still be present if the bike traffic were diverted,  
17 and there would be an added inconvenience to the bicyclists.

18

19 Commissioner Powell said that he would not be opposed to allowing the County one final  
20 opportunity to justify the larger area for the pads and having the City's Traffic Engineer provide  
21 his opinion. He said that if the Commissioners then still do not feel that there is sufficient  
22 justification, they can determine that they have addressed all of the considerations and believe  
23 the portion of the concrete pads other than what was originally approved should be removed.

24

25 Director Thompson said that staff's understanding is that the Commissioners have requested  
26 written information from the County regarding minimum required dimensions for their  
27 operations; regarding the policies for the use of the pads and use of the equipment; and regarding  
28 the number of times they would be using the pads during different times of the year.

29

30 Commissioner Lesser commented that he visited the site. He indicated that one of the workers  
31 stated that the extension of the pads was terribly important in order to have sufficient space to  
32 provide clearance for bicyclists to pass. He said, however, that he does not feel that firm data  
33 has been presented with the minimum dimensions for the pads that would be required. He would  
34 support seeing written information, and he would support requiring the pads to be reduced if the  
35 new information is not persuasive.

36

37 Commissioner Seville-Jones indicated that **Mr. Caras** has attended the hearings and presented  
38 his arguments very well, and she would request the hearing be continued to a date when he  
39 would be available to attend if he wishes.

40

41 A motion was MADE and SECONDED (Schlager/Powell) to **REOPEN** and **CONTINUE** the



**PLANNING COMMISSION MINUTES**

September 12, 2007

Page 8

1 public hearing for proposed construction of larger concrete pads on the beach/bike path between  
2 27<sup>th</sup> Street and 28<sup>th</sup> Street to October 24, 2007, with a written response from the County prior to  
3 the hearing and an independent traffic study being conducted by the City’s Traffic Engineer.

- 4  
5 AYES: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner  
6 NOES: None  
7 ABSENT: None  
8 ABSTAIN: None  
9

10 **07/0725.2-1 Consideration of City Council 2005-2007 Work Plan Item to Address**  
11 **Mansionization in Residential Zones 1) encourage the retention of existing**  
12 **smaller homes, and 2) allow for accessory use of adjacent common ownership**  
13 **parcels**  
14

15 Senior Planner Jester summarized the staff report. She stated that the proposals are to encourage  
16 the retention of existing smaller homes and allow accessory use of adjacent separate lots with the  
17 same ownership. She stated that any new construction for remodels would be required to meet  
18 current Code requirements but any existing nonconformities would be allowed to remain. She  
19 indicated that the concept is to encourage remodeling by allowing 100 percent of the home to be  
20 remodeled, plus allow additions. She said that staff is proposing to allow a maximum percentage  
21 of allowable buildable floor area (BFA) for a remodel and addition of 75 percent of BFA in Area  
22 Districts I and II and 66 percent of BFA in Area Districts III and IV. She stated that the  
23 Mansionization Committee felt having a lower maximum would be appropriate which reflects  
24 the current pattern of development. She indicated that the Code currently allows a maximum of  
25 2,000 square feet with the remodeling Ordinance with neighborhood notification. She indicated  
26 that staff is recommending to allow 3,000 square feet without neighbor notification. She stated  
27 that staff is recommending not having a cap for a remodel over 3,000 square feet with  
28 neighborhood notification but with a cap on BFA.  
29

30 Senior Planner Jester stated that currently the requirement is for an additional front setback (bulk  
31 volume- 2<sup>nd</sup> story) of 8 percent of the lot area, and the recommendation of the Mansionization  
32 Committee is that the requirement be reduced to 6 percent. She indicated that it is difficult on  
33 some remodels to provide the percentage in the front. She stated that staff is suggesting that on  
34 remodels that at least 3 percent be provided in front and that the percentage that is not placed in  
35 the front be provided on the sides and that percentage be doubled. She said that staff is  
36 suggesting that the 8 percent requirement be retained on corner lots. She commented that the  
37 street side of the lot is typically two to three times the distance of the front, which provides  
38 opportunity to break up bulk and mass. She commented that a suggestion was made at the  
39 previous hearing that a split be provided of 60 percent of the setback in the front and 40 percent  
40 on the side. She indicated that staff would suggest providing flexibility of allowing 35 or 45  
41 percent or more on the street side and 55 to 65 percent in the front. She stated that staff would

**CITY OF MANHATTAN BEACH**  
**[DRAFT]MINUTES OF THE REGULAR MEETING OF THE PLANNING**  
**COMMISSION**  
**OCTOBER 24, 2007**

1 A regular meeting of the Planning Commission of the City of Manhattan Beach was held on  
2 Wednesday, October 24, 2007, at 6:35p.m. in the City Council Chambers, City Hall, 1400  
3 Highland Avenue.

4  
5 **ROLL CALL**

6  
7 Chairman Bohner called the meeting to order.

8 Members Present: Lesser, Powell, Seville-Jones, Chairman Bohner

9 Members Absent: Schlager

10 Staff: Richard Thompson, Director of Community Development

11 Eric Haaland, Associate Planner

12 Esteban Danna, Assistant Planner

13 Sarah Boesch, Recording Secretary

14  
15 **APPROVAL OF MINUTES**                    **October 10, 2007**

16 Commissioner Powell requested that Bob Bickel's name be corrected from "Bickle" to "Bickel"  
17 on page 13, line 23, and page 19, line 38 of the October 10 minutes.

18  
19 A motion was MADE and SECONDED (Lesser/Powell) to **APPROVE** the minutes of October  
20 10, 2007, as amended.

21  
22 AYES: Lesser, Powell, Seville-Jones

23 NOES: None

24 ABSENT: Schlager

25 ABSTAIN: Chairman Bohner

26  
27 **AUDIENCE PARTICIPATION**    None

28  
29 **PUBLIC HEARINGS (CONTINUED)**

30  
31 **07/0725.2-1-1 Consideration of Proposed Construction of Larger Concrete Pads on the**  
32 **Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County**  
33 **Department of Public Works)**

34  
35 Associate Planner Haaland summarized the staff report. He stated that the proposal is for an  
36 amendment to allow the existing enlarged pads abutting the bike path to remain. He indicated  
37 that a written report analyzing the storm drain project's maintenance has been prepared by the  
38 County with a proposal for the northerly pad to be reduced from a length of 85 feet to 76 feet and  
39 the southerly pad to be reduced from 80 feet to a length of 76 feet. He stated that they were  
40 originally approved at 18 feet for the northerly pad and 48 feet for the southerly pad. He  
41 commented that it is felt that preserving the beach is very important for coastal recreational and

**D R A F T**

1 aesthetic purposes. He indicated that the applicant has stated that the concrete pads do serve a  
2 substantial public benefit in helping the workers to clean the water quality improvement system  
3 with minimal bike path disruption. He said that the applicant has indicated in their report that 27  
4 maintenance visits of four hours each are expected each year; over 200 bicycle trips can occur at  
5 peak hours on the bike path on summer weekdays; they feel any obstructions to the bike path is a  
6 hazard to public safety; and the pads must have space to accommodate a 23 foot long vacuum  
7 truck and 17-foot long support truck with some additional clearance spacing to allow their  
8 workers to remove collected material.

9  
10 In response to a comment from Commissioner Seville-Jones, Associate Planner Haaland pointed  
11 out that the Commissioners were provided with a response to the applicant's report prepared by  
12 the City's Traffic Engineer and a letter from the Los Angeles County Bicycle Coalition which  
13 were received after the staff report was prepared. He said that the they both expressed concerns  
14 to obstructing of the bike path.

15  
16 In response to a question from Commissioner Lesser, Associate Planner Haaland indicated that  
17 the role of the City in approving the project is to approve the Coastal Development Permit which  
18 is derived from the State Coastal Commission's authority. He said that the permit is required for  
19 the project and can be appealed to the Coastal Commission once the City takes final action. He  
20 said that the City is required to review the project to determine if it is in conformance with the  
21 City's Local Coastal Program including a determination if it is compatible with the recreational  
22 aspects of the beach.

23  
24 Director Thompson pointed out that the original approval for the project stands, and the portion  
25 of the pads that were extended is under consideration with this request.

26  
27 **John Burton**, representing the Los Angeles County Department of Public Works, indicated that  
28 the County staff involved in the construction felt it was necessary to construct the larger pads,  
29 and they mistakenly decided to seek approval after construction. He said that they want to work  
30 with the Commission to reach an agreement regarding the enlarged pads. He indicated that the  
31 low flow diversions were constructed to divert dry weather flows from the storm drain into the  
32 sewer line to improve water quality along the beach. He stated that the project was built and is  
33 maintained by using flood control district benefit assessment funds, which is paid for by the  
34 City's tax payers. He commented that maintenance with heavy equipment is required for proper  
35 facility operations, and the goal is to protect the public and avoid lawsuits. He stated that they  
36 want to have a working area that is safe for their staff to avoid accidents. He indicated that the  
37 goal is to be able to do the necessary maintenance on the facility such that people can enjoy  
38 recreational activities on The Strand without having to use a detour. He pointed out that the Los  
39 Angeles County Bike Coalition has indicated that they strongly believe that the Manhattan  
40 Beach Strand bike lane should not be obstructed, especially when there are ways to ameliorate  
41 the matter. He commented that they acknowledge that it would be possible to block off The

1 Strand and provide a detour for bicyclists, but they feel it is not the best option. He said that  
2 their preference is to reduce the length of the pads to a length of 76 feet. He stated that it would  
3 be a benefit to the public who use The Strand and add protection to the public, and a detour  
4 would increase the possibility for injury.

5  
6 In response to a question from Commissioner Lesser, **Mr. Burton** stated that they are proposing  
7 to reduce the pad lengths by 4 feet for the pad adjacent to 27<sup>th</sup> Street and 9 feet for the pad  
8 adjacent to 28<sup>th</sup> Street, resulting in each pad being approximately 13 feet by 76 feet.

9  
10 In response to a question from Commissioner Bohner, **Mr. Burton** said that the size for the  
11 typical Vactor truck they need to access the site is 23 feet long. He said that there is another  
12 Vactor truck which is also used for maintenance that is 33 feet long. He indicated that the  
13 support truck is 17 feet long. He indicated that the workers need space to work around the  
14 opening to the facility. He said that with the input of their field staff, the proposal is what was  
15 determined to be a reasonable safe work clearance based on their experience working with heavy  
16 equipment. He stated that the concern with safety would increase if the work area is reduced  
17 further.

18  
19 Commissioner Powell commented that in the first report stated that the drains needed to be  
20 cleaned four to six days per year, and page 4 of the current report states that maintenance would  
21 be required 27 times per year.

22  
23 **Mr. Burton** said that his understanding is that their field staff spent more time to provide more  
24 data for the current report. He said that the current estimate of 27 times per year is based on the  
25 best judgment of the County's field staff.

26  
27 Commissioner Powell commented that the Vactor truck which previously was used to service the  
28 facility has a length of 243 inches, and the truck which is indicated in the report that would be  
29 used has a length of 296 inches. He commented that the current report also shows a flat bed  
30 truck which is apparently used to carry tools and equipment to the site. He said that according to  
31 the current report, a much larger length is necessary to accommodate the larger truck than  
32 previously indicated.

33  
34 **Mr. Burton** indicated that the same Vactor truck is not always used to service the site, and  
35 sometimes they must use the trucks that are available at the time if the other trucks are in use.  
36 He indicated that it is better planning to allow for use of the larger vehicle for maintenance if it is  
37 necessary. He said that in a busy storm season with all of the trucks in use, it is difficult to  
38 require use of a specific size truck for a specific site.

39  
40 Commissioner Powell commented that the measurements of the pads as indicated by the County  
41 has also changed since the first and second hearings regarding the proposal.

1  
2 **Mr. Burton** indicated that they probably were not as thorough in verifying the measurement of  
3 the pads for their initial report.

4  
5 Commissioner Powell commented that bicycle traffic counts were taken from Hermosa Beach  
6 during the middle of August in order to provide the data for the report, and he asked the reason  
7 that a count was not instead taken at the area of the subject site.

8  
9 **Mr. Burton** stated that the traffic count was available data that was taken in the past. He said  
10 that the intent was to conduct a field test to show the operation of the vehicles on the site and  
11 demonstrate visual impacts to people using The Strand. He pointed out that the input from their  
12 field staff is that it is very important to minimize any obstructions to the bike path.

13  
14 Commissioner Seville-Jones commented that her understanding from the current report is that  
15 the site would require maintenance once monthly between April through October and twice  
16 monthly between October and April, which would be 17 maintenance visits. She asked the  
17 reason for estimating up to 27 visits per year if their indication is only that 17 would be required.

18  
19 **Mr. Burton** pointed out that additional visits may be necessary for storms which occur that  
20 could result in the number of maintenance visits being larger than 17.

21  
22 Commissioner Seville-Jones commented that there appears to be a safety concern currently with  
23 County workers opening the door and walking around the side of the truck which intrudes into  
24 the bike path.

25  
26 **Mr. Burton** said that they feel the safety of the public with having a permanent detour during  
27 maintenance visits should be considered.

28  
29 Commissioner Seville-Jones asked whether better protection would be provided by blocking the  
30 bike path so that bikers are not passing while workers are entering and exiting on the east side of  
31 the trucks.

32  
33 **Mr. Burton** said that they do not feel it is in the best interest of safety for them to be required to  
34 block off the bike way. He said that they feel by using the pads they are able to optimize the  
35 conditions for their workers access to the site. He said that using the bike path would be more  
36 expensive because it would require more time to set up the detour and extra staff to monitor the  
37 site while the workers are present.

38  
39 Commissioner Lesser commented that the Commissioners are looking for specific details after  
40 three hearings regarding the issue. He asked for more specific information regarding the exact  
41 length of the pads; the minimum length required for the pads and the grounds by which that

1 determination is made; the specific size of the various maintenance trucks; and the number of  
2 maintenance visits that would be required per year.

3  
4 **Dale Sakamoto**, representing the Los Angeles County Department of Public Works, said that he  
5 would hope the City would send the message to their workers and to the residents of the  
6 community that public safety is important.

7  
8 In response to a question from Chairman Bohner, **Mr. Sakamoto** said that the reason for the  
9 differing information in the previous reports is that this is the only facility they have that is  
10 located on the beach and they are still developing procedures. He stated that the number of visits  
11 to the site would vary depending on the number of storms. He indicated that they are attempting  
12 to provide a general idea of the possible scenarios.

13  
14 **Rami Matar**, representing the Los Angeles County Department of Public Works, said that they  
15 did a test with both the Vactor truck and the support truck. He said that they attempted to access  
16 the bike path from the north access and the south access and parked the truck to the edge of the  
17 concrete pad. He indicated that their determination of 76 feet being necessary for the pads was  
18 based on their tests. He stated that their objection to the detour is based not only on any added  
19 expense but because it creates a safety hazard with the possibility of bicyclists not complying  
20 with the detour and because the detour would require bicyclists to ride next to pedestrians on the  
21 walkway or next to cars on the street.

22  
23 In response to a question from Chairman Bohner, **Mr. Matar** stated that there were several times  
24 during their tests where bicyclists did not comply with the cones and signs that were in place.  
25 He commented that there were pictures taken of a bicyclist who disobeyed the warning cones  
26 and signs. He stated that the detour added stress to the workers with people asking them  
27 questions about the work and the detour and with monitoring compliance with the detour.

28  
29 Commissioner Seville-Jones commented that it would seem that the County workers are still  
30 relying on compliance of the bicyclists with the detour even if they are within the concrete pad.

31  
32 **Mr. Matar** commented that the trucks would be completely out of the bike path if they use the  
33 concrete pads.

34  
35 In response to a comment from Commissioner Seville-Jones, **Mr. Matar** indicated that their  
36 standard procedure would require that the truck doors be closed. He said that with the use of the  
37 pads, the cones would be placed outside of the edge of the bike path.

38  
39 Commissioner Powell asked whether a viable alternative would be to require bicyclists to walk  
40 their bikes around the area of the site while maintenance vehicles and workers were present as is  
41 done for the area around the pier during peak times.

1  
2 **Mr. Burton** said that requiring people to walk their bikes around is an alternative, but they do  
3 not believe it is a preferable option. He said that they feel the best alternative is for the bike path  
4 to be obstructed as little as possible, which can be achieved with the reduced pads.

5  
6 Commissioner Powell said that the Commissioners are considering the minimum area for the  
7 pads that is absolutely necessary given that they would be on the beach permanently and the  
8 service vehicles would only be on the site a limited amount of time each year. He commented  
9 that his impression is that more area could be taken off of the pads than is being proposed.

10  
11 **Mr. Matar** indicated that the minimum dimensions required for the pads would be 76 feet. He  
12 said that the Vactor truck shown in their diagram is not the larger truck that was used in their last  
13 test.

14  
15 Chairman Bohner requested that the amount of space for the specific trucks and workers be  
16 broken down individually.

17  
18 **Mr. Matar** stated that 17 feet is needed for the support truck; 10 to 15 feet is needed for  
19 clearance for workers to the manhole between the two trucks; and 33 feet is needed for the larger  
20 maintenance vehicle on the other side of the manhole.

21  
22 Chairman Bohner pointed out that the minimum area of the pads should be 65 feet given the  
23 amount of area needed as specified.

24  
25 **Mr. Matar** said that the last test demonstrated that it would not be possible to reduce the pads  
26 under the amount requested of 76 feet without obstructing the bicycle path.

27  
28 Chairman Bohner commented that while he understands that some extra space may be needed to  
29 allow for a turning radius for the trucks, he is unclear regarding the need for 11 extra feet beyond  
30 what is necessary to accommodate the trucks and working area. He stated that he is concerned  
31 regarding safety and would like to accommodate the County. He indicated, however, that it still  
32 appears unclear as to the reasoning behind the determination for the minimum amount that  
33 would be necessary for the pads and he is not comfortable in reaching a conclusion.

34  
35 Commissioner Powell asked the reason that a 17 foot truck would be necessary to maintain the  
36 site and asked whether it would be possible to require smaller vehicles to access the site.

37  
38 **Mr. Matar** commented that the support truck is used for hauling the hoses. He stated that  
39 contractors respond to the County as soon as possible when they are requested, and they use the  
40 trucks that are available at the time.

1 In response to a question from Commissioner Seville-Jones, **Mr. Matar** commented that  
2 establishing a detour on the bike path rather than using the concrete pads for the truck would  
3 require additional time in coordinating with the City to arrange the detour and would make it  
4 more difficult to maintain the facility as efficiently and timely as possible.

5  
6 Chairman Bohner opened the public hearing.

7  
8 **Bill Caras**, a resident of the 2700 block of The Strand, indicated that he feels the statements of  
9 the Commissioners are on point, and it is clear they have put a great deal of thought and effort  
10 into the issue. He said that he has been disappointed with the presentation of the County on all  
11 three occasions, and the requirements for the facility have changed with the different  
12 presentations. He pointed out that the requirements of the Local Coastal Program which  
13 regulates such facilities require the minimum visual impact necessary to achieve the goals of  
14 maintaining the facility. He stated that it is clear that there are alternatives to using the pads,  
15 which is contrary to the assertion of the County that they are necessary. He said that the door of  
16 the truck being opened and extending into the bicycle lane as demonstrated in one of the pictures  
17 submitted by the County in their report is a safety issue. He indicated that the best option is to  
18 place signs requiring people to walk their bikes around the site when maintenance vehicles and  
19 workers are present as has been done at the pier. He indicated that given the best option for  
20 safety is for bikes to be walked in the area of the site regardless of whether vehicles are parked  
21 on the pads or within the bike lane. He pointed out that once the pads are permitted, there will  
22 be vested rights applied for them to remain into the future.

23  
24 **Ross Nathan**, a resident of the 2800 block of The Strand, said that he feels the visual impact of  
25 the pads to the adjacent residents and visitors is significant. He said that he is concerned that  
26 allowing the existing pads to remain would allow for similar projects to be built and impact the  
27 beach in the future. He said that he has expressed his concern to the City and the police  
28 regarding bicycle riders on The Strand walkway on many occasions. He said that accidents  
29 occur with people walking their bikes from the 27<sup>th</sup> Street pathway and meeting oncoming  
30 traffic. He indicated that trucks typically use the west or east side of The Strand and block one  
31 of the pathways, which is not a safety issue because the bicycles are able to see them and move  
32 over. He said that bicycles are also able to see and avoid sand when it is blown across the bike  
33 path by wind. He commented that he does not believe there is an issue of safety with placing  
34 cones on the path and requiring bicyclists to walk their bikes. He said that he feels the best  
35 option is to block the path and require bicyclists to walk their bikes around the site, and he does  
36 not feel there would be an issue of placing cones around the site while maintenance vehicles are  
37 present.

38  
39 **Bill Young**, a resident of the 2800 block of The Strand, said that he has seen children running  
40 back and forth across The Strand in front of bicycles. He said that trucks parked on the pads  
41 block access so that the bicyclists cannot see children who run out behind or in front of the



1 trucks. He commented that there are many pedestrians running back and forth across The  
2 Strand for approximately seven months out of the year. He said that in addition to being a  
3 recreational bike path, many bicyclists use The Strand as a raceway. He said that although the  
4 pads were submitted as a manner of providing safety, it actually creates a significant safety  
5 concern. He stated that any bicycle traffic should be stopped if trucks are parked on The Strand  
6 or on the pads. He commented that he believes people would obey signs if they are required to  
7 walk their bikes, and it is the only safe way to allow the maintenance trucks to park to service the  
8 facility.

9  
10 **Steve Kahn**, a resident of the 2800 block of Laurel Avenue, said that he supports the comments  
11 of the previous residents who have spoken. He said that having a large truck parked along The  
12 Strand does create a safety concern with bikers traveling at full speed having their view blocked  
13 of children crossing the pathway. He said that stopping the bicycle traffic is the best method of  
14 providing safety.

15  
16 Chairman Bohner closed the public hearing.

17  
18 Commissioner Seville-Jones said that she realizes the County has come to the hearings in good  
19 faith. She stated that the Commission is attempting to balance the impact of paving over the  
20 beach with the benefit and safety of the workers and the public. She indicated that there needs to  
21 be a very strong justification for paving over the beach, and necessity is an appropriate standard  
22 to consider as stated in the Local Coastal Program. She stated that the visual impacts are also  
23 very important to consider. She commented that the issue is not whether only a very small  
24 portion is covered by the subject concrete pads but rather the preservation of the beach for the  
25 future and regarding the standard applied for paving over the beach. She indicated that she  
26 objects to the statement that not allowing 76 foot long pads would hurt safety because she feels  
27 there are other alternatives that are viable. She said that the alternative of blocking the subject  
28 portion of The Strand while workers are present and having bikers walk their bikes or possibly  
29 using Ocean Avenue as a detour can be tested to determine the best alternative. She indicated  
30 that she feels there is a real question regarding the number of hours during which the bike path  
31 would need to be closed. She said that the amount of time that the path would need to be closed  
32 would not be very significant and would occur during non peak hours for use of the bike path.  
33 She said that she is not in favor of granting the extended length for the pads and would support  
34 reducing them to the size as originally approved and that the County work with the City to find  
35 less obtrusive alternatives which would ultimately be safer. She indicated that an active bikeway  
36 located adjacent to workers who are entering and exiting trucks is not a good solution. She  
37 stated that the best safety would be to stop the bike traffic which has worked at the end of the  
38 pier.

39  
40 Commissioner Lesser said that he is frustrated by the proposal as one who supports the  
41 underlying project for the dry flow diversion which is terribly important to the ocean. He

1 indicated that he regrets that more detailed questions were not asked when the proposal was first  
2 considered because there were concerns regarding maintenance and the length of the trucks. He  
3 commented that the Commissioners are not experts on truck lengths or maneuverability. He  
4 pointed out that the pads are already in place. He also commented that he rides along the bike  
5 path with his children, and safety is the paramount objective with the minimal visible  
6 improvements necessary. He stated that he wants to support the pads, as he is concerned about  
7 the ability to enforce a requirement that bikers walk their bikes around the site when the cones  
8 and signs are in place. He indicated that he would support the size of the pads being reduced, as  
9 the County did proceed inappropriately in constructing them without approval. He stated that he  
10 is not convinced after three hearings regarding the issue that the County has made the case that  
11 the proposed size of the pads is the minimal size that is necessary to allow for service of the  
12 facility. He said that he is not in favor of denying the application unless a case can be made that  
13 the City Council determine what is the minimal length. He said that he supports maintaining the  
14 minimal amount of concrete that is necessary for the existing pads.

15  
16 Commissioner Powell commented that the low flow diversion project is absolutely necessary,  
17 and no one wants to see ocean water quality compromised. He said that it is also necessary that  
18 the project is adequately maintained. He stated that he has concerns for the safety of the County  
19 workers as well as the public. He said that he still is not certain of what the appropriate length of  
20 the pads would be if they were reduced, but he is certain that it is less than has been indicated by  
21 the County. He stated that there were a number of good points raised by members of the public  
22 regarding the safety concern of having the maintenance vehicles parked on the pads. He  
23 commented that he has not seen anyone disobey the signs requiring people to walk their bicycles  
24 at the pier on holidays. He indicated that his conclusion is that it is not worth having the pads for  
25 the very limited amount of time the trucks would be at the site. He stated that he cannot support  
26 the pads as proposed. He said that the portion of the pads that exceeds the original approval  
27 needs to be removed and that the vehicles can be in the bicycle lane with cones placed around  
28 the subject area. He commented that he does not feel placing cones within the bike path would  
29 require advanced scheduling with the City for the maintenance visits. He said that a sign  
30 indicating that people must walk their bikes should also be placed at the area.

31  
32 Chairman Bohner said that the Commissioners previously asked regarding the minimal amount  
33 of space for the pads that would be necessary to accommodate maintenance of the drains, and no  
34 figure has been presented with any credibility. He said that he does agree that public safety and  
35 safety of the workers is paramount, and the necessity of intruding onto the beach is also an  
36 important consideration. He commented that he is not convinced that the pads are really  
37 necessary. He said that simply allowing the pads because they are already constructed could  
38 send a message to others that they could build a project that does not comply with City  
39 requirements and after the fact say that it should not be torn down. He commented that bicycle  
40 traffic could be diverted around the area of the workers by shutting off the west side of the  
41 bicycle path and requiring people to walk their bikes. He said that he is not convinced that

1 people would disobey the signs if a portion of the bike path were closed, and he feels it is the  
2 option that is the least obtrusive that satisfies safety concerns. He commented that he is  
3 disappointed with the manner in which the County has presented their case, which has made it  
4 very difficult for the Commissioners to understand the necessity of cordoning off such a large  
5 portion of the beach with the pads. He also pointed out that the time required for servicing the  
6 site would only be an hour or two, and he feels shutting down the bike path is the best approach.  
7 He said that he would not support allowing the additional area for the pads.

8  
9 In response to a question from Commissioner Lesser, Associate Planner Haaland commented  
10 that the comments of the City's Traffic Engineer only related to the report provided by the  
11 County and did not address the safety considerations of closing the bike path and requiring  
12 people to walk their bicycles.

13  
14 Commissioner Lesser said that he understands that he is in the minority in believing that the pads  
15 could serve a purpose if the minimum length that were required could be more firmly  
16 established. He said that he is in no position to support the proposal before the Commission for  
17 the extension of the pads because he does not believe a specific finding can be made. He  
18 commented that he remains concerned regarding the viability of using signs and cones at the site  
19 because he has seen such signs violated on a regular basis at the pier. He indicated that he is  
20 concerned with safety particularly with removing a pad that adds extra width at a site that  
21 includes an open shaft, and he does not believe the Traffic Engineer has had an opportunity to  
22 provide his opinion regarding safety in such a situation.

23  
24 Director Thompson pointed out that the assumption when the project was originally approved  
25 was that it would be a safe situation, and he would not agree that an unsafe situation would result  
26 if the proposal is not approved. He said that the Commission should deny the project if there is  
27 not support, and the assumption should be that the City would assist the County in ensuring the  
28 safety of the bicyclists.

29  
30 Commissioner Lesser commented that he would hope the staff report that is forwarded to the  
31 City Council regarding the issue conveys the frustration of the Commissioners with not receiving  
32 evidence that was sought through three separate proceedings to meet the necessary findings and  
33 that the Commissioners were genuinely concerned about which approach would provide the  
34 greatest amount of safety.

35  
36 A motion was MADE and SECONDED (Powell/Seville-Jones) to **DENY** Proposed Construction  
37 of Larger Concrete Pads on the Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street and that the  
38 pads be returned to the previously approved length and that the minutes of all three meetings  
39 regarding be presented with the staff report to the City Council.

40  
41 AYES: Lesser, Powell, Seville-Jones, Chairman Bohner

1 NOES: None  
2 ABSENT: Schlager  
3 ABSTAIN: None  
4

5 Director Thompson explained the 15-day appeal period and stated that the item will be placed on  
6 the City Council's Consent Calendar for their meeting of November 20, 2007.  
7

8 **07/0926.1-2 Consideration of a Use Permit and Coastal Development Permit for**  
9 **Proposed Construction of a New Mixed-Use Building, to Include Three**  
10 **Residential Apartment Units and One Professional Office Suite, at 229 12<sup>th</sup>**  
11 **Street**  
12

13 Director Thompson stated that the item is continued from the meeting of September 26, 2007,  
14 during which the Commission raised a number of issues regarding the proposal. He stated that  
15 staff has not received any revised plans or additional information since the last hearing and is  
16 recommending the item be tabled. He said that the item would be renoticed when it is  
17 rescheduled once further information is received from the applicant.  
18

19 A motion was MADE and SECONDED (Seville-Jones/Lesser) to **TABLE** consideration of a  
20 Use Permit and Coastal Development Permit for Proposed Construction of a New Mixed-Use  
21 Building, to Include Three Residential Apartment Units and One Professional Office Suite, at  
22 229 12<sup>th</sup> Street  
23

24 AYES: Lesser, Powell, Seville-Jones, Chairman Bohner  
25 NOES: None  
26 ABSENT: Schlager  
27 ABSTAIN: None  
28

29 At 8:30, a 10 minute recess was taken.  
30

31 **PUBLIC HEARINGS (NEW)**  
32

33 **07/0926.1-2 Consideration of Variances, Coastal Development Permits, a Use Permit, and**  
34 **Vesting Tentative Tract Map 668805 for a Proposed Two-Lot Five Unit**  
35 **Condominium Project at 4320 Highland Avenue and 4321 Crest Drive**  
36

37 Commissioner Powell indicated that he served on the Cultural Arts Commission with the wife of  
38 the project applicant and is also acquainted with the project architect. He said that he feels he  
39 can be impartial in considering the issue.  
40

41 Associate Planner Haaland summarized the staff report. He indicated that the proposal is to

**CITY OF MANHATTAN BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Richard Thompson, Director of Community Development

**BY:** Eric Haaland AICP, Associate Planner

**DATE:** July 25, 2007

**SUBJECT:** Coastal Development Permit Amendment to Allow Larger Concrete Pads for Maintenance Vehicle Parking above an Underground Storm Drain Low-Flow Diversion Project on the Public Beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County Public Works)

**RECOMMENDATION**

Staff recommends that the Planning Commission **CONDUCT THE PUBLIC HEARING, DISCUSS** the proposal, and **APPROVE** the request.

**APPLICANT**

Los Angeles County Department of Public Works  
900 S. Fremont Ave. 11<sup>th</sup> Floor  
Alhambra, CA 91803

L O C A T I O N

Location L.A. County Beach west of bike path between 27<sup>th</sup> St. & 28<sup>th</sup> St. (See Site Location Map).

Area District III

L A N D U S E

<u>General Plan</u>	Open Space	
<u>Zoning</u>	OS, Open Space	
<u>Land Use</u>	<u>Existing</u> Public Beach	<u>Proposed</u> Public Storm Drain Facility under Beach
<u>Neighboring Zoning/Land Uses</u>	North OS/Beach	
	South OS/Beach	
	East RH/Residential	
	West OS/Public Beach & Ocean	

## PROJECT DETAILS

	<u>Proposed</u>	<u>Requirement (Staff Rec)</u>
Site Size:	15,000 sq. ft.	N/A
Building Floor Area:	None	N/A.
Pavement Area:	2,080 sq. ft.	N/A
Parking:	3 truck spaces	N/A
Vehicle Access	Bikepath via Marine/36 <sup>th</sup> St.	N/A

## BACKGROUND

On October 26, 2005, the Planning Commission approved a coastal permit for a storm drain project primarily under the beach surface between 27<sup>th</sup> and 28<sup>th</sup> Streets. The site is the portion of sandy beach just west of the bike path running the length of the block between 27<sup>th</sup> and 28<sup>th</sup> Streets. The purpose of the project is to divert small quantities of water runoff that occur in relatively dry periods away from the ocean, and into the county sewer system for treatment. The City of Manhattan Beach is a partner in the project supporting the County's goal of improved ocean water quality.

During construction of the project, the size of two concrete pads on the beach surface was substantially enlarged beyond the size approved in the project plans. A concern for the extended pads was originally communicated to the State Coastal Commission, which contacted the city to address the project revision. A substantial change to the plans requires Planning Commission approval of a Coastal Development Permit amendment, which is appealable to the City Council and the State Coastal Commission.

## DISCUSSION

The applicant/county has installed approximately 250 linear feet of concrete pipe underground alongside the county beach bike path, with related manholes, vaults, and an above ground metal control panel cabinet. A connection was made from an existing underground storm drain pipe, extending from 28<sup>th</sup> Street toward the ocean, to existing underground county sewer facilities just south of 27<sup>th</sup> Street. During construction the county determined that it would be appropriate to enlarge the two concrete pads surrounding the facility's vault and manhole covers to provide parking surfaces for vehicles that would be maintaining the facility. The extended pad lengths are 80 feet instead of 18 feet at the north pad, and 80 feet instead of 48 feet at the south pad. The pads are built at the original approved 13-foot width.

The county's attached narrative explains that a large sewer cleanout truck will need to park at the low-flow diversion facility roughly 4 to 9 days a year. The extended pad length will allow trucks to park and complete maintenance activities without obstructing the abutting bike path. Bike path obstruction was a concern of the Planning Commission regarding the initial construction of the project.

The primary concern with the enlarged concrete pads is understood to be aesthetics. It is generally not desirable to interrupt the sandy beach with pavement or structures unless there is a strong public

need for such items. This particular section of the beach historically has a stronger presence of public utilities than other beach segments at least partly due to its proximity to a public park (Bruce's Beach) and lifeguard facility. Photos of the existing finished facilities are attached to this report. The attached letter from a neighboring Strand resident (with petition signatures) objects to the enlarged concrete pads as aesthetically detrimental to a valuable public resource, while not providing a substantial public benefit.

#### Required Findings:

Section A.96.150 of the Local Coastal Program establishes that certain findings be made by the Planning Commission in granting coastal development permit approval. If the Planning Commission accepts that the purpose of the enlarged concrete pads is appropriate, Staff believes that those findings can be made for the amendment proposal as follows:

- A. The project conforms with the certified Manhattan Beach Local Coastal Program in that it is a public works project benefiting ocean water quality that includes minimal visible improvements necessary to achieve that goal.
- B. The project is in conformity with the public access and recreation policies of the California Coastal Act since improved ocean water quality will enhance coastal recreation opportunities, permanent coastal access will not be affected, and the proposed paved services are appropriate for maintaining the facility and adjacent bike path access.

#### **ENVIRONMENTAL REVIEW**

The Project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, based on staff's determination that the project is a minor alteration of an existing storm drain facility, and will not have a significant impact on the environment.

#### **CONCLUSION**

Staff supports the request finding that the proposal provides for improved coastal water quality while maintaining adequate beach bike path access, and conforms to the City's Local Coastal Program

A draft Resolution of approval is attached, which would act as the actual Coastal Development Permit, if the project is approved by the Commission with no further appeal. Several standard conditions typically included in a separate coastal permit document have been placed in the resolution as well as some special conditions.

#### Attachments:

- Photos
- Draft Resolution No. PC 07-

Applicant material  
Neighbor Letter

- c: LA County Public Works Dept., Applicant  
LA County Dept. of Beaches & Harbors  
Jim Arndt, Public Works Director  
Dana Greenwood, City Engineer



North Concrete Pad



South Concrete Pad





**RESOLUTION NO PC 07-**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A COASTAL DEVELOPMENT PERMIT AMENDMENT TO ALLOW ENLARGED CONCRETE SURFACE PADS FOR A STORM DRAIN LOW FLOW DIVERSION PROJECT UNDER THE PUBLIC BEACH BETWEEN 27<sup>TH</sup> STREET AND 28<sup>TH</sup> STREET (Los Angeles County Public Works)**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing pursuant to applicable law on July 25, 2007, to consider an application for a coastal development permit amendment for a storm drain low flow diversion project under the public beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street in the City of Manhattan Beach. The original Coastal Development Permit was approved on October 26, 2005.
- B. The public hearing was advertised pursuant to applicable law, testimony was invited and received.
- C. The applicant for the Coastal Development Permit is the Los Angeles County Public Works Department, The property/beach is owned by Los Angeles County.
- D. The applicant proposes to extend the length of two approved concrete pads on the beach surface to be 80 feet long to serve a 250 linear feet of concrete pipe underground alongside the county beach bikepath.
- E. The property is located within Area District III and is zoned OS Open Space. The surrounding land uses consist of single and multiple family residences, a lifeguard headquarters facility, a public park, and public beach.
- F. The General Plan designation for the property is Open Space, and the Local Coastal Program/Land Use Plan designation is also Open Space.
- G. The Project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301 based on staff's determination that the project is a minor alteration of an existing storm drain facility, and will not have a significant impact on the environment.
- H. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- I. The project is in accordance with the objectives and policies of the Manhattan Beach Coastal Program, as follows:
  1. The proposal is consistent with the surrounding coastal zone area and complies with the applicable standards of the Manhattan Beach Coastal Zone Zoning Code.
  2. The project conforms with the certified Manhattan Beach Local Coastal Program in that it is a public works project benefiting ocean water quality that includes minimal visible improvements necessary to achieve that goal.
  3. The project is in conformity with the public access and recreation policies of the California Coastal Act since improved ocean water quality will enhance coastal

recreation opportunities, permanent coastal access will not be affected, and the proposed paved services are appropriate for maintaining the facility and adjacent bike path access.

- K. The project is consistent with the public access and recreation policies of Chapter 3 of the California Coastal Act of 1976, as follows;

Section 30212 (a) (2): The proposed facility does not impact public access to the shoreline, and adequate public access is provided and shall be maintained along The Strand, 27<sup>th</sup> Street, and 28<sup>th</sup> Street .

Section 30221: The project goal of improved ocean water quality will enhance coastal recreation opportunities.

- L. This Resolution upon its effectiveness constitutes the Coastal Development Permit for the concrete pad enlargement for the original low flow diversion storm drain project.

**SECTION 2.** The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Coastal Development Permit amendment subject to the following conditions:

Standard Conditions

1. *Compliance.* All development must occur in strict compliance with the proposal as set forth in the application for said permit, subject to any special conditions set forth below. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. *Expiration.* The Coastal Development Permit shall be approved for a period of two years after the date of approval, with the option for future extensions, in accordance with the Manhattan Beach Municipal Code (MBMC) Section 10.84.090.
3. *Interpretation.* Any questions of intent or interpretation of any condition will be resolved by the Planning Commission.
4. *Inspections.* The Community Development Department Staff shall be allowed to inspect the site and the development during construction subject to 24-hour advance notice.
5. *Assignment.* The permit may be assigned to any qualified persons subject to submittal of the following information to the Director of Community Development:
  - a. a completed application and application fee as established by the City's Fee Resolution;
  - b. an affidavit executed by the assignee attesting to the assignee's agreement to comply with the terms and conditions of the permit;
  - c. evidence of the assignee's legal interest in the property involved and legal capacity to undertake the development as approved and to satisfy the conditions required in the permit;
  - d. the original permittee's request to assign all rights to undertake the development to the assignee; and,
  - e. a copy of the original permit showing that it has not expired.
6. *Terms and Conditions are Perpetual.* These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

7. *Effective Date.* This Resolution shall become effective when all time limits for appeal as set forth in MBMC Section 10.100.030, and the City of Manhattan Beach Local Coastal Program - Implementation Program Section A.96.160 have expired; and, following the subsequent Coastal Commission appeal period (if applicable) which is 10 working days following notification of final local action.

Special Conditions

8. The subject Coastal Development Permit will be implemented in conformance with all provisions and policies of the Certified Manhattan Beach Local Coastal Program (LCP) and all applicable development regulations of the LCP - Implementation Program.
9. The final construction plans shall be in substantial conformance with the plans for the overall project as approved by the Planning Commission on October 26, 2005 except that the subject concrete pads shall each be permitted to be 80 feet long.
10. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of July 25, 2007 and that said Resolution was adopted by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**RICHARD THOMPSON,**  
Secretary to the Planning Commission

---

**Sarah Boeschen**  
Recording Secretary

## PROJECT NARRATIVE

### TITLE: MANHATTAN BEACH (28TH STREET) DRAIN - LOW FLOW DIVERSION

#### DESCRIPTION:

This project will divert low flows from an existing storm drain to an existing sanitary sewer system for treatment at a sewage treatment facility.

#### SCOPE:

- Construct 8" berm inside existing 4' H x 6' W storm drain.
- Construct 16' of 18" Reinforced Concrete Pipe (RCP).
- Construct 2-72" manholes, one at 28th Street just west of the existing bike path and one at 27th Street just west of the existing bike path.
- Construct 214' of 84" RCP between the two 72" manholes.
- Construct a manhole at the midpoint of the 84" RCP.
- Construct a valve vault, sewer manhole, and polyethylene piping to connect to an existing sanitary sewer system.
- Construct concrete pads for maintenance vehicles (see plans)
- Install a pump within one of the manholes and a pump control panel adjacent to the existing bike path.

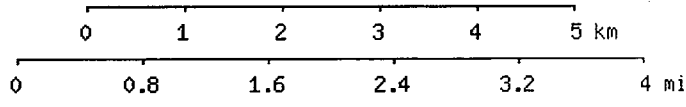
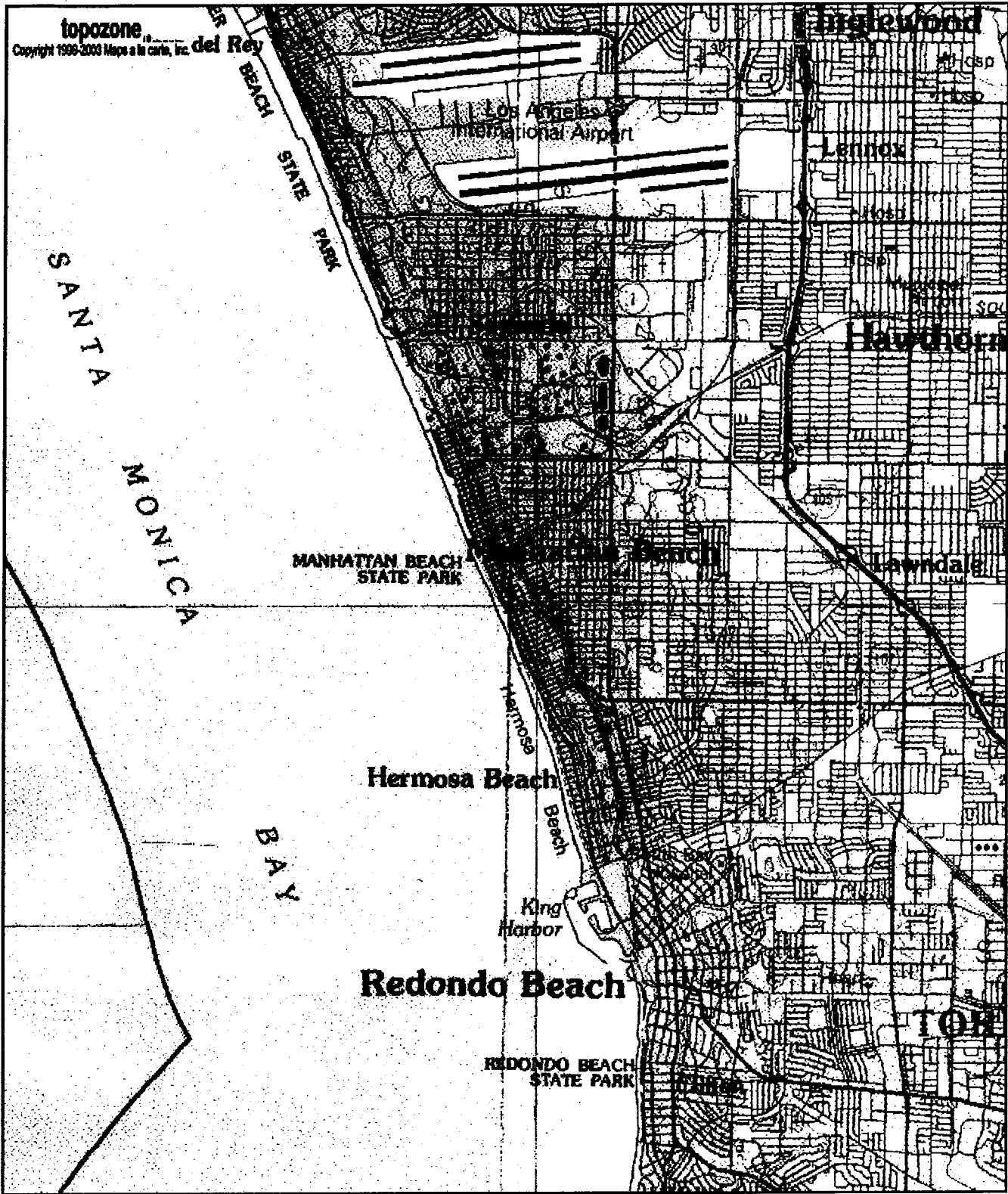
#### ADDITIONAL INFORMATION:

The only visible portions for the subject project will be the 2-72" manhole covers, valve vault cover, control panel, sewer manhole cover, the manhole cover at the midpoint of the 84" RCP, and concrete pad.

Shoring Requirements: LA County Public Works has performed a subsurface investigation at the project site resulting in a log of boring and shoring parameters. Typically, LA County Public Works will have the contractor submit their shoring plans for approval before any excavation occurs.

The LA County Bikeways Coordinator indicated that if we can maintain 8 feet of clear bikepath, bikers would be allowed to walk their bikes past the construction site. We would be required to post signs a minimum of 100 feet prior to the construction site, and security fencing needs to be set up such that the bikepath narrowing is gradual, rather than at a right angle to the bikepath.

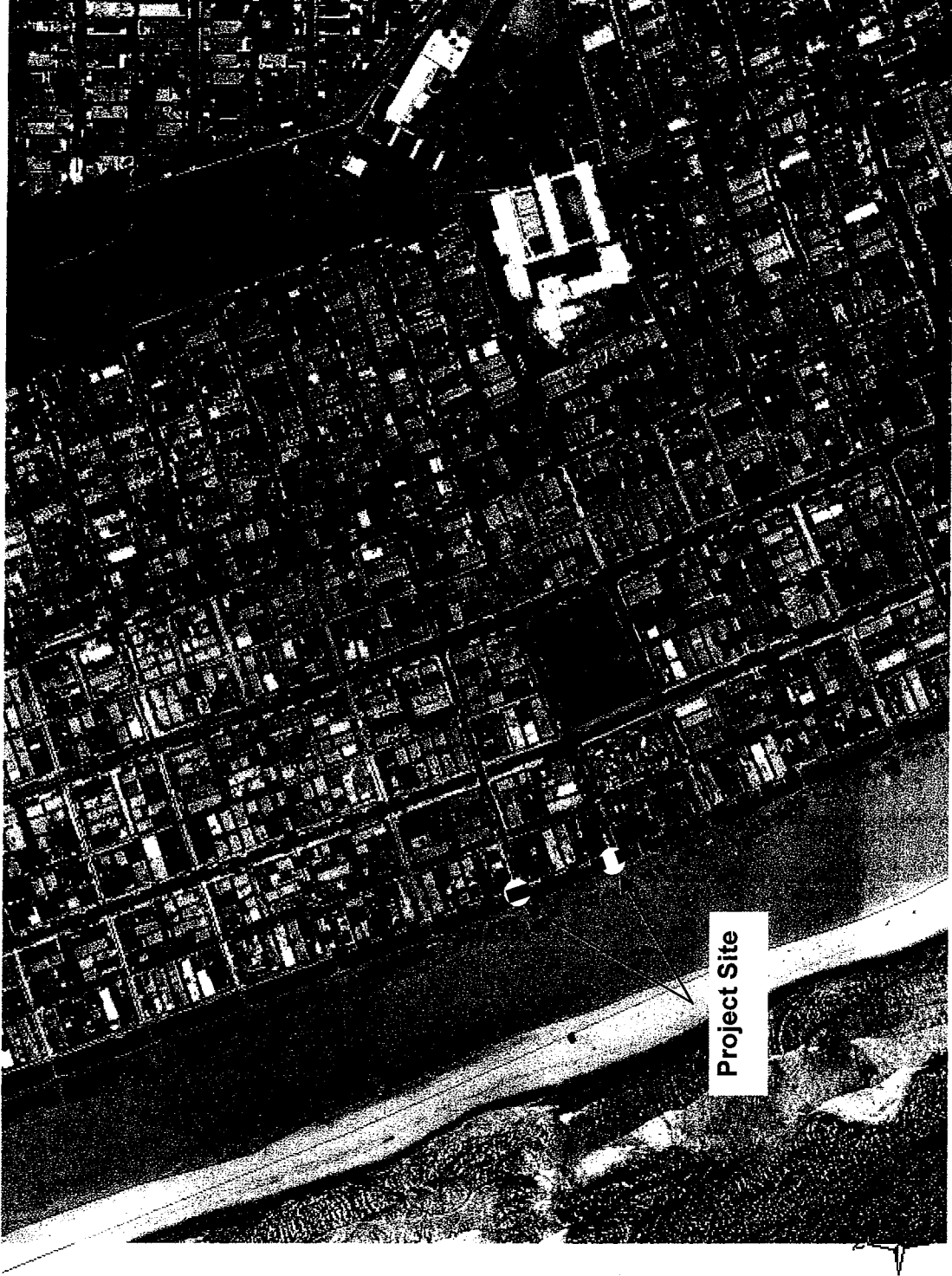
NOTE: All work for this project has been completed. The scope of work for this amended permit application is for the construction of the concrete pads for vehicle maintenance.



UTM 11 369606E 3750074N (NAD27)  
**Manhattan Beach, USGS VENICE (CA) Quadrangle**  
 Projection is UTM Zone 11 NAD83 Datum



M=13.518  
 G=-0.787



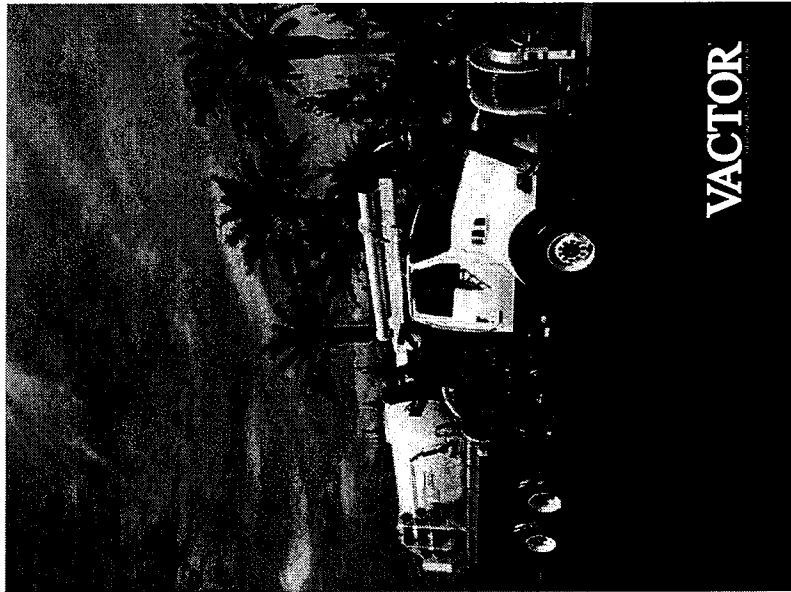
**Radius Map For Project No. 286 - LFD**



## **Attachment A**

### **PROJECT NO. 286 – LOW-FLOW DIVERSION**

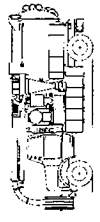
The concrete pads around the low flow diversions were constructed to facilitate maintenance and cleaning activities for the project. The pads were built to accommodate sewer cleaning Vactor® truck (see attached for specifications). During a year of average rainfall, cleaning of the low-flow diversions will occur approximately 2-3 times a year and typically last approximately 2-3 days each time. Thus for a year of average rainfall, the maintenance crew will be required to be on site for a total of 4-9 days per year. Because of the presence of the as-built concrete pads, the bikeway adjacent to the low-flow diversion will not be required to close during maintenance. There will be sufficient clearance for pedestrians to travel on the bike path without significant risk due to maintenance activities. Without the concrete pads, bikeways would be temporarily closed while crews perform maintenance and pedestrians would then be required to traverse around the maintenance crews. This would, in turn, increase pedestrian traffic on the surrounding streets causing an increased risk to public safety.



**VACTOR**  
THE WORLD'S MOST POWERFUL CLEANING SYSTEM

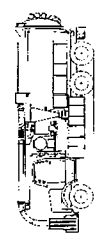
**Dimension Specifications**

Note: Dimensions are dependent on brush selection, optional equipment and water capacity.



View 2100 Series Dimensions

- Single axle axle
- VSR 35 to 63 (7.5' max)
- CA 15 to 14.90' max
- AF 75 to 14.43' max
- 20,000 lb. max. (9,072 kg)
- 20,000 lb. max. (9,072 kg) max front suspension
- 20,000 lb. max. (9,072 kg) max rear suspension
- 40,000 lb. max. (18,144 kg) max rear axle suspension
- 40,000 lb. max. (18,144 kg) GVWR



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- 40,000 lb. max. (18,144 kg) max rear axle suspension
- 40,000 lb. max. (18,144 kg) GVWR

**Additional Options**

- Over 100 optional equipment items
- Multi-flow for Packer system
- Cold weather recirculation system
- Liquid deicer pump-off system
- Debris flush-out system
- Full-leaf hydraulic door loading system
- Water tank capacity up to 2,000 gallons (7,571 L)
- Hot air pre-heat up to 300 ppm
- Hot air pre-heat up to 1,000 (1,560 m)
- Accumulator

**Value-Added Services**

- Vactor maintenance on the customer's premises
- On-site delivery
- Factory trained service technicians
- Network for assistance with service and maintenance
- Specific training, manuals and specific on-site training
- General Performance Method (GPM)™
- Training center with hands-on instruction for operators and service personnel
- Customized timing and financial services

**Warranty**

The Vactor 2100 series is warranted against material and workmanship defects for a period of 12 months from the date of delivery to the original purchaser. 1 year warranty for the water tank, 2 years for the chassis and 10 years for the water tank. Optional extended warranty packages are available. For more information, contact your Vactor distributor.

**Vactor Distributor:**  
 Vactor Distributor, Inc.  
 10000 W. 10th Avenue, Suite 100  
 Denver, CO 80202  
 303.440.1111  
 www.vactor.com

**Vactor 2100 Series**

**The World's Most Powerful Cleaning System**

2100 Series machine offers Vactor's proprietary system of integrated components, specifically designed for water application. Components work together to deliver maximum cleaning power and efficiency where it counts: at the curb.



- Exclusive All-Packer Water Pump**
- High torque motor allows direct in-curb through obstructions and corner pipes clean
  - Single pump, all-in-one design and hydraulic drive for longer life and less maintenance
  - Located 100% below the water supply for greater power and no cavitation



- Thin-Edge, Leading-Edge Roll & Hydraulic Drum**
- Beams roll and work together to create outstanding maneuverability and productivity
  - Allow clearing of multiple lanes without reworking curb
  - Complete curved head or roll for ability and efficiency
  - Optional automatic high-pressure concentration on its work, instead of the low roll



- Stack High Performance Hair™ (Optional)**
- Made of polypropylene, reinforced rubber construction offers unbeatable flexibility and maximum reliability
  - Allows tighter bend, longer run, lighter pressure
  - Resists flexible in temperature extremes
  - The largest diameter hair available: last up to 5 times longer than plastic hair



- High-Performance Nozzle (Optional)**
- Converts wastewater and pressure into almost 20x more efficiency than ordinary nozzles
  - High-velocity water jets provide superior cleaning; reduces number of runs, time, wear and fuel consumption
  - Tested with a Shark hose system for extra effective, high-performance cleaning system in the industry

**Enhance Productivity With Vactor's Advanced Options**

- High-Pressure**
  - Strong design for high-pressure applications
  - High-pressure water jets provide superior cleaning
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**WILLIAM G. CARAS**  
ATTORNEY AT LAW  
1801 AVENUE OF THE STARS  
SUITE 600  
LOS ANGELES, CALIFORNIA 90067  
TELEPHONE (310) 284-8830  
FACSIMILE (310) 284-8115

July 16, 2007

Mr. Richard Thompson  
Director of Community Development  
City of Manhattan Beach  
1500 Highland Ave.  
Manhattan Beach, CA 90266

VIA HAND DELIVERY

RE:File # CA 07-14/ Parking Pads on Beach at 27-28<sup>th</sup> Street/ July 25 PC Hearing Date

Dear Mr. Thompson:

Please accept this letter as written comments for inclusion in the staff report for the above described application. I reside at 2712 The Strand. The enlarged concrete parking pads placed on the beach at 27<sup>th</sup> and 28<sup>th</sup> Streets by the County of Los Angeles in violation of the City permit and therefore the local Coastal Plan are highly objectionable for several reasons.

First, from the standpoint of the concept of protection of the coastline, one can imagine no issue worthy of more intensive scrutiny than permanent construction or paving on the actual beach sand. Any such development must present a compelling justification to overcome what is justifiably a very high interest in preserving natural conditions. Clearly, "parking convenience" for maintenance men does not come close to being a compelling reason. It is reasonable to conclude that the large pads are not a necessity both from the fact that the original engineering did not specify it, as well as the common sense observation that the two lane bike path can be reduced to one lane during the infrequent times work is needed. Other parking solutions are also available.

Second, from an aesthetic standpoint, the pads are, quite simply, an eyesore. Where there were previously dunes and an idyllic view of the beach, there are now thousands of square feet of unattractive concrete and barren graded sand. Additionally, the pads are being "maintained" by constantly grading the adjacent areas to remove the naturally reoccurring dunes. The beach/ bike path junction naturally had, and in the areas not subject to this maintenance still has, dunes, while the subject area is flat and industrial looking. The grading also prevents the foliage from reestablishing, and as a result during windy times, the downwind homes are now pelted with sand.

Third, EVERYONE I have personally spoken with is strongly opposed to the pads remaining, and I have spoken with a large number of people concerning this. Attached is a brief

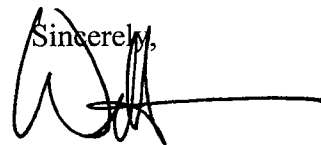
Petition so stating signed by nearly all of the residents of just the block across from the pads. This is something we have done just as a casual, unfocused effort. I am quite sure if there were any point to doing so, the number of signatories could be exponentially increased in relatively short order.

Fourth, I understand the County has claimed that they want the pads so they can avoid having to close a lane of the bike path when they do their work. As you can see from the attached photo taken recently, this claim is specious. The County has no aversion to blocking the bike path, even when it is obviously unnecessary to do so.

Fifth, there is a certain degree of what could be called arrogance by intentionally deviating from the approved plans in a clearly unpermitted expansion of the project. This attitude continued after the fact. For over five months, the County filed no official request to gain approval for their illegitimate construction until the Coastal Commission threatened enforcement and a local paper ran a story exposing the situation. It hardly seems appropriate to reward this "ask for forgiveness when you get caught" approach.

In sum, we trust the City to protect our beach by requiring the removal of the concrete beyond what was applied for and approved in the original permit. Because we view this as a matter of importance to our quality of life, we are prepared to take whatever steps, at whatever level, necessary to have the pads removed. Also, the grading and defoliation of the surrounding areas should cease. Incidentally, there still remains debris from the construction mixed in with the sand in the surrounding areas, which should be removed.

Thank You.

Sincerely,  


William G. Caras

WGC/cq

City of Manhattan Beach  
Planning Commission

Dear Commissioners:

We the undersigned are residents of Manhattan Beach and are strongly opposed to the approval of the modification of the 28<sup>th</sup> Street Storm Drain Project Permit. In particular, we do not want the two enlarged concrete parking pads to remain on the beach.

The pads were built in contravention of the approved plans and permits and are eyesores. The pads have altered the natural contours of the beach there and have a negative aesthetic impact on the beach views. We feel that beach views are of paramount importance to our community and quality of life. The little extra inconvenience to maintenance personnel does not out weigh the negative impact on the beauty of the beach.

PLEASE REQUIRE THE COUNTY TO REDUCE THE SIZE OF THE TWO PADS TO THE SIZE THEY ORIGINALLY APPLIED FOR AND THAT WAS APPROVED.

THANK YOU.

Bill Christie Caras  
Name

2712 The Strand  
Address

Scott Ruder  
Name

429 29<sup>th</sup> St MB  
Address

Lawrence Meyer  
Name

2704 Strand  
Address

Isabelle Meyer  
Name

2704 Strand  
Address

J. J. Young  
Name

2800 The Strand  
Address

[Signature]  
Name

401 27<sup>th</sup> Street  
Address

Rich Walker  
Name

2704 The Strand, MB  
Address

Mary Zimm  
Name

2720 The Strand MB  
Address

Ross Nathan  
Name

2808 The STRAND "  
Address

John Hill  
Name

2816 The STRAND  
Address

[Signature]  
Name

2720 The Strand MB.  
Address

J. Mandel  
Name  
K. Mandel  
Name

2720 Ocean DR. MB 90266  
Address  
2720 OCEAN DRIVE MB 9026  
Address

Tony Chocake  
Name

2708 The Strand. MB 9002  
Address

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Name

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Address

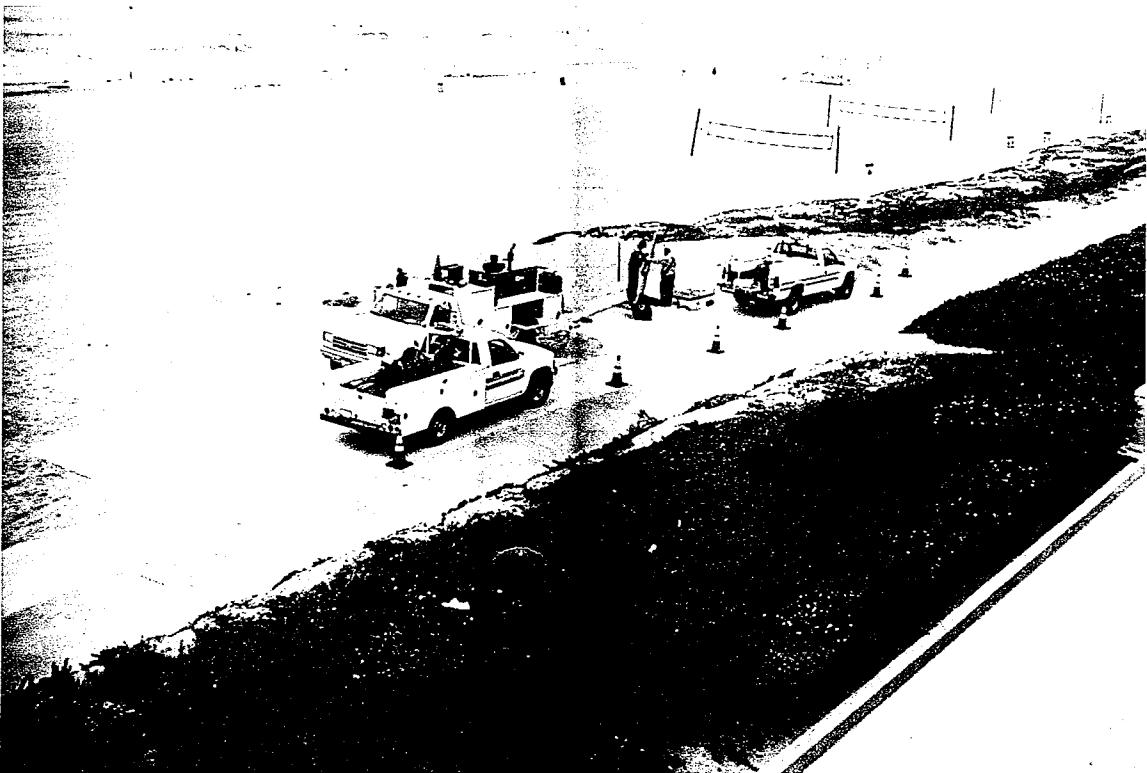
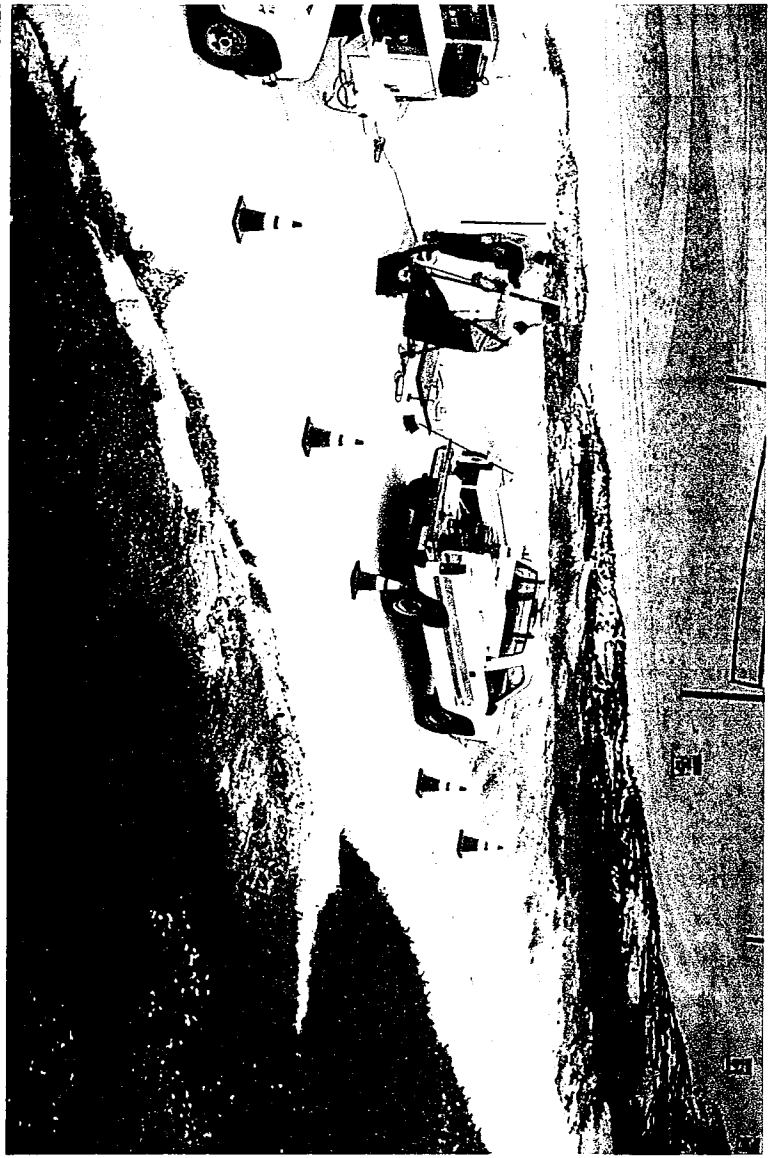
\_\_\_\_\_  
Name

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Address





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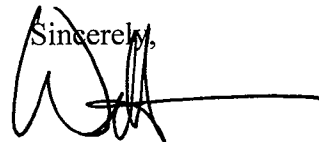
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Thank You.

Sincerely,  


William G. Caras

WGC/cq

**CITY OF MANHATTAN BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Richard Thompson, Director of Community Development 

**BY:** Eric Haaland AICP, Associate Planner 

**DATE:** September 12, 2007

**SUBJECT:** Coastal Development Permit Amendment to Allow Larger Concrete Pads for Maintenance Vehicle Parking above an Underground Storm Drain Low-Flow Diversion Project on the Public Beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County Public Works)

**RECOMMENDATION**

Staff recommends that the Planning Commission **CONDUCT** the continued public hearing, **DISCUSS** the proposal, and **DIRECT** staff as determined to be appropriate.

**DISCUSSION**

On July 25, 2007, the Planning Commission considered a request to amend a coastal permit for a storm drain project primarily under the beach surface between 27<sup>th</sup> and 28<sup>th</sup> Streets. During construction of the project, the size of two concrete pads on the beach surface was substantially enlarged beyond the size approved in the project plans. A concern for the extended pads was originally communicated to the State Coastal Commission, which contacted the city to address the project revision. The Planning Commission heard testimony and expressed concerns regarding the aesthetics and necessity of the larger concrete parking area. The applicant's explanation that the public would benefit from the larger parking area by less obstruction of the abutting bike path was not readily accepted by the Commission. The applicant indicated that more detailed information would be presented at a future date.

The County Public Works Department has not provided any additional information to staff at this time, but plans to make a presentation to the Planning Commission at the September 12<sup>th</sup> continued public hearing. The attached neighbor letter received subsequent to the previous meeting states that the enlarged parking surfaces are not necessary and should not be approved. Staff has also attached the July 25<sup>th</sup> minutes for this item, and also included a draft resolution should the Planning Commission decide to approve the request as originally submitted or revised.

**Attachments:**

Draft Resolution No. PC 07-  
Minutes excerpt, dated 7/25/07  
Neighbor letter, dated 9/7/07

c: LA County Public Works Dept., Applicant  
LA County Dept. of Beaches & Harbors  
Jim Arndt, Public Works Director  
Dana Greenwood, City Engineer

**RESOLUTION NO PC 07-**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A COASTAL DEVELOPMENT PERMIT AMENDMENT TO ALLOW ENLARGED CONCRETE SURFACE PADS FOR A STORM DRAIN LOW FLOW DIVERSION PROJECT UNDER THE PUBLIC BEACH BETWEEN 27<sup>TH</sup> STREET AND 28<sup>TH</sup> STREET (Los Angeles County Public Works)**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing pursuant to applicable law on July 25, and September 12, 2007, to consider an application for a coastal development permit amendment for a storm drain low flow diversion project under the public beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street in the City of Manhattan Beach. The original Coastal Development Permit was approved on October 26, 2005.
- B. The public hearing was advertised pursuant to applicable law, testimony was invited and received.
- C. The applicant for the Coastal Development Permit is the Los Angeles County Public Works Department, The property/beach is owned by Los Angeles County.
- D. The applicant proposes to extend the length of two approved concrete pads on the beach surface to be 80 feet long to serve a 250 linear feet of concrete pipe underground alongside the county beach bikepath.
- E. The property is located within Area District III and is zoned OS Open Space. The surrounding land uses consist of single and multiple family residences, a lifeguard headquarters facility, a public park, and public beach.
- F. The General Plan designation for the property is Open Space, and the Local Coastal Program/Land Use Plan designation is also Open Space.
- G. The Project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301 based on staff's determination that the project is a minor alteration of an existing storm drain facility, and will not have a significant impact on the environment.
- H. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- I. The project is in accordance with the objectives and policies of the Manhattan Beach Coastal Program, as follows:
  1. The proposal is consistent with the surrounding coastal zone area and complies with the applicable standards of the Manhattan Beach Coastal Zone Zoning Code.
  2. The project conforms with the certified Manhattan Beach Local Coastal Program in that it is a public works project benefiting ocean water quality that includes minimal visible improvements necessary to achieve that goal.
  3. The project is in conformity with the public access and recreation policies of the California Coastal Act since improved ocean water quality will enhance coastal

recreation opportunities, permanent coastal access will not be affected, and the proposed paved services are appropriate for maintaining the facility and adjacent bike path access.

- K. The project is consistent with the public access and recreation policies of Chapter 3 of the California Coastal Act of 1976, as follows;

Section 30212 (a) (2): The proposed facility does not impact public access to the shoreline, and adequate public access is provided and shall be maintained along The Strand, 27<sup>th</sup> Street, and 28<sup>th</sup> Street .

Section 30221: The project goal of improved ocean water quality will enhance coastal recreation opportunities.

- L. This Resolution upon its effectiveness constitutes the Coastal Development Permit for the concrete pad enlargement for the original low flow diversion storm drain project.

**SECTION 2.** The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Coastal Development Permit amendment subject to the following conditions:

Standard Conditions

1. *Compliance.* All development must occur in strict compliance with the proposal as set forth in the application for said permit, subject to any special conditions set forth below. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. *Expiration.* The Coastal Development Permit shall be approved for a period of two years after the date of approval, with the option for future extensions, in accordance with the Manhattan Beach Municipal Code (MBMC) Section 10.84.090.
3. *Interpretation.* Any questions of intent or interpretation of any condition will be resolved by the Planning Commission.
4. *Inspections.* The Community Development Department Staff shall be allowed to inspect the site and the development during construction subject to 24-hour advance notice.
5. *Assignment.* The permit may be assigned to any qualified persons subject to submittal of the following information to the Director of Community Development:
  - a. a completed application and application fee as established by the City's Fee Resolution;
  - b. an affidavit executed by the assignee attesting to the assignee's agreement to comply with the terms and conditions of the permit;
  - c. evidence of the assignee's legal interest in the property involved and legal capacity to undertake the development as approved and to satisfy the conditions required in the permit;
  - d. the original permittee's request to assign all rights to undertake the development to the assignee; and,
  - e. a copy of the original permit showing that it has not expired.
6. *Terms and Conditions are Perpetual.* These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

7. *Effective Date.* This Resolution shall become effective when all time limits for appeal as set forth in MBMC Section 10.100.030, and the City of Manhattan Beach Local Coastal Program - Implementation Program Section A.96.160 have expired; and, following the subsequent Coastal Commission appeal period (if applicable) which is 10 working days following notification of final local action.

Special Conditions

8. The subject Coastal Development Permit will be implemented in conformance with all provisions and policies of the Certified Manhattan Beach Local Coastal Program (LCP) and all applicable development regulations of the LCP - Implementation Program.
9. The final construction plans shall be in substantial conformance with the plans for the overall project as approved by the Planning Commission on October 26, 2005 except that the subject concrete pads shall each be permitted to be 80 feet long.
10. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of September 12, 2007 and that said Resolution was adopted by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**RICHARD THOMPSON,**  
Secretary to the Planning Commission

---

**Sarah Boeschen**  
Recording Secretary



**PLANNING COMMISSION MINUTES**

July 25, 2007

Page 8

1  
2 In response to a question from Commissioner Lesser, Director Thompson said that it would be  
3 possible to place a time limit for parking in the handicapped space. He pointed out that the  
4 handicapped parking space requirements would be reviewed by the PPIC.

5  
6 Commissioner Powell said that the project is outstanding, and the question is how soon rather than  
7 if it is built. He commented that the tenants are local businesses which serve the local community,  
8 and the project is pedestrian oriented. He said that there were numerous letters received in support,  
9 which does not occur often. He said that the building area would be substantially smaller than  
10 could have been provided, and the building height is less than required. He pointed out that 12  
11 additional parking spaces would be provided as part of the project, and he can support the  
12 handicapped parking space as proposed. He commented that the hours of operation would be the  
13 same as the previous businesses. He indicated that the whole community is behind the project. He  
14 commented that he was very saddened when he learned of the fire that burned the original structure,  
15 and anything possible should be done to expedite the building process.

16  
17 Chairman Bohner said that the proposal would bring back two restaurants that have had a long  
18 history in the City, and he is happy to see them returning. He indicated that he agrees with the  
19 comments of the other Commissioners that the project was designed to fit perfectly within the  
20 space, and it could have been built larger. He stated that the proposed 12 spaces for tenants would  
21 help reduce the parking demand on the street. He commented that he is amazed that there are not  
22 other handicapped spaces on the streets in the commercial area, and this space as proposed may  
23 help to encourage more. He said that setbacks are provided from the structure; the height is less  
24 than required; the trash enclosure would be upgraded; and the structure would have the same uses  
25 as before. He commented that it is clear in the Resolution that the office would be used for that  
26 purpose, and the project would fit in well with the community. He commented that the project  
27 would be a splendid improvement to the previous building.

28  
29 A motion was MADE and SECONDED (Schlager/Powell) to **APPROVE** a Proposed New Mixed-  
30 Use Commercial Building at 1001 Manhattan Avenue, as amended with the revisions to the draft  
31 Resolution.

- 32  
33 AYES: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner  
34 NOES: None  
35 ABSENT: None  
36 ABSTAIN: None

37  
38 Director Thompson explained the 15 day appeal period and stated that the item will be placed on  
39 the City Council's Consent Calendar for their meeting of August 21, 2007.

40

**PLANNING COMMISSION MINUTES**

July 25, 2007

Page 9

1    **07/0725.2    Consideration of Proposed Construction of Larger Concrete Pads on the**  
2                    **Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County Dept.**  
3                    **of Public Works)**  
4

5    Associate Planner Eric Haaland summarized the staff report. He stated that the original project  
6    was previously approved by the Planning Commission. He indicated that there has been a  
7    revision to the original project at the time of construction that is now being considered as an  
8    amendment to the Coastal Development Permit for enlarged concrete pads placed on the public  
9    beach. He said that the proposal is for approval of the two concrete pads which allow access for  
10   maintenance of the system that connects the storm drain to the sewer to allow low flow  
11   contaminated water from the drain to flow into the sewer system rather than seep into the ocean.  
12   He said that the purpose of the enlargement of the concrete pads is to allow for larger  
13   maintenance trucks to park in the area outside of the bike path during maintenance of the storm  
14   drain facility. He said that the northerly pad abutting the bike path near 28<sup>th</sup> Street is proposed to  
15   be permitted at 80 feet long rather than 18 foot long as previously approved. He indicated that  
16   the southerly pad is proposed to be permitted at 80 feet long rather than 40 feet as previously  
17   approved. He said that the pads are 13 feet wide. He indicated that the placement of pavement on  
18   the beach is generally not desirable as it interrupts the very desirable natural sandy beach surface.  
19   He indicated, however, that some public projects do involve paving over the beach surface. He  
20   said that the applicant believes that the benefit of reducing bike path obstructions warrants the  
21   increased amount of pavement in this case.

22  
23   Commissioner Lesser pointed out that the application is to approve the concrete pads; however,  
24   the pads are actually already in place.

25  
26   In response to a question from Commissioner Lesser, Associate Planner Haaland said that the  
27   existing pads would need to be restored to the size that was previously approved if the  
28   application is not approved.

29  
30   In response to a question from Commissioner Lesser, Associate Planner Haaland said that the  
31   trucks most likely would encroach on the bike path if sufficient space is not provided on the  
32   pads. He indicated that staff did not have much information with respect to the previous project  
33   regarding the maintenance of the storm drain facility and regarding the frequency of the  
34   maintenance. He indicated that the County workers apparently realized the concern regarding  
35   space for maintenance trucks at the time of construction.

36  
37   **Greg Huynh**, representing The Los Angeles County Department of Public Works, stated that the  
38   larger pads were built because the County workers did not want the bike path to need to be closed  
39   while they conduct maintenance on the facility. He stated that the construction crews realized  
40   that it would be necessary to close the path if the pads were not built larger than originally

## PLANNING COMMISSION MINUTES

July 25, 2007

Page 10

1 approved. He said that they were aware that many complaints would be received if they did need  
2 to close the bike path.

3  
4 In response to a question from Commissioner Schlager, Director Thompson said that there can be  
5 fines for circumventing the City's requirements.

6  
7 Commissioner Schlager said that the Commissioners are in a position of having bad options of  
8 approving or denying the proposal. He said that the pads are larger than initially anticipated but  
9 are not that aesthetically displeasing. He also commented that they can be used as a rest area off  
10 of the bike path. He indicated that it is understandable that it was felt making the pads larger for  
11 safety was warranted; however, the City does have a process which needs to be followed.

12  
13 In response to questions from Commissioner Seville-Jones, **Mr. Huynh** said that the smallest  
14 maintenance truck that could be used to service the storm drain would be 20 feet. He said that 80  
15 feet is required to allow the maintenance trucks to have access, and the pad needs to be larger  
16 than 20 feet for them to have sufficient space to park. He indicated that one truck at a time  
17 would conduct the maintenance. He said that large storms in the winter result in runoff spilling  
18 into the ocean because the amount of water is beyond the capacity of the drains. He said that  
19 maintenance is conducted in dryer months outside of the storm season. He stated that the amount  
20 of time required for maintenance depends upon the amount of cleaning that is necessary. He said  
21 that it is anticipated that the maintenance would occur for two to three days two to three times  
22 per year. He indicated that there is regular maintenance that is scheduled. He commented that he  
23 is sure there are similar facilities in other communities, but he is not certain of their size.

24  
25 In response to questions from Commissioner Lesser, **Mr. Huynh** indicated that he is not aware  
26 of the specific dimensions and details involved causing the pads to be constructed to a length of  
27 80 feet. He indicated that the purpose of the pads is to provide public safety and not impede on  
28 bikers. He said that he does not believe the office engineer was aware that they were not  
29 permitted to build a larger pad than was originally approved.

30  
31 Commissioner Powell commented that the pads as built are substantially larger than approved  
32 and seem extremely excessive for the vehicles that would be servicing the facility. He indicated  
33 that the maintenance trucks would only use the pads a few times per year. He commented that it  
34 would seem that removing the pads may require half of the bike path to be blocked by  
35 maintenance vehicles, but the remaining half would still be usable.

36  
37 **Mr. Huynh** commented that the intent for building the extension of the pads was to prevent any  
38 blocking of the bike path while maintenance vehicles are working at the site.

39  
40 Commissioner Lesser commented that part of the reason why the length of the extension was felt

## PLANNING COMMISSION MINUTES

July 25, 2007

Page 11

1 necessary may be to allow space for the maintenance trucks to extend the arms into the open hole  
2 when the covers are open.

3  
4 Commissioner Powell commented that the Commissioners received a letter from an adjacent  
5 resident expressing a concern regarding constant grading of the surrounding berms and  
6 defoliation of the area around the pads. He also indicated that there was also a concern expressed  
7 regarding construction debris remaining in the sand surrounding the subject site.

8  
9 In response to a question from Commissioner Powell, **Mr. Huynh** said that he is not aware of  
10 any construction debris embedded in the surrounding sand or grading.

11  
12 Chairman Bohner opened the public hearing.

13  
14 **Bill Caras**, a resident of 2700 block of The Strand, said that he is in favor of the project as  
15 originally proposed. He said that there is no necessity for the extra length of the concrete pads.  
16 He indicated that the County currently parks trucks on the Strand which block the bike path with  
17 no flagmen to direct bicycle traffic. He said that the trucks could park parallel on the pads rather  
18 than side by side. He commented that someone in the field arbitrarily decided that the pads  
19 should be enlarged. He stated that the beach and The Strand need more protection. He indicated  
20 that wind blows sand which creates dunes, and there is natural foliation. He said that now the  
21 subject area is stripped with 190 feet of concrete for maintenance trucks that will be used only  
22 twice a year. He suggested that the County instead provide flagmen to direct traffic while the  
23 trucks are parked along the bike path. He stated that it took a large effort to convince the County  
24 to request the amendment. He commented that he has submitted a petition with signatures from  
25 the property owners on the block. He said that the pads are a 200 percent increase as to the size  
26 that was originally approved, and it is not a minor amendment. He indicated that the  
27 construction has resulted in defoliation of the area. He pointed out that the ocean water quality  
28 project is not at issue but rather the maintenance of the facility. He commented that the increased  
29 size of the pads cannot be considered a benefit.

30  
31 **Robert Schuman**, a resident of the 2500 block of Bayview Drive, said that he agrees in large  
32 part with the comments of **Mr. Caras**. He said that the County has generally had a good  
33 relationship with the residents. He indicated that the County has made a mistake. He said that  
34 the County could park a truck and put cones out on the westerly side of the bike path. He  
35 indicated that the times that they are working is minimal, and the amount of bike traffic during  
36 those times is minimal. He said that diverting bike traffic onto 28<sup>th</sup> Street and back down to 23<sup>rd</sup>  
37 Street would be a way to prevent a safety issue. He commented that he is concerned with the  
38 amount of concrete on the beach. He would request that the County change the project to the  
39 original approval.

## PLANNING COMMISSION MINUTES

July 25, 2007

Page 12

1 Chairman Bohner closed the public hearing.

2  
3 Commissioner Powell said that he concurs with the comments of **Mr. Schuman** and **Mr. Caras**.  
4 He said that he does not believe there is any functionality or necessity of the additional space for  
5 the pads, and he would support the excess portion being removed. He indicated that to have  
6 trucks slightly infringe on the bike path for brief periods of 8 to 9 days during the year would be  
7 preferable to having a cement pad on the sand. He said that in looking at the Coastal Act, he is  
8 not sure he can support the findings. He indicated that he is not certain of the work involved to  
9 make the pads conform to the original approval. He said that he would recommend that the pads  
10 be reduced or that a County engineer provide justification for the additional length.

11  
12 Commissioner Lesser said that he shares the concerns expressed by Commissioner Powell and  
13 the residents. He indicated that when he visited the site, a County worker expressed to him that  
14 the length of the pads is necessary because the entire bike lane would need to be closed during  
15 maintenance which would be a great inconvenience for the bikers. He stated that the worker also  
16 indicated to him that bikers could not be on the bike path at the same time as the maintenance  
17 trucks. He said that he is not certain of the impact of returning the pad to the original proposal.  
18 He stated that he would like information from a representative from the County regarding the  
19 minimum length necessary to accommodate the trucks if it is determined appropriate to have  
20 them park away from the bike path. He indicated that he would feel more comfortable  
21 supporting the motion to demand that the County reduce the size of the pad with some rational  
22 basis for supporting the necessary length. He said that he would also like further information  
23 regarding the amount of time that trucks use the pads and the time that larger trucks rather than  
24 service vehicles would park on the pads.

25  
26 Commissioner Schlager said that he agrees with the comments of the other Commissioners. He  
27 commented that he is not an engineer, and he feels more information is needed in order for the  
28 Commission to make a competent decision. He would like for the County Engineer to provide  
29 further information as brought up by Commissioner Lesser.

30  
31 Commissioner Seville-Jones said that she would also like for further information to be provided  
32 by the County, and the standard that she will apply to the County is extremely high. She  
33 indicated that the justification for putting concrete on the beach must meet a very high standard  
34 and not be simply for convenience. She said that she would not feel the pads as constructed are  
35 appropriate on the basis of the information that has been provided. She said that she would be  
36 hopeful that the County could return with further information to answer the questions raised by  
37 the Commission. She pointed out that the beach is a natural resource, and 80 feet by 13 feet is a  
38 large area of open space to be paved with concrete. She said that if further information is not  
39 received, she would support the pads being reduced. She said that she would also like further  
40 information as to why the original proposal would be appropriate. She said that she feels the

**PLANNING COMMISSION MINUTES**

July 25, 2007

Page 13

1 pads are unattractive and do infringe on the vegetation.

2  
3 Chairman Bohner said that he echoes the comments of the other Commissioners. He said that  
4 there is no evidence to support the necessity for the increase in size of the pads. He said that it  
5 would need to be demonstrated why the additional space for the pads is necessary in order for  
6 him to support the application. He stated that the County must demonstrate the necessity for the  
7 larger pads rather than simply for convenience. He stated that he cannot support the application  
8 as presented.

9  
10 **Mr. Huynh** said that the County would be willing to have engineers, designers and construction  
11 crew members attend a future hearing in order to provide further information.

12  
13 Commissioner Lesser said that the question is balancing the necessity for maintenance of the  
14 facility while preserving the beach area.

15  
16 A motion was MADE and SECONDED (Powell/Lesser) to **REOPEN** and **CONTINUE**  
17 Proposed Construction of Larger Concrete Pads on the Beach/Bike Path Between 27<sup>th</sup> Street and 28<sup>th</sup> Street  
18 to September 12, 2007.

19  
20 AYES: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner  
21 NOES: None  
22 ABSENT: None  
23 ABSTAIN: None

24  
25 **07/0725.3 Consideration of Proposed Construction of 2 Sewer Mains at 2601 The Strand**  
26 **Between Strand and Bike Path and Adjacent Segment of 27<sup>th</sup> Street (Los Angeles**  
27 **County Sanitation Districts)**

28  
29 Associate Planner Eric Haaland summarized the staff report. He stated that the proposal is for an  
30 upgrade to the existing sewer facilities that would include a 290 square foot equipment building  
31 at the west side of The Strand with a roof deck to include wrought iron railing. He stated that the  
32 purpose of the proposal is to create redundancy in the facility to avoid future sewage spills. He  
33 commented that underground improvements to the sanitation facility would also occur; however,  
34 the only permanently visible construction would be the proposed structure. He indicated that the  
35 proposed structure would match the existing facility, which is a similar building to the one  
36 proposed. He said that temporary bike, pedestrian, and vehicle traffic detours and parking  
37 disruptions would occur during construction. He pointed out that construction would be limited  
38 to off season months in late fall or early winter. He commented that some disruption would  
39 occur to traffic and parking in the area during construction; however, emergency vehicle access  
40 and access to the lifeguard facility and residences would be maintained. He said that it is  
41 recommended that the pavement between the proposed building and the bike path be minimized

**WILLIAM G. CARAS**  
ATTORNEY AT LAW  
1801 AVENUE OF THE STARS  
SUITE 600  
LOS ANGELES, CALIFORNIA 90067  
TELEPHONE (310) 284-8830  
FACSIMILE (310) 284-8115

September 5, 2007

Mr. Richard Thompson  
Director of Community Development  
City of Manhattan Beach  
1500 Highland Ave.  
Manhattan Beach, CA 90266

VIA HAND DELIVERY

RE:File # CA 07-14/ Parking Pads on Beach at 27-28<sup>th</sup> Street/ Sept 12. PC Hearing Date

Dear Mr. Thompson:

Please accept this letter as a supplement to the written comments submitted in my letter of July 16, as well as my verbal comments at the July 25 Hearing, for inclusion in the staff report for the above described application concerning the enlargement of concrete parking pads placed on the beach at 27<sup>th</sup> and 28<sup>th</sup> Streets by the County of Los Angeles in violation of the City permit.

It was correctly stated at the July 25 Hearing by several Commissioners that, due to the paramount interest in preserving the natural conditions of the coastline and beach sand area, there must be a showing of "necessity" in order to justify the current application to gain approval for applicant's illegally constructed parking pads. It was clear that such a showing was not made by applicant at the July 25 Hearing. Given the unique nature of the applicant, being the County of Los Angeles, it is obvious the Commission has attempted to afford it every opportunity to present its best case to make such a showing, including holding the upcoming second hearing. It appears, however, that based on the facts available at this time, such a showing is impossible to make because, quite simply, the parking pads are not necessary.

First, the applicant contended that the enlarged pads were necessary to avoid complete closure and re-routing of the beach bike path. It is beyond dispute however, that in numerous instances the bike path is not closed when the County of Los Angeles performs work that involves blocking one lane of the two-lane bike path with large trucks and equipment. These blockages commonly take place without the use of flagmen or other traffic control. (See, photographs attached to my letter of July 16).

These same arrangements are available to the Vactor vacuum trucks that the County asserts will perform the twice-yearly maintenance on the storm drain. According to Vactor, the width of their trucks is 97 ½" at the widest point, with a width to the side tanks of 96". This is approximately 4 inches wider than a standard size pickup truck or SUV and narrower than the street sweeping trucks presently in use on the bike path. Since the

trucks use and fit on public roads, it is not surprising that they are not exceptionally wide. Therefore, common sense and simple arithmetic suggest that the Vactor trucks may be parked blocking only one lane of the bike path, the same as the other work trucks commonly seen there.

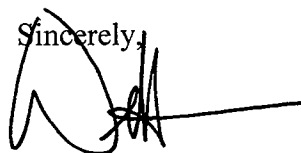
Second, attached please see three photographs of the actual County Vactor truck, along with three other trucks, parked at the 28<sup>th</sup> Street site. As can be seen: 1) The Vactor truck can be and actually is parked on the bike path itself so as to allow one lane of bike path traffic to proceed; 2) No flagman or traffic control is apparently needed or provided; 3) The County does not actually use the pads for the Vactor truck- indeed only a smaller one of the four trucks used the pads and clearly not by necessity; and 4) Once again, the County clearly does not regard blockage of one lane of the bike path as any sort of problem.

Additionally, adequate truck access to the area exists. There is street access to the bike path at Marine Ave. and at the El Porto parking lot. Yet, the Vactor trucks have actually been witnessed proceeding Northbound on the bike path in reverse to exit the path, even with the enlarged pads in place, and even though an exit to the South at Marine Street is available.

Third, even assuming parking pads were necessary, which as shown they are not, they are far larger than common sense dictates. According to Vactor, the 2110 is 31.5 feet and the 2115 is 36 feet overall in length. The 28<sup>th</sup> Street pad, which the County asserts is "necessary," now measures 85 feet in length. However, 42 feet is to the South of the main 7-foot long manhole and 36 feet extends to the North. Assuming the manhole must be open to work on it, it is difficult to imagine how the Vactor truck could even make use of both sides, let alone that they are somehow necessary.

In sum, the photographs of actual practices engaged in by the County establish beyond question that other alternatives exist to either closing the path completely or constructing enlarged parking pads on the beach. As such, it cannot credibly or in good faith be asserted that the illegal enlarged pads are "necessary" for the maintenance of the storm drain diversion installation. Moreover, given that the asserted maintenance will occur only twice per year, even if some additional inconvenience is involved- which appears not to be the case- it would be outweighed by the interest in preserving the beach sand area in its natural state. It is respectfully submitted that the application should be denied and the applicant directed to bring the installation into conformance with the approved plans and permit.

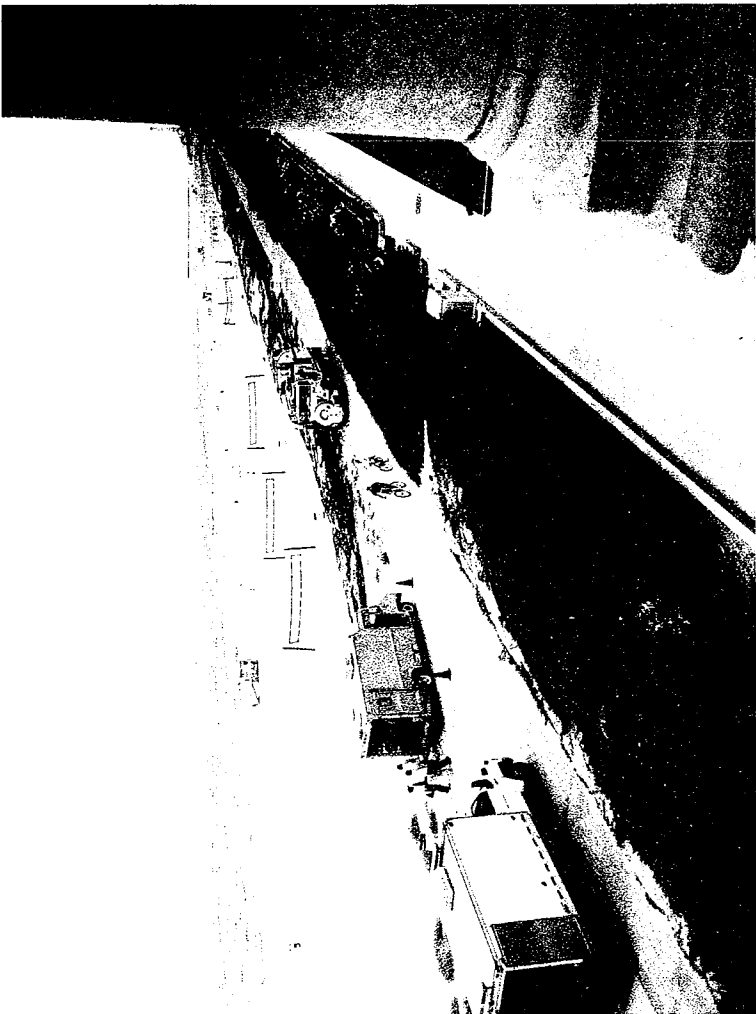
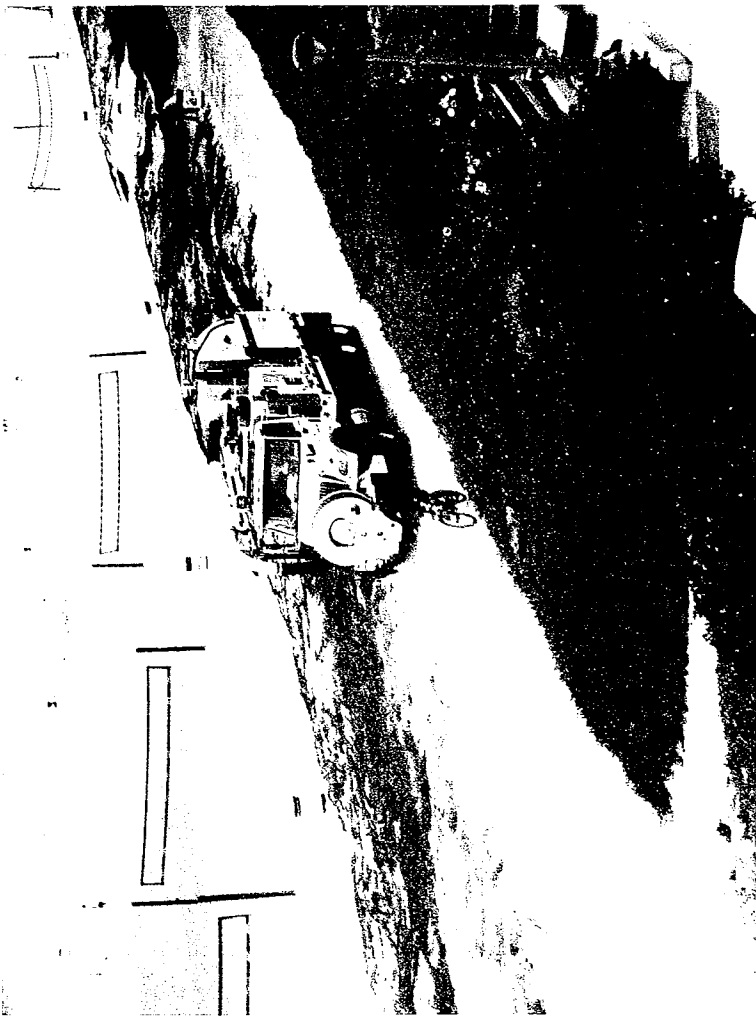
Thank You.

Sincerely,  


William G. Caras

WGC/cq





**CITY OF MANHATTAN BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Richard Thompson, Director of Community Development

**BY:** Eric Haaland AICP, Associate Planner

**DATE:** October 24, 2007

**SUBJECT:** Coastal Development Permit Amendment to Allow Larger Concrete Pads for Maintenance Vehicle Parking above an Underground Storm Drain Low-Flow Diversion Project on the Public Beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street (Los Angeles County Public Works)

**RECOMMENDATION**

Staff recommends that the Planning Commission **CONDUCT** the continued public hearing, **DISCUSS** the additional information provided, and **DIRECT** staff as determined to be appropriate.

**DISCUSSION**

On July 25, 2007, the Planning Commission considered a request to amend a coastal permit for a storm drain project primarily under the beach surface between 27<sup>th</sup> and 28<sup>th</sup> Streets. During construction of the project, the size of two concrete pads on the beach surface was substantially enlarged beyond the size approved in the project plans. A concern for the extended pads was originally communicated to the State Coastal Commission, which contacted the city to address the project revision. The Planning Commission heard testimony and expressed concerns regarding the aesthetics and necessity of the larger concrete parking area. The applicant's explanation that the public would benefit from the larger parking area by less obstruction of the abutting bike path was not readily accepted by the Commission on July 25<sup>th</sup>, or at a subsequent September 12<sup>th</sup> meeting. The Planning Commission directed that more detailed information be provided in writing for inclusion within another report.

The County Public Works Department has provided the attached report explaining details of the low-flow diversion facility including maintenance truck sizes and frequency. The report's conclusion is that it would be unsafe to bike path users and maintenance workers if any more than a total of 13 feet of length were removed from the existing pads. The points discussed in the report to reach this conclusion include the following:

- An average of 27 four-hour maintenance visits are expected each year.

- Over 200 bicycle trips can occur at peak hours on the bike path on summer weekdays.
- The County Public Works Department has deemed any obstructions to the bike path as a hazard to public safety (e.g., August 22, 2007, field test).
- A 23-foot long vacuum truck must be located north of a 17-foot long support truck to remove collected material at each pad/cleanout location.

Staff suggests that the County's proposal for a four- and a nine-foot reduction in the length of the existing concrete pads can be approved if the Planning Commission accepts each of the points made above. The attached draft resolution of approval may be adopted with modifications for these pad-length reductions or any similar modifications found to be appropriate.

Attachments:

Draft Resolution No. PC 07-  
County DPW report

c: LA County Public Works Dept., Applicant

**RESOLUTION NO PC 07-**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A COASTAL DEVELOPMENT PERMIT AMENDMENT TO ALLOW ENLARGED CONCRETE SURFACE PADS FOR A STORM DRAIN LOW FLOW DIVERSION PROJECT UNDER THE PUBLIC BEACH BETWEEN 27<sup>TH</sup> STREET AND 28<sup>TH</sup> STREET (Los Angeles County Public Works)**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing pursuant to applicable law on July 25, September 12, and October 24, 2007, to consider an application for a coastal development permit amendment for a storm drain low flow diversion project under the public beach between 27<sup>th</sup> Street and 28<sup>th</sup> Street in the City of Manhattan Beach. The original Coastal Development Permit was approved on October 26, 2005.
- B. The public hearing was advertised pursuant to applicable law, testimony was invited and received.
- C. The applicant for the Coastal Development Permit is the Los Angeles County Public Works Department, The property/beach is owned by Los Angeles County.
- D. The applicant proposes to extend the length of two approved concrete pads on the beach surface to be 80 feet long to serve a 250 linear feet of concrete pipe underground alongside the county beach bikepath.
- E. The property is located within Area District III and is zoned OS Open Space. The surrounding land uses consist of single and multiple family residences, a lifeguard headquarters facility, a public park, and public beach.
- F. The General Plan designation for the property is Open Space, and the Local Coastal Program/Land Use Plan designation is also Open Space.
- G. The Project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301 based on staff's determination that the project is a minor alteration of an existing storm drain facility, and will not have a significant impact on the environment.
- H. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- I. The project is in accordance with the objectives and policies of the Manhattan Beach Coastal Program, as follows:
  - 1. The proposal is consistent with the surrounding coastal zone area and complies with the applicable standards of the Manhattan Beach Coastal Zone Zoning Code.
  - 2. The project conforms with the certified Manhattan Beach Local Coastal Program in that it is a public works project benefiting ocean water quality that includes minimal visible improvements necessary to achieve that goal.

3. The project is in conformity with the public access and recreation policies of the California Coastal Act since improved ocean water quality will enhance coastal recreation opportunities, permanent coastal access will not be affected, and the proposed paved services are appropriate for maintaining the facility and adjacent bike path access.

- K. The project is consistent with the public access and recreation policies of Chapter 3 of the California Coastal Act of 1976, as follows;

Section 30212 (a) (2): The proposed facility does not impact public access to the shoreline, and adequate public access is provided and shall be maintained along The Strand, 27<sup>th</sup> Street, and 28<sup>th</sup> Street .

Section 30221: The project goal of improved ocean water quality will enhance coastal recreation opportunities.

- L. This Resolution upon its effectiveness constitutes the Coastal Development Permit for the concrete pad enlargement for the original low flow diversion storm drain project.

**SECTION 2.** The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Coastal Development Permit amendment subject to the following conditions:

Standard Conditions

1. *Compliance.* All development must occur in strict compliance with the proposal as set forth in the application for said permit, subject to any special conditions set forth below. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. *Expiration.* The Coastal Development Permit shall be approved for a period of two years after the date of approval, with the option for future extensions, in accordance with the Manhattan Beach Municipal Code (MBMC) Section 10.84.090.
3. *Interpretation.* Any questions of intent or interpretation of any condition will be resolved by the Planning Commission.
4. *Inspections.* The Community Development Department Staff shall be allowed to inspect the site and the development during construction subject to 24-hour advance notice.
5. *Assignment.* The permit may be assigned to any qualified persons subject to submittal of the following information to the Director of Community Development:
  - a. a completed application and application fee as established by the City's Fee Resolution;
  - b. an affidavit executed by the assignee attesting to the assignee's agreement to comply with the terms and conditions of the permit;
  - c. evidence of the assignee's legal interest in the property involved and legal capacity to undertake the development as approved and to satisfy the conditions required in the permit;
  - d. the original permittee's request to assign all rights to undertake the development to the assignee; and,
  - e. a copy of the original permit showing that it has not expired.

6. *Terms and Conditions are Perpetual.* These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.
7. *Effective Date.* This Resolution shall become effective when all time limits for appeal as set forth in MBMC Section 10.100.030, and the City of Manhattan Beach Local Coastal Program - Implementation Program Section A.96.160 have expired; and, following the subsequent Coastal Commission appeal period (if applicable) which is 10 working days following notification of final local action.

Special Conditions

8. The subject Coastal Development Permit will be implemented in conformance with all provisions and policies of the Certified Manhattan Beach Local Coastal Program (LCP) and all applicable development regulations of the LCP - Implementation Program.
9. The final construction shall be in substantial conformance with the plans for the overall project as approved by the Planning Commission on October 26, 2005 except that the southerly concrete pad shall be permitted to be 76 feet long (4 feet less than existing), and the northerly concrete pad shall be permitted to be 76 feet long (9 feet less than existing).
10. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of October 24, 2007 and that said Resolution was adopted by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**RICHARD THOMPSON,**  
Secretary to the Planning Commission

---

**Sarah Boeschen**  
Recording Secretary

**County of Los Angeles Department of Public Works**

**Project No. 286 – Low Flow Diversion**



**October 2007**



# Project No. 286 – Low Flow Diversion

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## **Table of Contents**

1.0	Project No. 286 – Low Flow Diversion .....	2
2.0	Standard Maintenance Procedure and Frequency.....	3
3.0	Staging Area .....	4
4.0	Conclusion .....	7
A.0	Appendices .....	9





## Project No. 286 – Low Flow Diversion

### 1.0 Project No. 286 – Low Flow Diversion

Prior to the construction of this low flow diversion facility, the dry weather flows from the Project 286 storm drain were discharged onto the public beach in the City of Manhattan Beach and drained to the ocean. The poor water quality of the dry weather flows which are conveyed in the Project 286 storm drain system cause degradation of the water quality along the beach where Manhattan Beach residents recreate and swim. The dry weather flows are typically generated from residents over watering their lawns, residential construction work, and other activities. These flows typically have elevated high nitrogen, pesticide and coliform bacteria content.



*Figure 1 – Trash and Debris caught by Low Flow Diversion Structure*

Public Works constructed the low flow diversion facility for the Project 286 storm drain system to divert the dry weather flows to a sewer line such that these flows will be treated at the downstream sewage treatment plant facility before being discharged to the ocean. Public Works has numerous low flow diversions established in the County of Los Angeles to enhance the water quality of the public beaches where residents recreate. It is noted however, that the location of this site for the low flow diversion for Project 286 was unique as compared to other previously constructed low flow diversions as it is located next to a highly used bike path.

During storm events, the flows in the Project 286 storm drain system increase tremendously and will be discharged onto the beach and flow to the ocean. The sewage system does not have capacity to treat these high flows. On average there is measurable rainfall recorded in the County of Los Angeles 33 days a year. Some of the smaller rainfall events generate minimal storm water runoff. With the operation of the low flow diversion improved water quality is gained over 90 percent of the year during dry weather when City of Manhattan Beach residents enjoy the beach.



## Project No. 286 – Low Flow Diversion

However, for the low flow diversion to properly operate, like any flood control facility, proper maintenance as discussed in this report is necessary. Without this maintenance, the facility will not operate properly and dry weather flows will be routed to the beach for conveyance to the ocean.

### **2.0 Standard Maintenance Procedure and Frequency**

DPW has developed standard maintenance procedures in order to maintain safe and efficient operation of the low flow diversion structures. Maintenance requires the use of one vacuum truck for the removal of trash, debris, silt, vegetation or obstructions from Low Flow Diversion (LFD) units as well as a support vehicle to house tools needed for maintenance routine. The support vehicle also houses emergency measures in case any accidents occur while DPW workers perform their duties. The LFD units are accessed by a 72 inch diameter manhole and because of the tight clearances the DPW maintenance worker must have Confined Space training. A normal maintenance crew consists of four members: a foreman, a maintenance worker to enter the units, a vacuum truck operator, and a crew member responsible for the safety of the worker within the confined space.

In order to get the maintenance vehicles to the LFD units, crews must traverse a portion of the Strand. To maintain the safety of pedestrians and bicyclists, a DPW maintenance worker will escort the trucks while they travel on the bicycle path. Workers must check for oncoming foot and bicycle traffic before entering the Strand. Once on the Strand workers are to walk 25 feet ahead of the vehicles to warn pedestrians of the vehicles as well as safely guide the vehicle to its destination. The truck is not allowed to travel faster than a speed of 5 miles per hour. Once the trucks reach the LFD units, traffic safety cones will be placed around the vehicles and workers will ensure pedestrian on the Strand maintain a safe distance from DPW equipment. Warning signs alerting pedestrians of the maintenance will also be near the site. Once the work is complete, crews will remove the traffic safety cones and signs from the site. A DPW crew member will again escort the vehicles to ensure they safely exit the Strand.



*Figure 2 – Maintenance worker working in LFD Structure*



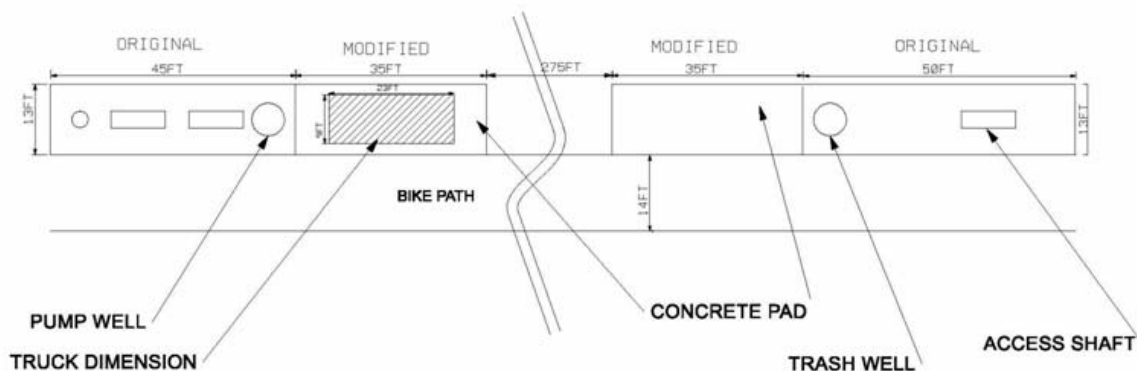
## Project No. 286 – Low Flow Diversion

DPW Flood Maintenance Division and crews anticipate the LFD units will require maintenance be performed once a month during the dry season (April 15th through October 15th) and semimonthly during the rainy season (October 16th through April 14th). Maintenance must also be performed after each storm event. During a typical year, this would result in an average of 27 visits per year. Each visit with the vacuum truck will take an average of four hours.

Manufacturer's specifications for vacuum trucks used by DPW for maintenance purposes are included in the Appendix.

### 3.0 Staging Area

Due to the heavy pedestrian traffic on the Strand (bicyclists, runners, rollerbladers, etc. – See Appendix for traffic counts) it was determined based on field inspection that a staging area for maintenance crews would be needed to prevent any obstruction of the Strand. DPW has deemed any obstructions to the Strand as a hazard to public safety therefore concrete pads were constructed around the Low Flow Diversion units.



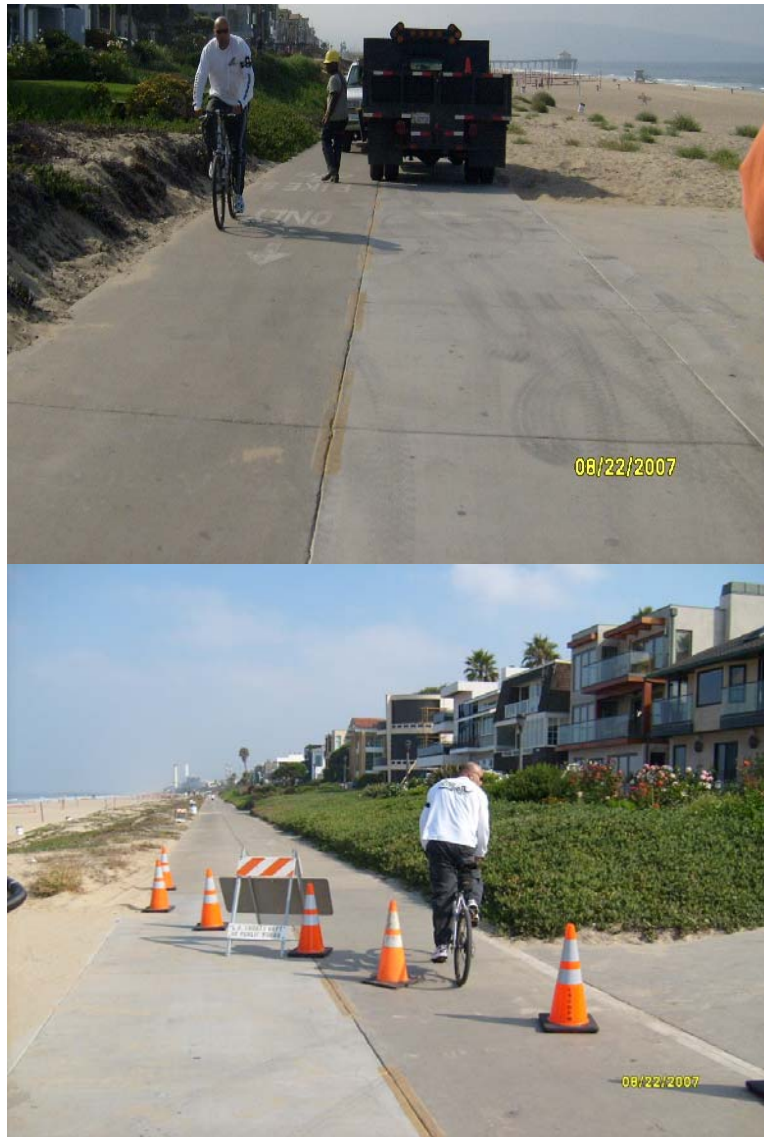
*Figure 3 – As-built condition of Project No. 286*

If the additional concrete pads did not exist this would cause a safety hazard to both pedestrians and maintenance crews. Based on the suggestion from the Manhattan Beach Planning Commissioners to have the pads removed, a test was setup on August 22, 2007 to determine if obstructing The Strand could be a viable option to the construction of concrete pads. The area of work was sectioned off with traffic safety cones and warning signs were posted requiring bicyclists to walk their bikes in the vicinity of the maintenance. Unfortunately, many bicyclists did not comply with these rules – riding through the coned areas with a few even confronting workers about the obstruction. Because of the confined spaces and use of heavy equipment, the safety of the crews is compromised when they are not allowed to fully concentrate on the task at hand.



## Project No. 286 – Low Flow Diversion

This option with the maintenance vehicles was determined to be an unsafe alternative to the concrete staging area because it created significant potential for accidents to both the public and maintenance crews. Another consequence of this alternative is that it will increase the traffic on the walkways creating a mixture of walking pedestrians, speeding bicyclists, and children. Therefore, diverting the Strand with a detour (see Appendix) was also determined to be detrimental to the safety of the public.



*Figure 4 – Bicyclist riding through maintenance site*



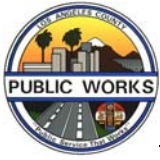
## Project No. 286 – Low Flow Diversion

With the concrete pads in place, traffic on the Strand will not be impeded as maintenance crews perform the necessary work. Other than traveling to and from the project site no portion of the maintenance will encroach onto The Strand.



*Figure 5 – Unimpeded use of The Strand facilitated by additional concrete pads*

The concrete pad on 28th Street and The Strand is 13 feet by 85 feet and the pad on 27th and The Strand is 13 feet by 80 feet. Upon further review of these dimensions, it has been determined that the pads on 27th and 28th can be reduced by 4 and 9 feet respectively. This is the minimum length required to safely maneuver and operate the vacuum truck and its support vehicle. This minimum length was determined by placing both vehicles end-to-end and measuring the excess concrete on the pads. If deemed necessary, those excess portions of concrete can be removed.



## Project No. 286 – Low Flow Diversion

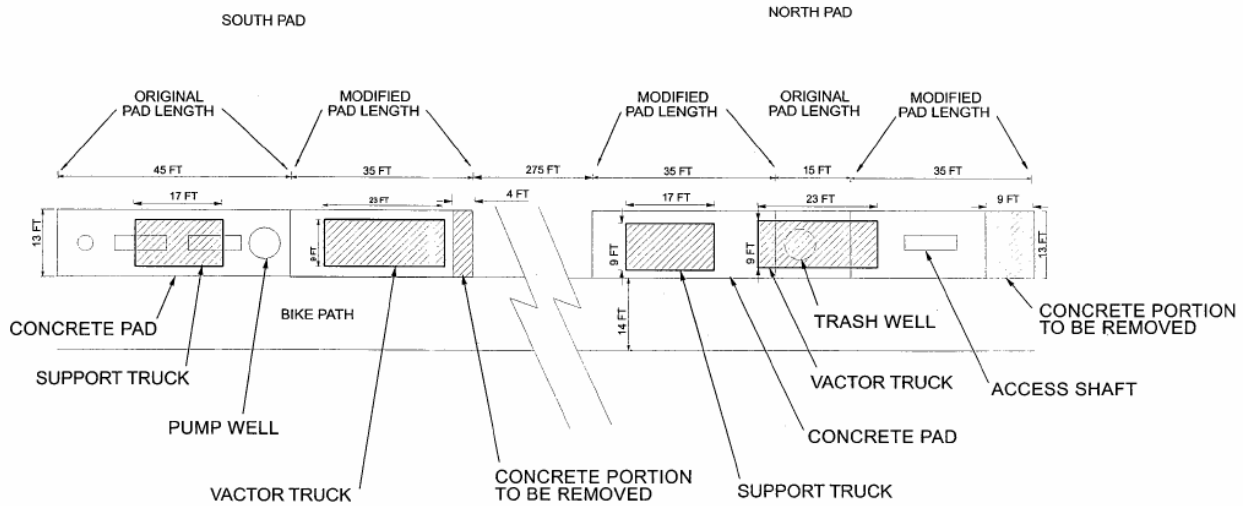


Figure 6 – Minimum Length of Concrete Pads

### **4.0 Conclusion**

The construction of the Low Flow Diversion structures will provide improved water quality along Manhattan Beach and improve the recreational values of the beach. The County of Los Angeles Department of Public Works is committed to developing, operating, and maintaining an effective, safe, and sustainable infrastructure that meets the needs of our customers, complies with environmental regulations, and improves the quality of life in our communities.

However, in order for all these goals to be achieved for the Low Flow Diversion structures at the beaches they need to be properly maintained using heavy construction equipment. As in all of Public Works maintenance activities these tasks are done with an intention to provide maximum safety to the public. Any operational decision that would increase the hazard to the public should be avoided at all costs. For all of our maintenance activities done on our 500 miles of flood control channels, 2800 miles of storm drains, 1600 traffic signals, 3000 miles of roads, and other facilities ensure this maintenance work is done in a safe manner with regards to the residents of the County of Los Angeles is one of our most critical concerns.

The safety of the Manhattan Beach citizens who use The Strand is of paramount concern to Public Works and to the City of Manhattan Beach. Looking at all relevant issues associated with the construction of the enlarged pads, any future decision taken should be weighed against the concern for providing safety for the public who use The Strand. Ensuring maximized public safety during required maintenance activities should be given paramount importance. If the concrete pads are required to be removed the level of safety provided to the public who



## Project No. 286 – Low Flow Diversion

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use The Strand will be comprised by the use of detours or obstructions being established in The Strand.

The use of the concrete pads is necessary to maintain the safety of not only DPW crews, but also the safety of the community as a whole. Without the concrete staging area, bicyclists and pedestrians will be subjected to unnecessary danger and potential for accidents. It is strongly recommended to maintain the concrete pads in their current configuration.



## Project No. 286 – Low Flow Diversion

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### A.0 Appendices

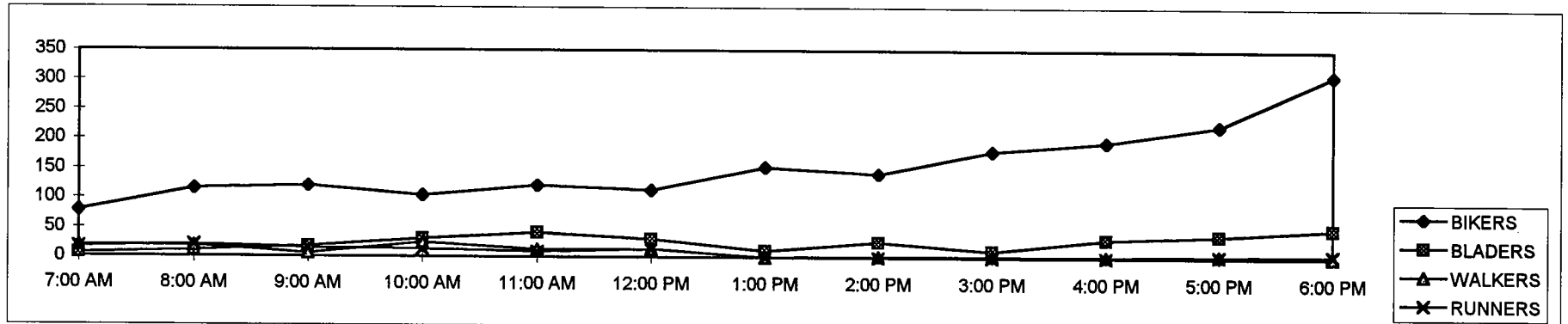
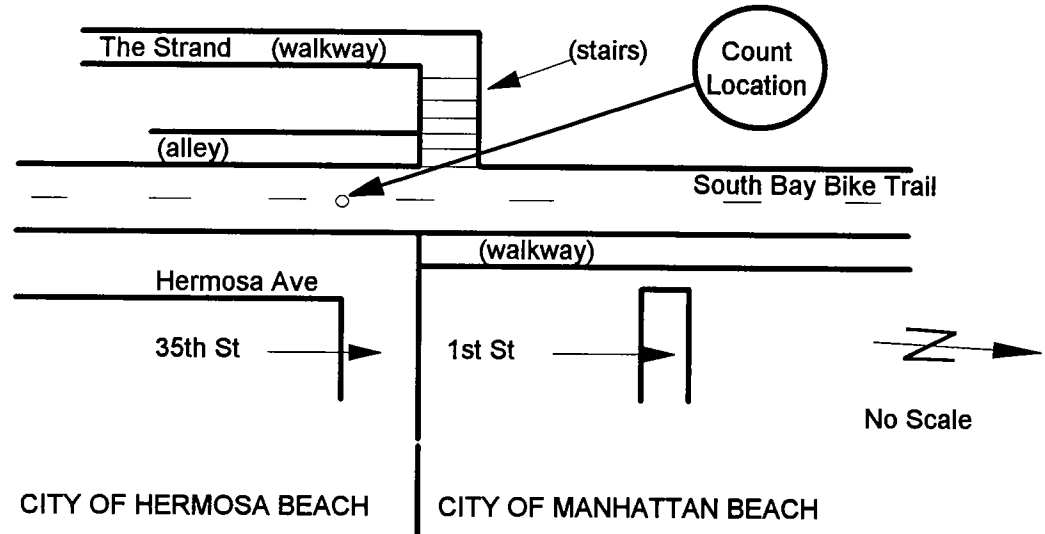


# MANHATTAN STATE BEACH COUNT SUMMARY

MONDAY  
(AM) August 15, 1994  
THURSDAY  
(PM) August 11, 1994

SOUTH BAY BIKE TRAIL  
~~ON THE STAIRS TO THE STRAND~~  
AT 35TH ST (HERMOSA BEACH)

HOUR BEGINNING	HOURLY VOLUMES			
	BIKERS	BLADERS	WALKERS	RUNNERS
7:00 AM	79	6	20	17
8:00 AM	115	10	19	21
9:00 AM	120	18	6	15
10:00 AM	104	31	24	13
11:00 AM	121	41	13	9
12:00 PM	113	31	14	14
1:00 PM	153	11	0	0
2:00 PM	141	26	2	0
3:00 PM	180	11	3	0
4:00 PM	195	31	2	0
5:00 PM	223	37	4	3
6:00 PM	308	49	1	5
<b>TOTAL 7AM-7PM</b>	<b>1852</b>	<b>302</b>	<b>108</b>	<b>97</b>



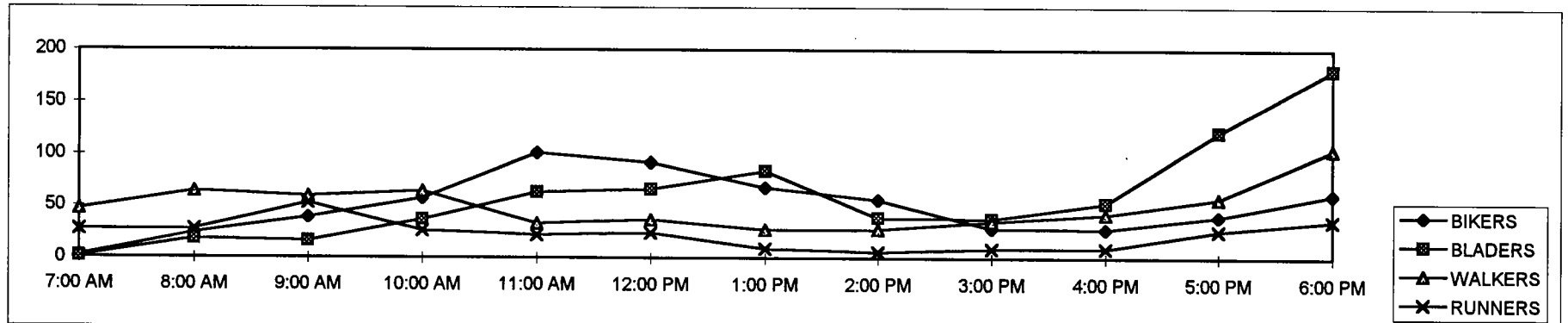
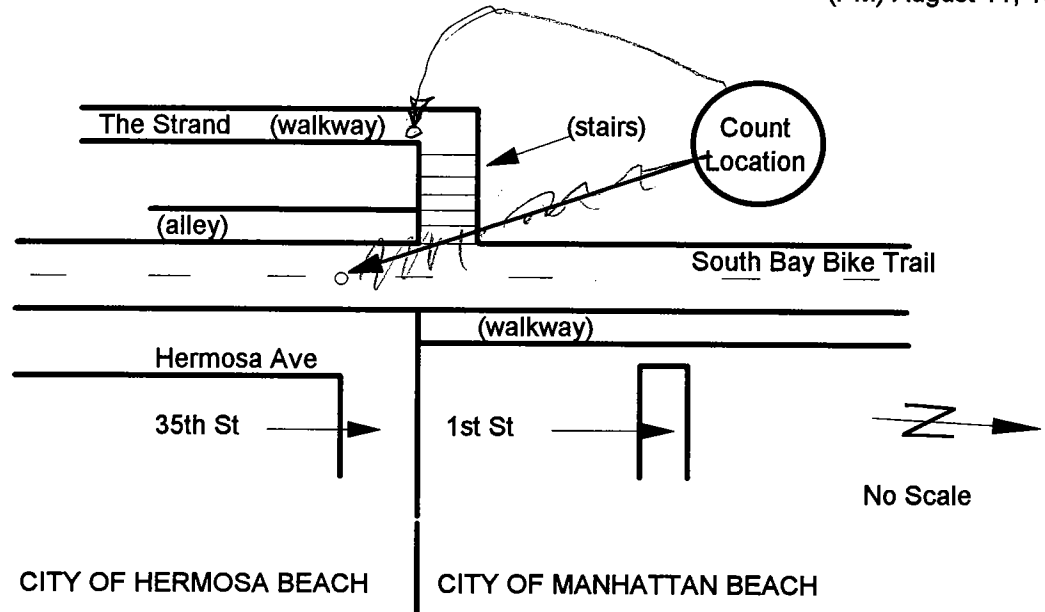
# MANHATTAN STATE BEACH COUNT SUMMARY

MONDAY  
(AM) August 15, 1994  
THURSDAY  
(PM) August 11, 1994

SOUTH BAY BIKE TRAIL (walkway)  
~~ON THE STAIRS TO THE STRAND~~  
A) 35TH ST (HERMOSA BEACH)

s/o

HOUR BEGINNING	HOURLY VOLUMES			
	BIKERS	BLADERS	WALKERS	RUNNERS
7:00 AM	2	1	47	27
8:00 AM	24	18	64	28
9:00 AM	39	16	59	53
10:00 AM	57	37	64	26
11:00 AM	101	63	33	22
12:00 PM	92	66	37	24
1:00 PM	68	84	27	9
2:00 PM	56	39	28	6
3:00 PM	29	38	35	9
4:00 PM	28	53	42	9
5:00 PM	40	121	57	26
6:00 PM	61	181	104	36
<b>TOTAL 7AM-7PM</b>	<b>597</b>	<b>717</b>	<b>597</b>	<b>275</b>



BICYCLE

SOUTH BAY BIKE TRAIL

~~ON THE STAIRS TO THE STRAND~~  
~~AT 25TH ST (HERMOSA BEACH)~~

n/o 1st ST

MANHATTAN STATE BEACH

COUNT SUMMARY

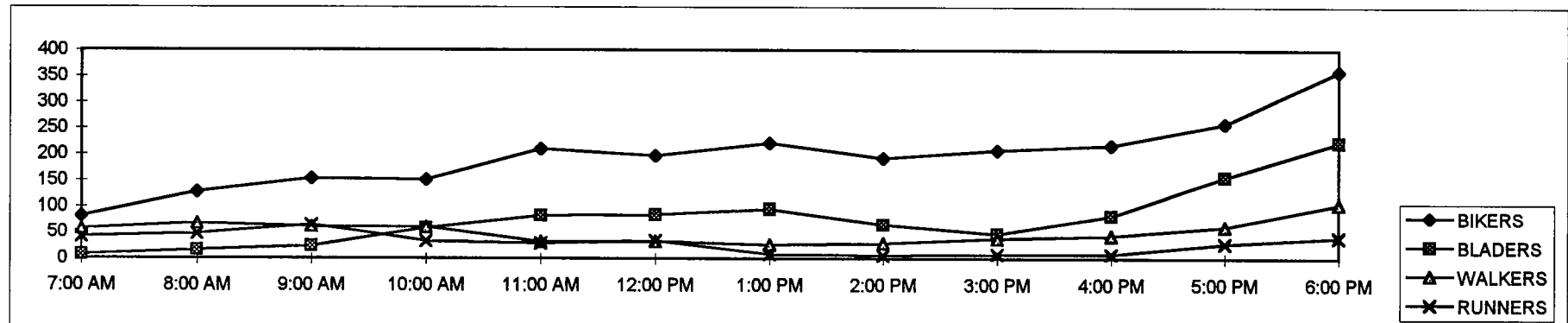
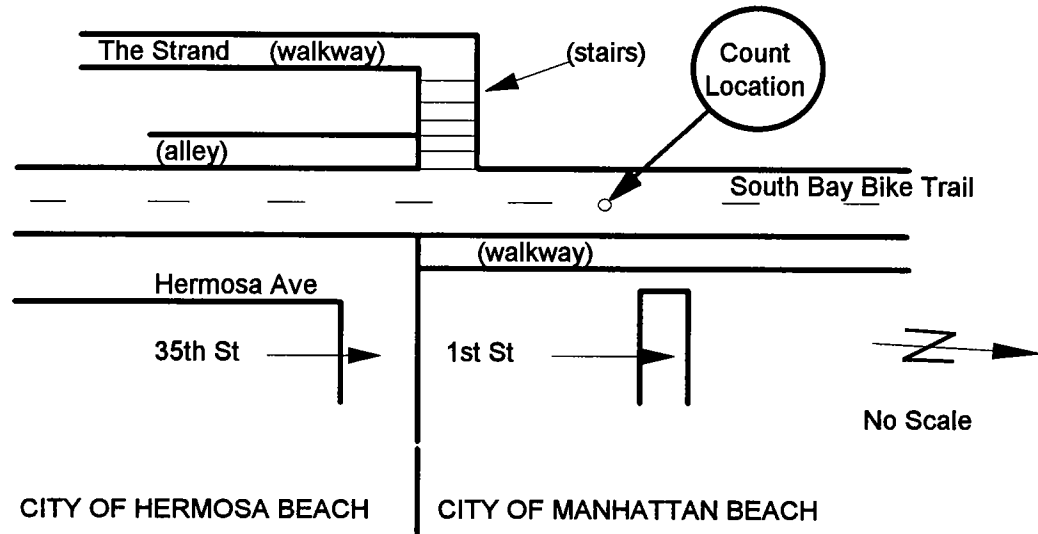
MONDAY

(AM) August 15, 1994

THURSDAY

(PM) August 11, 1994

HOUR BEGINNING	HOURLY VOLUMES			
	BIKERS	BLADERS	WALKERS	RUNNERS
7:00 AM	81	7	57	42
8:00 AM	127	16	67	47
9:00 AM	153	24	61	64
10:00 AM	151	58	60	33
11:00 AM	210	82	32	29
12:00 PM	197	85	33	34
1:00 PM	221	95	27	9
2:00 PM	193	65	30	6
3:00 PM	207	47	38	9
4:00 PM	217	82	44	9
5:00 PM	259	156	61	29
6:00 PM	359	222	105	41
TOTAL 7AM-7PM	2375	939	615	352

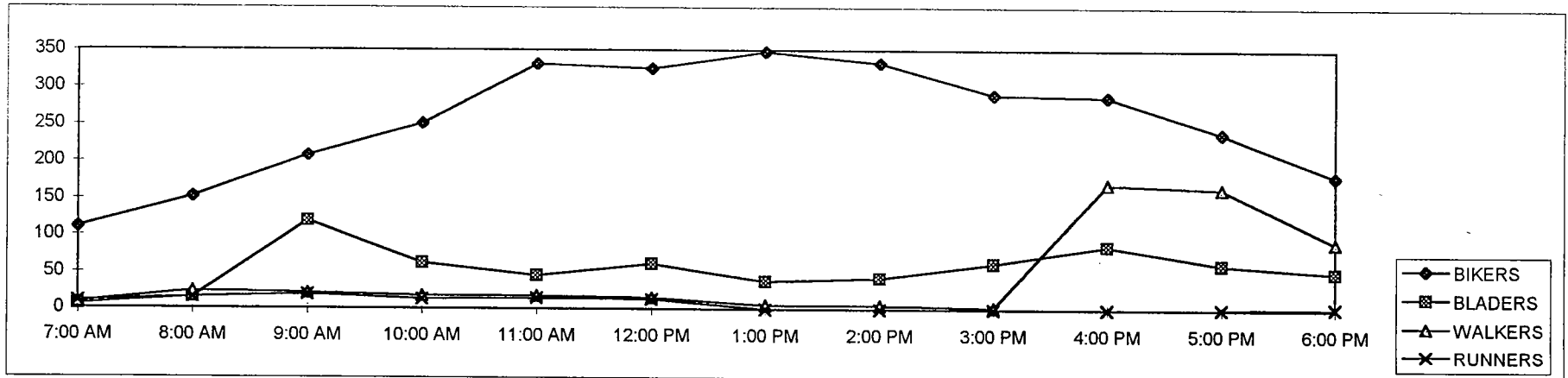
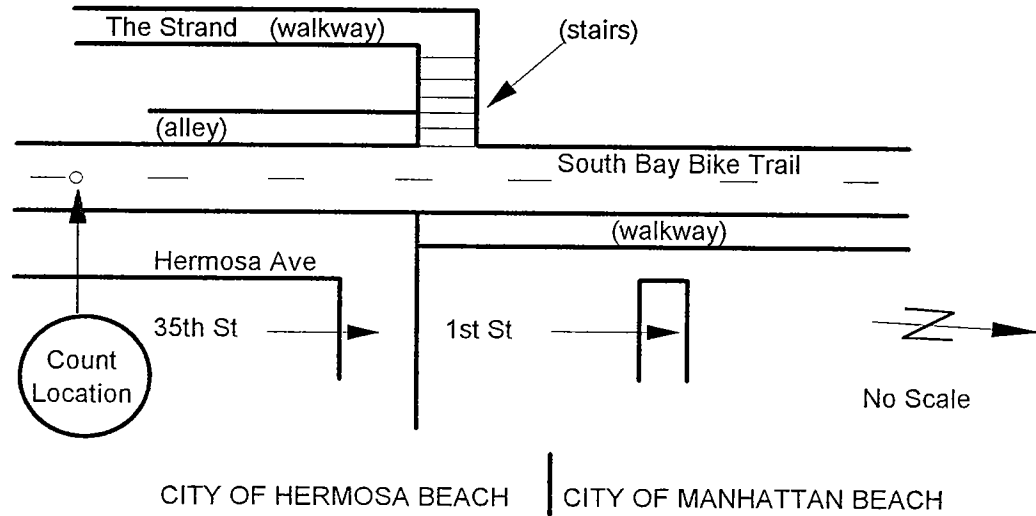


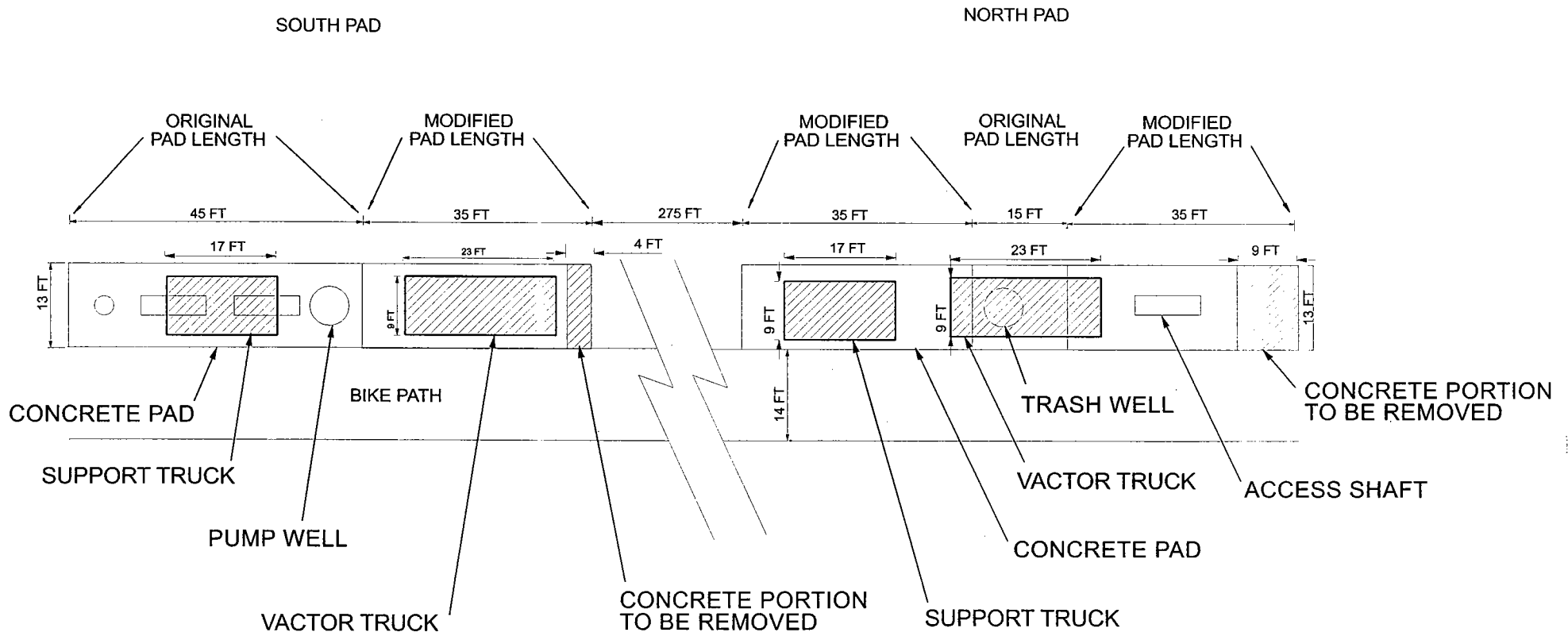
## MANHATTAN STATE BEACH COUNT SUMMARY

SUNDAY  
August 14, 1994

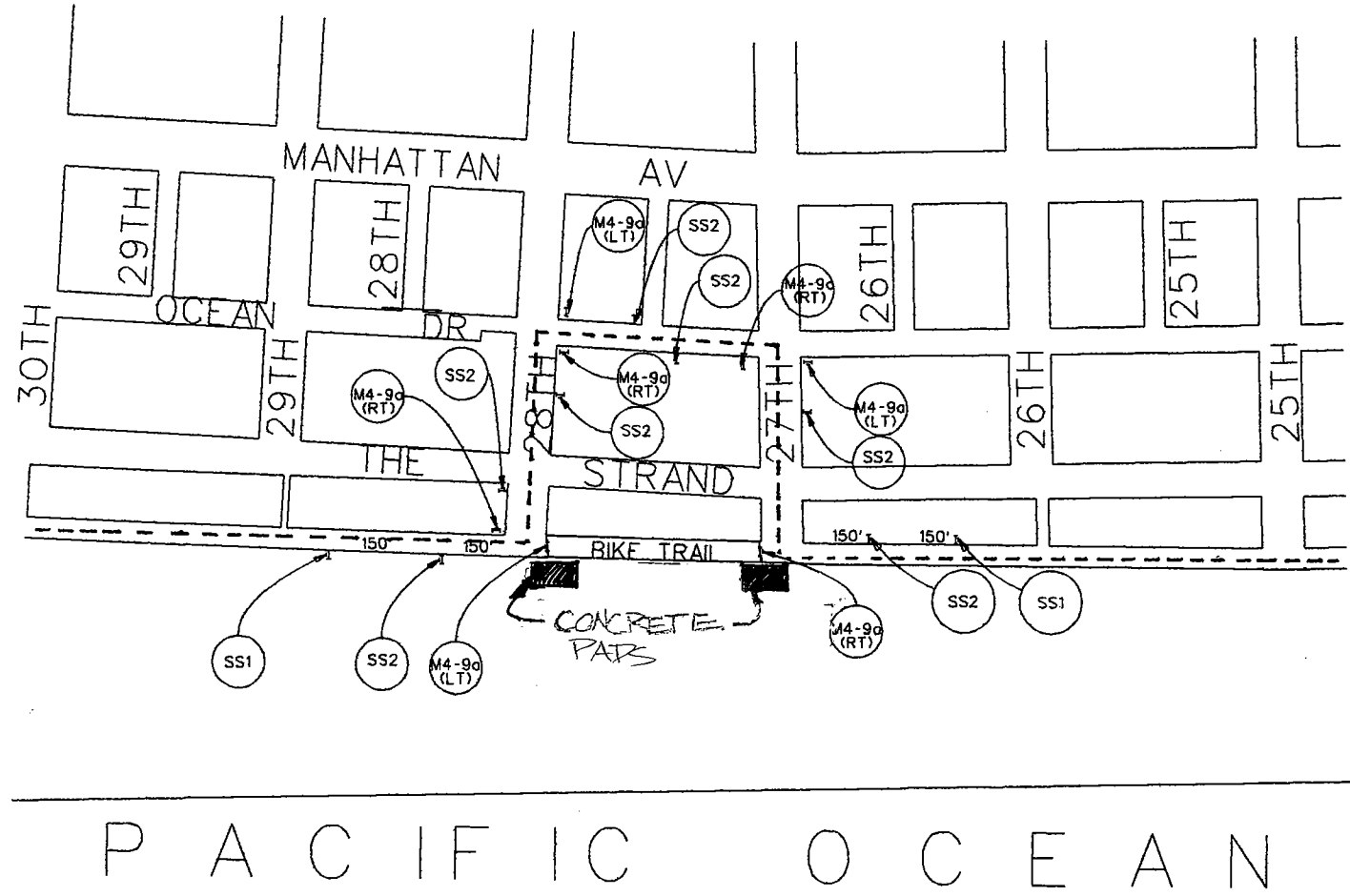
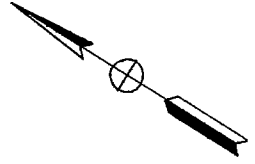
SOUTH BAY BICYCLE TRAIL  
S/O 35TH ST (HERMOSA BEACH)

HOUR BEGINNING	HOURLY VOLUMES			
	BIKERS	BLADERS	WALKERS	RUNNERS
7:00 AM	111	5	8	10
8:00 AM	152	15	23	15
9:00 AM	208	119	21	19
10:00 AM	251	62	17	13
11:00 AM	331	45	17	14
12:00 PM	325	61	15	13
1:00 PM	348	38	5	0
2:00 PM	333	42	5	0
3:00 PM	290	62	2	0
4:00 PM	287	85	169	0
5:00 PM	238	60	163	1
6:00 PM	180	50	90	2
<b>TOTAL 7AM-7PM</b>	<b>3054</b>	<b>644</b>	<b>535</b>	<b>87</b>





**PROJECT NO. 286**  
 MANHATTAN BEACH STORM DRAIN  
 LOW FLOW DIVERSION AT 28TH STREET  
 PLAN AND PROFILE



SIGNING LEGEND	
SS1	
SS2	
M4-9a	

LOS ANGELES COUNTY  
 DEPARTMENT OF PUBLIC WORKS  
 TRAFFIC AND LIGHTING DIVISION  
 TRAFFIC CONTROL PLAN  
 PROJECT 286 MANHATTAN BEACH  
 LOW FLOW DIVERSION  
 BETWEEN 27TH & 28TH STREET  
 PCA/700/093 SCALE: NONE SHT. 1 OF 1

Drawn by: M. Daniel Zahid

TG 732-E5

THE MOST INDUSTRY FIRSTS. THE MOST INDUSTRY FAVORITES.

We call it the Guzzler® CL®. As in Guzzler Classic.

As in the very model of what an industrial

vacuum loader truck should be. Durable.

Dependable. And, of course, easy to operate.

They're qualities that made the Guzzler CL an

industry innovator – and made industry followers

out of the competition. The Guzzler CL is as

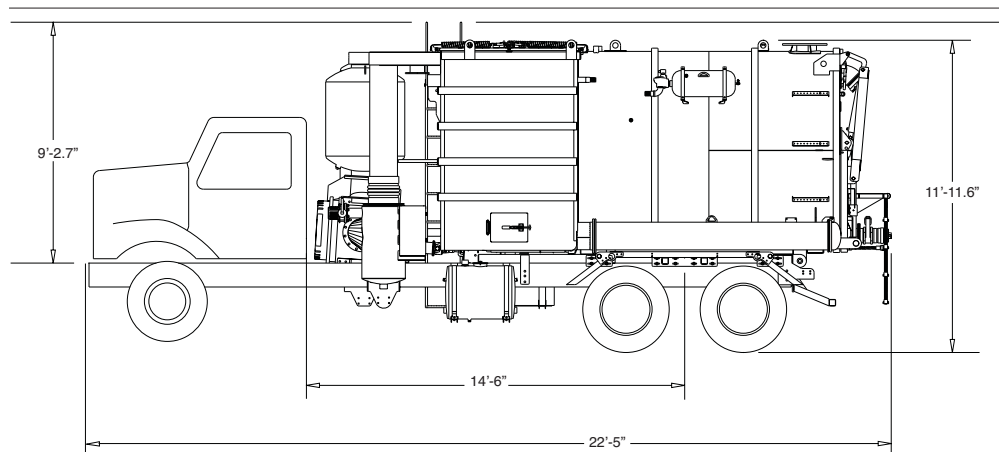
reliable as ever. But, thanks to a host of new

features, it's even better than you remember.



Guzzler CL Industrial Vacuum Loader

### Specifications and Options



Overall Length	CA	Height	Width	Weight Empty
296" (6.83 m)	174" (4.42 m)	143.6" (3.65 m)	102" (2.59 m)	36,000 lb (16,330 kg)

- Blower: Positive Displacement Dual-Lobe or Tri-Lobe Available
- Bolt-On Dumptubes
- Maximum Vacuum Range: 16-28.5 Hg (0.93 kg/cm<sup>2</sup>)
- Customized Ultra-Quiet Silencer
- Maximum Airflow Range: 5,089-6,000 cfm (8,647 cm<sup>3</sup>/hr)
- Bag Cleaning: Baghouse Is Equipped with a 120 psi Bag-Cleaning Pulsation System
- Drive: Air-Shifted Transfer Case with Manual Override
- Liquid Level Float Ball Shut-Off
- Color-Coded, Function-Stamped, Wiring Harness
- Controls: Tachometer, Blower Hourmeter, Pulsation System Air Pressure Gauge, Hydraulic System Pressure Gauge, Blower Vacuum Gauge, Blower Temperature Gauge
- Hydraulic Rear Door: Single-Lever Unlock/Open and Close/Lock
- Hydraulics: Hydraulic Pump Driven by PTO; Hydraulic System Plumbing Assembled Using JIC Fittings and Hydraulic Tubing; 50-Gallon (189.25-Liter) Hydraulic Tank
- 6" Air-Operated Relief Valve
- Heavy-Duty Subframe
- Inline Vacuum Relief Valve
- Payload Capacity: 18 yd<sup>3</sup>-21 yd<sup>3</sup>
- Rear Door Prop
- Collector Body: 3/4" (16.35 mm) Thick Construction; Rear Bulkhead Is 1/2" (9.525 mm) Thick Plate with Lower-Edge Reinforcement; Tailgate Is 1/2" (12.7 mm) Thick, Supported by Two Heavy-Duty Hinges; 50" Dump Height and 15" (38.1 cm) Rear Overhang
- Debris Body Prop
- Back-Up Alarm
- Roadside Emergency Kit and Fire Extinguisher
- Single-Mode Filtration System
  - First Stage: Radial Deflection Wing
  - Second Stage: Cyclone Centrifugal Separator
  - Third Stage: Sixty 70" Dacron Filter Bags (5 Micron); 10.72:1 Air-to-Cloth Ratio
  - Fourth Stage: Microstrainer Final Filter

Your Guzzler representative is:



1621 South Illinois Street, Streator, Illinois, U.S.A. 61364  
 (815) 672-3171 Phone • (815) 672-2779 Fax  
 www.guzzler.com

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## PROVEN PERFORMANCE IN:

- Steel mills • Railroads • Oil refineries • Chemical plants
- Cement plants • Foundries • Shipyards and docks
- Power generating stations • Metal mining • Phosphate plants
- Bridge painting • Grain elevators • Aluminum plants
- Glass manufacturing • Waste-to-energy plants
- Pulp and paper mills • Material processing plants
- Lime and coal plants • Water and sewage treatment plants

## Guzzler CL Vacuum Loaders

## Superior Design from the World Leader in Vacuum Solutions

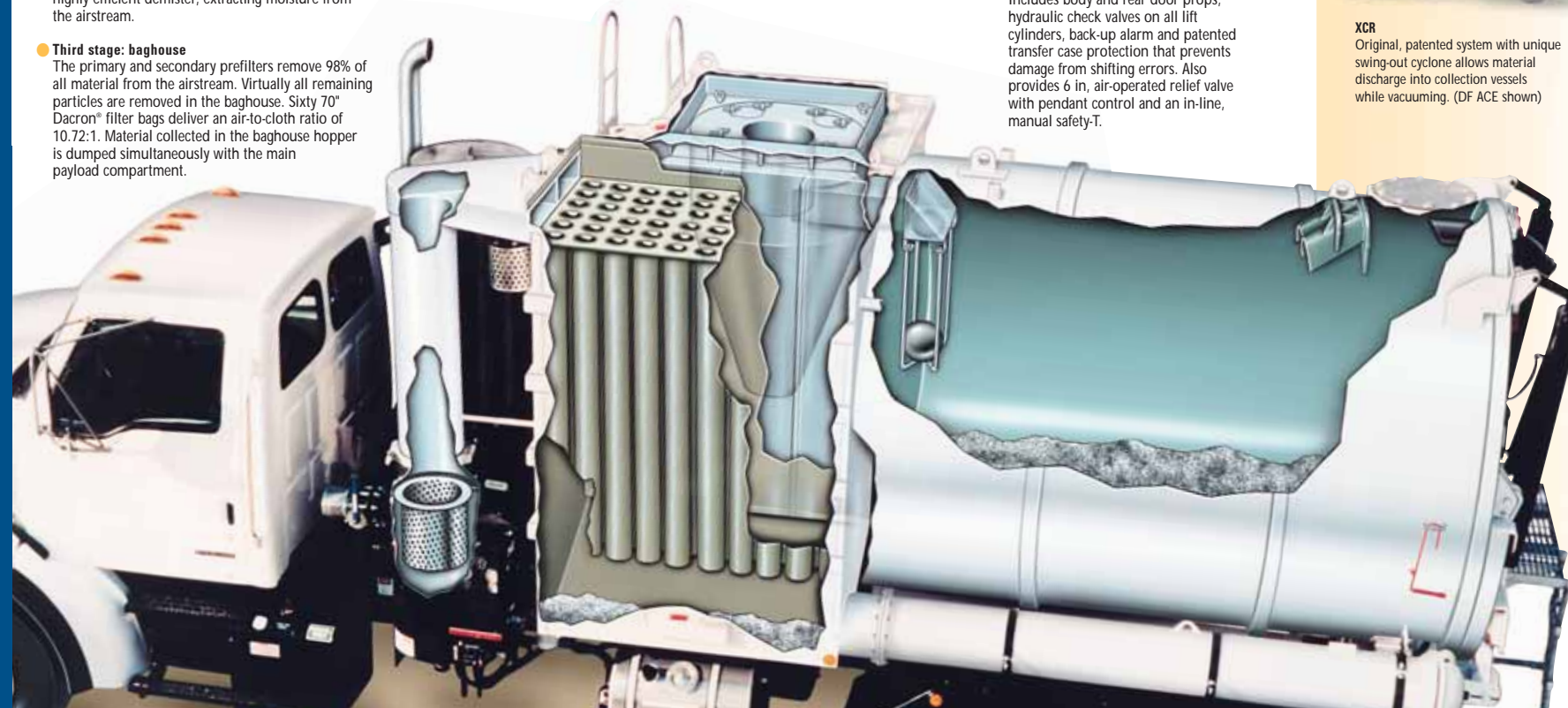
### Advanced Guzzler CL Filtration Process

Finding the ideal balance between filtration and productivity is what the Guzzler CL is all about. And, with improved air-routing features, the Guzzler CL delivers even more air where you need it, at the working end of the hose, while maintaining the lowest pressure drop of any machine in its class.

- **First stage: debris tank**  
As vacuumed material enters the 18-cubic-yard debris tank, air speed slows. This allows gravity to help the prefilter radial diversion wing remove the bulk of material by deflecting particles to the bottom of the tank.
- **Second stage: cyclone chamber**  
From the debris tank, the air flows to the secondary prefilter — the cyclone chamber — where centrifugal force hurls the denser particles to the cyclone wall and spirals them downward into the collection hopper. Material collected in this chamber is dumped simultaneously when the debris tank is discharged. During wet vacuuming, this prefilter serves as a highly efficient demister, extracting moisture from the airstream.
- **Third stage: baghouse**  
The primary and secondary prefilters remove 98% of all material from the airstream. Virtually all remaining particles are removed in the baghouse. Sixty 70" Dacron® filter bags deliver an air-to-cloth ratio of 10.72:1. Material collected in the baghouse hopper is dumped simultaneously with the main payload compartment.

- **Final stage: microstrainer**  
Final vacuum pump protection is provided by the microstrainer. This is the safety drop-out point for any items that may have entered the system during servicing. A fine mesh screen prevents foreign objects from entering the blower.
- **Easy cleaning and decontamination**  
All filter components are 100% accessible. There are no material bridge-points in baghouse and cyclone hoppers, as in other brands.
- **Top access**  
Baghouse and cyclone top inspection doors with spring-assist are easily accessed via heavy-duty ladder and platform. No disconnecting of the pulsation hoses required.
- **Direct drive transfer case or International**  
Factory-installed at Sterling to ensure correct alignment of all drive-line components. Directly couples vacuum pump to chassis engine. Mounted on vibration isolators to accommodate truck frame movement. Vulcan coupler or pulsation dampener not required, as on other brands.
- **Severe-duty chassis**  
Designed specifically for the Guzzler CL. Factory-installed transfer case. Factory-installed, dash-mounted blower and PTO controls for greater reliability and ease of use. Jump-start studs provided for remote equipment power supply.
- **Isolated strainer and silencers**  
Independently mounted to prevent vacuum pump case distortion.

- **Advanced rear door design**  
½ in (12.7 mm) steel-plate construction prevents deflection and warping. Tapered, locking, over-center chocks and three top-mounting brackets ensure a positive, leak-proof seal. Central hydraulic manifold provides single access point for adjustments. Two double-acting, hydraulic cylinders (versus up to four on other brands) for less maintenance. Hinge blocks are shimmed to allow adjustment.
- **State-of-the-art instrumentation**  
Controls mounted in a single, fully sealed panel for easy monitoring. Includes tachometer; blower temperature, hydraulic pressure, vacuum and air pressure gauges; and hourmeter. Each circuit clearly identified and individually grounded.
- **Standard operator safety features**  
Includes body and rear door props, hydraulic check valves on all lift cylinders, back-up alarm and patented transfer case protection that prevents damage from shifting errors. Also provides 6 in, air-operated relief valve with pendant control and an in-line, manual safety-T.



## The Choice Is Yours.

The Guzzler CL modular design allows you to select the offloading solution that meets your specific needs, so you get minimal downtime and maximum productivity. Guzzler offers the widest selection of configurations of any manufacturer.

## Offloading Options

**Cycrane with stand-alone cyclone**  
Designed for maximum flexibility. Ideal for loading rail cars, dump trucks, elevated bins and silos. Heavy-duty crane with 1,400 lb (636 kg) capacity and 31 ft (9,449 mm) horizontal reach. Can be suspended over vessels up to 14 ft (4,267 mm) in height.



**XCR**  
Original, patented system with unique swing-out cyclone allows material discharge into collection vessels while vacuuming. (DF ACE shown)

**Tailgate-mounted sludge pump (not shown)**  
4 in (101.6 mm) removable, hydraulically driven pumphead is ideal for unloading sludges from the debris body and may be used during vacuuming.

**High-rail system (shown on page two)**  
No one provides a more complete high-rail system than Guzzler. Available in three configurations, this option can be as simple as adding high-rail gear to a standard Guzzler. Or choose a fully equipped high-rail cleaning system that features a loading boom, cycrane, hydraulic creep drive and rear-mounted operator chair, where complete operation can be achieved from a single position while loading or driving over the rails.

**Vane pump (not shown)**  
Ideal for fast vacuuming and pressure offloading of liquid material. The system features a 250 cfm, 27 in Hg vane pump, as well as all options required for pressurizing the non-ASME debris tank up to 6 psi.