

TOWN OF SAN ANSELMO
RESOLUTION NO. 3394

WHEREAS, a Draft Negative Declaration was prepared and published with the notice of the General Plan Land Use Element Amendment and the Zoning Ordinance Amendments in a newspaper of general circulation for the required 20-day noticing period; and

WHEREAS, the Planning Commission held duly noticed public hearings on June 2, 1997, and July 7, 1997, to consider the Negative Declaration, the proposed General Plan Land Use Element Amendment, and the proposed Zoning Ordinance Amendments, at which time they considered the staff report and public testimony, and recommended approval to the Town Council; and

WHEREAS, the Town Council held a duly noticed public hearing on July 8, 1997, at which time they considered the staff report, public testimony, the Planning Commission minutes of June 2, 1997, and approved the Negative Declaration (Exhibit 1A), adopted a Resolution of Approval for the General Plan Land Use Element Amendment, and Introduced An Ordinance for the Zoning Ordinance Amendments; and

THEREFORE, BE IT RESOLVED that the Town Council does approve the General Plan Land Use Element Amendment, specifically, that the language will specifically address traffic generation in the C-L District.

BE IT FURTHER RESOLVED that the General Plan Land Use Element shall be amended as follows:

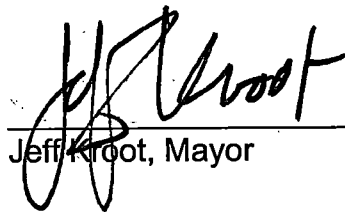
Land Use Element, E. Land Use Categories, 2. Commercial, c. Limited Commercial, pages 23-24:

. . . It is intended that commercial development allowed for on these properties will be low traffic generators, or generate an equal or lesser number of trips during the a.m. and p.m. peak hours than the existing uses as of July 22, 1997, (the determination for vacant buildings will be the most recent use between February 26, 1991, and July 22, 1997, on Sir Francis Drake Boulevard). . . The types of commercial activity which will not be allowed in the Limited Commercial area include fast-food restaurants, convenience food stores (when not in combination with a gasoline station), and medical office types of uses and services.

The determination . . . will be based upon the total number of traffic trips typically generated by that business.

Approved on July 8, 1997, at a regular meeting of the Town Council by the following vote:

AYES: Breen, Chignell, Kroot
NOES: None
ABSENT: Hodgens, Overberger



Jeff Kroot, Mayor

ATTEST:



Debbie Stutsman, Town Clerk

TOWN OF SAN ANSELMO

DEPARTMENT OF PUBLIC WORKS AND PLANNING
525 SAN ANSELMO AVENUE, SAN ANSELMO, CA 94960

FILE COPY



Exhibit 1A

NOTICE OF NEGATIVE DECLARATION REGARDING ENVIRONMENTAL IMPACT

DESCRIPTION OF PROJECT: Amendments to the General Plan and the Zoning Ordinance to permit the following uses: 1) Gasoline Sales; and 2) Combined use of Gasoline Sales and Convenience Market within the C-L zoning district (Limited Commercial).

This application is available for public review at the office designated above.

NAME AND ADDRESS OF APPLICANTS: General Plan Amendment: Town of San Anselmo, 525 San Anselmo Avenue, San Anselmo, California 94960.
Zoning Ordinance Amendments: Russ Johnson, Chevron Station, 750 Sir Francis Drake Boulevard, San Anselmo, California 94960.

Pursuant to the provisions of the California Environmental Quality Act of 1970 (Public Resources Code Sections 21100, et seq.), the Town of San Anselmo has determined that the above project will not have a significant effect upon the environment for the following reasons:

The attached mitigation measures are designed to reduce potential environmental impacts that may result from this use: See Exhibit A.

The environmental study was made by Lisa Wight, Senior Planner. Copies of this initial study are available at cost from the Planning Department. Written comments on this determination should be received in the Planning Department prior to Monday, June 2, 1997.

A public hearing on this determination is proposed to be held by the San Anselmo Planning Commission on Monday, June 2, 1997 at 7:30 p.m. in the Town Hall Council Chamber, 525 San Anselmo Avenue, San Anselmo, California.

Any persons unable to attend the hearing and wish to express their views on this issue may do so in writing prior to the date of the hearing.

Dated: May 12, 1997

A handwritten signature in cursive script that reads "Lisa Wight".

Signature

Lisa Wight

Typed Name

Senior Planner

Position

PLANNING

Department

ENVNEGDEC / Revised 3/97

Exhibit A

Earth, Air, Water, Plant Life, Animal Life, Noise, Light or Glare, Land Use, Natural Resources, Risk of Upset, Population, Housing, Public Services, Energy, Utilities, Human Health, Aesthetics, Recreation, Cultural Resources

The proposed amendments to the General Plan and Zoning Ordinance relate to a change in measuring impact to traffic and circulation in the C-L District and to *conditionally* permitting two additional uses. Both Gasoline Sales and Gasoline Sales/Convenience Market uses would be subject to a use permit and at that time, impact to the environment by the individual project would be assessed.

Traffic and Circulation

The current trip generation limitation on uses for the C-L District are that a use shall not generate traffic at a rate greater than fifty (50) vehicle trip ends for each 1,000 gross square feet of gross leasable building area and which does not add any additional traffic volume on Sir Francis Drake Boulevard during the A.M. and P.M. Peak Hours. Gasoline Stations and Convenience Markets are currently prohibited from the C-L District. It has just been brought to staff's attention that based on the Trip Generation information provided by the Traffic Consultant, a Gasoline Station with a Convenience Market typically generates less daily trips and less trips during the AM and PM Peak hours than a Gasoline Service Station generates.

At present, Russ Johnson operates a gasoline service station, which plans to continue the gasoline sales, but cease the automobile repairs by converting and expanding this area to a convenience market.

A traffic study was recently prepared for this project by Whitlock & Weinberger Transportation, Incorporated (W-Trans), which included traffic counts on Sir Francis Drake Boulevard between The Hub and Bella Vista Avenue. This study also presented information about trip generating characteristics of the existing uses and Chevron's proposed use, which were obtained from *Trip Generation, 5th Edition, Institute of Transportation Engineers, 1991, and the February 1995 Update to the 5th Edition*. That data indicates that the proposed use of a Gasoline/Convenience Market.

<u>Use</u>	<u>Number of Trips</u>	<u>AM Peak</u>	<u>PM Peak</u>
Gasoline/Service Station	1,398	97	126
Percentage of these considered "pass-by" trips		58%	52%
Gasoline/Convenience Market	1,302	80	107
Percentage of these considered "pass-by" trips		61%	56%

A large percentage of gasoline customers buy gasoline on a "pass-by" basis, i.e., they stop by when they are out on other errands. The traffic study recommends that the trip rate limitations imposed on businesses in the C-L district be tied to potential increases in traffic volume over the existing uses, with particular attention to the A.M. and P.M. Peak Hours. The proposed use indicates there will likely be a decrease in trip generation rates.

The Amendments include language that the determination as to whether a use will be permitted will be if the number of traffic trips typically generated by the new business is no greater than the number of traffic trips typically generated by the existing business in terms of the A.M. and P.M. Peak Hours.

According to the traffic consultants, W-Trans, the oil companies are currently considering 30,000 square feet as the minimum size for a site which could be developed into a new gas station with four fueling positions. The site would have a minimum depth of 150 feet and a width of 200 feet, and would include a building of approximately 2,100 square feet in size. Eight fueling positions would require a 41,000 square foot lot with a 275 foot width.

There is only one other possible site that could be developed with a gasoline station: Combining 606, 610, and 640 Sir Francis Drake Boulevard, and this would have limited access due to turning restrictions at a potential driveway (located between The Hub and the existing Chevron Station).

Another restriction would be that the use could not generate more traffic trips than the existing uses.

<u>Use</u>	<u>Number of Trips</u>	<u>AM Peak</u>	<u>PM Peak</u>
606: Cleaners, 610: Antiques, 640: Auto Body and Repairs	1,176	45	110
Gasoline/Convenience Market Percentage of these considered "pass-by" trips	1,302	80 61%	107 56%

**TOWN OF SAN ANSELMO
ENVIRONMENTAL CHECKLIST FORM**
(To be completed by Lead Agency)

I. Background

1. Name of Proponent Russ Johnson / Town
2. Address and Phone Number of Proponent:
750 SFDB SA
3. Date of Checklist Submitted _____
4. Agency Requiring Checklist Town
5. Name of Proposal, if applicable To permit gasoline sales; and
combined gasoline sales/convenience market in C-L district

II. Environmental Impacts

(Explanation of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geological substructures?	—	—	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	—	—	<u>X</u>
c. Change in topography or ground surface relief features?	—	—	<u>X</u>
d. The destruction, covering or modification of any unique geologic or physical features?	—	—	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	—	—	<u>X</u>
f. Changes in deposition or erosion of beach sands, 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?	—	—	<u>X</u>
g. Exposure of people or property to geologic hazards such as earthquakes, mud slides, ground failure, or similar hazards?	—	—	<u>X</u>

Yes Maybe No

2. **Air.** *Will the proposal result in:*

a. Substantial air emissions or deterioration or ambient air quality?

— — X

b. The creation of objectionable odors?

— — X

c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

— — X

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?

— — X

b. Changes in absorption rates, drainage patterns or the rate and amount of surface water runoff?

— — X

c. Alterations to the course or flow of flood waters?

— — X

d. Change in the amount of surface water in any water body?

— — X

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

— — X

f. Alteration of the direction or rate of flow of ground waters?

— — X

g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

— — X

h. Substantial reduction in the amount of water otherwise available for public water supplies?

— — X

i. Exposure of people or property to water related hazards such as flooding or tidal waves?

— — X

Yes Maybe No

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)?

— — X

b. Reduction of the numbers of any unique, rare or endangered species of plants?

— — X

c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?

— — X

d. Reduction in acreage of any agricultural crop?

— — X

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)?

— — X

b. Reduction of the numbers of any unique, rare or endangered species of animals?

— — X

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

— — X

d. Deterioration to existing fish or wildlife habitat?

— — X

6. **Noise.** *Will the proposal result in:*

a. Increases in existing noise levels?

— — X

b. Exposure of people to severe noise levels?

— — X

7. **Light or Glare.** *Will the proposal produce new light or glare?*

— — X

8. **Land Use.** *Will the proposal result in a substantial alteration of the present or planned land use of an area?*

— — X

9. **Natural Resources.** *Will the proposal result in:*

a. Increase in the rate of use of any natural resources?

— — X

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Substantial depletion of any nonrenewable natural resource?	—	—	<u>X</u>
10. 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?	—	—	<u>X</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	<u>X</u>
11. Population. <i>Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?</i>	—	—	<u>X</u>
12. Housing. <i>Will the proposal affect existing housing, or create a demand for additional housing?</i>	—	—	<u>X</u>
13. Transportation/Circulation. <i>Will the proposal result in:</i>			
a. Generation of substantial additional vehicular movement?	—	—	<u>X</u>
b. Effects on existing parking facilities, or demand for new parking?	—	—	<u>X</u>
c. Substantial impact upon existing transportation systems?	—	—	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	—	—	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	—	—	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	—	<u>X</u>
14. Public Services. <i>Will the proposal have an effect upon or result in a need for new or altered governmental services in any of the following areas:</i>			
a. Fire Protection?	—	—	<u>X</u>
b. Police protection?	—	—	<u>X</u>
c. Schools?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Parks or other recreational facilities?	—	—	<u>X</u>
e. Maintenance of public facilities, including roads?	—	—	<u>X</u>
f. Other governmental services?	—	—	<u>X</u>
15. Energy. <i>Will the proposal result in:</i>			
a. Use of substantial amounts of fuel or energy?	—	—	<u>X</u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	—	—	<u>X</u>
16. Utilities. <i>Will the proposal result in a need for new systems, or substantial alterations to the following utilities:</i>			
a. Power or natural gas?	—	—	<u>X</u>
b. Communications systems?	—	—	<u>X</u>
c. Water?	—	—	<u>X</u>
d. Sewer or septic tanks?	—	—	<u>X</u>
e. Storm water drainage?	—	—	<u>X</u>
f. Solid waste and disposal?	—	—	<u>X</u>
17. Human Health. <i>Will the proposal result in:</i>			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	<u>X</u>
b. Exposure of people to potential health hazards?	—	—	<u>X</u>
18. Aesthetics. <i>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?</i>	—	—	<u>X</u>
19. Recreation. <i>Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?</i>	—	—	<u>X</u>

Yes Maybe No

20. Cultural Resources.

a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?

— — X

b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

— — X

c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

— — X

d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

— — X

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 of 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?

— — X

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 brief, definitive period of time while long-term impacts will endure well into the future.)

— — X

c. 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 of the total of those impacts on the environment is significant.)

— — X

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

— — X

III. Discussion of Environmental Evaluation

IV. Determination
(To be completed by the Lead Agency)

On the basis of this evaluation:

- I find 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 project. A NEGATIVE DECLARATION WILL BE PREPARED.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: 5 12 97

Anna Wright
(Signature)

For Town