

COUNCIL COMMUNICATION

Date: October 20, 1992

To : Honorable Mayor and City Council

From : City Manager

Subject : **APPEAL OF CONDITIONAL USE PERMIT NO. CUP 92-12 AND DESIGN REVIEW NO. DR 92-4, APPROVAL OF A CAR WASH AT 300 S. BREA BOULEVARD**

RECOMMENDATION

Planning Staff recommends that the City Council uphold the approval granted by the Planning Commission.

BACKGROUND

The applicants seek approval to establish a car wash at the southeast corner of Imperial Highway and Brea Boulevard. Approval was granted by the Planning Commission on September 8, 1992. Subsequently that decision was appealed by Mr. Brian Saul, a Brea resident (see letter of appeal, Exhibit 1). Specific aspects of Mr. Saul's appeal are discussed in this report following a summary of the proposed development.

DEVELOPMENT PROPOSAL SUMMARY

The site location within the Brea Towne Plaza Specific Plan area required approval of a design review and conditional use permit for a car wash use. Additionally, a negative declaration has been approved to provide the appropriate environmental clearance for the project. Finally, should the Council uphold the Planning Commission's approval in this matter, conditions would require a subdivision map to be brought back to the Commission consolidating the 3 lots which currently comprise the site.

The proposed site is approximately .65 acres in size and currently contains a vacant lot at the immediate corner (previously a Shell gas station), Big O Tire store, and a commercial warehouse building. Of these three lots the vacant lot and Big O are owned by Mr. Thomas Craig with the southernmost lot owned by the City Redevelopment Agency. The project proponents would be purchasing this lot from the Redevelopment Agency, however, the Agency has no active participation in the car wash proposal.

DID WE APPROVE?

The car wash concept, as proposed by Cafe Auto Spa, differs slightly from what might be thought of as a traditional car wash. Effort has been made to provide for an upscale operation both in appearance and function. As with their new facility in Tustin, the applicant's plans include an espresso coffee bar to serve the car wash patrons. An article from the Orange County Register describing the Tustin operation is included in Exhibit C of the Planning Commission Staff Report (contained as Exhibit 2) for the Council's review.

Access to the facility would be provided from Brea Boulevard as well as via an entrance off the alley at the east edge of the site. As noted on the site plan (Exhibit A) the vehicle queuing and gasoline sales area would be located on the east side of the site. From here vehicles move into the wash tunnel which runs parallel to Brea Boulevard. The queuing line for the tunnel along Imperial Highway and Brea Boulevard is screened via a 42" retaining wall and associated landscape berming. Within the tunnel washing, rinsing, and mechanical drying take place after which vehicles move into the outdoor drying area adjacent to Brea

Boulevard. Design of the queuing, parking, and drying areas have incorporated the City's recently adopted standards for car washes. A complete analysis of these issues may be found in the "project information" section of the Planning Commission Staff Report.

The proposed wash building is of a two story design incorporating a partial second floor. This building also houses soil remediation equipment which is required for the clean up of fuel from an underground tank leak which occurred at the former gas station use. Building materials of brick and patina-finished metal to simulate aged copper are proposed for use throughout the building. These materials are also carried through to the monument sign which would be placed at the corner of the site.

The conceptual landscape plan for the project includes Queen Palm trees near the street intersection to match the design which will be used at the new downtown project on the northwest corner and the Jack-in-the-Box on the southwest corner. Additionally, uniform setback distances are planned for the street corners. Staff has compared the proposed landscape setbacks to those found at the Jack-in-the-Box restaurant. In comparison, the car wash landscape setbacks fall slightly short of the established setbacks at Jack-in-the-Box in several areas. A further analysis of landscape issues, including a graphic comparison of the two projects, may be found in the Planning Commission Staff Report.

Negative Declaration No. ND 92-8 has been prepared to provide the appropriate environmental clearance for the project (Exhibit B of the Planning Commission Staff Report).

City staff worked with the consulting firm of LSA Associates in the preparation of the document. LSA's work focused on traffic and noise issues and their complete reports may be found in the appendices of the negative declaration. The result of the environmental studies show that the project will need to incorporate several mitigation measures specific to noise. With these mitigation measures in place no significant environmental impacts will occur as a result of the car wash use.

During the public hearing for the project the Planning Commission discussed other development which might occur at the site. Discussion included small office and retail users. The Commission generally agreed that the sites size limitation may not lend itself to a desirable office or retail development and that the car wash use, properly conditioned and executed, would be a better development option for the location.

Staff has reviewed the project specific to the limitations of the Zoning Ordinance and the Brea Towne Plaza Specific Plan. The results of this review show that the project meets all development standards for the site. These standards, however, are often minimums and the Planning Commission felt strongly about several key aspects of the project which they conditioned accordingly. These include specifics on signage, landscaping, architecture, and

This section of the code gives the Planning Commission and Council latitude in determining operation of the business. The specific conditions may be found in the final approval resolution, PC Resolution No. 92-59, contained in Exhibit 3. It should be noted that the developer has agreed to all of the conditions of this resolution and has signed an affidavit to that effect.

In considering this proposal the Planning Commission questioned the appropriateness of a car wash use for the site. In doing so they looked to the Zoning Ordinance for the guidelines governing such decisions. As the use requires a conditional use permit, the City is afforded a level of discretion in granting approval of the use. The Intent and Purpose portion of the Conditional Use Permit section of the Zoning Ordinance reads, in part:

"The Conditional Use Permit is intended for those types of land use which require special consideration in a particular zone or in the City as a whole. The following factors shall be considered in determining the appropriateness of a location with respect to adjacent uses: the extent of traffic generation, noise, vibration, smoke or other problems incidental to the operation, special locational and space requirements, and the effect that such uses have on property values, health, safety, and welfare and any other characteristic which may affect the compatibility of the use with the neighborhood or the community."

(71)
HIGH
ENOUGH

This section of the code gives the Planning Commission and Council latitude in determining the appropriateness of a car wash land use for this site. Staff feels that, properly conditioned, the car wash use can exist without creating substantial impacts on surrounding uses.

SUMMARY OF APPEAL REQUEST

As previously mentioned, this item is being appealed by Mr. Brian Saul, a Brea resident.

Staff understands the main focus of Mr. Saul's appeal to be a question of whether a car wash land use is appropriate for this site due to the key role the location plays within the City.

This premise notwithstanding Mr. Saul raises four specific issues in his letter of appeal (Exhibit 1). Each is summarized below followed by staff response.

1. *Issue of linking the intersection corners architecturally.* The proposed car wash architecture is designed to stand on its own yet respect the sites proximity to the downtown in attempting to keep an "old town" flavor. In meeting this goal the design employs used brick and aged metal finishes to duplicate an older style building. Additional links with the other intersection corners have been built into the project landscape plans. The car wash site will provide a grove of queen palm trees duplicating the design approved for the northwest corner and implemented at the Jack-in-the-Box.

2. *Issue of open wash tunnel along Brea Boulevard.* To carry through the arch design theme of the building the Brea Boulevard elevation is left partially open. To help screen the tunnel a 42" high retaining wall is provided along this west building elevation. It is staff's opinion that the combination of landscape berming and materials along this

(41)
HIGH
ENOUGH?

SIGN ON 2ND LEVEL

portion of the building will do much to screen the wash activity while allowing the architectural elements to create a more pleasing building.

3. *Issue of vehicle ingress/egress safety.* These issues have been examined by the City Traffic Engineer as well as the City's Traffic consultant for the project, LSA Associates. Design of the ingress/egress points on Brea Boulevard, as well as the alley, recognize and accommodate City Code requirements and today's engineering convention for safety concerns. Safety design includes eliminating left turn movements out of both the Brea Boulevard and Imperial Highway access points as well as incorporating flared entries to allow vehicles to exit the street in a more efficient manner.

4. *Issue of Art in Public Places inclusion.* Consistent with the Art in Public Places Policy of the City, if the project should exceed \$500,000 building permit valuation it would be required to participate in the APP program.

DOES IT?

COMMITTEE/COMMISSION REVIEW

The Development Committee has reviewed this project at several of their meetings this past year. The Planning Commission reviewed and approved the requests at their September 8, 1992 meeting.

FISCAL IMPACT

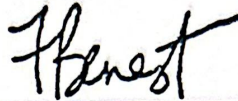
This request represents no impact to the General Fund.

+ SIGN ON 2ND LEVEL?

COUNCIL EXHIBIT 2

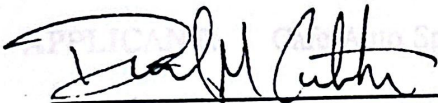
DATE: September 2, 1992
TO: Planning Commission
FROM: Planning Division
SUBJECT: NEGATIVE DECLARATION

Respectfully submitted,



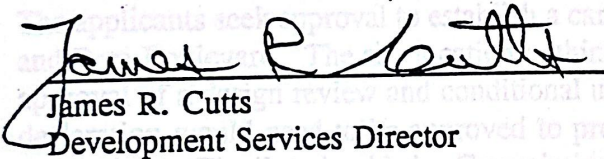
Frank Benest
City Manager

Prepared by:



David Crabtree
Associate Planner

Concurrence:



James R. Cutts
Development Services Director

Attachments:

1. Draft Council Resolution
2. Exhibit A - Project plans
3. Exhibit 1 - September 13, 1992 letter of appeal from Mr. Brian Saul
4. Exhibit 2 - Planning Commission Staff Report and associated Exhibits
5. Exhibit 3 - Planning Commission Resolution No. PC 92-59

DMC1.5/spaapl.mem

m e m o r a n d u m

COUNCIL EXHIBIT 2

DATE: September 2, 1992

TO: Planning Commission

FROM: Planning Division

SUBJECT: **NEGATIVE DECLARATION NO. 92-8, CONDITIONAL USE PERMIT NO. 92-12, AND DESIGN REVIEW NO. 92-4, A REQUEST TO CONSTRUCT AND OPERATE A CAR WASH WITH GASOLINE SALES AT THE SOUTHEAST CORNER OF IMPERIAL HIGHWAY AND BREA BOULEVARD**

APPLICANT: Cafe Auto Spa, Inc.

SUMMARY

This request seeks approval to construct and operate a car wash with gasoline sales.

BACKGROUND

The applicants seek approval to establish a car wash at the southeast corner of Imperial Highway and Brea Boulevard. The site location within the Brea Towne Plaza Specific Plan area requires approval of a design review and conditional use permit for such a use. Additionally, a negative declaration would need to be approved to provide the appropriate environmental clearance for the project. Finally, should the Commission approve these requests, a condition of approval would require a subdivision map to be brought back to the Commission consolidating the 3 lots which currently comprise the site.

The proposed site is approximately .65 acres in size and currently contains a vacant lot at the immediate corner (previously Shell gas station), Big O Tire store, and a commercial warehouse building. Of these three lots the vacant lot and Big O are owned by Mr. Thomas Craig with the southernmost lot owned by the City Redevelopment Agency. The project proponents would be purchasing this lot from the Redevelopment Agency, however, the Agency has no active participation in the car wash proposal.

The car wash concept, as proposed by Cafe Auto Spa, differs slightly from what might be thought of as a traditional car wash. Effort has been made to provide for an upscale operation both in appearance and function. As with their new facility in Tustin, the applicant's plans include an espresso coffee bar to serve the car wash patrons. An article from the Orange County Register describing the Tustin operation is included in Exhibit C for the Commission's review.

Access to the facility would be provided from Brea Boulevard as well as via an entrance off the alley at the east edge of the site. As noted on the site plan (Exhibit A) the vehicle queuing and gasoline sales area would be located on the east side of the site. From here vehicles move into the wash tunnel which runs parallel to Brea Boulevard. Within the tunnel washing, rinsing, and mechanical drying take place after which vehicles move into the outdoor drying area adjacent to Brea Boulevard. Design of the queuing, parking, and drying areas have incorporated the City's recently adopted standards for car washes. A complete analysis of these issues may be found in the "project information" section of the Staff Report.

The proposed wash building is of a two story design incorporating a partial second floor. This building also houses soil remediation equipment which is required for the clean up of fuel from an underground tank leak which occurred at the former gas station use. Building materials of brick and patina-finished metal to simulate aged copper are proposed for use throughout the building. These materials are also carried through to the monument sign which would be placed at the corner of the site.

The conceptual landscape plan for the project includes Queen Palm trees near the street intersection to match the design which will be used at the new downtown project on the northwest corner and the Jack-in-the-Box on the southwest corner. Additionally, uniform setback distances are planned for the street corners. Staff has compared the proposed landscape setbacks to those found at the Jack-in-the-Box restaurant. In comparison, the car wash landscape setbacks fall slightly short of the established setbacks at Jack-in-the-Box in several areas. A further analysis of landscape issues may be found in the Staff Report.

Negative Declaration No. ND 92-8 has been prepared to provide the appropriate environmental clearance for the project (Exhibit B). City staff worked with the consulting firm of LSA Associates in the preparation of the document. LSA's work focused on traffic and noise issues and their complete reports may be found in the appendices of the negative declaration. The result of the environmental studies show that the project will need to incorporate several mitigation measures specific to noise. With these mitigation measures in place no significant environmental impacts will occur as a result of the car wash use.

Staff has reviewed the project specific to the limitations of the Zoning Ordinance and the Brea Towne Plaza Specific Plan. The results of this review show that the project meets all development standards for the site. These standards, however, are often minimums and staff feels strongly that if an approval is entertained by the Commission conditions need to address several aspects of the project. These include specifics on signage, landscaping, architecture, and operation of the business. Recommendations on all these issues are contained in the Staff Report and draft resolution.

In considering this proposal staff has questioned the appropriateness of a car wash use for the site. In doing so we must look to the Zoning Ordinance for the guidelines governing such decisions. As the use requires a conditional use permit, the City is afforded a level of discretion in granting approval of the use. The Intent and Purpose portion of the Conditional Use Permit section of the Zoning Ordinance reads, in part:

City of Brea Planning Commission

"The Conditional Use Permit is intended for those types of land use which require special consideration in a particular zone or in the City as a whole. The following factors shall be considered in determining the appropriateness of a location with respect to adjacent uses: the extent of traffic generation, noise, vibration, smoke or other problems incidental to the operation, special locational and space requirements, and the effect that such uses have on property values, health, safety, and welfare and any other characteristic which may affect the compatibility of the use with the neighborhood or the community."

This section of the code gives the Planning Commission latitude in determining the appropriateness of a car wash land use for this site. Staff feels that, properly conditioned, the car wash use can exist without creating substantial impacts on surrounding uses.

RECOMMENDATION

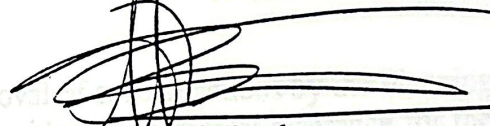
Planning Staff recommends that the Planning Commission approve the negative declaration, conditional use permit, and design review, subject to the conditions contained in the draft resolution.

Respectfully submitted,



David M. Crabtree
Associate Planner

Reviewed and concurred by:



Konradt Bartlam
City Planner

Proposed Site

The proposed .65 acre site is at the southeast corner of Imperial Highway and Brea Boulevard. The site is comprised of three separate lots which would be joined via the subdivision map mentioned earlier. Working from north to south, the immediate corner is currently vacant, once home to a Shell gas station. The second lot contains the Big O Tires store and the third lot a commercial warehouse building. This third lot is owned by the Redevelopment Agency and would need to be acquired by the car wash developer. The Redevelopment Agency is not a participant in the car wash development proposal.

Soil Remediation Activity

DMC1/cup9212.mem

As a result of underground gasoline tank leaks from the old Shell station, soil clean up efforts are underway at the site today. The remediation equipment which is currently operating is a

City of Brea planning commission

Staff Report

MEETING DATE: September 8, 1992

CASE NO: Negative Declaration No. ND 92-8, Conditional Use Permit No. CUP 92-12, Design Review No. DR 92-4

APPLICANT REQUEST: Approval to construct and operate a car wash with gasoline sales equipment.

PROPERTY LOCATION: 300 S. Brea Boulevard, southeast corner of Imperial Highway and Brea Boulevard

APPLICANT: Cafe Auto Spa, Inc.
11980 Red Hill Avenue
Tustin, CA 92705

PROPERTY OWNER: same

PROJECT INFORMATION:

The proposed car wash development will require the approval of several actions by the Planning Commission. These include a negative declaration to provide environmental clearance for the project, design review and conditional use permit to satisfy the development standards and design criteria of the Brea Towne Plaza Specific Plan, and a subdivision map to consolidate existing lots. The map is not before the Commission at this time and would be brought back for consideration pending the other actions.

Proposed Site

The proposed .65 acre site is at the southeast corner of Imperial Highway and Brea Boulevard. The site is comprised of three separate lots which would be joined via the subdivision map mentioned earlier. Working from north to south, the immediate corner is currently vacant, once home to a Shell gas station. The second lot contains the Big O Tire store and the third lot a commercial warehouse building. This third lot is owned by the Redevelopment Agency and would need to be acquired by the car wash developer. The Redevelopment Agency is not a participant in the car wash development proposal.

Soil Remediation Activity

As a result of underground gasoline tank leaks from the old Shell station, soil clean up efforts are underway at the site today. The remediation equipment which is currently operating is a

"pilot" program which will be replaced by a larger remediation system. Both the pilot equipment and future system are designed to capture, and pump to the surface, spilled fuel below the site. This fuel is then held in storage tanks at the site for periodic removal.

The needs of the future system have been built into the proposed car wash building which would enclose all the remediation equipment. This on-going clean up process is lead by the Orange County Environmental Health Care Agency. The Agency dictates and oversees all such remediation efforts within our County. The City's role in such matters is primarily one of equipment safety specific to the Building and Fire Code along with aesthetic control of the equipment.

Staff has had recent discussion with the O.C.E.H.C.A. concerning the project. The Agency is aware of the car wash proposal and have acknowledged the possibility of its construction in their review of remediation activities. While a concise timeframe of how long the remediation system will need to operate is unknown, the project engineers have experienced periods of less than 5 years for similar efforts at other sites.

Draft condition of approval "e" assures that the on going remediation efforts will continue to the satisfaction of the O.C.E.H.C.A. An additional condition (condition "f") assures that no aspect of the equipment will be visible from within its portion of the wash building.

Proposed Use

The application as presented by Cafe Auto Spa, Inc. is for a hand car wash with gasoline sales. No vehicle detailing service is envisioned and has been accordingly conditioned (condition "1"). Ancillary uses include coffee service and incidental auto accessory sales (i.e. minor accessories such as automotive air freshener, etc.). The use envisioned varies somewhat from what may be thought of as a traditional car wash. Plans are for a car wash which offers "upscale" surroundings offering customers the service of a full espresso / cappuccino coffee bar. The applicant's currently operate such a facility in the City of Tustin (see Orange County Register article, Exhibit "C").

Proposed Site Plan and Architecture

Plans provide two access points to the project, one via Brea Boulevard and the other via the alley along the east side of the site. Three queuing lines provide for gasoline sales and room to stack approximately 23 vehicles before entry into the wash tunnel. All washing, rinsing, and mechanical drying activities will take place within the tunnel. Once out of the tunnel vehicles are hand dried. The outdoor drying area accommodates 17 vehicles. An additional 10 parking stalls are also located on the site. These queuing, drying and parking provisions meet the recently adopted Zoning Ordinance requirement of 20 queuing, 17 drying and 10 parking stalls for full service car washes.

The applicant describes the proposed architecture as being patterned after the Magnolia's Peach restaurant at Imperial Highway and Randolph Street. As such, primary building materials are brick veneer and patina finish metal to simulate aged copper. The building is of a two story configuration, partial second floor space to be used for office operations and the housing of the vacuuming system motors. A second story deck would also provide additional customer waiting area. The ground floor would contain accessory retail space and the coffee bar. Finally, the north end of the building would house the soils remediation equipment. This will allow all remediation equipment to be screened from view.

Staff has included draft conditions of approval which would dictate revisions to several aspects of the architectural details. These include calling for window treatments on the west and north second floor elevations (condition "c") and additional door detailing for the first floor Imperial Highway elevation (condition "g"). We are also recommending uniform iron rail treatment around the second floor balcony as opposed to the combination of wall and railing proposed by the applicant (condition "d").

Proposed Signs

The applicant's are proposing two building signs, one gas company building-mounted logo, and one freestanding sign.

The two building signs are proposed for the second story on the north and west building elevations. As these two elevations are essentially "blank" walls staff has conditioned for additional architectural treatment (i.e. windows) and a relocation of the proposed signs. In relocating the two signs it should be noted that the BTPSP will not allow for mounting locations which exceed 20' above grade.

Staff's further issue with the proposed signs concerns the inclusion of text reading "hand car wash." Consistent with the applicant's presentation of their business name (see Exhibit "D" for business card sample and company stationary sample) and the Zoning Ordinance criteria calling for minimum information specific to business names, staff recommends removal of this proposed text.

Proposed Landscaping

The site design has provided for approximately 25% landscape coverage. The majority of the landscape areas are located along the two street frontages. A landscape buffer area along the alley is also provided. Plant materials at the alley include bamboo which will provide a dense screen once mature. The draft resolution contains a condition (condition "o") calling for alley planting at grade, rather than in a raised planter, and assuring that the landscaping will be dense enough to provide a sufficient buffer.

A goal of the landscape plans has been to duplicate the landscape setbacks established by the Jack-in-the-Box restaurant on the opposite street corner. As shown in Exhibit E, the Cafe Auto

Spa plans successfully provide a 25' setback along Imperial Highway and a 15' setback at the building along Brea Boulevard consistent with the Jack-in-the-Box site. However, Cafe Auto Spa does not duplicate the 32' X 50' corner treatment area or the minimum 12' setback to paved areas. The applicant has found these dimensions impossible to duplicate based on the demands of on-site vehicle circulation.

Finally, it should be noted that the landscape plans do provide for a Queen Palm grove consistent with plans for the northwest corner of the intersection and the pattern established at the Jack-in-the-Box site.

Negative Declaration

Negative Declaration No. ND 92-8 examines the environmental effects the project will have on the neighborhood and community. In carrying out the initial study for the negative declaration a need to focus on traffic and noise issues was discovered. City staff had the environmental consulting firm of LSA Associates perform an in depth study of traffic and noise issues for the proposal. The complete studies and associated findings are contained in the Negative Declaration document in Exhibit B.

Findings show that no significant environmental impacts will occur as a result of the project. Mitigation measures specific to noise issues have been provided to assure that mechanical equipment used in the operation will not exceed tolerances established by the City Noise Ordinance. These noise mitigations are specific to the type of equipment proposed for use by Cafe Auto Spa and as evaluated by the study.

The noise study also examined future noise levels which would be experienced due to project traffic using the alley. Results showed that levels would be within established acceptable parameters, however residents may notice an increase in the use of the alley.

Condition "w" assures that all mitigation measures as outlined in the negative declaration will be implemented.

BACKGROUND:

General Plan Designation:	Specific Plan
Zoning Designation:	Brea Towne Plaza Specific Plan, Brea Blvd. Commercial
Property Size:	.65 acres

Adjacent Zoning / Land Uses

North	BTPSP,BBC; Vacant
East	BTPSP,LDR; Single family residential
South	BTPSP,BBC; offices

Site and Neighborhood Characteristics

Brea Boulevard and Imperial Highway contain primarily commercial uses including the proposed downtown redevelopment project to be constructed on the northwest corner of this intersection.

ENVIRONMENTAL ASSESSMENT:

Negative Declaration No. ND 92-8 has been prepared for this project.

PUBLIC HEARING NOTICE:

Legal notice was published in the Daily Star Progress on August 28, 1992, and approximately 58 notices were sent to all property owners of record within a 300-foot radius of the subject property.

RECOMMENDATION:

Staff recommends that the Planning Commission approve the Negative Declaration, Conditional Use Permit, and Design Review, subject to the conditions contained in the draft resolution.

ALTERNATE PLANNING COMMISSION ACTIONS:

- Approve with alternate conditions
- Deny
- Deny without prejudice
- Continue

ATTACHMENTS:

1. Vicinity Map
2. Public Hearing Notice
- ~~3. Draft Resolution~~
4. Exhibit A: Project plans
5. Exhibit B: Negative Declaration No. ND 92-8
6. Exhibit C: Orange County Register article, April 22, 1992
7. Exhibit D: Cafe Auto Spa stationary and business card example
8. Exhibit E: Jack-in-the-Box landscape comparison site plan

DMC1/cup9212.rpt

APPEAL FORM

(Attach additional sheets if necessary)

SEP 16 3 57 PM '92

APPELLANT: Name : BRIAN G. SAUL
 Address : 505 E. Date Street
Brea, CA 92621
 Telephone: (714) 990-4461

ACTION BEING APPEALED: Planning Commission approval of Conditional
Use Permit No. 92-12 for a car wash at the southeast corner of Imperial
Highway and Brea Blvd. (300 S. Brea Blvd.) within the downtown specific plan area.

DATE OF ACTION BEING APPEALED: Planning Commission Mtg. of Sept. 8, 1992

SPECIFIC BASIS FOR THIS APPEAL: see attached letter to the
Brea City Council

DATE: Sept 16, 1992
 SIGNATURE: Brian G. Saul

CITY USE ONLY: X FEES PAID 10/6/92 HEARING DATE
9/16/92 DATE REC'D 10/30/92

Filing fee: \$50 for residential
 \$375 for commercial/industrial - deposit against hourly
 charge of \$75 per hour

September 13, 1992

Brea City Council
1 Civic Center Circle
Brea, CA 92621

Councilmen,

Date: 7/14/92
Distributed to:

Mayor
City Council
Frank Bennett
City Manager
Ronnie Fiske
City Clerk

I'm sending you this letter today because of a concern I have with a particular project that was okay'd by the Planning Commission on Sept. 8. I'm referring to the car wash to be built on the southeast corner of Brea Blvd. and Imperial Hwy.

Honestly, it's not so much that the structure itself bothers me. On the contrary, I really do like it, and I was impressed by Tom Craig's plans to build this upscale project.

My concern has to do with the car wash's location. Ever since I learned that the intersection was to be enlarged, I've been hoping that the City would go out of its way to ensure that it would be an intersection worthy of its importance. It's really the main one in Brea and one that naturally can and will create an impression to the visitor about what Brea is all about. Its importance is also magnified by its being the gateway into the new downtown area.

Even though we've already lost one of the corners to a parking lot, my wish had been and still is that development of the remaining three be somehow coordinated. Wouldn't it be a lot more impressive and a heck of a lot more attractive to "link" these three corners architecturally? Besides, it's always important to remember that whatever is built here is going to be around for an awfully long time.

It is for all of these reasons that I think it's essential that you, the Council, make the final decision on this matter. You're the ones who are ultimately responsible for our city and how it will look to those who follow us here in the future.

Should you choose to okay the project in its present location, I have a few questions. From the artist's rendering of the building, there are arches facing Brea Blvd. Behind those arches is where the actual car washing will be done. Will you be able to see the washing process from the street? I realize there is going to be landscaping, but will there be enough to hide what's going on? My concern comes from a similarly situated car wash on Harbor Blvd. in Fullerton. Although its landscaping partially hides the side of the building facing Harbor, it doesn't cover up what's happening inside.

Secondly, has sufficient consideration been given to the safety of cars pulling in and out of a car wash so close to such a busy, and likely to become busier, intersection?

Finally, whatever is built there, are there also plans for putting some sort of Art in Public Places piece on that corner? It seems to me to be an excellent place for one, being that so many people pass that

location.

In summary, my concern, with the exception of what might be seen behind the arches, is not with the car wash building itself. What I would like to see is that the project, for reasons I've stated, be placed somewhere else in the city. Our most important intersection really deserves something better.

I have to say before I end that I represent no group in writing this letter. I speak only for myself. I do believe though that there are many people out there in the community who feel as I do.

Sincerely,

Brian Saul

Brian Saul

*Sue -
from Brian
Saul to
Council asap.
(Appeal to
M. Comm decision)*

Brian said that this was an appeal to the Planning Commission's decision on 9/8 ... However, the way it is worded, I see no formal request for an appeal.

sue

505 C. Date

~~509~~ *990-4461*

September 13, 1992

Brea City Council
1 Civic Center Circle
Brea, CA 92621

Councilmen,

I'm sending you this letter today because of a concern I have with a particular project that was okay'd by the Planning Commission on Sept. 8. I'm referring to the car wash to be built on the southeast corner of Brea Blvd. and Imperial Hwy.

Honestly, it's not so much that the structure itself bothers me. On the contrary, I really do like it, and I was impressed by Tom Craig's plans to build this upscale project.

My concern has to do with the car wash's location. Ever since I learned that the intersection was to be enlarged, I've been hoping that the City would go out of its way to ensure that it would be an intersection worthy of its importance. It's really the main one in Brea and one that naturally can and will create an impression to the visitor about what Brea is all about. Its importance is also magnified by its being the gateway into the new downtown area.

Even though we've already lost one of the corners to a parking lot, my wish had been and still is that development of the remaining three be somehow coordinated. Wouldn't it be a lot more impressive and a heck of a lot more attractive to "link" these three corners architecturally? Besides, it's always important to remember that whatever is built here is going to be around for an awfully long time.

It is for all of these reasons that I think it's essential that you, the Council, make the final decision on this matter. You're the ones who are ultimately responsible for our city and how it will look to those who follow us here in the future.

Should you choose to okay the project in its present location, I have a few questions. From the artist's rendering of the building, there are arches facing Brea Blvd. Behind those arches is where the actual car washing will be done. Will you be able to see the washing process from the street? I realize there is going to be landscaping, but will there be enough to hide what's going on? My concern comes from a similarly situated car wash on Harbor Blvd. in Fullerton. Although its landscaping partially hides the side of the building facing Harbor, it doesn't cover up what's happening inside.

Secondly, has sufficient consideration been given to the safety of cars pulling in and out of a car wash so close to such a busy, and likely to become busier, intersection?

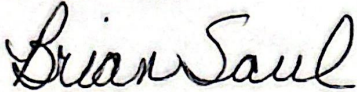
Finally, whatever is built there, are there also plans for putting some sort of Art in Public Places piece on that corner? It seems to me to be an excellent place for one, being that so many people pass that

location.

In summary, my concern, with the exception of what might be seen behind the arches, is not with the car wash building itself. What I would like to see is that the project, for reasons I've stated, be placed somewhere else in the city. Our most important intersection really deserves something better.

I have to say before I end that I represent no group in writing this letter. I speak only for myself. I do believe though that there are many people out there in the community who feel as I do.

Sincerely,

A handwritten signature in cursive script that reads "Brian Saul". The signature is written in dark ink and is positioned below the typed name.

Brian Saul

2
On Sept 6 Planning Comm ^{Jim Cullis} ^{being able to} ^{out} ^{all} ⁱⁿ ^{public} ^{place}
① approval car wash southeast
corner Imp. & Brea Blvd.

② a week later I appealed that
decision by sending letter
to you.

③ Very quickly I'd like to
summarize that letter
First of all, I really do like
the project. It's very upscale, in
my opinion though defin. in
wrong location.

The intersection of Brea Blvd
& Imp — most important. It's
the gateway to new downtown
when it's finally built. This
is what people are going to
first see when enter our city.
I'd like to see this intersection
be one ~~the~~ that's going to make
a real impression. I had originally
hoped that all 4 corners could
somehow be lined architecturally
to ~~be~~ really be something
special but we've already lost
one corner to a parking lot for
a fast food restaurant.
Now we're about to lose one
more to a car wash.

Believe me, I have nothing
against C. W. but must it be
placed in this intersection. As

This is my speech to Council

was brought out at the Sept 6
Planning Comm. car washes
normally pull customers from a
the local area. If that's the case
couldn't it be built somewhere
else in the city. I believe Mr.
Craig was offered a piece of land
farther north on Bru Blvd in
the proposed auto center area
but he ~~to~~ didn't accept the
offer because of the value of
his land at the intersection.
at that Sept 6 meeting Mr.
Craig also mentioned that
he could build a ^{strip} shopping center ^{on his land}
but chose instead to build
upscale carwash.

Heard same thing before.
Olen Point

If you chose to OKay

wall 42 inches - very small
with landscaping

cars pulling in + out

art in public places, price

Does it? \$500,000

finally,

As I said in the letter, this is
such an imp. decision about how our
city is going to look that I felt it was
a decision you should make for
the people of Brea, because whatever you
place there is going to be there for a long long

Prostino

~~no houses~~
more

stuff
Knock on
doors.
letter sent

last year
no one
came

example

architecturally
important

RESOLUTION NO. CC 92-108

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BREA UPHOLDING THE DECISION OF THE PLANNING COMMISSION IN APPROVING NEGATIVE DECLARATION NO. ND 92-8, CONDITIONAL USE PERMIT NO. CUP 92-12, AND DESIGN REVIEW NO. DR 92-4, SUBJECT TO THE CONDITIONS AS SET FORTH HEREIN

A. Recitals.

(i) The City Council of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on the appeal of Negative Declaration No. ND 92-8, Conditional Use Permit No. CUP 92-12, and Design Review No. DR 92-4, a request to construct and operate a car wash with gasoline sales within the County of Orange, City of Brea, within the Brea Towne Plaza Specific Plan Area, Brea Boulevard Commercial District pursuant to the City of Brea Zoning Ordinance and said Specific Plan.

(ii) The subject property is located at 300 S. Brea Boulevard, further described as the southeast corner of Imperial Highway and Brea Boulevard, and is shown in the latest records of the County of Orange Tax Assessors Office, APN 284-233-1,2, and 20.

(iii) The property is zoned Brea Towne Plaza Specific Plan, Brea Boulevard Commercial and is designated Specific Plan on the General Plan.

(iv) The project proponent is Cafe Auto Spa, Inc., 11980 Red Hill Avenue, Tustin, CA, 92705.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION. NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the City Council of the City of Brea as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.
2. It is hereby found that the use applied for at the location set forth in the application

RESOLUTION NO. CC 92- 108

Page two

**Applicant: Cafe Auto Spa, Inc.
ND 92-8, CUP 92-12, DR 92-4**

is authorized by Ordinance No. 425, the City of Brea Zoning Ordinance, as amended.

3. It is further found that said use, with conditions as imposed, is desirable for the development of the community, is in harmony with the various elements and objectives of the General Plan, is consistent with all applicable provisions of the Zoning Ordinance, and is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located.

4. It is found that the proposed site relates to streets and highways which are properly designed and shall be or are now improved to carry the type and volume of traffic generated by the proposed project.

5. The City Council hereby finds that Negative Declaration No. ND 92-8 has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, and further, this Council has reviewed and considered the information contained in said Negative Declaration No. ND 92-8 with respect to the project identified in this Resolution.

6. The City Council hereby specifically finds and determines that, based upon the findings set forth below, and changes and alterations which have been incorporated into and conditioned upon the proposed project, no significant adverse environmental effects will occur.

7. The City Council finds that facts supporting the above-specified findings are contained in the Negative Declaration, the staff report and exhibits, and the information provided to this Council during the public hearing conducted with respect to the project and the Negative

RESOLUTION NO. CC 92- 108

Page three

**Applicant: Cafe Auto Spa, Inc.
ND 92-8, CUP 92-12, DR 92-4**

Declaration.

8. Pursuant to the provisions of Section 753.5 (c) of Title 14 of the California Code of Regulations, the City Council finds as follows: in considering the record as a whole, the initial study and Negative Declaration No. ND 92-8, there is no evidence before this Council that the proposed project will have potential for an adverse impact on wildlife resources or the habitat upon which wildlife depends. Further, based upon substantial evidence contained in the Negative Declaration, the staff report and exhibits, and the information provided to the Council during the public hearing, this Council hereby rebuts the presumption of adverse effect as set forth in Section 753.5 (c-1-d) of Title 14 of the California Code of Regulations.

9. Based upon the above listed findings and conclusions, this Council hereby denies the appeal of the action of the Planning Commission specified in Recital A (i) and upholds the decision of the Commission made in PC Resolution No. 92-59 with the following additional conditions:

- a. The proposed 42" retaining wall along Imperial Highway and Brea Boulevard shall be increased to 54" in height.
- b. The project shall participate in the City Art in Public Places Program regardless of building valuation.

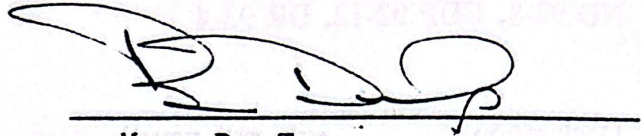
10. This Council hereby gives notice that the time within which judicial review of the action represented by this resolution may be sought is governed by the provisions of the California Code of Civil Procedure Section 1094.6.

RESOLUTION NO. 92-108

page four

Applicant: Cafe Auto Spa, Inc.

ND 92-8, CUP 92-12, DR 92-4



Mayor Pro Tem

11. The City Clerk of the City of Brea shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED this 20th day of October, 1992.

I, DONNA RHINE, City Clerk of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the City Council of the City of Brea held on the 20th day of October, 1992, and was finally passed at a regular meeting of the City Council of the City of Brea, held on the 20th day of October, 1992, by the following votes:

AYES: COUNCIL MEMBER: Nelson, Parker, Wedin and Dunlap

NOES: COUNCIL MEMBER: None

ABSENT: COUNCIL MEMBER: Isles

ABSTAIN: COUNCIL MEMBER: None

ATTEST: Donna M. Rhine
City Clerk of the City of Brea

NEGATIVE DECLARATION NO. ND 92-8

**FOR CONDITIONAL USE PERMIT NO. CUP 92-12, AND
DESIGN REVIEW NO. DR 92-4**

TO CONSTRUCT AND OPERATE A CAR WASH

FOR CAFE AUTO SPA, INC.

LOCATED AT 300 S. BREA BOULEVARD

Prepared by

The City of Brea

Development Services Department - Planning Division

Number One Civic Center Circle

Brea, California 92621

August 1992

TABLE OF CONTENTS

Section	Page
Project Description	1
Environmental Setting	1
Proposed Action	1
Environmental Checklist	2
Summary of Impacts and Mitigation Measures	8
Earth	8
Water	8
Noise	8
Transportation/Circulation	9
Utilities & Service	9
Mandatory Findings of Significance	9
Mitigation Monitoring	9
Summary of Findings	12
List of Persons Consulted	12
Vicinity Map	13
Appendix "A"	attached paging
Appendix "B"	attached paging

PROJECT DESCRIPTION

Environmental Setting

The subject property is approximately .78 acres in size and is located at the southeast corner of Imperial Highway and Brea Boulevard (see vicinity map). Currently the site contains vacant land, a tire store, and a small warehouse building.

Proposed Action

The applicant is proposing the construction of a hand car wash with gasoline sales. Site design provides gasoline and wash tunnel queuing area on the east side of the lot with the wash tunnel nearer Brea Boulevard to the west. The main building will incorporate a sales area including coffee service. A partial second floor will contain car wash offices and a balcony patio area.

As proposed, the project requires approval of a Conditional Use Permit and Design Review for construction of a commercial building within the Brea Towne Plaza Specific Plan area.

CITY OF BREA ENVIRONMENTAL CHECKLIST FORM

PROJECT LOCATION: City of Brea, County of Orange

PROJECT ADDRESS: 300 S. Brea Boulevard

DESCRIPTION OF PROJECT: A request to construct a car wash with gasoline sales

ENVIRONMENTAL IMPACTS:

(CEQA requires that an explanation of all "yes" and "maybe" answers be provided along with this checklist, including a discussion of ways to mitigate the significant effects identified. You may attach separate sheets with the explanations on them).

		Yes	Maybe	No
I.	EARTH. Will the proposal result in:			
	a) Unstable earth conditions or in changes in geologic -substructures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Disruptions, displacements, compaction or overcovering of the soil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) Change in topography or ground surface relief features?	<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 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 checked="" type="checkbox"/>
	f) Changes in deposition or erosion of beachsands, 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 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 checked="" type="checkbox"/>
II.	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"/>
	b) The creation of objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

		Yes	Maybe	No
III.	WATER. <i>Will the proposal result in:</i>			
	a) Changes in currents, or the course or direction of water movements, in either marine or freshwaters?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Alterations to the course or flow of flood waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d) Changes in the amount of surface water in any water body?	<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 checked="" type="checkbox"/>
	f) Alteration of the direction or rate of flow of ground waters?	<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 checked="" type="checkbox"/>
	h) Substantial reduction in the amount of water otherwise available for public water supplies?	<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 checked="" type="checkbox"/>
IV.	PLANT LIFE. <i>Will the proposal result in:</i>			
	a) Change in the diversity of species, or number or any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	<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 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 checked="" type="checkbox"/>
	d) Reduction in acreage of any agricultural crop?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V.	ANIMAL LIFE. <i>Will the proposal result in:</i>			
	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 checked="" type="checkbox"/>

	Yes	Maybe	No
b) Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<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 checked="" type="checkbox"/>
VI. NOISE. <i>Will the proposal result in:</i>			
a) Increases in existing noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VII. LIGHT and GLARE. <i>Will the proposal:</i>			
a) Produce new light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. LAND USE. <i>Will the proposal result in:</i>			
a) Substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. NATURAL RESOURCES. <i>Will the proposal result in:</i>			
a) Increase in the rate of use of any natural resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. RISK OF UPSET. <i>Will the proposal involve:</i>			
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 checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. POPULATION. <i>Will the proposal:</i>			
a) Alter the location, distribution, density or growth rate of the human population of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. HOUSING. <i>Will the proposal:</i>			
a) Affect existing housing, or create a demand for additional housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Yes Maybe No

XIII. TRANSPORTATION/CIRCULATION. *Will the proposal result in:*

- | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|
| a) Generation of substantial additional vehicular movement? | <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"/> |
| c) Substantial impact upon existing transportation systems? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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"/> |
| e) Alterations to waterborne, rail or air traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

XV. ENERGY. *Will the proposal result in:*

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

XVI. UTILITIES and SERVICE SYSTEMS. *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 checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Yes	Maybe	No
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Solid waste and disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. 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 checked="" type="checkbox"/>
b) Exposure of people to potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVIII. AESTHETICS. Will the proposal result in:			
a) The obstruction of any scenic vista or view open to the public?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) The creation of an aesthetically offensive site - open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIX. RECREATION. Will the proposal result in:			
a) Impact upon the quality or quantity of existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XX. CULTURAL RESOURCES. Will the proposal:			
a) Result in the alteration of or the destruction of a prehistoric or historic archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.			
a) Potential to degrade: 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Yes Maybe No

- b) *Short-term: 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, brief, definitive period of time. Long-term impacts will endure well into the future).*
- c) *Cumulative: Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect on the total of those impacts on the environment is significant.)*
- d) *Substantial adverse: Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

XXII. DISCUSSION OF ENVIRONMENTAL EVALUATION - DETERMINATION

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.

August 6, 1992
Date


Signature

For: City of Brea -- Planning Division

XXIII. DISCUSSION OF LAND USE IMPACTS.

The project would be consistent with the established General Plan designation of Specific Plan and the existing Brea Boulevard Commercial zoning under the Brea Towne Plaza Specific Plan, subject to the approval of Conditional Use Permit No. CUP 92-15 and Design Review No. DR 92-4.

DMC2/nd928.ckl



City of Brea

October 23, 1992

Brian Saul
505 E. Date Street
Brea, CA 92621

RE: APPEAL OF CAR WASH ON THE SOUTHEAST CORNER OF BREA BOULEVARD
AND IMPERIAL HIGHWAY, CONDITIONAL USE PERMIT NO. 92-12

This letter is formal notification of the action taken by the Brea City Council at their meeting on October 20, 1992 with regard to the subject appeal. The action of the Planning Commission, approving the project, was upheld and the appeal was denied. However, two conditions were added to the project relating to the requirement of an art piece and an increased height of the wall fronting Brea Boulevard. I have attached a copy of the adopted Resolution No. 92-108 for your information and/or files.

If you have any questions regarding this action, do not hesitate to contact me at (714) 990-7757.

CITY OF BREA

Donna M. Rhine, CMC
City Clerk

enclosure

cc: Cafe Auto Spa, Inc.
11980 Red Hill Avenue
Tustin, CA 92705

David Crabtree, Associate Planner
City of Brea