

**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
MEMORANDUM**

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Angelica Ochoa, Assistant Planner

DATE: April 22, 2009

SUBJECT: Consideration of Use Permit to Construct a New Gas Station, “24-Hour” Food Mart with Beer and Wine Sales, Drive-Thru Coffee Area and Self-Serve Car Wash and Adoption of a Negative Declaration of Environmental Impacts at 2301 North Aviation Boulevard (Skeikpour/Chevron).

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the **PUBLIC HEARING, DISCUSS** and **PROVIDE DIRECTION**

APPLICANT/OWNER

Freydoun Sheikhpour
2301 North Aviation Boulevard
Manhattan Beach, CA 90266

Ahmad Ghaderi, Applicant’s Representative
A & S Engineering, Inc.
207 West Alameda, Suite 203
Burbank, CA 91502

PROJECT OVERVIEW

LOCATION

Location

2301 North Aviation at the Northwest corner of Aviation Boulevard and Marine Avenue. (Attachment A).

Legal Description

Portion of the south 60 acres of lot 1 in section 19, as shown on the partition map showing property formerly of the Redondo Land Company, in the City of Manhattan Beach, as shown as Parcel 3 on record of survey map filed in book 83 pages 53 and 54 of records of surveys

Area District

II

LAND USE

<u>General Plan</u>	General Commercial	
<u>Zoning</u>	CG, Commercial General	
<u>Land Use</u>	<u>Existing</u>	<u>Proposed</u>
	Auto service repair/ mini-mart 4 gasoline pump islands Underground fueling system	Food mart/coffee area with drive-through and self-serve car wash 4 gasoline pump islands Underground fuel system
<u>Neighboring Zoning/Land Uses</u>		
North	IP/Northrup Grumman	
South (across Marine)	RS/Low Density Residential	
East (City of Hawthorne) across Aviation)	Office and Residential	
West	OS/Marine Sports Park	

PROJECT DETAILS

	<u>Proposed</u>	<u>Requirement (Staff Rec.)</u>
Parcel Size:	39,620 sq. ft.	5,000 sq. ft.
Building Floor Area:	3,800 sq. ft. food mart/ coffee area with drive through and 1,980 sq. ft. self-serve car wash	65,343 sq. ft. max.
Height:	22' 1" (food-mart) 16' (car wash) 20' (pump islands)	30/22 ft. max. (1)
Parking:	29 spaces	27 spaces min. (2)
Hours of Operation:	Food mart and fueling stations – 24 hours Drive-through coffee area – 5 am to 10 pm Self-serve car wash – 6 am to 9 pm Alcohol sales – 7 am to 10 pm	
Vehicle Access:	2 Driveways (1 on Marine Ave. and 1 on Aviation Blvd.)	Per City Traffic Engineer
Signage:	787.11 square feet	418 square feet (3)

Landscaping: 7,853 sq. ft. (19%) 8% of entire site (4)

- (1) Height calculated based on Municipal Code Section 10.60.70. 22 feet height limit is allowed if roof pitch is at least 4 in 12, no pitch maximum is 30 feet.
- (2) Parking based on $39,620 \text{ sq. ft.} / 2 = 19,810 \text{ sq. ft.} / 2500 \text{ sq.ft.}$; 3,800 s.f. food mart/coffee area
- (3) Signage based on Municipal Code Section 10.72 050. Pole sign counts twice per face with a total of 704.00 square feet
- (4) Landscaping based on Municipal Code Section 10.16.030 (I) that requires 8% landscaping of entire site

ENVIRONMENTAL DETERMINATION

In accordance with the provisions of the California Environmental Quality Act (CEQA) as amended by the City of Manhattan Beach CEQA Guidelines, the Community Development Department after conducting an Initial Study (Attachment B), found that the subject project would not have a significant effect on the environment and therefore a Negative Declaration is proposed. At the public hearing for the subject project, the Planning Commission can request additional information or studies that they feel are necessary to address any outstanding issues in order to adopt the Negative Declaration and make the findings that there is not a significant environmental impact.

PROJECT BACKGROUND

The subject applicant, Frydoun Sheikpour, property owner of a Chevron gas station located at 2301 North Aviation Boulevard, constructed in 1969, operates an approximate 300 square foot market, 4 fueling islands with 8 gas pumps and an approximate 1,200 square foot auto repair service station with 3 auto bays. The site also includes underground storage fuel tanks and 24 parking spaces. The attached Resolution (Attachment C, BZA 88-28) was granted in 1988 to allow the construction of a 24 hour gasoline station, an automotive repair service with operating hours from 7 am to 9 pm, a mini-mart with incidental beer and wine sales with operating hours from 6 am to midnight and a changeable copy sign. According to staff records, the plan check expired on March 13, 1991, therefore the approval expired and the project was never implemented. Also, a resolution (PC 97-8) to allow a request for a changeable sign copy at the subject site exceeding the maximum allowable square footage for signage was denied by the Planning Commission on January 8, 1997 (Attachment D).

The applicant would like to expand its current uses on the subject site to meet the demand of the residents and businesses in the surrounding community by providing more services. A use permit is required to allow the construction of a new gas station, a new food mart with specialty coffee service and a new self-serve car wash per Municipal Code Section 10.16.020. Also, since the site exceeds 10,000 square feet it also requires a use permit authorizing multiple uses per Municipal Code 10.84.105. In addition, a use permit is also required per Municipal Code Section 10.16.030 (L) for any new alcohol license.

The Planning Commission has the authority to review and take two separate actions on the subject application, the Use Permit and the Negative Declaration. The Use Permit findings include specific criteria based on local community standards and the Environmental report includes criteria that must comply with State requirements.

PROJECT PROPOSAL

A use permit application and plans were submitted to the City in April 2007 to demolish all improvements on the site, and construct a gas station, fast food restaurant, food mart and self-serve car wash. (Attachment E). Staff provided comments to the applicant on the proposed project submitted in April 2007 and determined that it did not meet the parking requirements per Municipal Code 10.64.030. Staff also stated that there were too many proposed uses for the site that would affect parking and circulation and recommended that the applicant take into consideration the impacts to the surrounding neighbors from the project.

Since the original project submittal from April 2007, the subject applicant has worked with staff, the City Traffic Engineer, and the City Engineer and made several revisions. To date, the applicant has reduced the scope of the project and has revised the project to include the following:

- Demolish the existing auto service station/mini-mart building, 4 fueling islands with 8 gas pumps and existing underground storage fuel tanks.
- New 3,800 square foot food mart/specialty coffee service area with drive-through
- New underground storage fuel tanks
- 4 new fueling islands with 8 gas pumps
- New 1,980 square foot self-serve car wash
- Off-site sale of beer and wine

The applicant feels that remodeling and upgrading the entire site with the proposed uses will provide a mix of services that residents and visitors will benefit from. Specifically, the applicant is proposing to operate the new gas station and food mart with 24-hour service, with beer and wine being sold between the hours of 7 am to 10 pm. Specialty coffee service will be sold inside the food mart in a designated area between the hours of 5 am to 10 pm. The specialty coffee service will also be provided to customers with a drive through service located behind the food mart building towards the west side of the site. The food mart and coffee service area will have no dining or counter seating, no eating on-site, and no food preparation or cooking facilities. The self-serve car wash will be located at the north side of the site in a separate building with operating hours from 6 am to 9 pm.

The food mart/coffee service building will be set back from Aviation Boulevard towards the west side of the subject site. A total of four fueling islands with 8 gas pumps are proposed. The site will have vehicular access from Marine Avenue and Aviation Boulevard. Landscaping will be provided along the entire length of Aviation Boulevard and Marine Avenue and within the area of city dedication. The proposal indicates that 29 parking spaces will be provided, including one handicap space. The trash enclosure will be located adjacent to the self-serve car wash area. The attached plans provide in detail the site layout, floor plan and elevations of the new canopies for the fueling islands, the car wash building and the food mart building.

If the project is approved, the Conditional Use Permit would include conditions that would mitigate significant issues such as reducing the amount of proposed uses and/or hours to reduce parking and circulation issues within the subject site.

Use Permit

The Planning Commission must make the following findings in accordance with Section 10.84.060 for the use permit, if the project is approved:

1. The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;
2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;
3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located; and
4. The proposed use will not adversely impact or be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated.

The Planning Commission, as part of approving a use permit, in accordance with Section 10.84.070 can impose reasonable conditions as necessary to:

- A. Achieve the general purposes of this ordinance or the specific purposes of the zoning district in which the site is located, or to make it consistent with the General Plan;
- B. Protect the public health, safety, and general welfare, or
- C. Ensure operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties or in the surrounding area.
- D. Provide for periodic review of the use to determine compliance with conditions imposed, and Municipal Code requirements.

DISCUSSION

The current use of this site is an existing Chevron gas station with 2 fueling islands, 3 auto repair bays and a mini-mart. The site also includes 24 parking spaces with landscaping located along Marine Avenue and Aviation Boulevard. The site currently operates under no use permit and is non-conforming for signage. The applicant is proposing to demolish the entire site and build a new gas station with a mix of uses.

Staff has worked with the applicant since 2007 to try to resolve issues such as:

- Meeting the required number of **parking** spaces based on the proposed uses
- Providing a **Survey** to verify property lines and easements
- **Lighting plan** and report to ensure impact to nearby residents is minimized
- **Signage** to meet the required sign area for the site
- **Landscaping** plan to provide planting types and sizes and irrigation
- Reducing the scope of the project and **number of uses** to address circulation, parking and traffic
- **Traffic study** required by the City Traffic Engineer

The current proposal submitted by the applicant addresses parking by providing 29 parking spaces; 27 are required. An updated survey was submitted to staff and property lines were verified to provide the correct

dedication area required by the City Engineer for street improvements. A signage proposal was submitted and is attached to the plans. A landscaping and lighting plan was not submitted to staff, but could be addressed during the plan check process and include it as a condition in the resolution. The applicant has reduced the scope of the work to include 4 fuel islands, a food mart with coffee area and drive-through service, with no seating and a self-serve car wash. The original project submittal of April 2007 included 5 fuel islands, a fast food restaurant with drive-through and outdoor seating and a self-serve car wash.

Traffic/Circulation

The City Traffic Engineer originally required (Attachment F, comments dated June 5, 2007 and March 3, 2009) a Traffic Impact Analysis study to determine the potential traffic impacts of the development based on the original project submittal in April 2007 that included a fast food restaurant with drive through service. The gas station, food mart and self-serve car wash did not generate a substantial amount of new trips to require a traffic report, according to the Traffic Engineer. Since the applicant revised the project to only provide a coffee area with drive-through and no seating instead of the fast food restaurant, the City Traffic Engineer felt that this type of use would not require a traffic study. The City Traffic Engineer stated that if the drive through service for the coffee area offered the same limited products as inside the food mart then the number of new trips generated would be under that required for a traffic study. (Attachment G comments dated April 3, 2009) The applicant provided a floor plan of the coffee area that was to the satisfaction of the City Traffic Engineer to comply with the above condition.

In terms of circulation, the City Traffic Engineer recommended reducing the number of driveways and restricting the entering and exiting to right turns only in order to reduce traffic impacts onto Aviation Boulevard and Marine Avenue. Two driveways will be provided, one on Marine Avenue and one on Aviation Boulevard to meet this requirement. Currently, there are four driveways on the subject site, two on Marine Avenue and two on Aviation Boulevard. The City Traffic Engineer also recommended that the drive-through aisle be at least 100 feet long to not interfere with cars moving in and out of parking spaces. The applicant has provided a 6 car queue for the drive-through area and a 5 car queue for the self-serve car wash. The applicant is also providing more than the required turning radius of 24 feet from the parking spaces which will also reduce traffic and circulation impacts. Based on the submitted plans, the applicant is providing 30 feet from the parking spaces fronting Aviation Boulevard, 45 feet from the parking spaces at the north side of the lot, and 41 feet from the parking spaces directly in front of the proposed food mart.

Walkways along Marine Avenue and Aviation Boulevard have also been incorporated into the site design for pedestrian access to the food mart and across parking areas.

Staff Concerns

Staff has concerns regarding the following issues on the subject proposal:

- 1) Parking
- 2) Traffic and circulation
- 3) Number and scale of uses, and
- 4) Signage
- 5) Hours of operation
- 6) Alcohol sales
- 7) Noise – Acoustical study

Staff feels that although the applicant has revised the project to reduce the intensity of the uses, there are still outstanding issues that need to be addressed. In terms of parking and circulation on the site, cars entering and

exiting the site may create traffic impacts with cars moving in and out parking spaces, the drive-through, the self-serve car wash and the fueling islands. Also, since Marine Avenue and Aviation Boulevard are major arterial streets, this may create traffic impacts from cars leaving and entering the subject site during high peak traffic times. Staff feels that parking, traffic and circulation issues can be addressed by reducing the number of uses on the site. By eliminating one use, these impacts will be minimal. The signage proposal submitted by the applicant, on the attached plans, exceeds the maximum signage allowed for the site, since there is an existing pole sign at the northwest corner of Aviation Boulevard and Marine Avenue. Therefore, the signage proposal requires a sign exception or the applicant must comply with the sign code (MBMC Section 10.72).

Other Departments Input

The Public Works/Engineering Departments are requiring dedications for future street improvements on Aviation Boulevard and Marine Avenue. Also, these departments are also requiring improvements for handicap access and pedestrian walkway easements that will be required to be completed during construction of the project. The Police and Fire Departments had no specific conditions for the project. The Building Department will require that the project comply with SUSMP (Standard Urban Storm Water Mitigation Plan) requirements. All specific department conditions will be included in the resolution and department requirements will be addressed during the plan check process if the Planning Commission approves the project.

Public Input

Staff received one correspondence (Attachment H) opposing the project from a resident who lives on Marine Avenue, south of the subject site. The main issues of concern are the 24 hour operation for the gas station and food mart, lighting impacts, noise and hours of operation from the self-serve car wash, enforcement of operational standard, and an increase in traffic onto Marine Avenue and Aviation Boulevard. Potential issues regarding noise, lighting, traffic/circulation, hours of operation, and public services have been addressed by staff in the initial study. The applicant can also respond to any remaining issues at the time of the public hearing.

In terms of code enforcement, staff has received ongoing complaints from one neighbor on Marine Avenue regarding the 24 hour operation of the current use. Staff notified the property owner of the use permit and public hearing process to allow a 24 hour operation since the current site has no use permit. If the project is approved, the use permit will state specific conditions as to the hours of operation for all proposed uses as well the hours of alcohol sales.

CONCLUSION

The applicant at this point feels that they have scaled down the project to the City's satisfaction and would like the opportunity to present their project to the Planning Commission in order to move forward. Although, the applicant has made several revisions since the original submittal to address staff's concerns, there are still a number of issues that staff feels the applicant has not resolved.

The key issues that staff would ask the Planning Commission to focus their discussion on include:

- 1) Parking
- 2) Traffic and circulation
- 3) Number and scale of uses, and
- 4) Signage
- 5) Hours of operation
- 6) Alcohol sales

7) Noise – Acoustical study

Based on the above discussion, the Planning Commission has the authority to review and take two separate actions on the subject application, the Use Permit and the Negative Declaration. The Use Permit findings include specific criteria based on local community standards and the Environmental report includes criteria that must comply with State requirements.

ALTERNATIVES

The alternatives to the staff recommendation available to the Planning Commission include:

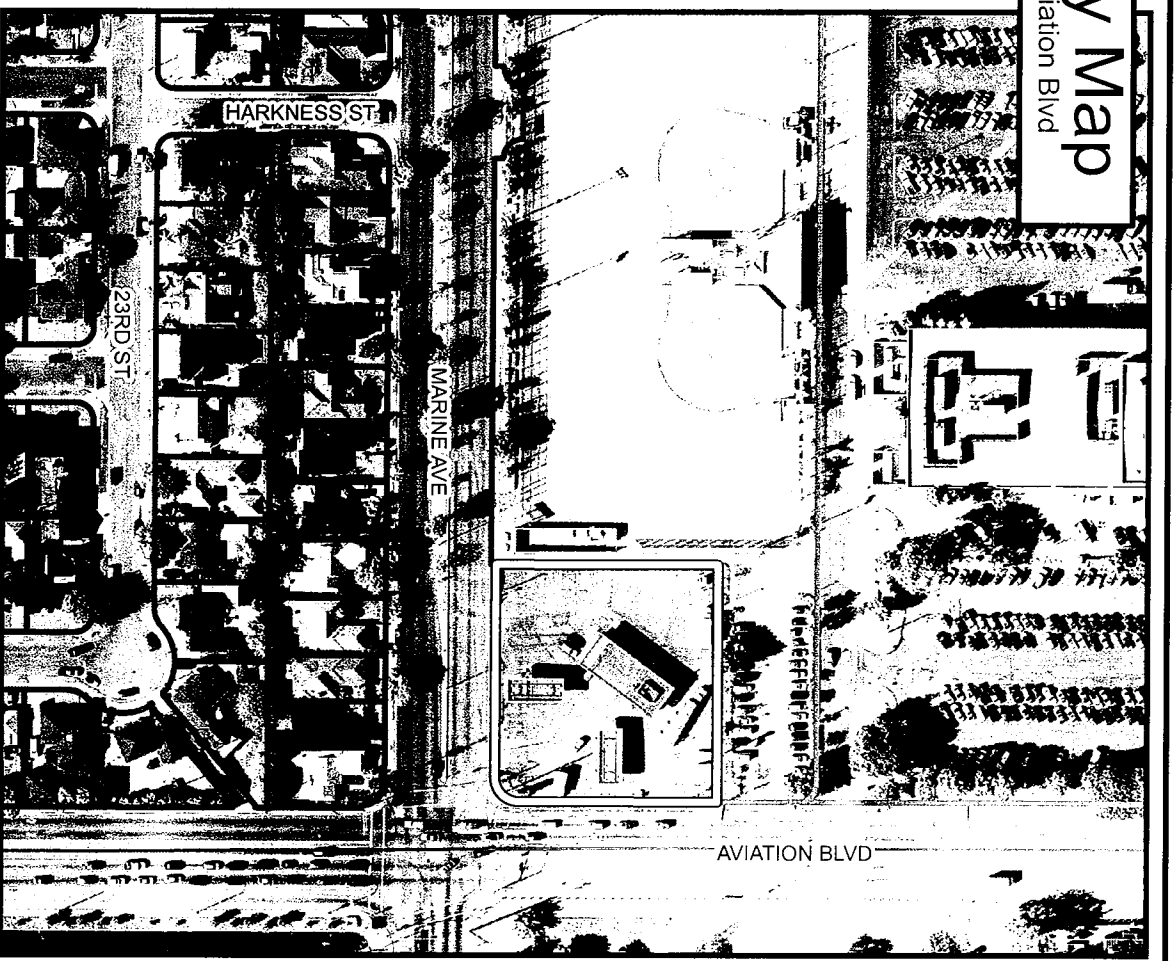
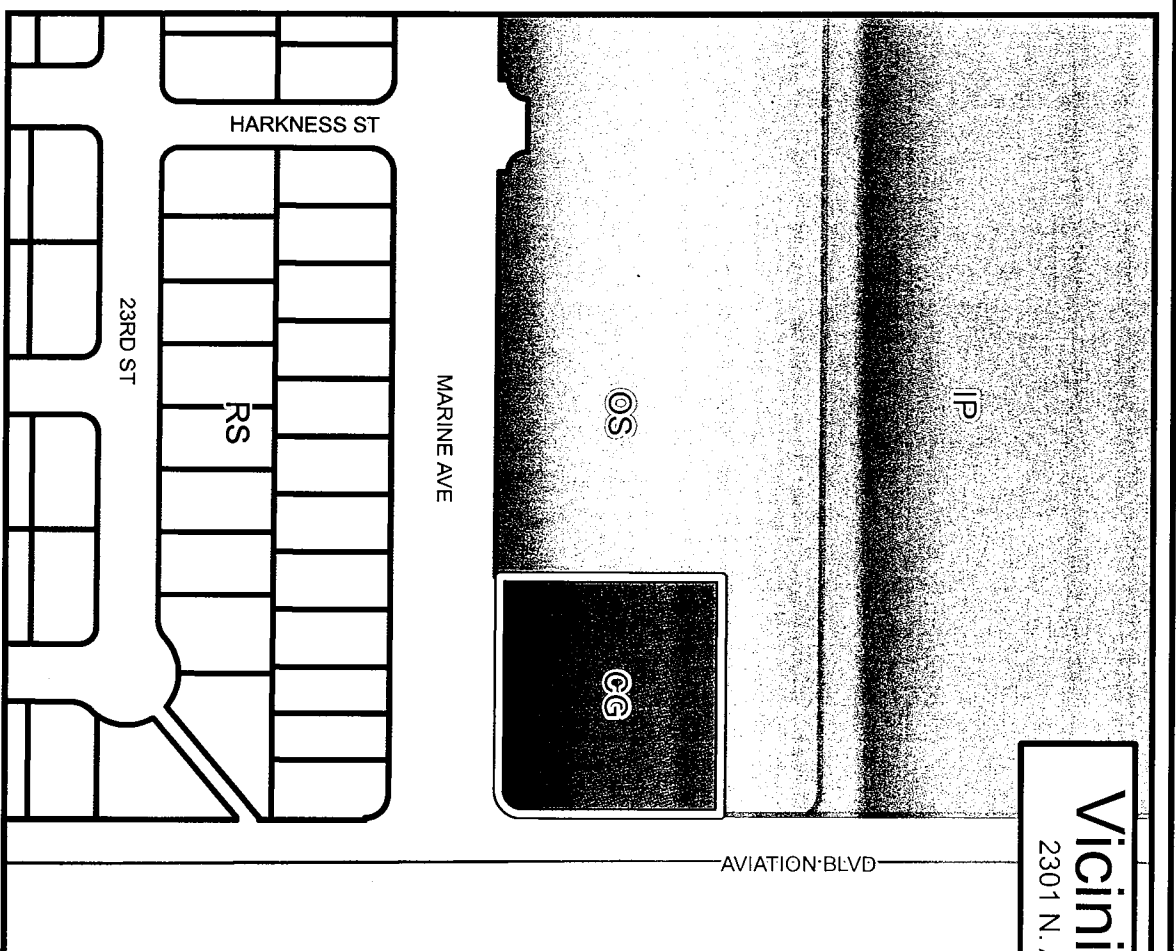
1. **DENY** the project subject to public testimony received, based upon appropriate findings, and **DIRECT** Staff to return with a draft Resolution.
2. **APPROVE** the project subject to public testimony received, based upon appropriate findings, and **DIRECT** staff to return with a draft Resolution.

Attachments:



- A. Site Location Map
 - B. Environmental Impact Report
 - C. Board of Zoning Resolution (BZA 88-28)
 - D. PC Resolution (PC 97-8)
 - E. Project Applications and Applicant's Correspondence
 - F. City Traffic Engineer comments dated June 5, 2007 and March 3, 2009
 - G. City Traffic Engineer comments dated April 3, 2009
 - H. Neighbor's correspondence dated April 14, 2009
Plans/photos (separate)
- c: Frydoun Sheikpour, property owner
Ahmad Ghaderi, Applicant's Representative/Engineer

Vicinity Map





2301 N. Aviation Blvd



Legend

-  2301 N. Aviation Blvd
-  Parcels

Zoning

-  RS - Residential Single Family
-  CG - General Commercial
-  OS - Open Space
-  IP - Industrial Park

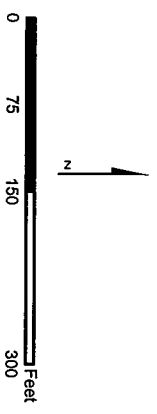


Exhibit **A**
PC 4/22/09



City of Manhattan Beach
 Community Development

**CITY OF MANHATTAN BEACH
PROPOSED NEGATIVE DECLARATION**

In accordance with the California Environmental Quality Act of 1970, as amended, and the City of Manhattan Beach CEQA Guidelines, the Community Development Department after conducting an Initial Study found that the following project would not have a significant effect on the environment and that possible environmental impacts have been mitigated and has instructed that this Negative Declaration be prepared.

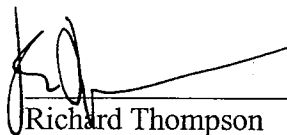
1. **Project Title:** USE PERMIT AT 2301 NORTH AVIATION BOULEVARD TO CONSTRUCT A NEW GAS STATION, "24-HOUR" FOOD MART WITH BEER AND WINE SALES, DRIVE-THRU COFFEE AREA AND SELF-SERVE CAR WASH

2. **Project Location:** 2301 North Aviation Boulevard (Northwest corner of Aviation and Marine Boulevard)

3. **Project Description:** The project involves the following: Demolish the existing approximate 2000 square-foot auto repair service station and approximate 350 square-foot food mart, 4 fueling stations and underground fuel system. Allow the development of a new 3,000 square-foot food mart with 24-hour service, 800 square-foot coffee service within the food mart with drive through service, 4 new fueling stations, a new underground fueling system and a new 1,980 square-foot self-serve car wash. The applicant is also requesting the sales of beer and wine for off-site consumption to be sold in the food mart. The proposed food mart will have no seating or on-site food preparation.

4. **Support Findings:** Based upon the Initial Study, which is attached hereto and made a part hereof, it is the finding of the Community Development Department that the above mentioned project is not an action involving any significant environmental effects.

Prepared by the Community Development Department on April 3, 2009.



Richard Thompson
Director of Community Development





ENVIRONMENTAL CHECKLIST FORM

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

PROJECT INFORMATION

Project Title: Use Permit for a Proposed Gas Station, Food Mart, Drive Through Coffee Area and Self-Serve Car Wash at 2301 N. Aviation Blvd (Chevron)

Project Location: 2301 North Aviation Boulevard (Northwest corner of Aviation Boulevard and Marine Avenue). See attached vicinity map.

Project Description: The project involves the following actions: Use Permit to demolish the existing approximate 2000 square-foot auto repair service station and approximate 350 square-foot food mart, 4 fueling stations and underground fuel system. See attached vicinity map. The use permit will also allow the development of a new 3,000 square-foot food mart with 24-hour service, 800 square-foot coffee service area within the food mart with drive through service, 4 new fueling stations, a new underground fueling system and a new 1,980 square-foot self-serve car wash. The applicant is also requesting the sales of beer and wine for off-site consumption to be sold in the food mart. The proposed food mart and coffee area will have no seating or on-site food preparation.

The proposed hours of operation for the new uses will be as follows:

Drive through coffee area - 5 am to 10 pm

Self-serve car wash - 6 am to 9 pm

Food mart and fueling stations - 24 hours

Hours for alcoholic beverage - 7 am to 10 pm

The applicant is proposing a total of 29 parking spaces for the proposed uses on the 39,620 square-foot site. The total proposed landscaping for the site is 7,853 square-feet to be located on Aviation Boulevard and Marine Avenue. The project also involves City dedications for future street widening and pedestrian easements on Marine Avenue and Aviation Boulevard.

Lead Agency

Name: City of Manhattan Beach, Community Development Dept.
Address: 1400 Highland Avenue, Manhattan Beach, CA 90266
Contact: Angelica Ochoa, Assistant Planner, (310) 802-5517

Applicant

Name: Frydoun Sheikhpour
Address: 2301 North Aviation Boulevard, Manhattan Beach, CA 90266
Contact: Ahmad Ghaderi (818) 842-3644, Applicant's Representative

Other agencies whose approval is required: May require City of Redondo Beach coordination for street widening, Alcohol Beverage Control (ABC), Health Department, State Water Resources Control Board (SWRCB), LA County Department of Public Works, Underground Storage Tanks (UST)

LAND USE DESIGNATIONS

General Plan: General Commercial
Local Coastal Program: N/A
Area District: II
Zoning: CG
Surrounding Land Uses and Setting:

Single Family Residential to the South across Marine Avenue; the City of Hawthorne is located to the Northeast with office and residential uses and the City of Redondo Beach is located to the Southeast on Aviation Boulevard with industrial/office uses; Marine Avenue Sports Center, Marine Avenue Park and Northrup Grumman to the North and West. The environmental setting is urban developed land. The project is located on the northwest corner of two major arterial streets, Aviation Boulevard and Marine Avenue. There is a mix of residential, industrial and recreational uses. (see attached maps).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | | | | |
|----------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|
| Land Use and Planning | <input type="checkbox"/> | Biological Resources | <input type="checkbox"/> | Aesthetics | <input type="checkbox"/> |
| Population and Housing | <input type="checkbox"/> | Energy/Mineral Resources | <input type="checkbox"/> | Cultural Resources | <input type="checkbox"/> |
| Geological Problems | <input type="checkbox"/> | Hazards | <input type="checkbox"/> | Recreation | <input type="checkbox"/> |
| Water | <input type="checkbox"/> | Noise | <input type="checkbox"/> | Mandatory | <input type="checkbox"/> |
| Air Quality | <input type="checkbox"/> | Public Services | <input type="checkbox"/> | Findings of Significance | <input type="checkbox"/> |
| Transportation/Circulation | <input type="checkbox"/> | Utilities/Service Systems | <input type="checkbox"/> | | |

DETERMINATION (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the proposed project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Angelica Ochoa 4/3/09
Signature of Preparer Date

Printed Name Angelica Ochoa

Richard Thompson, Director of Community Development
Prepared For

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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ENVIRONMENTAL IMPACTS

1. Earth. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Unstable earth conditions or in changes in geological substructures? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Disruptions, displacements, compaction or over covering of the soil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Change in topography or ground surface relief features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. The destruction, covering or modification of any unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The proposed development will not create significant impacts to the existing already developed site or surrounding area since the construction of the fuel islands, food mart/coffee area, self-serve car wash and underground fuel tanks will only be temporary until the project is built. The topography of the land is flat and will not involve substantial grading. The project will involve temporary excavation to replace the existing underground fuel tanks with new fuel tanks in accordance with State and County regulations and permits. Erosion and drainage control measures (SUSMP and BMPs) will be in effect during construction and be permanently implemented after the project is complete. These standard project components and conditions will ensure the project have less than significant impacts.

2. Air. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Substantial air emissions or deterioration of ambient air quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. The creation of objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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DISCUSSION: The proposed development will not create significant long-term air quality impacts since the construction of the fuel islands, food mart/coffee area, self-serve car wash and underground fuel pumps will only be temporary until the project is built. The proposed uses will not cause a significant increase in traffic above the existing uses, and therefore, no significant increase in emissions. There will not be preparation or cooking of food on site so there will be no objectionable odors. These standard project components and conditions will ensure the project have less than significant impacts.

The proposed project will not create conditions at the subject site or in the surrounding area that will impact any air quality, create odors or alter air movement or climate.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 3. Water. Will the proposal result in: | | | | |
| a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Alterations to the course or flow of flood waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Change in the amount of surface water in any water-body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Alteration of the direction or rate of flow of ground waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Exposure of people or property to water related hazards such as flooding or tidal waves? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Significant changes in the temperature, flow, or chemical content of surface thermal springs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The proposed development will not create significant water related impacts since the construction of the fuel islands, food mart/coffee area, self-serve car wash and underground fuel pumps will only be temporary until the project is built. Erosion and drainage control measures (SUSMP and BMPs) will be in effect during construction and be permanently implemented after the project is complete to control drainage and runoff.

The proposed project will not create conditions at the subject site or in the surrounding area that will impact water. Compliance with the City's Building and Public Works requirements will mitigate any water related impacts associated with the project. All runoff will be required to drain to approved drainage structures. These standard project components and conditions will ensure the project have less than significant impacts.

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4. Plant Life. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Reduction of the numbers of any unique, rare or endangered species of plants? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Reduction in acreage of any agricultural crop? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: There are no unique or rare plants on the site or agricultural crops. The project will be appropriately landscaped and irrigated with materials known to this area, and therefore will not introduce any species of plant that could serve as a barrier to the replenishment of native plants.

5. Animal Life. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Introduction of new species of animal into an area, or result in a barrier to the migration or movement of animals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Deterioration to existing fish or wildlife habitat? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: There are no unique or rare animals on the site, and no fish or wildlife habitats. The project will not result in the introduction of new species of animal nor result in a barrier to the migration or movement of existing species.

6. Noise. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Increases in existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exposures of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION: The proposed development will not create significant noise impacts to the existing already developed site or surrounding area since the construction of the fuel islands, food mart/coffee area, self-serve car wash and underground fuel pumps will only be temporary until the project is built.

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Short term noise impacts will result during the construction phases of the project. The City's construction hours are 7:30 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturday. No work will occur on Sundays or holidays. Given the hours of construction, the location of the site, and the existing noise levels related to traffic on Marine Avenue and Aviation Boulevard (70 dB per Noise Element of General Plan) construction related noise impacts are not expected to be significant. Additionally, compliance with the City's Noise Ordinance should limit any noise impacts to a level of insignificance.

The developer shall be required to meet with the City's Residential Construction Officer prior to the issuance of a building permit to address construction related issues. The developer shall notify adjacent residential neighbors in advance of construction activities and provide a contact name and telephone number to allow expression of community concerns. The type of notification utilized will be at the discretion of the developer subject to approval by the City of Manhattan Beach, Community Development Department. These standard project components and conditions will ensure the project have less than significant impacts.

7. Light and Glare.

- a. Will the proposal produce new light or glare?

DISCUSSION: The proposed development will not create significant light and glare impacts to the existing already developed site or surrounding area. The proposed project will involve upgraded lighting due to the new parking lot and new illuminated canopy being built for the fuel stations. All new site lighting will be required to comply with Section 10.64.170 of the Manhattan Beach Municipal Code and will be required to prevent off-site illumination, especially onto residential areas with shielding and limited fixture heights. A photometric study will also be required to minimize any effects and address any lighting impacts. These standard project components and conditions will ensure the project have less than significant impacts.

8. Land Use.

- a. Will the proposal result in a substantial alteration of the present or planned land use of an area?

DISCUSSION: The property is currently designated "General Commercial" by the Land Use Element of the Manhattan Beach General Plan, and zoned "CG" (Commercial, General) to correspond with the General Plan designation. A Use Permit is required for the proposed project.

The proposed development of a new gas station, food mart/coffee area and self-serve car wash of an already developed site will result in a less than significant impact to the present land use, since consistency with the General Plan and specific findings are required by the Zoning Code for approval of a Use Permit.

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The surrounding area is Single Family Residential to the South on Marine Avenue, a mix of Industrial/Recreational uses to the North and West, and the City of Hawthorne Residential to the east, and the City of Redondo Beach Office uses to the south east across Aviation Boulevard.

Based upon the mix of uses within the vicinity of the project site and subject to the appropriate land use entitlements, the proposed project does not present any significant impacts relative to land use. The Use Permit and public hearing process will determine whether the proposed uses will be appropriate land uses for the subject site and surrounding neighborhood and businesses, These standard project components and conditions will ensure the project have less than significant impacts.

Review and action on the Use Permit, which is a discretionary application, is required by the Planning Commission and the City Council. Specific findings, criteria and conditions are required to be in order to approve the Use Permit. If the Planning Commission and City Council approve the application, conditions which will mitigate any potentially significant impacts to less than significant will be required.

9. Natural Resources. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increase in the rate of use of any natural resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantial depletion of any nonrenewable natural resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The use of natural resources to meet the basic operational needs of the proposed project will not create a demand considered substantial. The project will be required to comply with the State Energy Conservation Standards for New Non-residential Buildings (Title 24, Par. 6, and Article 2 of the California Administrative Code). These regulations establish mandatory maximum energy consumption levels, as well as requiring energy conserving design features.

10. Risk of Upset. Will the proposal involve:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. A risk of an explosion or the release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Possible interference with an emergency response plan or an emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The project, as proposed and under expected operation, will not create any risks associated with explosion or release of hazardous substances. Since the project site was already developed as a gas station, the new development of a gas station, food mart/coffee area and self-serve car wash is not expected to increase the possibility of any new or significant risks.

The project has been reviewed by both the City of Manhattan Beach Police and Fire Departments with no indication that the proposal has the potential to impact emergency response or evacuation plans. The project will again be reviewed by these Departments prior to the permit stage. Any

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potential impacts identified by either of these Departments will be appropriately addressed. County and State Agency review will also be required. These standard project components and conditions will ensure the project have less than significant impacts.

11. Population.

- a. Will the proposal alter the location, distribution density, or growth rate of the human population of an area?

DISCUSSION: No residential dwellings will be created or removed by the proposed project, nor would the project employ a significant amount of people that would change the location, density, or growth rate of the human population of the area. The project will provide a service to the existing population.

12. Housing.

- a. Will the proposal affect existing housing, or create a demand for additional housing?

DISCUSSION: In the "CG" commercial zone no residential development is permitted. The proposed project would not affect existing housing, therefore the project does not eliminate any presumed housing opportunities.

13. Transportation/Circulation. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Generation of substantial additional vehicular movement? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Effects on existing parking facilities, or demand for new parking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantial impact upon existing transportation systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Alterations to present patterns of circulation or movement of people and/or goods? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Alterations to waterborne, rail or air traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Increase in traffic hazards to motor vehicles, bicycles or pedestrians? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION: According to the City Traffic Engineer, the proposed development of a new gas station, food mart/coffee area with drive through window, and self-serve car wash does not generate a substantial number of trips that would create any impact on traffic and/or circulation in the surrounding area. Therefore, no traffic study was required since the intensity did not increase based on the new uses compared to the existing gas station and auto repair station. The project requires 27 parking spaces per the Manhattan Beach Municipal Code requirements and 29 spaces

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are proposed. Safe on-site loading, pedestrian circulation and bike parking will also be incorporated into the plan. Final plans will require City Traffic Engineer approval.

The applicant is proposing dedications of street right-of-way on Aviation Boulevard and Marine Avenue for future street widening and pedestrian access. The applicant is also proposing to eliminate the four existing driveways and provide one centralized driveway on Aviation Boulevard and one on Marine Avenue to reduce the number of vehicle conflicts.

Review and action on the Use Permit, which is a discretionary application, is required by the Planning Commission and the City Council. Specific findings, criteria and conditions are required to be in order to approve the Use Permit. If the Planning Commission and City Council approve the application, conditions which will mitigate any potentially significant impacts to less than significant, will be required.

14. Public Services: Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The subject location is already served by the City's public services. It is not anticipated that the new use would require additional service. It is not anticipated the new uses would create any additional or new demand for police protection by the Manhattan Beach Police Department. The proposed project would not generate a significant increase in population and, therefore, no new services would be required. There will be no impact on the maintenance of public facilities, including the road system, since traffic generation will not increase on already heavy arterial streets such as Aviation Boulevard and Marine Avenue. The project is located in an existing urban environment, and it is not expected that other governmental services would be impacted by the proposed development. These standard project components and conditions will ensure the project have less than significant impacts.

15. Energy. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Use of substantial amounts of fuel or energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: As indicated in Section 9 (Natural Resources), the project will be required to comply with the State Energy Conservation Standards for Non-residential Buildings (Title 24, Par. 6, Article 2 of the California Administrative Code). Compliance with these regulations, which

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establish mandatory maximum energy consumption levels as well as requiring energy conserving design features will mitigate any impacts upon energy resources.

16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- | | | | | |
|------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Solid waste and disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The project would not create a new demand for electricity or natural gas as the site is already served by power and gas companies. Access to communication infrastructure is already provided by existing communication carriers. The site is currently served by the municipal water system and is connected to the City’s sewer network. The existing non-pervious development has been at this location for many years with no demonstrable impacts upon the existing storm water drainage. It is anticipated that the proposed project will reduce run-off by implementing erosion and drainage measures required by the Public Works and Building Departments, as well as requirements for sustainable development and low impact design (LID) through the Use Permit. It is not anticipated that the proposed replacement project will generate any significant amounts of existing solid waste relative to the existing uses and the surrounding residential and commercial uses.

17. Human Health. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Exposure of people to potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The proposed project will be constructed in full compliance with all applicable State, County and local regulations. There is nothing associated with the project, as proposed, that could result in the creation of a health hazard nor expose people to potential health hazards.

18. Aesthetics.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

DISCUSSION: The proposed development will not impact or obstruct any scenic vista or view to the public since the new development will comply with the Manhattan Beach Municipal Code requirements. The new development will beautify the current site by providing more landscaping and pedestrian friendly improvements as required by the Manhattan Beach Municipal Code. Since

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the project will be subject to a public hearing process as well as plan review, prior to issuance of any building permits. It will also provide an opportunity to evaluate the aesthetics of the site and allow an opportunity to mitigate any potential impacts resulting from the new development and/or site design. These standard project components and conditions will ensure the project have less than significant impacts.

19. Recreation.

- a. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

DISCUSSION: The proposed project will not create any direct impacts upon existing recreational opportunities as there will be no increase in population and the increase in employees on site is minimal.

20. Cultural Resources.

- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological sites?
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?
- d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

DISCUSSION: The site does not contain any potentially cultural or historic resources that could be impacted by the proposed development. The existing gas station and auto repair station at the subject site are not of historic importance.

21. Mandatory Findings of Significance.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively

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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| brief, definite period of time while long-term impacts will endure well into the future.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Does the project have environmental effects which all cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: a. The project does not have any potential to significantly degrade the quality of the environment. As indicated in Sections 4 (Plant Life), 5 (Animal Life) and 20 (Cultural Resources) there are no identified rare or endangered plant or animal species, nor historic resources, which could be negatively impacted by this project.

b. Based upon this analysis there are no long-term environmental goals which are being compromised as a result of this project.

c. Based upon this analysis there are no cumulative impacts which will result in a significant effect upon the environment.

d. There is no evidence to suggest that the project could, directly or indirectly, substantially impact human beings.

Sources: City of Manhattan Beach Municipal Code
City of Manhattan Beach Traffic Engineer Comments
Project Narrative/Application Materials

RESOLUTION NO. BZA 88-28

RESOLUTION OF THE BOARD OF ZONING ADJUSTMENT OF THE CITY OF MANHATTAN BEACH APPROVING A CONDITIONAL USE PERMIT TO ALLOW THE CONSTRUCTION OF A GASOLINE SERVICE STATION WITH INCIDENTAL AUTOMOBILE REPAIR AND MINI-MART WITH INCIDENTAL BEER/WINE SALES AND CHANGEABLE COPY SIGN ON A SITE EXCEEDING 10,000 SQUARE FEET OF LAND AREA, FOR THE PROPERTY LOCATED AT 2301 AVIATION BOULEVARD (CHEVRON USA, INC.)

WHEREAS, the Board of Zoning Adjustment of the City of Manhattan Beach conducted a public hearing pursuant to applicable law to consider an application for a Conditional Use Permit, for the property legally described as Parcel 3 in the City of Manhattan Beach, as shown on a record of survey map filed in Book 83, Pages 53 and 54 of Record of Surveys, in the Office of the Los Angeles County Recorder; and,

WHEREAS, the applicant for the Conditional Use Permit is Chevron USA, Inc., owner of the subject property; and,

WHEREAS, a public hearing was advertised pursuant to applicable law, testimony was invited and received; and,

WHEREAS, an Initial Study/Environmental Assessment was prepared and a Negative Declaration was filed in compliance with all respects with CEQA and the City of Manhattan Beach Guidelines, finding no significant environmental impact associated with the project; and,

WHEREAS, the Board of Zoning Adjustment made the following findings with regard to this application:

1. The applicant requests approval of a Conditional Use Permit to allow the construction of a 4-pump island gasoline station and 500 square feet mini-mart, with 24 hour service, and relocate an existing automotive service garage. The existing service station, canopy, and pump islands will be removed.
2. The property is located in Area District II and is zoned M-1, Light Manufacturing. The General Plan designates the subject site Industrial. The project is in conformance with both the Zoning Ordinance and General Plan.
3. The proposal meets the minimum Code requirements pertaining to parking.
4. The landscape proposal exceeds the minimum required by Code.
5. The preliminary sign program is in conformance with Code requirements.
6. The proposed 24 hour operation is desirable for the gas station dispensing operation only. The mini-mart hours of operation, including off-premise sale of beer/wine, shall be limited consistent with similar operations. A 24 hour operation, for the mini-mart, could create nuisances to neighboring residential areas.
7. The project, with recommended conditions of approval, will be compatible with surrounding properties in the area.
8. Dedication of a 12-foot wide strip of land along the property's Aviation Boulevard street frontage, for the purpose of future street widening, is consistent with goals identified in the Infrastructure Element of the General Plan. Construction of actual widening improvements at this time, however, is undesirable. This is due to the fact that an uneven roadway alignment on Aviation Boulevard would result, and an additional "right turn only" lane from southbound Aviation Boulevard to westbound Marine Avenue, is unnecessary.
9. Pedestrian access within the public sidewalk areas adjacent to the project, on Aviation Boulevard, should be improved by means of an enlarged sidewalk.



NOW, THEREFORE, BE IT RESOLVED that based on the above findings, the Board of Zoning Adjustment hereby APPROVES the Conditional Use Permit and Negative Declaration subject to the following conditions:

1. All outdoor lighting shall be arranged so as to reflect the light away from residential properties.
2. Access to the public restrooms shall be controlled by a station attendant. The restrooms, when unused shall remain locked. An attendant shall distribute the key upon request. The public restrooms shall be permanently available to the public and be kept in sanitary and good working condition at all times.
3. The gasoline dispensing operation may operate on a 24 hour basis. The hours of operation for the automotive service building shall be limited to between 7:00 a.m. to 9:00 p.m. Monday through Sunday. The mini-mart shall operate between the hours of 6:00 a.m. and 12:00 midnight, seven days a week.
4. Noise emanating from the property shall not create a nuisance to adjoining properties.
5. All signage shall conform to applicable Municipal Code criteria.
6. The applicant shall dedicate in fee simple title, a strip of property twelve (12) feet in width along the Aviation Boulevard frontage of the development. In addition, a property corner cut off having a radius of twenty-five (25) feet shall be dedicated at the southeasterly corner of the property. The corner radius shall be tangent to the westerly line of the twelve (12) foot wide conveyance to the City and tangent also to the existing southerly line of the lot. All existing or proposed improvements located within the dedicated area may remain as permitted temporary encroachments, subject to the approval of the Public Works Department. However, when in the future it is required to be removed from the public right-of-way, the applicant or their successors in interest, shall bear the full costs of all removals, reconstruction and related work.
7. The applicant shall improve the existing public sidewalk on Aviation Boulevard such that a sidewalk of a total width of 10 feet is provided. Said sidewalk design shall be approved by the Department of Public Works prior to issuance of a building permit.
8. All defective curb, gutter, and sidewalk shall be removed and replaced as necessary subject to the approval of the Public Works Department.
9. The existing driveway approach nearest the intersection on Aviation Boulevard, shall be removed and replaced with full height curb and sidewalk.
10. The applicant shall construct a handicap ramp at the northwesterly quadrant of the intersection of Aviation Boulevard and Marine Avenue subject to the approval of the Public Services Department.
11. All utilities serving the site shall be underground pursuant to City Ordinance.
12. The applicant shall provide a traffic management plan prior to the issuance of a demolition permit and shall be subject to the approval of the Public Works Department and Police Department.
13. The applicant shall design and install a street lighting system on both Aviation Boulevard and Marine Avenue frontages that will achieve an average maintained illuminance of 1.3 footcandles at a 3:1 uniformity ratio. The electrical service lines to the street light standards shall be installed underground.
14. A site landscaping plan shall be submitted for approval in conjunction with the building permit application which shall provide for a minimum amount of on-site landscaping, equivalent to 8% of the entire site (after street dedication), and the installation of a minimum of two (2) street trees each on the Aviation Boulevard and Marine Avenue

- frontages. The landscaping plan shall be approved by the Departments of Public Works and Community Development.
15. The project shall utilize existing sewer laterals, if feasible.
 16. All existing water valve lids and curb drains located in the public right-of-way sidewalk shall be repaired or replaced by the applicant.
 17. An initial review of the conditions of approval shall be within six months of the initial date of operation and then annually thereafter.

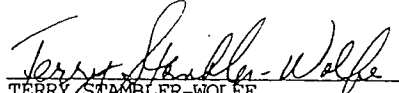
I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Board of Zoning Adjustment at its regular meeting of May 24, 1988, and that said Resolution was adopted by the following votes:

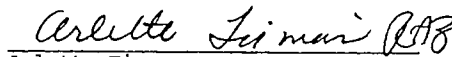
AYES: Hankwitz, Hollingsworth,
Kaprielian, Tucker

NOES: None

ABSENT: None

ABSTAIN: None


TERRY STAMBLER-WOLFE
Secretary to the Board
of Zoning Adjustment


Arlette Timman
Recording Secretary

RESOLUTUION NO. PC 97-8

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DENYING A SIGN EXCEPTION REQUEST FOR A CHANGEABLE COPY SIGN WHICH EXCEEDS THE MAXIUM ALLOWABLE SQUARE FOOTAGE, ON THE PROPERTY LOCATED AT 2301 N. AVIATION BLVD. (Chevron)

WHEREAS, the Planning Commission of the City of Manhattan Beach considered the subject request at its regular meeting on January 8, 1997, for the property legally described as parcel 3 in the City of Manhattan Beach, as shown on a record of survey map filed in Book 83, Pages 53 and 54 of Record of Surveys, in the Office of the Los Angeles County Recorder, in the City of Manhattan Beach; and,

WHEREAS, the project is Catorgically Exempt from the requirements of the California Environmental Quality Act pursuant to Section 15301 (Class 1) of the State CEQA Guidelines as modified by the Manhattan Beach CEQA Guidelines; and

WHEREAS, the subject parcel is located within IP zone, Area District II as are surrounding properties; and,

WHEREAS, the General Plan designation for the subject property is Industrial ; and,

WHEREAS, the subject parcel is presently developed with a vehicle service station and mini-mart; and,

WHEREAS, the subject application for a Sign Exception was filed by Greg Hohn, for Chevron USA, the owner of the property; and,

WHEREAS, the following findings were made with respect to the subject application:

1. The submitted sign exception application requests the installation of a changeable copy sign which exceeds the maximum allowable square footage. The Sign Code permits 418.00 square feet upon this site.
2. The applicant's request is based on the desire of the station operator to effectively advertise his auto service prices and specials without the clutter of separate signs and banners while helping to increase the operator's revenue, as well as increase tax revenue for the City of Manhattan Beach.
3. Currently, the site exceeds the maximum allowable square footage for sign area and the addition of a changeable copy sign would increase the degree of this nonconformity.
4. The location of the proposed "stand alone" changeable copy sign is unacceptable in that it would be between two existing signs, therefore increasing the potential for "sign clutter" at this location. The sign's proximity to the ground and public sidewalk also increases the potential for vandalism.
5. The appearance of the changeable copy sign is unacceptable in that the changeable copy would be prominent, occupying a majority of the cabinet area. As such, the sign does not promote a feeling of permanence and quality to the site, which is desirable for Aviation Boulevard, which constitutes the easterly boundary of the City.



RESOLUTION PC 97- 8

Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED that, based on the above findings, the Planning Commission of the City of Manhattan Beach hereby DENIES the proposed SIGN EXCEPTION.

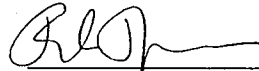
I hereby certify that the foregoing is a full, true, correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of January 8, 1997, that said Resolution was adopted by the following votes:

AYES: Blanton, Hall, Kaplan, Vining

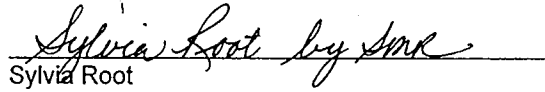
NOES:

ABSTAIN:

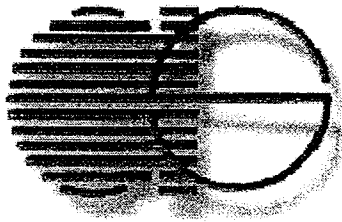
ABSENT: Vining



Richard Thompson
Secretary to Planning Commission



Sylvia Root
Recording Secretary



A & S Engineering, Inc.

Planning

Engineering

Construction Management

207 W. Alameda, Suite no. 203, Burbank, Ca. 91502 Ph. 818-842-3644, Fax. 818-842-3760

March 23, 2009

To: City of Manhattan Beach
1400 Highland Ave
Manhattan Beach, Ca.

Attn: Ms. Angelica Ochoa

Re: 2301 n. Aviation
Manhattan Beach, Ca.
Project description

Dear Angelica,

Per our conversation, the following is the revised project description:

1. Demolish existing service station building, 2 canopies and existing underground fuel system.
2. Construct new 3,800 s.f. Food mart and QSR building. QSR will not have any seating and will be a drive thru operation only. At the present time, my client's intention is to enter into agreement with a name brand coffee vendor who will use the drive thru for their operation. As we have discussed, the proposed QSR area will not have any food preparation or cooking facilities, therefore my client does not intend to lease that limited 800 s.f. of QSR area to any name brand fast food franchisees.
3. Construct new fueling canopy
4. Construct new fueling system
5. Construct new self serve 1,980 s.f. carwash

Proposed hours of operation:

1. Food mart: 24/7
2. QSR: 5:00 am to 10:00 pm
3. Carwash: 6:00 am to 9:00 pm
4. Gasoline sales: 24/7
5. Alcohol sales of beer and wine: 7:00 am to 10:00 pm

Employees:

1. Food mart: 2 per shift (total of 3 shifts), plus a manager
2. QSR: 2 per shift
3. Carwash: none

Please let me know if you need additional information.

Sincerely,

Ahmad Ghaderi



Modified:

Mon 4/2/2007 3:22 PM

To Whom It May Concern

Subject: Remodeling CUP request for 2301 N Aviation Blvd
The existing Chevron gas station and repair shop

The above site has been occupied by Chevron gas station , food mart and repair shop for more than 50 years. The gas station, and food mart portions of the business have been operated based on 24 hours operation, until 2003, and repair shop poration of the Chevron station was operated based on 18 hours of operation, until 2003. Since 2003, which my ownership has started, gas station, and food mart portions of the chevron has been operated based on 18 hours per day, seven days per week and repair portion of the business operated based on 16 hours per day, six days per weeks.

Today's fast changing economy , and new marketing approaches have forced the business owner to look for an addition profit centers for these fast changing economy, in order to protect their investments, and adopt themselves to the present and near future economy changes.

The recent changes forced gas station to become an convenience store, which customers can purchase their needed products in very short period of time.

I am requesting to extend my existing food mart by converting the existing repair- shop into food mart "up scale market" and also providing up-scale goods, off site sale of beer and wine, and flower products, and as well as picnic baskets and more.

I, also will construct the state of art self-service car wash for my customer convenience , and an additional profit center to able me to compit effectively with my competitions

The operation hours for gas station, and food mart portion of the propsed expansion will be 24 hours per day with controled lighthings, and noises, and car wash portion of the business will be operated between hours of 6 AM to 8 PM.

I will provide the state of art land-scapping, water fall, fountain to beautify the existing corner, and I believe the proposed project will not effect the surrounding land uses, especially the project site is surrounded by public park in west, Northrop Grumman in north , Federal building in north east, Air forced /Northrop Grumman in south east , and residence along the Marine AVE, and Aviation BLVD in south east of the project.

I would like to work with city as I did in last 2.5 years.

Please call me for any question at 310 430-1603

Sincerely

Frydoun (Fred) Sheikhpour



To: City of Manhattan Beach Planning Department

Project Address Fry's Manhattan Chevron
2301 N. Aviation BLVD
Manhattan Beach CA. 90266

REVISED
7-7-7

Subject: Findings

The Proposed Project:

I am proposing to build a 2730 S.F. an up-scale market by using the existing 630 S.F. market, and conversion of the existing 1400 S.F. repair shop and addition of 630 S.F. to up-scale market/food-mart, with beer/wine, and picnic basket.

The proposed project will include a 1012 S.F. state of art touch free car-wash.

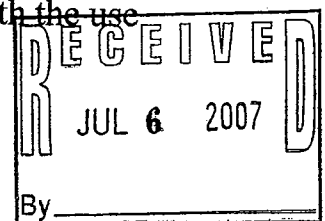
The architectural design includes new cornices at the rooflines, an arch design above the storefront windows, with up-scale landscaping and fall.

The exterior materials would consist of stucco with some aluminum framed storefront windows, and mission tile roof materials. The existing service bay will be converted into up-scale market.

The state of art touch free drive-thru car wash would be located along western portion of the property, parallel to the existing park

The proposed project is consistent with the general plan and any applicable design criteria for the above project site, and surrounding area, and land use.

The proposed project will adequately accommodate the functions and activities proposed for the site, will not unreasonably interfere with the use



and enjoyment of the neighboring, existing, or future developments, and will not create adverse effect on pedestrian or create any traffic hazard.

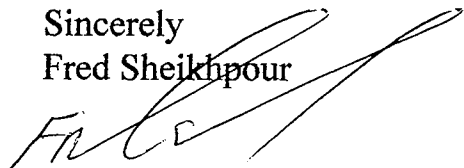
The [proposed project is compatible with the existing character of the surrounding neighborhood and that all reasonable design effort have been made, and will be made to maintain the attractive, harmonious, beauty, and orderly development completed by this section and general plan.

The proposed project will beautify the surround neighborhood by eliminating repair shop, and conversion of the repair shop into very up-scale needed market for the surrounding area, and it will provide a desirable environment for its occupants, and neighbors, and is aesthetically of good composition, colors, materials, texture, that would remain aesthetically appealing with a reasonable level of maintenance and upkeep.

Finally, the proposed project
will not conflict with the general plan, and or zoning codes
will not increase the population of the project site
will not create any hazard for surrounding area
Will not increase the traffic at subject site
Will not increase noise , and lighting per in house study, and comparing with the existing noise and lighting at the station.

Please call me for any question at 310 430 1603

Sincerely
Fred Sheikhpour

A handwritten signature in black ink, appearing to read 'Fred Sheikhpour', written over the typed name.

To : City Of Manhattan Beach

JUNE 05-07 L.S.G.
September 07,2004

APPLICANT/OWNER

Fred Sheikhpour

Project Address

Fry's Chevron Station
2301 N. Aviation Blvd
Manhattan Beach, CA. 90266

SUBJECT DESCRIPTION

I am filling an application for conditional use permit to allow me to remodel of the existing gas station, food-mart and 3-bays repair shop. I would like to convert the existing 3-bays repair shop into a 24 hours up-scale market equipped with picnic basket, flower, and wine/beer sections, and install the state of art a self-service car wash at the above location.

LOCATION:

2301 North aviation Blvd, City Of Manhattan Beach, California, 90266

LEGAL DISCRPTION:

Parcel 3 in city of Manhattan beach, as shown on a record of survey map filed in book 83, page 53, and 54 of the record of surveys, in the office of the Los Angeles county recorder.

AREA DISTRICT: 11

LAND USE: COMMERCIAL

EXISTING LAND USE:

24 Hours Gas Station, 3-bays repair Shop/ garage, Market, And Propane sale

PROPOSED LAND USE:

**24 Hours Gas Station, UP-Scale Market With Picnic Basket, and Wine/Beer, And
State Of Art Self-Service Car-Wash**

NEIGHBORING LAND USE/ZONING:

NORTH: Industrial Park-TRW

NORTH WEST: Public Park

NORTHEAST: Federal Building

SOUTH EAST: Industrial Park-TRW

SOUTH WEST: Single Family Residential

Project site is located in north west corner of Aviation Blvd and Marine Ave.

Site Background/Existing

The existing Chevron station is located at 2301 North Aviation Blvd, city of Manhattan Beach. The property is approximately 42,000 square feet, and has contain an approximately 2000 square feet 3-bays repair shop, an approximately 350 square feet market, equipped with five gasoline dispensers, and propane refueling islands.

The existing Chevron gas station, C-store, 3-bays repair shops, and propane island has been serving the Manhattan city community for over 50 years.

The city of Manhattan Beach's board of zoning , at its regular meeting of May 24, 1988,

APPROVED THE CONDITIONAL USE PERMIT REQUESTED BY CHEVRON TO

ALLOW CHEVRON TO CONSTRUCT A 24 HOURS GASOLINE STATION,

LARGER REPAIR SHOP, AND MARKET WITH INCIDENTAL BEER AND WINE SALE. Unfortunately Chevron did not implemented the permitted CUP and withdraw the project, and the CUP canceled during 1989.

PROPOSED DEVELOPMENT

Today's fast changing Automobile industries is bringing us a new challenges with respect to type, and model of the Automobiles, as well as a source of fuels and type of mileage generate by Hybrid, Ethanol, Natural Gas, and gasoline, and Electric cars, which requires a new marketing tools, and skill.

Recent changes in automobile technologies and implementation of computerized control and monitoring system has forced the auto mobile repair-shops to used very expensive repair equipments, and use very high skills auto-technician who trained to use the high-tech computerized equipments to diagnose the problem, and repair the auto-mobile

The implementation of these new technologies force us to adapt ourselves to new environment and implement the business model to increase our profits using a new marketing tools, and techniques in most cost effective ways to create a new profit center for this fast changing economy.

The recent changes in Middle-East situation, and high gas prices has forced the car manufacturing company to develop more efficient cars using other source of fuel as indicated above. These changes has directly effected the gasoline dispensing facilities' businesses and over-heads and has forced the facilities owner to look for an additional profit center in-order to stay in business. The proposed remodeling is consisted of modernizing and up-grading of the existing 24 hours gas station using the state-art and more environmentally friendly dispensing pumps, conversion of the existing 350 square

feet Mimi-mart and approximately 2000 square feet 3-bays repair shop into an approximately 2800-3200 square feet , 24 hours an up-scale market offering picnic basket, off-sale wine/beer, and flower shop, and an approximately 650-750 square feet a state of art self-service car-wash with limited hours of operation (7 AM-7PM).

The followings are the preliminary design information for the proposed

development/remodeling: The Existing Facilities/Building size:

The existing Canopy Height feet= 17

The existing Building Height feet= 12-13

Existing Market Square Feet= 350

Existing 3-bays Repair Shop Square Feet=2,000

The number of the Existing Canopy= 2

The number of the Existing Pumps= 4

The number of the Existing Parking= 10

The Existing landscaping= less than 5%

The existing Propane Island= 500 gallons

Hours of Operation = 7 days/week,

The Proposed Facilities/Building Size:

The Proposed Canopy Height feet = 17-18

The proposed building Height feet = 12-13

The proposed up-scale Market feet = 2,800-3,200

The Number of the Proposed Canopy = 2

The Number of the Proposed pumps = 5-6

The Number of the Proposed Parking = 30-40

The Proposed Landscaping = 7-8%

The Proposed Propane Tank = 500 Gallons

The proposed Hours Of Operation:

7 days/week, 24 hours/day for market, and gasoline

7 days/week, 7 AM-7PM for self-service car-wash

This Remodeling project is mostly change of use than redevelopment, so the proposed remodeling will not effect the traffic, noise, and lighting at the project site due to modernization of equipments. I would like to work with the city as I did in last 3 years, I had reduced my project tasks per Mr. Daniel Marino, and other city officials in last 3 years, and I have implemented their requests and recommendations in this project to benefit the community, as well as city requirements, and my business goals. I thank you for your favorable consideration.

Please call me for any question at 310-430-1603.

Sincerely

Fred Sheikhpour



MAY 15, 2007



ENVIRONMENTAL INFORMATION FORM

(to be completed by applicant)

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

Date Filed: 01-2-07

APPLICANT INFORMATION

Name: FRYDOWN SHEIKHPOUR Contact Person: FRYDOWN
Address: 2301 N. AVIATION BLVD Address: 2301 N. AVIATION BLVD
Phone number: 310-430-1603 Phone number: 310-430-1603
Relationship to property: OWNER Association to applicant: OWNER

PROJECT LOCATION AND LAND USE

Project Address: 2301 N. AVIATION BLVD, MANHATTAN BEACH, CA 90266
Assessor's Parcel Number: _____

Legal Description: _____

Area District, Zoning, General Plan Designation: _____

Surrounding Land Uses: INDUSTRIAL

North NORTHPARK COMMON West PARK

South RESIDENTIAL BUS East FEDERAL BUILDING

Existing Land Use: GAS STATION AIR FORCE

PROJECT DESCRIPTION

Type of Project: Commercial Residential _____ Other _____

If Residential, indicate type of development (i.e.; single family, apartment, condominium, etc.) and number of units: _____

If Commercial, indicate orientation (neighborhood, citywide, or regional), type of use anticipated, hours of operation, number of employees, number of fixed seats, square footage of kitchen, seating, sales, and storage areas: GAS STATION (EXISTING), CONVERTING REPAIR GARAGE INTO FOOD MART AND

ADDITION OF SELF-SERVICE SITE OF ART CARWASH STATION 24 HRS, CARWASH 12 HRS, NUMBER OF EMPLOYEES 3/

If use is other than above, provide detailed operational characteristics and anticipated intensity of the development: JUST CONVERTING

REPAIR GARAGE INTO FOOD MARKET (MARKET),

WE BELIEVE MINIMUM IMPACT IS ANTICIPATED

3 SHIFTS/DA

	Existing	Proposed	Required	Removed/ Demolished
Project Site Area:	39,640	39,640		
Building Floor Area:	2100	2730 + 1,012 For CARWASH		= 3,742 f
Height of Structure(s)	14'-6"	18'-0"		
Number of Floors/Stories:	ONE	ONE		PARTIAL
Percent Lot Coverage:				
Off-Street Parking:	NONE	NONE		
Vehicle Loading Space:				
Open Space/Landscaping:	1200	4,410 FT ²	4,410	

Proposed Grading:
 Cut _____ Fill _____ Balance Imported _____ Exported _____

Will the proposed project result in the following (check all that apply):

- | Yes | No | |
|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Changes in existing features or any bays, tidelands, beaches, lakes, or hills, or substantial alteration of ground contours? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Changes to a scenic vista or scenic highway? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A change in pattern, scale or character of a general area? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A generation of significant amount of solid waste or litter? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A violation of air quality regulations/requirements, or the creation of objectionable odors? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Water quality impacts (surface or ground), or affect drainage patters? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | An increase in existing noise levels? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A site on filled land, or on a slope of 10% or more? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | The use of potentially hazardous chemicals? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | An increased demand for municipal services? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | An increase in fuel consumption? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A relationship to a larger project, or series of projects? |

Explain all "Yes" responses (attach additional sheets or attachments as necessary):


CERTIFICATION: I hereby certify that the statements furnished above and in attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: [Signature] Prepared For: _____
 Date Prepared: 03-09-07

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Daniel Moreno, Associate Planner

FROM: Erik Zandvliet, Traffic Engineer 

DATE: June 5, 2007

**SUBJECT: Proposed Gas Station/Food Mart/Car Wash
2301 N. Aviation Boulevard
Conditional Use Permit Site Plan Review**

A multi-use Gas Station/Car Wash//Fast Food use is proposed to replace the existing service station on the northwest corner of Aviation Boulevard and Marine Avenue. A review of the preliminary site plan submitted in April 2007 by Octagon Enterprises, Inc. has been made. The following comments have been prepared to address traffic engineering concerns:

Phases I and II

1. Code required parking shall be provided for all uses. Verify number of required and provided parking spaces. (COA)
2. Five vehicle queue spaces shall be provided at the car wash entrance, as required by code. Show at least 100 feet for vehicle queuing. Dual car wash lanes may be used in conjunction with one-way aisle behind convenience store to obtain compliance. (Revise plans and COA.)
3. Disabled parking must comply with current standards. One or more van size spaces are required for the first 25 spaces, with an additional standard disabled space for any fraction of the next 25 spaces. See CBC Chapter 11B, Div II and other ADA requirements. The accessible spaces shall be the closest spaces to the main entrance per ADA requirements. (COA).
4. Provide an accessible walkway between the public sidewalk and the main entrance. No accessible walkway shall cross behind a parking stall per ADA requirements. (Revise Plan and COA)
5. Parking stalls may encroach up to 2 feet into the adjacent landscaping planter, provided the planter is landscaped with low groundcover within the encroaching area.
6. All parking spaces adjacent to an obstruction, except columns, must be at least one foot wider than a standard space. (MBMC 10.64.100B) (COA)
7. Any compact space(s) shall be labeled with "COMPACT" stenciled across the rear of the stall. (10.63.100A)
8. Wheel stops or raised curbs shall be provided for all parking stalls adjacent to landscaping or walls, except masonry or concrete walls. The walkway across the front of the building must be at least four feet wide, not including a 2' vehicle overhang adjacent to any parking stalls. (COA)
9. The minimum unobstructed parking aisle width shall be 24 feet. The aisle shall not be blocked by the required vehicle queue length for drive-thru windows or self-serve car wash, or by cars pumping gasoline. (10.64.110) (COA) Site plan appears to comply with minimum aisle requirements.

EXHIBIT F
PC 4/22/09

10. Any planters, walls and landscaping adjacent to driveways shall not encroach into the required 5 feet deep visibility triangle. (10.64.150) (COA)
11. Raised landscaped planters are encouraged adjacent to all parking stall to protect parked vehicles from errant vehicles and to increase landscaping coverage.
12. All outside site lighting shall be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Shields and directional lighting shall be used where necessary. Provide lighting illumination plan. (10.64.170) (COA)
13. Signs shall be posted to restrict vehicle access to right turn in-right turn out at both driveways on Aviation Boulevard. Show signs on site plan. (COA)
14. The developer may be required to dedicate additional right-of-way along both street frontages for street, sidewalks and other public utilities. See Public Works Department for details.
15. A 25 feet corner cut-off dedication shall be provided to the City at the southwest corner of Aviation Boulevard and Marine Avenue. The developer shall construct sidewalk in the dedicated area and shall modify the pedestrian ramp to current standards. Show proposed right of way dedication on all plans. (COA)


Phase III – Fast Food Restaurant

16. The developer shall prepare a limited Traffic Impact Analysis to determine the potential traffic impacts of the development. The study shall include a comparison of project to existing trip generation, on-site access, property access and easements. If more than 50 new net trips are generated by the project during an adjacent street peak hour, a complete traffic impact study in accordance with the CMP and city guidelines will be required. The traffic impact analysis shall also determine if a southbound right-turn-only pocket is recommended on Aviation Boulevard at Marine Avenue based on existing and future volumes. (COA)
17. There shall be at least 20 feet between each pump island to permit side-by-side pumping. The Phase III site plan shows only 17 feet between the pump guard poles. (COA) Revise plans.
18. There is insufficient aisle width behind the front parking area (Spaces 5-9) due to vehicles parked along the pump islands. Relocate pump islands to provide at least 24' + 10'=34' behind the parking stalls for sufficient back-up distance and gas pump queuing. (COA)
19. One centralized driveway shall replace the two existing driveways on Aviation Boulevard to reduce the number of vehicle conflicts. (COA)
20. One centralized driveway shall replace the two existing driveways on Marine Avenue to reduce the number of vehicle conflicts. (COA)
21. Additional parking spaces for the fast food restaurant are not shown in Phase III plan. Show minimum required number of parking spaces on site plan. (Revise Plan and COA.)
22. Proposed fast food drive-thru window shall be served by a 10' wide striped lane at least 100 feet long that does not encroach into the parking aisle. (COA) Show drive through lane on Phase III site plan.

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Angelica Ochoa, Assistant Planner

FROM: Erik Zandvliet, Traffic Engineer 

DATE: March 3, 2009

**SUBJECT: Proposed Gas Station/Food Mart/Car Wash/Coffee House
2301 N. Aviation Boulevard
Site Plan Review**

A multi-use Gas Station/Food Mart/Car Wash/Coffee House is proposed to replace the existing service station on the northwest corner of Aviation Boulevard and Marine Avenue. A review of the proposed site plan dated February 26, 2009 A&S Engineering has been made. The following comments have been prepared to address traffic engineering concerns:

1. The developer shall prepare a limited Traffic Impact Analysis to determine the potential traffic impacts of the development. The study shall include a comparison of project to existing trip generation, on-site access, property access and easements. If more than 50 new net trips are generated by the project during an adjacent street peak hour, a complete traffic impact study in accordance with the CMP and City guidelines will be required. (COA)
2. One centralized driveway on each property street frontage shall replace the four existing driveways to reduce the number of vehicle conflicts. (COA)
3. All raised landscaping planters along the property frontages shall begin or end perpendicular to the lower portion of the driveway wings. (COA and revise plans)
4. Code required parking shall be provided for all uses. Verify number of required and provided parking spaces. (COA)
5. Each drive-thru window shall be served by a 10' wide striped lane at least 100 feet long that does not encroach into the parking aisle as required by code. (Shown on plans and COA.)
6. Disabled parking must comply with current standards. One or more van size spaces are required for the first 25 spaces, with an additional standard disabled space for any fraction of the next 25 spaces. See CBC Chapter 11B, Div II and other ADA requirements. The accessible spaces shall be the closest spaces to the main entrance per ADA requirements. It appears two disabled spaces are required for 32 total spaces provided. (COA and revise plans).
7. The walkway across the front of the building must be at least four-feet wide. Four-feet wide clearance must be maintained at any outward swinging doors. (COA and revise plans)

8. Show an accessible walkway between the public sidewalk on Marine Avenue and the main entrance with a crosswalk across the exit drive-thru lane. No accessible walkway shall cross behind a parking stall per ADA requirements. (Revise plans and COA)
9. All unused driveways and undeveloped property frontages shall be reconstructed with curb, gutter and sidewalk. (COA)
10. Provide and identify commercial loading area on site plan. (COA and shown on plans.)
11. All compact spaces shall be labeled with "COMPACT" stenciled across the rear of the stall. (10.63.100A)
12. All parking spaces adjacent to an obstruction, except columns, must be at least one foot wider than a standard space. (MBMC 10.64.100B) (COA)
13. Parking stalls may encroach up to 2.5 feet into the adjacent landscaping planter, provided the planter is landscaped with low groundcover within the encroaching area.
14. Wheel stops are required for all parking spaces inside a parking lot or structure except those spaces abutting a masonry wall or protected by a 6-inch high curb. A 2.5 foot overhang shall be included in the stall length when calculating walkway widths abutting any parking stalls. (MBMC 10.64.100D) (COA)
15. All outside site lighting shall be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Shields and directional lighting shall be used where necessary. (10.64.170 and COA)
16. A lighting illumination plan shall be submitted for the surface parking lot for approval by the Community Development Department. (MBMC 10.64.170) (COA)
17. Inbound and outbound movements at the driveways on Aviation Boulevard and Marine Avenue shall be restricted to Right Turns only and posted with signs as directed by the City Traffic Engineer. (COA)
18. The developer shall dedicate up to 16-feet along the entire Aviation Boulevard frontage to the City for a proposed southbound right turn pocket and public sidewalk. The developer shall construct new sidewalk and/or right turn pocket in the dedicated area according to current standards to the satisfaction of the City Traffic Engineer and Director of Public Works. (COA)
19. The developer shall dedicate up to 8-feet along the entire Marine Avenue frontage to the City for a full width sidewalk. The developer shall construct an 8' wide continuous sidewalk along the entire frontage. Show proposed right of way dedication and proposed sidewalk on all plans. (Revise plans and COA)
20. A ²⁵~~15~~ feet corner cut-off dedication shall be provided to the City at the southwest corner of Aviation Boulevard and Marine Avenue as formed by the future property lines. The developer shall construct sidewalk in the dedicated area and shall modify the pedestrian ramp according

to current standards to the satisfaction of the City Traffic Engineer and Director of Public Works. Show proposed right of way dedication and proposed sidewalk on all plans. (Revise plans and COA)

21. A continuous accessible sidewalk shall be provided behind the driveway approaches. If necessary, the property owner shall execute a pedestrian access easement for any sidewalk areas to be constructed inside the property line. (COA)
22. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line when exiting the parking areas without walls, columns or landscaping over 36 inches high. (MBMC 10.64.150) All planters and walkways must conform to this requirement. (COA)
23. Provide a 15' unobstructed triangle of sight visibility on the northwest corner of Aviation Boulevard at Marine Avenue behind the ultimate property line extensions without walls, columns or landscaping over 36 inches high, tree trunks excepted. (MBMC 3.40.010) (COA)
24. Bicycle parking shall be provided at a rate of five percent (5%) of all parking spaces. (MBMC 10.64.80) (COA)
25. The parking lot shall be signed and marked to the satisfaction of the City Traffic Engineer. (COA).

COA – Condition of Approval

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Angelica Ochoa, Assistant Planner

FROM: Erik Zandvliet, Traffic Engineer

DATE: April 3, 2009

**SUBJECT: Proposed Gas Station/Food Mart/Car Wash/Coffee Drive-Thru
2301 N. Aviation Boulevard
Site Plan Review**

A multi-use Gas Station/Food Mart/Car Wash/Coffee Drive-Thru is proposed to replace the existing service station on the northwest corner of Aviation Boulevard and Marine Avenue. A review of the proposed site plan revised March 23, 2009 A&S Engineering has been made. The following comments have been prepared to address traffic engineering concerns:

Traffic Impact Analysis

1. Based on the City's Traffic Impact Guidelines, a Traffic Impact Analysis (TIA) is NOT required because the project would generate fewer than 50 new net trips in a peak hour.

Revised Site Plan Comments

2. One centralized driveway on each property street frontage shall replace the four existing driveways to reduce the number of vehicle conflicts. (COA)
3. All raised landscaping planters along the property frontages shall begin or end perpendicular to the lower portion of the driveway wings. (COA)
4. The drive-thru window shall be served by a minimum 10' wide striped lane at least 100 feet long that does not encroach into the parking aisle as required by code. (Shown on plans and COA.)
5. Disabled parking must comply with current standards. One or more van size spaces are required for the first 25 spaces, with an additional standard disabled space for any fraction of the next 25 spaces. See CBC Chapter 11B, Div II and other ADA requirements. The accessible spaces shall be the closest spaces to the main entrance per ADA requirements. It appears two disabled spaces are required for 32 total spaces provided. (COA).
6. An accessible walkway shall be provided between the public sidewalk on Marine Avenue and the main entrance along the front of the building with a crosswalk across the drive-thru exit lane. Four-foot wide clearance must be maintained around any outward swinging doors. (Revise plans and COA)
7. All unused driveways and undeveloped property frontages shall be reconstructed with curb, gutter and sidewalk. (COA)



8. Provide and identify commercial loading area on site plan. (COA and shown on plans.)
9. Any compact spaces shall be labeled with "COMPACT" stenciled across the rear of the stall. (10.63.100A)
10. All parking spaces adjacent to an obstruction, except columns, must be at least one foot wider than a standard space. (MBMC 10.64.100B) (COA)
11. Parking stalls may encroach up to 2.5 feet into the adjacent landscaping planter, provided the planter is landscaped with low groundcover within the encroaching area.
12. Wheel stops are required for all parking spaces inside a parking lot or structure except those spaces abutting a masonry wall or protected by a 6-inch high curb. A 2.5 foot overhang shall be included in the stall length when calculating walkway widths abutting any parking stalls. (MBMC 10.64.100D) (COA)
13. All outside site lighting shall be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Shields and directional lighting shall be used where necessary. (10.64.170 and COA)
14. A lighting illumination plan shall be submitted for the surface parking lot for approval by the Community Development Department. (MBMC 10.64.170) (COA)
15. Inbound and outbound movements at the driveways on Aviation Boulevard and Marine Avenue shall be restricted to Right Turns only and posted with signs as directed by the City Traffic Engineer. (COA)
16. The developer shall dedicate up to 16-feet along the entire Aviation Boulevard frontage to the City for a future southbound right turn pocket and public sidewalk. (COA)
17. The developer shall dedicate all property under its ownership currently used as street and sidewalk along the entire Marine Avenue frontage to the City. (COA)
18. A four-foot wide public pedestrian easement shall be granted to the City for an accessible walkway along the Marine Avenue frontage. The developer shall construct additional sidewalk within this easement where necessary to provide four-foot wide continuous sidewalk along the entire Marine Avenue frontage. (COA and shown on plans)
19. A triangular 25 feet corner cut-off dedication shall be provided to the City at the southwest corner of Aviation Boulevard and Marine Avenue as formed by the future property lines. Show proposed right of way dedication on all plans. (Revise plans and COA)
20. A continuous accessible sidewalk shall be provided behind the driveway approaches. The property owner shall execute a pedestrian access easement for any sidewalk areas to be constructed inside the future property line. (COA)

21. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line when exiting the parking areas without walls, columns or landscaping over 36 inches high. (MBMC 10.64.150) All planters and walkways must conform to this requirement. (COA)
22. Provide a 15' unobstructed triangle of sight visibility on the northwest corner of Aviation Boulevard at Marine Avenue behind the ultimate property line extensions without walls, columns or landscaping over 36 inches high, tree trunks exempted. (MBMC 3.40.010) (COA)
23. Bicycle parking shall be provided at a rate of five percent (5%) of all parking spaces. (MBMC 10.64.80) (COA)
24. The parking lot shall be signed and marked to the satisfaction of the City Traffic Engineer. (COA).

COA – Condition of Approval

To: MB Planning Commission
From: Kate Budlong, MB Resident
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14 Apr 2009

Richard Thompson, Director of Community Development
Angelica Ochoa, Assistant Planner
City of Manhattan Beach
Manhattan Beach CA 90266

Subject: Proposed Modifications of Chevron Station, NW corner Marine & Aviation

Dear Mr. Thompson and Ms Ochoa,

To follow up on our conversation earlier in the month, and in response to the mailing from the City on the subject, I am providing feedback on the proposed modifications to the Chevron Station on the NE corner of Marine and Aviation. Last week I spent about an hour and a half at City Hall reviewing both the environmental report and the associated drawings. I was concerned to note that in no instance in the environmental report was any issue raised above "less than significant". I believe this report to be in error in several respects and to have glossed over several important aspects of this proposed project.

Following are some general comments, followed by specific items directly responding to the environmental report and the drawings.

There are three parts:

A – Background-History, B – General Comments, C – Detailed Comments.

I would like to respectfully request that the City of Manhattan Beach slow their seeming rush to constantly increased retail, (Metlox, new pay-to-play ball fields, increase in MB Village shopping center, Chevron Station) and concentrate on ensuring that the quality of life for its residents in this once lovely small town is maintained. If you need to put the taxes up to make ends meet then let's all vote on that, but let's not just eat the town bit by bit until there is no lovely small town left at all.

Please feel free to contact me at the above phone/fax/email as needed.

Sincerely,

Kate Budlong

Neighborhood Watch Block Captain – 1800 Block Marine



To: MB Planning Commission
From: Kate Budlong, MB Resident

Notification:

The City is required to send out notices of these proposed changes and of the upcoming Wed 22 Apr 09 meeting on the subject. These notices are required to go to any neighbors within a 500 foot radius of the affected property. So far as I can determine by interviewing various neighbors, these notices did not go to any but a very small handful of neighbors, those directly across the street from the Station. The 500 foot limit should at the very least have taken in most of the 1800 block of Marine as well as houses behind them on 23rd Street. People I have spoken to had no idea of either the proposed changes or the upcoming meeting. I would hope additional notifications, in accordance with at least the 500 foot requirement, would be promptly issued. In addition, this is a project of potentially large community impact, so a more wide-spread notification would be much more community minded.

A – Background - History

The current Chevron Station was here when I moved into my house 21 years ago. At that time the real estate agent very nearly didn't show me the house at all as she deemed the proximity to this station a major disadvantage to the location. I bought the house in spite of things as it is a nice house, and was substantially cheaper than any other similar property in the area. When I moved in, and for many years afterwards, the Chevron station closed at 10 pm.

Some years ago the station decided, unilaterally, to remain open for 24 hours. I brought this to the attention of the City and was told (among many variants) that, although an original permit had apparently allowed 24 hour operation, since the station had not operated on a 24 hour basis for many years any change from the then current closure of 10 pm would have to be subjected to a planning commission review and community input. The station representatives then approached City Hall, and a private arrangement was made between the City and the Station, with no review or any public input, allowing the station to close at midnight and re-open at 5:30 am. This was a totally private agreement between one City planner (who then retired) and the Station.

The Station has (more or less) adhered to the midnight to 5:30 am closure ever since.

A few years ago (2-3 or so) the Station, again without any input from the community, decided to install extremely bright area lighting. This lighting was a major nuisance and shone directly into area homes. Again we neighbors appealed to City Hall and the Station took some alleviating measures.

B – General Comments

1. Property values

Property values in this area are dropping. The houses on the eastern half of the 1800 block of Marine are directly across the street from the Chevron Station. One house on the exact corner (1856) has been on and off the market for some years, only recently finding a buyer. The proximity of both an increasingly busy corner and a large gas station has unquestionably devalued this area. A large increase in retail activity will certainly cause a major further drop in already depressed area housing values. The City needs to take some measures to protect homeowners from encroachment by massive increases in retail operations.

2. 24 hour Operation – Gas Pumps & Mini-Mart

This is a residential area. The City has not so far (to my knowledge) allowed 24 hour retail operations in such close proximity to a residential neighborhood. A 24 hour establishment, especially one selling beer and wine (I note that the latter aspect is proposed to end at 10 pm, see below), attracts middle of the night customers who are not generally a desirable addition to a residential area, particularly one which has seen burglaries, theft, and vandalism on the rise. We need more help, not less in keeping our neighborhoods safe.

The proposed environmental report states that no on-site food preparation or consumption is planned, but there is a very long “coffee bar” on the mini-mart plans which is much longer than a self serve coffee area would require and can easily serve as a consumption area. There is a designated “deli” section which I assume is a refrigeration unit but that is not made clear by the drawings.

Of course there is the issue of people consuming whatever they just bought (including beer and wine) in their cars in the parking lot.

3. Other Hours of Operation

Car Wash

Car washes are notoriously noisy. There is absolutely no need for the 6 am opening or 9 pm closure. Propose that the car wash hours be restricted to the same hours as construction in the City, namely 7:30-6 weekdays, 9-6 Saturday, closed Sunday.

Drive-Through Coffee Area

Again, there is no need for such an early opening. Local businesses are either not opening (or not changing shifts) this early so “catching the commuter traffic” (an excuse given for the current 5:30 am gas pump opening) is hard to justify. Propose 6 am to 9 pm.

Alcohol Sales

There is no need for an additional outlet for alcohol sales in this area. There are plenty of grocery stores in the immediate vicinity selling beer and wine. The concern here is that a loosely controlled mini-mart will become a beacon for underage drinkers. There is also the problem of alcohol consumption in parked cars, with the newly provided parking spaces an invitation. It is not clear that the mini-mart will be staffed up to a level which permits the monitoring required for alcohol sales. The current late night staffing at the Station is only one individual. Recommend that NO alcohol sales be permitted.

4. Previous Record

The Chevron Station does not have a very good record of abiding by community agreements, or laws for that matter. From changes in hours without notice, addition of new overly bright lighting, and even hiring landscaping contractors routinely using leaf blowers, they have not proved to be particularly good neighbors. They have a history of “pushing the envelope” whenever they deem it advantageous. Based on this history, I am concerned that any future agreements between the City and the Station, as to lights, hours, noise, public notification of changes, and other community impacts, may not be respected. So far enforcement of some of the above has come only at the pleading of the local community. I realize that several different owners of the Station have been involved over the years, and not all have been responsible for these activities, but the past record is non-the-less discouraging.

5. Vehicle Traffic

When I moved here in 1988, Marine, though already a main road with a 45 mph speed limit, was still navigable. I could enter my driveway directly and back out (with caution). In the intervening years, and especially after the huge retail build-up on Rosecrans, Marine has become a major thoroughfare, picking up the diversion traffic from people who (rightly) avoid the massive congestion of Rosecrans. Even though the speed limit was dropped to 35 mph some years ago, I now find that the only “safe” way for me to use my driveway is either to back in (scary at best), or make a thousand K turns in the driveway, so I can exit forward. Backing onto Marine is outlandishly dangerous.

The new configuration of the Chevron Station shows driveways on both Aviation and Marine, but with a very circuitous route through the Station for flow of traffic to/from the car wash and the coffee drive-through, not to mention gas pump and mini-mart traffic. One might suppose, from the drawings, that traffic is expected *from* Aviation *to* Marine, as any other arrangement is difficult to imagine based on the drawings. The current station has entry from southbound Aviation and exit on westbound Marine, but the traffic within the Station is not funneled toward Marine in quite so specific a manner as the proposed plans would indicate for the new Station.

Traffic on Marine will certainly be impacted by this new flow. Though this exit traffic will be west-bound (Marine being a divided road), a large portion of this traffic will likely be trying to continue their trip on Aviation (the way they entered the Station), and thus will be increasing the east-bound Marine traffic, and this potentially in the wee hours of the night. At that hour traffic, now, is extremely quiet. This traffic will be exacerbated by the mini-Mart’s sale of beer and wine.

6. Lights

The lights from the current gas station shine into area homes. The plans for the new Station are not very specific about lighting, except for signage and pump canopy lighting. The new canopy will be quite high, with lighting rather ambiguously defined. Overflow lighting from this canopy is certainly possible, as well as general annoyance from large signage. One point not clear from the drawings is possible site lighting. I could find no indication of general site lighting from the drawings. If past history is any indication, this might be quite bright and certainly an impact on the neighborhood. Certainly it needs to be more clearly defined.

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7. Noise

The current station's operations are relatively quiet. The garage work is usually indoors, while the pump operations are not generally noise generating. Cars with bright headlights at the air pumps, and loud radios, can sometimes be annoying but by and large these are not massive impacts. The new ball fields to the immediate west of the station have a much greater impact in both overflow lights and racket from screaming fans. The new Station configuration might easily generate more noise, as there is a car wash (not know as a quiet item), and a reason for large numbers of people to be either sitting in cars (consuming of items from mini-mart), or in lines (car wash, coffee drive-through). Loud radios and traffic, especially in the "wee hours" will certainly be an impact on the immediate neighborhood. The main concern, then, is the 24 hour aspect.

C – Specific Comments to Environmental Report

1. Earth

Agreed, that this will probably have no major earth related aspects.

2. Air

Creation of objectionable odors is considered negative on the basis that no food will be prepared on site. I do note though that the mini-mart plans leave the preparation of food aspect somewhat ambiguous. This needs to be clarified.

3. Water

Wouldn't the creation of a car wash, presumably drained adequately, impact the water use in Manhattan Beach at a time when water is an increasingly scarce commodity. What about increased load on the sewer systems? Where does the car wash water come from and go?

4. Plant Life

Agreed that there should be no impact

5. Animal Life

Agreed that there should be no impact

6. Noise

There will not just be construction noise. This has been very oversimplified. Yes, there will be construction noise, but see my notes in Section B Item 7 for noise concerns.

7. Lights and Glare

The current Station has an undesirable impact on the neighborhood. Based on past experience with City projects (re: adjacent ball fields) the lighting and glare regulations are not sufficient for this close proximity to housing, and that is assuming the ball fields meet these requirements, which might bear checking. See my comments above about lights, and past history of unregulated site lighting. (Section B. 6)

8. Land Use

This is zoned “General Commercial” but this new use is a major escalation from the former one. This is most definitely more than a “less than significant impact” to the area. That impact is why I have gone to the trouble of writing this report.

9. Natural Resources

Again I ask the question about water use. Where does the car wash water come from and go?

10. Risk of Upset

A gas station is by nature more hazardous than other types of businesses.

It might be argued that a gas station in close proximity to a mini-mart with consequent increase in both pedestrian and vehicular traffic, and a rather congested traffic pattern, could cause an increased hazard in the event of a gas pump accident.

Evacuation of the site in case of accident will be more difficult for the new configuration. Many vehicles could be parked on site near the gas pumps, or “trapped” in various drive-through situations (car wash or coffee drive-through). In the event of a gas pump fire evacuation of on-site people and cars will be difficult, and maneuvering of emergency vehicles almost impossible. In addition, the underground tanks overlap the mini-mart parking so an emergency during tank filling would impact everyone on site.

Provisions need to be made so that tank filling can occur without impact to personnel. The current layout and traffic pattern is very crowded around the fill tanks.

11. Population

The “service” provided (according to the environmental report) is not one that is either needed nor welcomed by the adjacent population. It is a “service” that is disruptive, and it duplicates many similar, better planned services, available in the near vicinity.

12. Housing

As noted above, this new construction will have an adverse impact on local property values and general quality of life in the area. It will not create a “demand for additional housing” but in fact will probably result in the eventual degradation of a viable neighborhood.

13. Transportation/Circulation

See my notes above Section B 5 and others.

- a. It is expected that this will generated increases in vehicle traffic well above “less than significant impact” levels. We on Marine have experience with previous “less than significant impact” levels defined in recent traffic studies, and are experiencing the opposite.
- b. It is expected that Station customers westbound on Marine will park opposite the Station and run across. This is both dangerous to them, and a nuisance to the local residents whose street parking situation is already dire.
- c. See traffic impact noted above (B-5)
- d. See traffic impact note above (B-5)

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- e. Agreed, none
- f. See traffic impact note above (B-5). A pedestrian or bicycle anywhere in the vicinity of the Station takes his life in his hands right now. With the new system and all the coming and going with undefined traffic flow patterns, this has the potential for being much more dangerous. If these “safe on-site loading, pedestrian circulation and bike parking” will be incorporated it should have been shown on the plans before this was submitted to a public meeting. This is an area that requires much more scrutiny.

14. Public Services

- a. Fire protection- see evacuation notes above (C-10)
- b. Police protection see notes about overnight people traffic (B-2), and wine/beer control
- c. Schools – no impact except that the wine/beer and late nights might be a beacon for underage activities.
- d. Parks or other recreational facilities – no impact
- e. Maintenance of public facilities – no impact
- f. Other government facilities – no impact

15. Energy

No impact beyond extra lighting and water use.

16. Utilities

Water/sewer use?

17. Human Health

No impact

18. Aesthetics

Potential for degradation of environment. No scenic views involved but “beautification” remains to be assessed in later plans.

19. Recreation

No recreation opportunities exist in the current site so no impact.

20. Cultural Resources

There are none at the current site and this certainly won't add any.

21. Mandatory Findings of Significance

I find this Environment Impact Report very over simplified in its approach to the issues at hand. There are many “findings of significance”.