



## STAFF REPORT

TO: PLANNING COMMISSION

PREPARED BY: Corey Simon, Senior Planner

### GENERAL INFORMATION

OWNER: Ebiwash Inc; Ebi Baraghoush (dba Chevron)

APPLICANT: MI Architects; Muthana Ibrahim, Architect

LOCATION: 6606 Alhambra Avenue @ Blue Ridge Drive (APN 164-340-005)

GENERAL PLAN: Commercial – Retail & Services

ZONING: NC (Neighborhood Commercial)

PROPOSAL: Study session to discuss and receive public input on application for Conditional Use Permit to allow attended car wash business, with replacement of existing service station building (containing small convenience market area and auto service areas), with new structure containing (approximate) 1,250 sq. ft. convenience market and car wash tunnel; and addition of new vacuum trellis and enclosures, on approximate 23, 000 sq. ft. site. Exceptions to normally required 15' minimum side and rear yards are also requested.

ENVIRONMENTAL: Staff has yet to determine the level of Environmental Review that will be required for this project.

### RECOMMENDATION

Review proposal, accept public comment, and provide input and direction to staff and the applicant on the proposal. The City has received letters and petitions in opposition to the applicant's proposal, which are enclosed.

The purpose of the study session is to allow for preliminary project review. No Planning Commission action is to be taken at this time.

## **BACKGROUND**

The Chevron Station at the corner of Alhambra Avenue and Blue Ridge Drive appears to be approximately 40-50 years old and except for a more contemporary "canopy" over the gas pumps, has changed little over the years. As typical of such "neighborhood" gas stations, the former mechanic's office area now serves as a minimal "convenience market." Several months ago, the business owner applied to the City Council for a special permit as a part of ABC's (State department of Alcoholic Beverage Control) review process to allow beer and wine sales at this location. The Council denied the request.

At this time, the service bays are still used for light auto service and repair. The site is slightly over ½ acre, which is typical for service stations of that time, but somewhat smaller than the ¾ to 1 acre size of more current "service stations," which now typically have "convenience markets" of 1,000 + sq. ft. and/or carwashes – rather than light auto repair services - to augment gasoline sales.

One unusual attribute of the site is the presence of a major City storm drain easement, running from the northwest corner of the site toward the southeast, approximately at the driveway connecting the site to the adjacent Burger King Restaurant. While construction over such an easement may have been permitted when the current station was built, the City will not permit new construction over the existing easement. The geometry of the easement is a major factor driving the applicant's proposal. The proposed new building is located where the little used "rear yard" is now.

Except for the cluster of redwood trees along the western property line (adjacent to the shopping center driveway), and a smaller cluster of pines adjacent to Blue Ridge Drive, there is no significant landscaping on the property.

## **SITE CONTEXT**

While the site is commonly viewed as being a part of the "Virginia Hills Shopping Center," the station is a separate parcel, and except for a shared driveway into the Burger King Parcel, generally shares no access ways with the shopping center. Discussions with staff and shopping center owner have tried to address the possibility of improving shopping center access/egress at Blue Ridge Drive with reciprocal easements between the 2 properties (as discussed further in this report below).

## **PROJECT DESCRIPTION**

The applicant proposes to demolish the existing service station building (existing gas pumps and canopy would remain), and replace it with a new structure containing (approximate) 1,250 sq. ft. convenience market/storage building, carwash tunnel and addition of new vacuum trellis. The applicant has described the proposed carwash business as "full service," meaning that it will be attended rather than automated service. All gasoline service station businesses (and associated services, such as light automotive repair, carwashes and convenience markets) are "conditionally permitted" uses, thus the proposed replacement of the auto service use with the carwash and expanded market requires use permit approval. Variance approval is also required to

allow construction in the normally required 15' minimum rear and street-side side yards within the subject NC "Neighborhood Commercial" zoning district. Design Review approval of project's architecture and landscaping will also be required.

## **DISCUSSION**

As a conditionally permitted use, two of the findings the Planning Commission would need to make to allow the proposed modifications to the gasoline service station – removing the service bays, adding the carwash and expanded the convenience market – are as follows:

*The proposed location of the conditional use is in accord with the objectives of this Title (Title 22, Zoning), and the purposes of the district in which the site is located. One of the stated purposes of the Commercial Districts is to "Provide appropriately located areas...for businesses...scaled to meet the needs of the different geographical areas they serve."*

*The proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.*

Generally, such standards allow a community to balance the desires of business and property owners to maintain and/or expand a site's economic life, with the expectations of neighbors that such "changes" do not have materially negative effects on their surroundings. In the case of the subject property, it appears that replacing the existing building with an expanded convenience market and car wash use is in keeping with industry trends. Often, such mid-century "service station" that are not modified in the manner being proposed are abandoned as "gas stations," and then typically reused as light auto repair shops (e.g. smog check shops etc.). With traffic generation expected to be consistent with existing "gas station" use, and cueing space for 5 cars, "traffic" is not anticipated to be a significant issue. However, the issues of "noise" and "scale" warrant additional discussion.

### **Issue 1: Proposed "carwash" use, and possible noise impacts to neighbors**

The concern regarding the potential for new "noise generation" from the proposed carwash is the one impact that the Planning Commission should consider before giving the applicant direction on how to proceed with this request. At staff's request, the applicant has provided an acoustical analysis that includes both "existing" and with "project added" analysis. A chart of competitive noises (at different dB Ldn "decibels") levels are also provided (Attachment "C").

An overview of the “noise studies” as provided by applicant is below:

- City standards allow for a maximum 60 decibels during day hours 7AM- 10-PM, 50 decibel night hours 10 PM- 7 AM (again, see Attachment C)
- Proposed car wash hours are:
  - 7:00 AM – 8:00 PM (April to October)
  - 8:00 AM – 7:00 PM (November to April)
- Based on data provided by applicant and his noise consultant 3:00 PM, existing average noise levels at rear fence lines of Hanson Creek Court/Las Animas Drive homes currently exceeds 60 dBA.
- With design features recommended by noise consultant (e.g. “silencer package” & 8’ high wing wall at western property line), the added noise level at the above residences rear fence lines would range from 46.1 – to 49.2 dB Ldn.
- Assuming the applicant’s “baseline” data is correct, the added noise from the carwash (with “silencer package” and “wing wall” at exit) would be negligible within the context of existing conditions.

It should be noted that such car washes (albeit with restricted hours) are common in Martinez’ and Pleasant Hill’s “strip” and “neighborhood” commercial areas where residence are within 300’ of the carwash. Based on the data above, it appears that no additional noise studies are warranted. The Commission’s ability to prohibit evening, night and/or early morning use of the car wash facility can further reduce concern of perceived noise impact. But after receiving testimony at the study session, and the Commission finds it warranted, a second “blind” noise study, at applicant’s expense, but contracted by City Staff can be prepared for future public hearing. Such a second study could confirm that while neighbors may be able “to hear” the carwash in operation, such added “noise” appears unlikely to rise to a *materially injurious* level. Conversely, the Commission could find that the proposed car wash operation, even if below maximum allowable noise levels, such a business is not appropriately “scaled” to the Virginia Hills neighborhood context, and could advise the applicant not to proceed.

**Issue 2: Site Plan, Multiple Uses Proposed For Site and Requested Variance**

As stated above, this site is constrained by the existing City storm drain and easement, and the applicant has an ambitious program for the approximate ½ acre lot. An outline of development standards compliance is below:

**NC Neighborhood Commercial District Requirements**

CRITERIA	MINIMUM REQUIRED OR (MAXIMUM ALLOWED)	PROPOSED	CONFORMITY
Front Yard	15 feet	15 feet (unchanged)	Yes
Side Yards	15 feet/15 feet	19 feet/ 10 feet to vacuum canopy	Yes/ <i>Variance req’d</i>
Rear Yard	15 feet	4 feet	<i>Variance req’d</i>
Building Height	30 feet	23 feet	Yes
Parking	1 space per 200 sq. ft. (gross retail space)	5	Yes

While some relief from standard "minimum yard" requirements may be warranted due to the limitations created by the storm drain and easement, the Commission may wish to consider *as to what scale of relief* is appropriate. As a matter of "scale," the Commission may wish to consider the scope of service that applicant is trying to provide on this constrained site (e.g. gas sales, full service carwash, convenience market, propane sales), and discuss whether the proposal is keeping "in scale" with the lot and the neighborhood commercial context.

In regards to the street-side side yard (Blue Ridge Drive), the minor encroachment of the vacuum canopy/trellis appears unobtrusive. The use of the normally required rear yard for the carwash is also somewhat understandable, given the station's existing "rear yard" (adjacent to the shopping center driveway) services little to no purpose except for screening trees (most to be preserved). While the current plan preserves most all of the redwood trees along the rear property line, the rear yard gets "pinched" down to approximately 4' at the exit of the carwash (at 8' high "wing wall"). The limited room for landscaping at this location may be an indicator of how the proposal's scope may exceed the lot's capacity.

Should the Commission advise the applicant to pursue this application, it may wish to give direction as what, if any, degree of variance it would likely support. While the dimensional requirements of the carwash tunnel are somewhat "fixed," a reduction in the size of the convenience market and/or elimination of the proposed propane sales could "free up" some of this constrained site, allowing the carwash to be shifted further away from the rear property line.

### **Issue 3: Possible shopping center driveway improvements**

One possible public benefit of new development on the subject site, is that it could allow for future improvements to the awkward "less than 90 degree turn" in and out of the Virginia Hills Shopping Center from that portion of Blue Ridge Drive adjacent to the site. An easement to permit the shopping center owner (together with the applicant, as a part of "differed improvement agreement" with the City Engineer) to widen the driveway would be proposed as a condition of approval. More imminently, the applicant would also be required to improve the landscaping on Blue Ridge Drive at the time of his project's construction, were it to be improved. The applicant has had several meeting and conversations with the City Engineer, and is in conceptual agreement with participating in improving this intersection.

### **ATTACHMENTS**

- "A" Site Context Maps and photos
- "B" Applicant's statement
- "C" Noise Studies
- "D" Correspondence and petitions

### **EXHIBITS**

Site and preliminary architectural plans

# SITE VICINITY MAP

## 6606 ALHAMBRA AVE (EBILWASH)



UP 07.04 / VAR 07-01 / DR 07-07

# SITE AERIAL - LOOKING EAST



SITE

# SITE AERIAL-LOOKING SOUTH



SITE

ATTACHMENT B



**MI Architects, Inc.** A California Corporation  
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July, 15, 2008

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**Letter of Explanations:**

EBIWASH, INC is intended to improve the existing chevron station located on Alhambra Ave, Martinez, California. The improvements includes removing the existing three bay auto service building and installing approximately 1,253 sq ft. convenience store, 1,328 sq. ft. full service carwash tunnel, vacuum trellis, air-water unit, trash enclosure, vacuum enclosure, propane tank, on-site landscaping and parking stalls. The existing fuel dispenser, canopy above and the fuel system are to remain. The existing building to be removed is currently located on a City owned storm sewer line easement. The proposed site layout clears the aforementioned easement of any structures. Carwash equipment will be upgraded to include the dryer unit silence package.

The proposed use (convenience store and carwash) is in accord with the objective and purpose of the commercial district. The car wash and the convenience store uses are compatible with the existing gas station and confirm to each applicable provisions of the Zoning Ordinance.

**Business Plan:**

The number of employee required for the business is 2-5 employees at each given shift. The business hours of operation are as follow:

- Gas station and convenience store:
  - 5:30 am -10:00 pm (Monday through Friday)
  - 6:00 am -10:00 pm (Saturday & Sunday)
- Car wash:
  - 7:00 am - 8:00 pm (April through October)
  - 8:00 am - 7:00 pm (November through March)



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**Letter of Intent:**

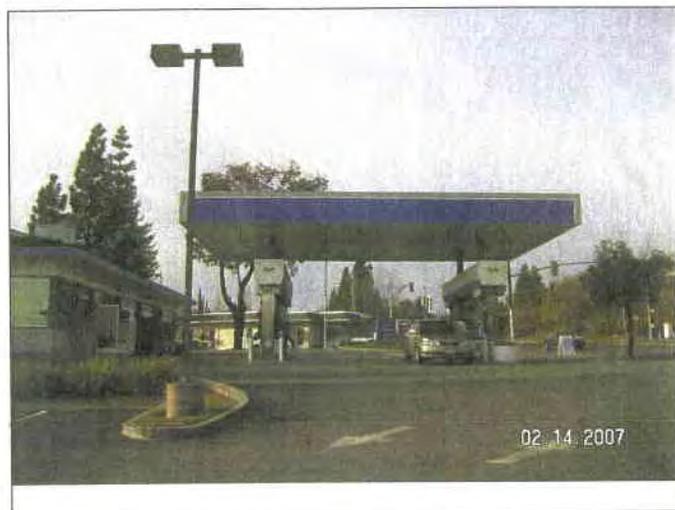
The Owner of the existing gas station understands the neighbors are concerned of the potential noise generated by the carwash equipment. An acoustical consultant was hired by the owner to determine the noise level at the property line of the project and compare to the average noise level at the neighborhood. The result of his study is the following:

1. The carwash noise level at the property line is below the City of Martinez noise criteria of 60 dBA Ldn( day & night average noise level)
2. The energy average (noise level) at the neighborhood is (68.1 to 71.6 dBA). The carwash noise level at the western property line is 51.9 dBA Ldn which is less than the average noise level exist in the neighborhood today
3. The projected noise of the carwash to the neighborhood is less than the minimum noise level exist in the neighborhood today, see Colia Acoustical Consultants letters dated June 18 & July 2, 2008

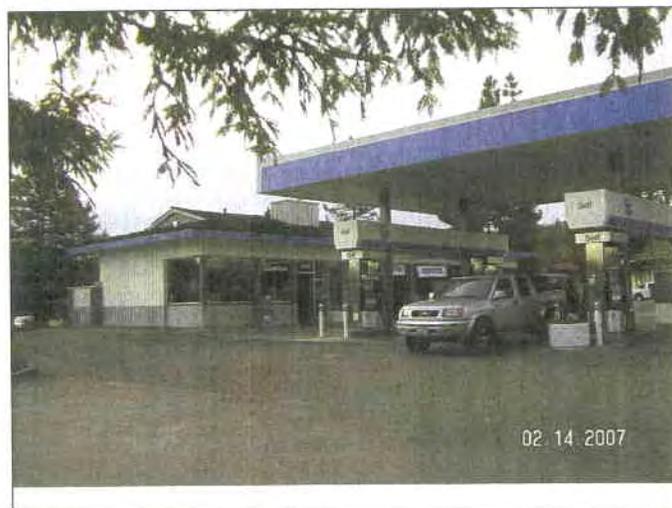
Please keep in mind that proceeding with this project forward will result in adding an upgraded gas station facility to the community and removing the old one off the storm drain easement.



South of site looking north



South of site looking north

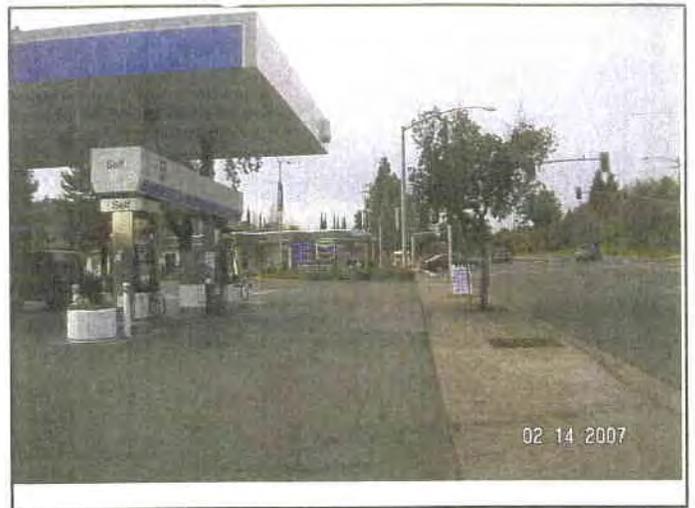


Southeast corner of the site looking northwest

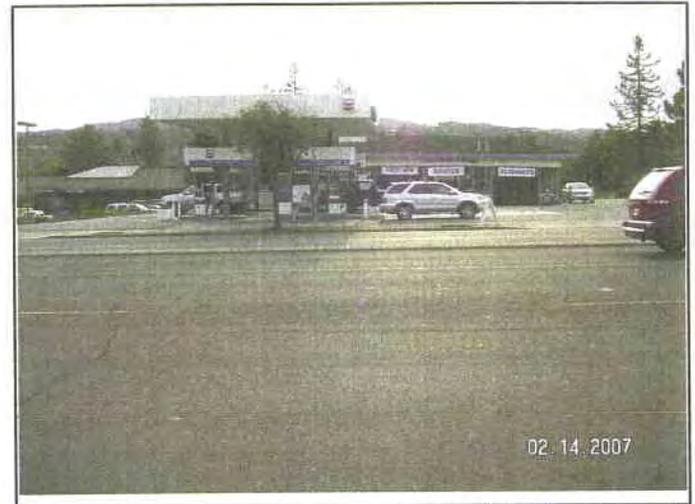
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**Ebiwash, Inc.**  
**Food Mart, Carwash & Gas Station**  
**6606 Alhambra Avenue**  
**Martinez, CA 94533**

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Southeast corner of site looking towards northeast corner



East of site looking west

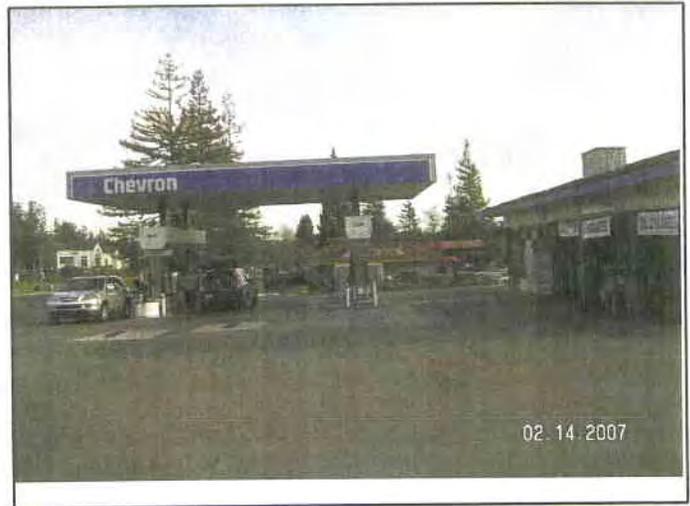


East side of site looking west

**Ebiwash, Inc.**  
**Food Mart, Carwash & Gas Station**  
**6606 Alhambra Avenue**  
**Martinez, CA 94533**



East side of site looking towards northeast corner



North side of site looking south



Northwest corner of site looking southeast

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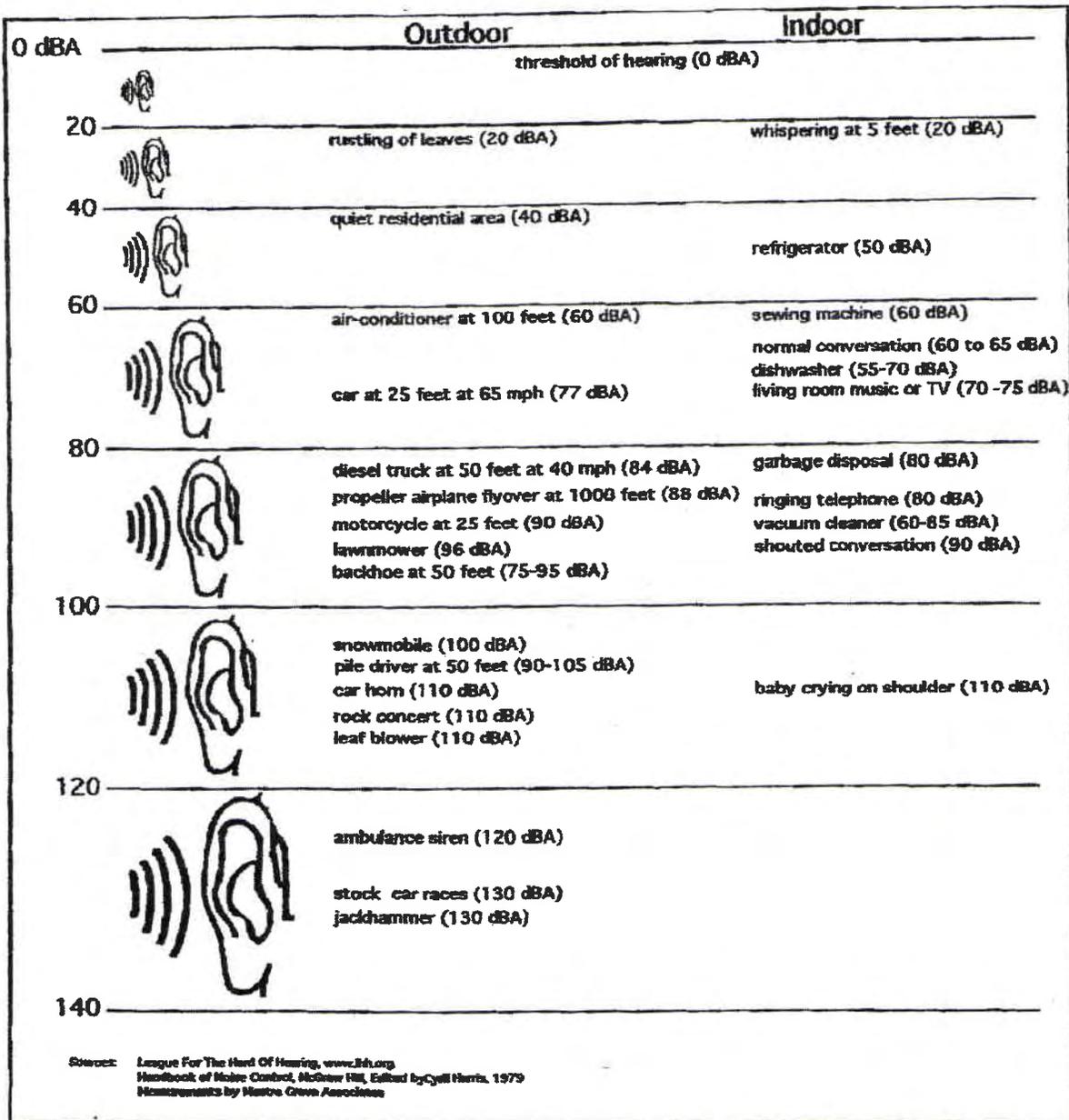
**Ebiwash, Inc.**  
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# ATTACHMENT C

## NOISE STUDY



**Exhibit 1**  
**Typical Sounds Levels in A-Weighted Decibels (dBA)**

Laguna Beach General Plan Noise Element

**COLIA ACOUSTICAL CONSULTANTS**

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R8-051

June 4, 2008

**ACOUSTICAL ANALYSIS OF THE  
PROPOSED NEW CONVENIENCE STORE & CAR WASH  
AT 6606 ALHAMBRA AVENUE  
IN THE CITY OF MARTINEZ**

**Prepared For:**

**EBIWASH, INC.  
6606 Alhambra Avenue  
Martinez, CA 94553**

**Prepared By:**

  
**RICHARD COLIA**  
Acoustical Consultant  
MEMBER INCE

ACOUSTICAL ANALYSIS OF THE  
PROPOSED NEW CONVENIENCE STORE & CAR WASH  
AT 6606 ALHAMBRA AVENUE  
IN THE CITY OF MARTINEZ

INTRODUCTION

At the request of Ebi Baraghoush, Colia Acoustical Consultants have performed a site-specific acoustical evaluation of the new Convenience Store /Car Wash proposed for construction near the southwest corner of Alhambra Avenue and Blue Ridge Drive in Martinez. The principle source of noise to the site will be from vehicular traffic on Alhambra Avenue and Blue Ridge Drive. The potential noise impact from the project would be generated by the car wash planned near the west project side. Currently there are commercial/sensitive areas to the south and west of this project. These areas to the south and west may be potentially be affected by the car wash of the project.

The noise criteria of the City of Martinez states that the exterior noise levels generated by the commercial facility may not exceed 60 decibels (dBA, on the A-weighted scale) day-night average noise level (Ldn) during the day (7 AM to 10:00 PM) and 50 dB Leq during nighttime hours (10:00 PM to 7 AM) at any point on the property line at the boundary zones. In this case the sensitive areas are located to the south and west.

The purpose of this report is to evaluate the exterior noise levels generated by the potential noise sources on the project site, and present mitigation measures, where necessary, to reduce the noise impacts to acceptable levels.

ANALYSIS

Project Generated Noise

The potential noise impact from the project is expected to come from the operation of the car wash to be located near the western project side. The potential noise impact was based upon evaluation of cars on a conveyer track and a Windshear blower/dryer. The measurements of the car wash and dryer unit were provided by the manufacturer Proto-Vest, Inc. Measurements were made at points at the exit at 10-foot increments. At each position the loudest levels of the entire cycle will be during the dryer/blower sequence. The highest noise generation in the dryer cycle was the blower start-up. The noise levels stabilize as the car moves forward in the conveyer. The dryer duration is about one to one and one-half minutes. The wash cycle duration is about 4 minutes.

The developer has indicated that a car wash dryer with the **Silencer Package (SP)** can be used at this site.

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Because of the duration of the dryer cycle, measurements were recorded as Equivalent Sound Level or Leq. The Leq is the energy average of the noise levels over the cycle period.

### Noise Criteria

The Noise criteria were taken from the Noise Ordinance of the City Noise Element from the City Website.

TABLE 1

#### Noise Level Performance Standards for New Project

<i>Noise Level Descriptor</i>	<i>Noise Level (dBA) (decibels)</i>	
	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
Ldn (Day-Night Level)	<b>60</b>	<b>50</b>

The proposed car wash is expected to be open 7 AM to 10 PM. For this project the highlighted one-hour average values in Table 1 above will be used to determine the noise limits for this project. At the south and west project sides the sound limit will be 60 dB Ldn.

### ANALYSIS

For the car wash and dryer with the Silencer Package the following duration data were gathered. The car wash duration is 4 minutes as the car moves forward slowly to exit on the conveyer and the dryer starts for a duration of one minute and 30 seconds. The total time is 5 minutes 30 seconds. Table 2 shows the duration breakdown for each phase, the percentage per hour and number of minutes per hour.

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TABLE 2

Car Wash/Dry Cycle Duration

<i>Phase</i>	<i>Duration</i>	<i>Percentage</i>	<i>Minutes/Hour</i>
Car Wash	4:00 Min.	73.3	43.6
Dry	1:30 Min.	26.7	16.4
TOTAL	5:30 Min.	100.00	60.0

A representative of the car wash has indicated that during peak usage it would be possible for the car wash to run continuously when there are many cars lined up. Thus, the measured Leq would become the one-hour Leq. To calculate the one-hour average noise level or Leq, as per the standard the following methodology was used. As a worst-case day condition the dryer occurs 16.4 minutes in any hour. The car wash with silence package impact at 20 feet from the exit the dryer noise is measured to be 70.9 dBA. The car wash noise is 70 dBA for 43.6 minutes in any one-hour. The one-hour average Leq was computed as follows:

$$\begin{aligned} \text{One Hour Leq} &= 10 \text{ Log } (( 10^{70.9/10} \times 16.4 \times 60 + 10^{70/10} \times 43.6 \times 60) / 3600) \\ &= \mathbf{70.3 \text{ dBA @ 20 feet}} \end{aligned}$$

Where;      16.4 =      No. of min./hr. of dryer noise @ 70.9 dBA  
                 43.6 =      No. of min./hr. of car wash noise @ 70 dBA  
                 60.0 =      No. of seconds in one minute  
                 3600 =      No. of seconds in one hour

In this way the one-hour Leqs were calculated to the south and west sides. Table 3 shows the calculated noise levels to the south and west.

In Figure 3 there were two (2) areas selected to be evaluated. These were the closest areas to the car wash. The designated numbers for purposes of this study are shown in Figure 3 as Areas 1 and 2. At the south project side the worst-case noise impact at the property line, from the 180-degree angle of entrance side of the car wash is **56.1 dBA Leq**. At the west side (near the dryer) of the exit side the projected noise impact is **68.5 dBA**.

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TABLE 3

Projected Car Wash/Dryer Ldn Noise Levels

<i>Area</i>	<i>Area</i>	<i>Ref. Noise per Fig. 2</i>	<i>Angle deg.</i>	<i>Dist PL Feet</i>	<i>Calc. Ldn @PL</i>	<i>STD Leq</i>
1	So Entrance Side	70.9 @ 20'	180	110	56.1	<b>60</b>
2	West. Exit Side	70.9 @ 20'	90	20	68.5	<b>60</b>

The Day-Night-average noise values (Ldn) in Table 3 at the west side (Area 2) are greater than 60 dB Ldn, which is above the City of Martinez noise limit.

MITIGATION MEASURES

Because the potential noise levels at the south and west project areas do exceed the allowable daytime criteria of 60 dBA Ldn, **acoustical shielding is required.**

Recommendations

The following measures will be incorporated into the carwash design to ensure the car wash/dryer noise levels will meet the property line criteria of the City of Martinez Noise Standards at the south and western project lines.

-Incorporate the Silence Package (SP) on the 30-hp dryer unit into the carwash design.

-The car wash can operate in the daytime periods (7 AM to 10:00 PM) with the NRP.

-Place a 20 foot long sound wing wall from the exit side of the car wash on the north side.

Place the mechanical equipment and vacuum equipment in an enclosed mechanical room.

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At the northwest side place an 8-foot high, 20-foot long wing wall along the property line. This wall will shield the car wash impacts to less than 60 dB Ldn. See Table 4. This table shows the mitigated noise levels of 51.9 dB Ldn with an eight (8) foot high wall in use.

There are vacuums trellis planned near the exit side of the car wash location at the west side. The vacuums are located about 46 feet from the western property line. The reference vacuum noise impact is 75 dBA at a distance of 2 feet. Projected to 46 feet the noise impact drops off to 47.8 dBA. The shielded impacts are less than 60 dBA.

	Area	Vacuum Impact
West PL	2 @ 46'	47.8 dBA

With the recommendations described in this report the City of Martinez exterior noise standards will be satisfied.

TABLE 5

SHIELDED NOISE LEVELS  
WITH ROLL-UP DOORS AND WALL SHIELDING  
NOISE LIMIT = 60 dB Ldn

Area	Unshielded Impact	Roll-up Door	8-Foot High Wall Shield	SHIELDED IMPACT
1-So	56.1	----	----	<b>56.1</b>
2-west	68.5	----	-16.6	<b>51.9</b>

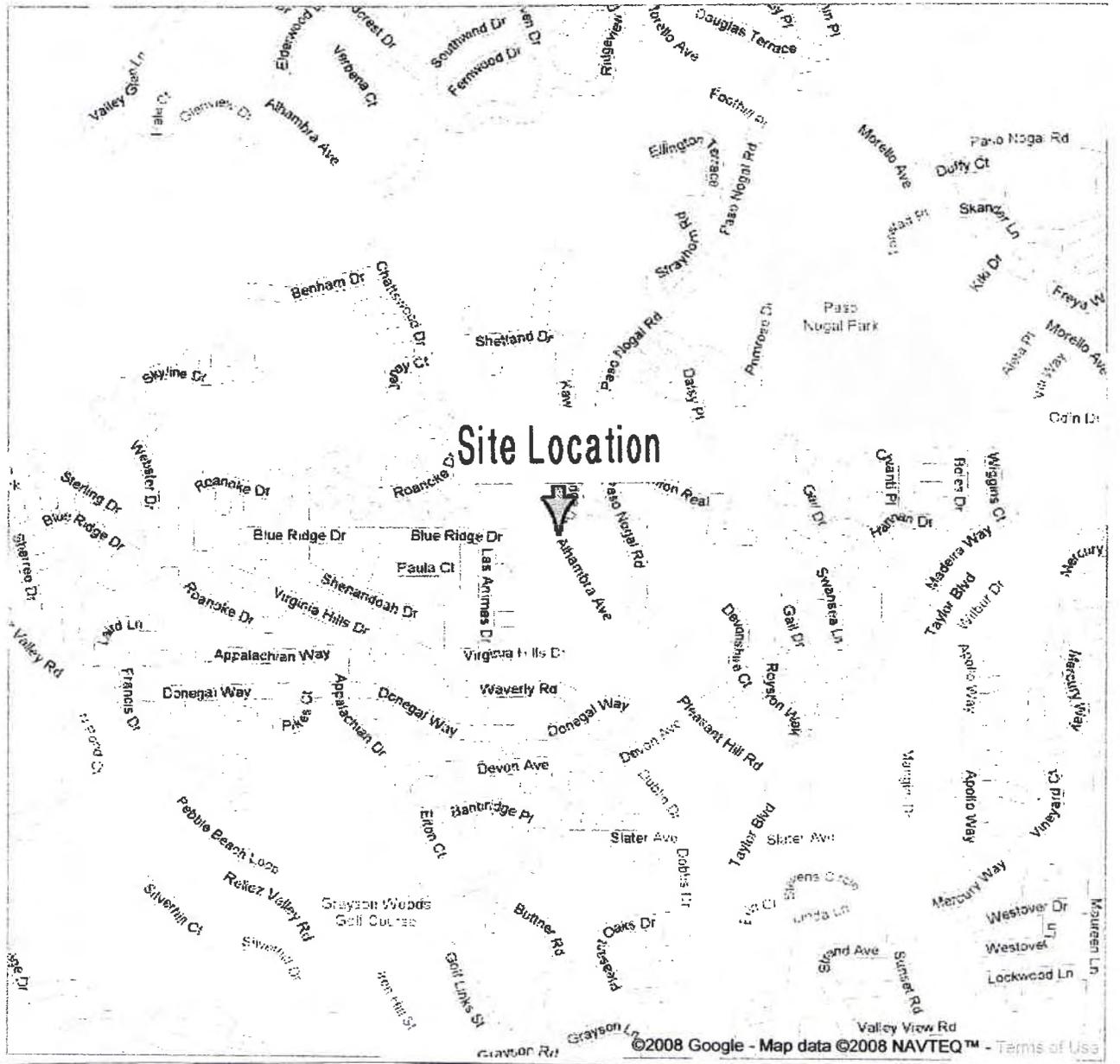


FIGURE 1: Site Location Map

# Silencer Package

## GENERAL DESCRIPTION

The Proto-Vest "Silencer Package" was developed to enable our dryers to meet OSHA, federal, state and local noise reduction standards. The OSHA permissible noise exposure is 85 dB for an 8-hour shift. By reducing noise levels into the 70 dB to 80 dB range, comparable to an electric typewriter or digital alarm clock. You can be assured of a pleasant environment for both your employees and customers. The Silencing Package is a standard feature on all Untouchable dryers, while the Stripper and Windshear drying systems can be equipped with the Silencing Package as an option.

Using state-of-the-art materials, which require virtually no maintenance, Proto-Vest has designed three components to comprise the Silencer Package.

- **Blower Inlet:** reduces the noise generated by rapidly moving air being drawn into the blower assembly.
- **Blower-motor Cover:** houses the blower and motor completely, absorbing noise from the motor and impeller as well as protecting them.
- **Riser Can:** absorbs the noise created by the blower and impeller and the movement of the air as it leaves the blower and advances through the dryer's plenum.

The Silencer Package reduces decibel levels on Proto-Vest dryers on an average of 10 decibels. Therefore the Silenced Stripper, Windshear or Untouchable dryers are approximately 10 times quieter than the unsilenced model!

## DECIBEL LEVEL READINGS

With Silencer (WS)	Without Silencer (WOS)	With Silencer (WS)	Without Silencer (WOS)
<b>Windshear InBay - (2) 25hp Dryer:</b>			
WS: 10 ft=88 dBa;	WOS: 10 ft=94 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=82 dBa;	WOS: 20 ft=88 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=84.5 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=76 dBa;	WOS: 40 ft=82 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=80 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa
WS: 60 ft=72.4 dBa;	WOS: 60 ft=78.4 dBa		
<b>Windshear - 30hp Dryer:</b>			
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa	WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa	WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa	WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa	WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa	WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa
<b>Windshear II - (2) 30hp Dryer:</b>			
WS: 10 ft=88 dBa;	WOS: 10 ft=99 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=81.9 dBa;	WOS: 20 ft=92.9 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=89.4 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=75.4 dBa;	WOS: 40 ft=86.9 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=85 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa
<b>TopShot - 30hp Dryer:</b>			
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa	WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa	WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa	WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa	WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa	WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa
<b>TopShot II - (2) 30hp Dryer:</b>			
WS: 10 ft=88 dBa;	WOS: 10 ft=99 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=81.9 dBa;	WOS: 20 ft=92.9 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=89.4 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=75.9 dBa;	WOS: 40 ft=86.9 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=85 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa

**Proto-Vest<sup>INC.</sup>**

NOTE: The Proto-Vest dryer's dimensions will vary with the Silencer Package.  
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 www.proto-vest.com

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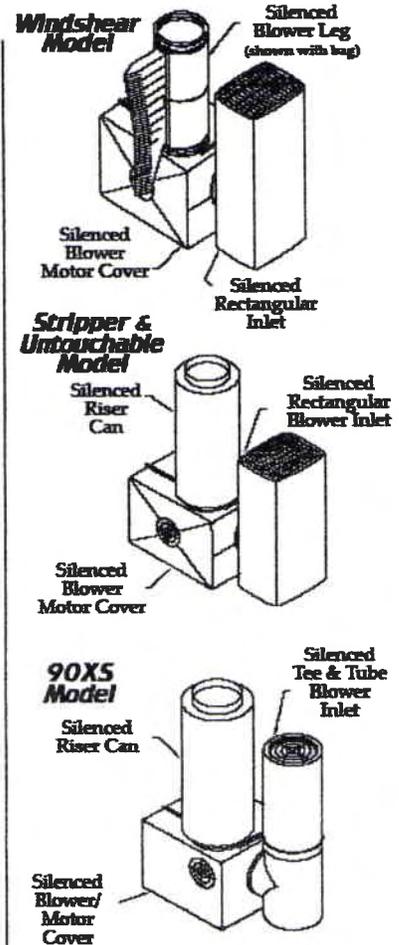


FIGURE 2: Measured Leq Values for Windshear Dryer With Silencer Package

1 SITE PLAN  
SCALE: 1" = 10'-0"

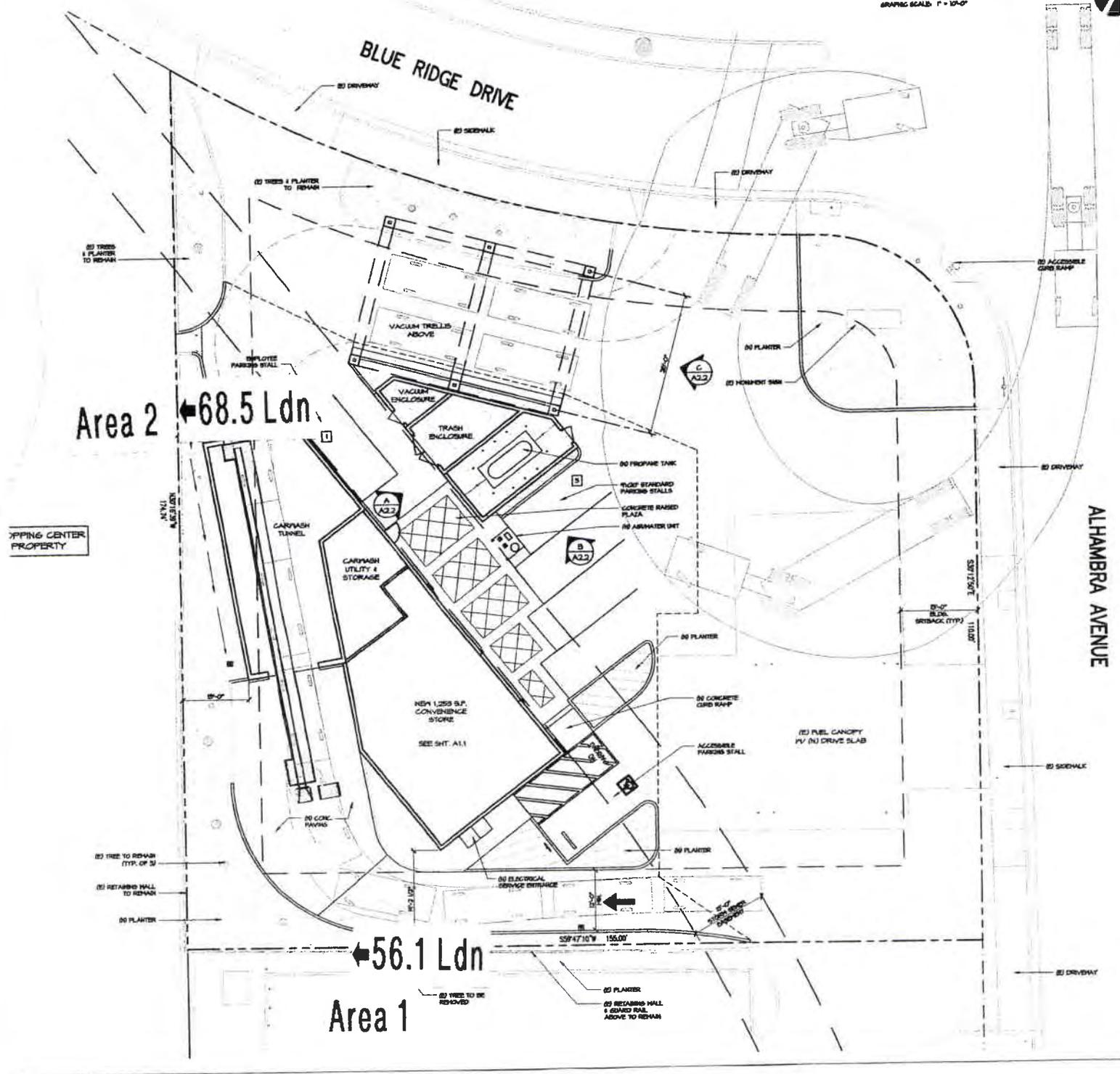
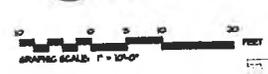


FIGURE 3: Site Plan Showing Unshielded Car Wash Noise Levels at the South And West Property Lines for the Martinez Site





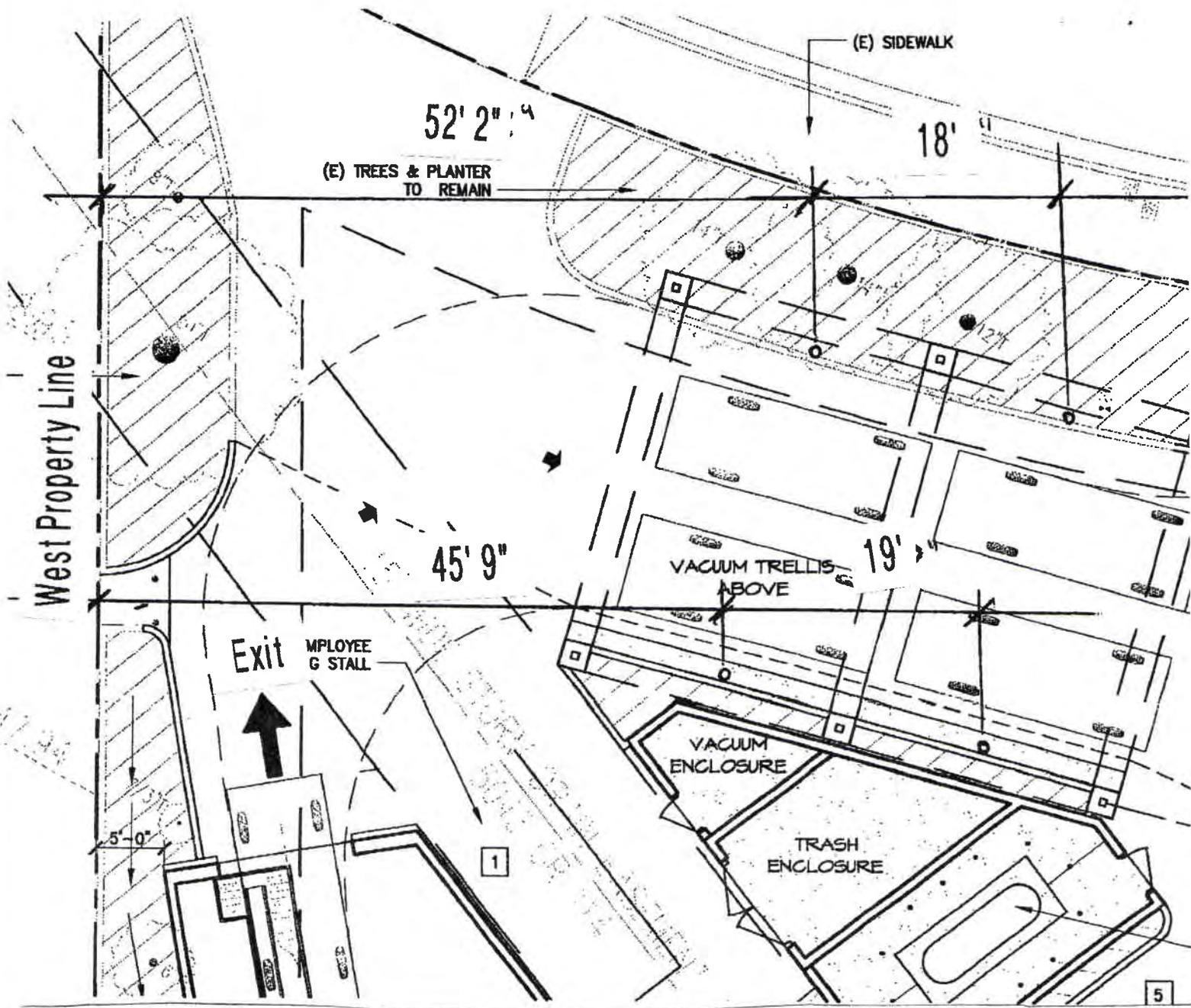


FIGURE 6: Site Plan Showing Distance to Vacuums From West Property Line

# MARTINEZ GENERAL PLAN

## TRANSPORTATION ELEMENT

The Transportation Element was adopted in 1992. According to this Element, Alhambra Avenue is classified as a *Major Arterial*, which is defined as follows:

*Primary function is to move large volumes of traffic between freeways and other arterials within Martinez and to adjacent jurisdictions. Major arterials should provide four travel lanes, a raised or painted median, and bike lanes. On-street parking should not be provided. Driveway access should be minimized, consistent with the primary function of major arterials to move through traffic.*

The standard cross-section of a major arterial is a curb-to-curb width of 80 feet (see Table 3-1). Right-of-way widths should be at least 10 feet, and ideally 20 feet wider than the curb-to-curb width. Using these standards, Alhambra Avenue within the project area is below standard. It consists of two lanes in a 80 ft right-of-way, and near Phylis Terrace the right-of-way tapers to 70 ft.

Table 3-1  
MAJOR ARTERIAL – STANDARD STREET CROSS-SECTION

Lanes	Median	Bike Lanes	Parking	Pavement Width	
				Minimum	Standard
4	Yes	Yes	No	64 feet	80 feet

## SCENIC ROADWAYS ELEMENT

According to the Scenic Roadways Element, "This main north-south arterial is an important gateway to the City deserving special attention in order to retain and enhance its scenic qualities. Curbside parking should be prohibited wherever feasible to eliminate disruption of the visual scene caused by parked vehicles. Sides of the roadway should be fully landscaped in accordance with the established character of the areas. In non-urbanized areas, plant materials and placement of these materials should be consistent and integrated with the native vegetation. Within urbanized areas more formal landscaping and use of exotic or introduced plant species is appropriate. Scenic roadways shall be assigned the highest priority for utility undergrounding funds. Within the Alhambra Creek drainage basin factors which could contribute to increased runoff rates of surface water should be prevented or regulated". The Alhambra Hills Specific Plan states that "Sound Barriers shall be designed to fit into the surrounding visual environment; large masonry walls are discouraged."

## NOISE ELEMENT

### Background

The Noise Element is discussed in detail in part 6 of the supplement to the CEQA Checklist. The City's Noise Element adopts the State Guidelines of 60 dB as a standard for exterior residential noise levels and 45 dB for interior residential noise, and suggests the City require protection of people from excessive noise levels by use of noise mitigation devices.

### **Roadway Noise**

Noise levels along an arterial road result from the combined effects of noise from automobiles, heavy-duty diesel trucks and light-duty gasoline powered trucks. Near major roadways there will be high background levels and high noise peaks from trucks that are considerably more noisy than the general background level. Specific comments on the components of roadway noise are as follows:

- **Truck Noise.** Trucks generate considerably higher levels of noise than automobiles, and therefore, contribute substantially to the urban noise problem. All trucks produce exhaust noise, which is usually the dominant noise source. In addition, engine noise is transmitted through various openings including the radiator and spaces below the engine compartment. Other noise sources include the air-brake systems, chassis, springs, couplings, chains, and traction noises from the tire-roadway interface. Tire noise becomes an important factor at moderate to high speeds, typically above 45 mph, when air-pumping action between the tire and roadway surface becomes significant.
- **Automobile Noise.** Automobiles create lower noise levels than heavy trucks and buses but at high speeds autos can be major noise generators. At speeds above 35 miles per hour (mph), tire noise is dominant. Other noise sources include exhaust and air intake.
- **Motorcycle Noise.** Recent studies have identified the motorcycle as the second only to trucks as the most offensive vehicle in urban zones. Motorcycle exhaust roar can interfere with communication and sleep.

### **Construction Noise**

The Martinez Noise Element discusses construction noise, commencing on page II-7. This discussion indicates that high noise levels are generated by construction, but construction is carried out in several discrete phases, each of which has its own mixture of equipment and hence its own unique noise characteristics. Construction vehicles and equipment are frequently diesel-powered and produce a characteristic noise, which is primarily concentrated at low frequencies. (Dozers, scrapers and dump trucks for example, are rated by the U.S. Environmental protection Agency at 87 dBA, 88 dBA and 88 dBA average level, respectively, at 50 feet distances.) The noise fluctuates as a result of equipment movement on the site and vehicles act as point sources of sound which will diminish with distance at the rate of 6 dBA for each doubling of the distance from a noise source over open terrain.

The sound walls completed as part of the Recommended Project will reduce traffic noise levels. Generally, the short-term site preparation phase which requires the use of heavy equipment such as trenchers, trucks, etc., will be the noisiest. The post-grading phases (e.g., sound barrier wall construction, installing culvert, jack hammering concrete, cutting pavement, pouring concrete, landscaping) will be quieter.

The Long Term project involves substantial earthwork. It will have a longer site preparation phase than the recommended project, and will involve use of excavators, bulldozers, backhoes, compactors, dump trucks, and concrete trucks. Although these operations are not stationary, in a residential area the noise levels can be disturbing. Like the recommended project, the post-grading phases of construction will be quieter.

### Noise Attenuation for Roads

The Martinez Noise Element, on page VI-8, provides the following discussion of potential means to achieve noise reduction:

- Sound Walls. The basic requirement for a roadway sound wall is that it must shield the view of the vehicles from the location to be protected. Also, the barrier must be built and located to prevent sound from flanking the ends of the barrier and also minimize transmission of reflective and refractive components by other paths (e.g. noise ricocheting from a sound barrier wall to hillside and then be reflected over the wall).
- Plantings are not effective as Roadway Noise Barriers. Contrary to widespread belief, trees and shrubbery are not effective as roadway noise barriers. Plantings do not possess the physical properties needed for a good sound barrier. As trees and shrubs are porous to air flow and lack mass, their permeability to sound transmission is great and, therefore, they are poor sound barriers. Generally, it is necessary to have 75 to 100 feet of depth of plantings of great density from the ground to elevations of 30 to 50 feet to obtain 5 dBA of noise reduction. Plantings as roadside noise barriers usually provide a psychological (and aesthetic) benefit. Conversely an 8-foot tall sound barrier wall will reduce noise in shielded areas of 7 dB. Replacing a solid wood wall with an 8-foot tall masonry wall would result in a 3 dB noise reduction.

### Noise Ordinance

In July 2001 the City of Martinez adopted a Noise Control Ordinance. It adopts noise standards (60 dB  $L_{dn}$  is the standard for outdoor noise from 7:00 a.m. to 10:00 p.m., and 50 dB  $L_{dn}$  for noise from 10:00 p.m. to 7:00 a.m.). Exceptions to these standards can be granted to allow the construction activities associated with a road improvement project.

# Silencer Package

## GENERAL DESCRIPTION

The Proto-Vest "Silencer Package" was developed to enable our dryers to meet OSHA, federal, state and local noise reduction standards. The OSHA permissible noise exposure is 85 dB for an 8-hour shift. By reducing noise levels into the 70 dB to 80 dB range comparable to an electric typewriter or digital alarm clock. You can be assured of a pleasant environment for both your employees and customers. The Silencing Package is a standard feature on all Untouchable dryers, while the Stripper and Windshear dryer systems can be equipped with the Silencing Package as an option.

Using state-of-the-art materials, which require virtually no maintenance, Proto-Vest has designed three components to comprise Silencer Package.

- **Blower Inlet:** reduces the noise generated by rapidly moving air being drawn into the blower assembly.
- **Blower-motor Cover:** houses the blower and motor completely, absorbing noise from the motor and impeller as well as protecting them.
- **Riser Can:** absorbs the noise created by the blower and impeller and the movement of the air as it leaves the blower and advances through the dryer's plenum.

The Silencer Package reduces decibel levels on Proto-Vest dryers on an average of 10 decibels. Therefore the Silenced Stripper, Windshear or Untouchable dryers are approximately 10 times quieter than the unsilenced model!

## DECIBEL LEVEL READINGS

With Silencer (WS)	Without Silencer (WOS)	With Silencer (WS)	Without Silencer (WOS)
<b>Windshear InBay - (2) 25hp Dryer:</b>			
WS: 10 ft=88 dBa;	WOS: 10 ft=94 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=82 dBa;	WOS: 20 ft=88 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=84.5 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=76 dBa;	WOS: 40 ft=82 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=80 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa
WS: 60 ft=72.4 dBa;	WOS: 60 ft=78.4 dBa		
<b>Windshear - 30hp Dryer:</b>			
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa	WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa	WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa	WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa	WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa	WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa
<b>Windshear II - (2) 30hp Dryer:</b>			
WS: 10 ft=88 dBa;	WOS: 10 ft=99 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=81.9 dBa;	WOS: 20 ft=92.9 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=89.4 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=75.4 dBa;	WOS: 40 ft=86.9 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=85 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa
<b>TopShot - 30hp Dryer:</b>			
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa	WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa	WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa	WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa	WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa	WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa
<b>TopShot II - (2) 30hp Dryer:</b>			
WS: 10 ft=88 dBa;	WOS: 10 ft=99 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=81.9 dBa;	WOS: 20 ft=92.9 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=89.4 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=75.9 dBa;	WOS: 40 ft=86.9 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=85 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa

### SideShot - 15hp Dryer:

WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa

### SideShot II - 30hp Dryer:

WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa

### 90N/90XS - 15hp Dryers:

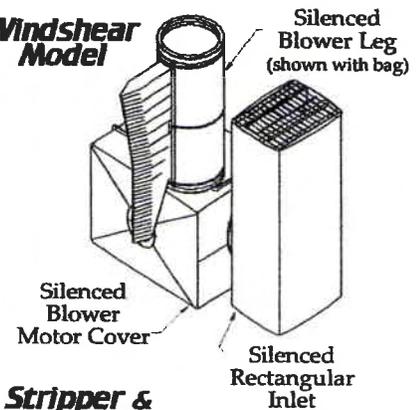
WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa

### U325/90NU/90XSU - 30hp Dryers:

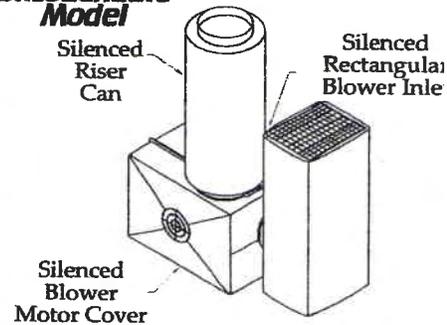
WS: 10 ft=76.9 dBa
WS: 20 ft=70.9 dBa
WS: 30 ft=67.4 dBa
WS: 40 ft=64.9 dBa
WS: 50 ft=63 dBa

(Untouchable Dryer Series is equipped with Silencer Package.)

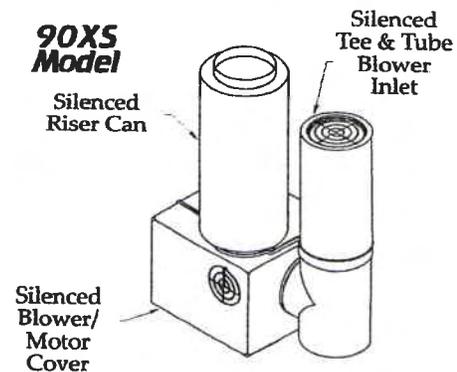
### Windshear Model



### Stripper & Untouchable Model



### 90XS Model



**Proto-Vest Inc.**

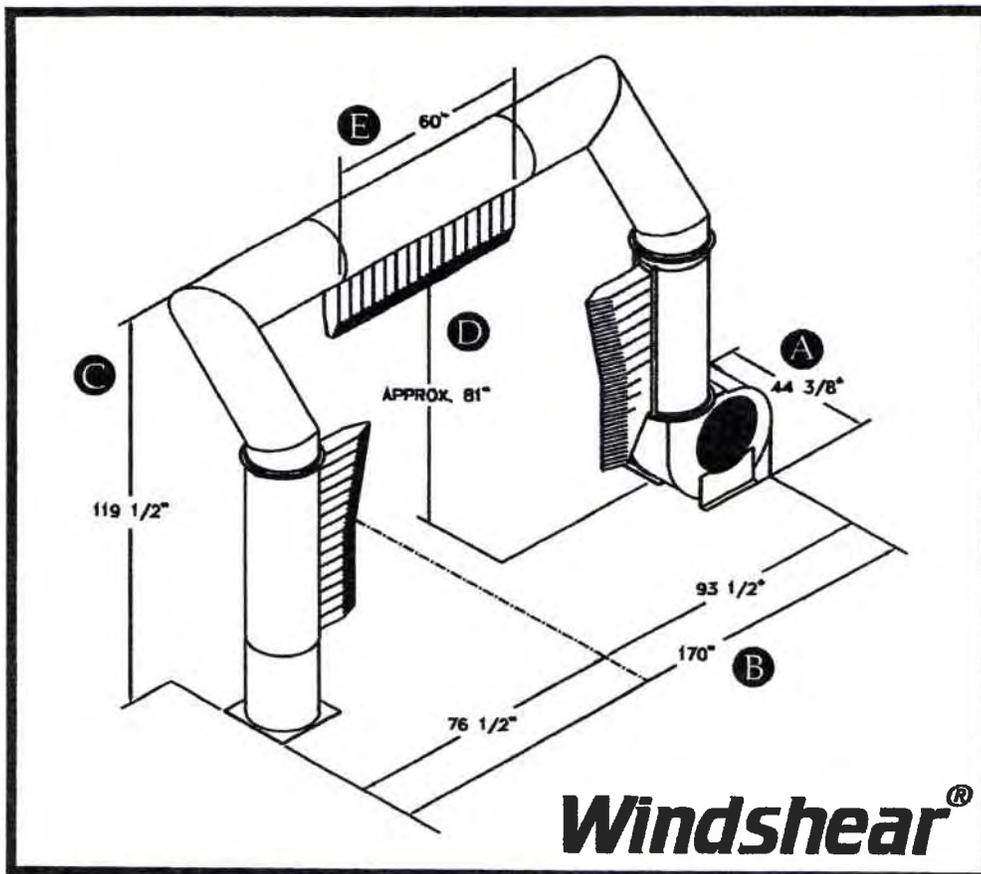
\*Specifications subject to change without notice.

NOTE: The Proto-Vest dryer's dimensions will vary with the Silencer Package.

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www.proto-vest.com

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2ae



## EQUIPMENT

- A** OVERALL LENGTH  
44 3/8 in.
- B** OVERALL WIDTH  
170 in.
- C** OVERALL HEIGHT  
119 1/2 in.
- D** BAG HEIGHT  
81 in.
- E** BAG WIDTH  
60 in.

## Machine Operating Requirements\*

### MOTORS

- 30 hp, 3600 RPM's
- 208-230 / 460 volts
- 1.25 service factor
- Frame: 286T
- 3 Phase
- Fan-cooled, totally enclosed

*NOTE: Wiring and controls to be provided by the purchaser. Additional motor specifications available upon request. Additional voltages available on special order.*

### EQUIPMENT OPTIONS

- Colors: Blue or Red bags
- The Silencer Package
- Vehicle Recognition System (VRS)

Weight: 1250 lbs. (approximate)

## GENERAL DESCRIPTION

The Proto-Vest "Windshear"® is designed as a stand alone drying system. It is ideal for tunnels with line speeds of up to 70 cars/hr, rollovers and self-service applications. This patented system utilizes one (1) 30 hp Magnum blowers, plenum and three (3) Proto-Duck™ air delivery bags designed to direct air around the vehicle as it passes under the equipment arch. Proto-Vest's blower/motor assemblies are engineered for both maximum efficiency and cost effectiveness. The magnum blower was designed to require only 30 hp to operate. With the improved blower performance of the Windshear® the drying quality far surpasses any comparable horsepower dryer in its class.

Proto-Vest's stringent standards in material selection for dryers result in extended equipment life and reduced maintenance. The blower assembly is manufactured from steel that is hot dipped galvanized and the impeller is electroplated. The blower is AMCA Class IV certified. The plenum is made from 5052-H32 aluminum, while the bags are produced from Proto-Duck™ materials. These materials resist corrosion and tearing.

## FEATURES / BENEFITS

### Patented Touchless Design:

Pressurized air flows through three (3) patented bags which direct the air to the vehicle's horizontal and vertical surfaces. It dries the hood, roof, deck, windows, and sides of the vehicle without touching.

**Low Maintenance:** Other than the blower / impeller assemblies, there are no moving parts to wear-out or break down.

(Please note that Proto-Vest recommends routine maintenance in order to maximize product life.)

**Line Speed Efficiency:** As a stand alone unit the "Windshear"® will give you approximately a 90% dry car at line speeds up to 70 cars per hour.

**Compact / Modular design:** Designed to fit into limited space as a stand alone or supplemental dryer.

## DECIBEL READINGS

With Silencer / Without Silencer  
(WS) (WOS)

Windshear® - (1) 30hp dryer:

WS: 10 ft=76.9 dBA;	WOS: 10 ft=91 dBA
WS: 20 ft=70.9 dBA;	WOS: 20 ft=84.9 dBA
WS: 30 ft=67.4 dBA;	WOS: 30 ft=81.4 dBA
WS: 40 ft=64.9 dBA;	WOS: 40 ft=78.9 dBA
WS: 50 ft=63 dBA;	WOS: 50 ft=77 dBA

(The above decibel readings are interpolated.)

## SERVICE / SUPPORT

Proto-Vest recognizes that support after the sale of equipment is critical to the success of our customers. Our company offers its customers access to a wide range of services including: field service technicians, factory direct aftermarket parts, and an engineering staff for custom designed applications.

### Proto-Vest Patents:

U.S.: 3,942,430; 4,161,801; 4,409,035; 4,418,442; 4,433,451; 4,445,251; 4,446,592; 4,589,160; 4,700,426; 5,027,714; 5,184,365; 5,187,881; 5,195,207; 5,280,665; 5,421,102; 5,553,346; 5,886,641; 5,901,461; 5,950,324; 5,960,564; 6,038,781; 6,176,024; 6,519,872; others pending.  
Canada: 1,021,996; 1,111,328; 1,190,453; 1,201,040; 1,197,435; 1,219,195; 1,219,192; 1,219,194; 1,258,026; 1,219,193; 2,013,745; 2,071,568; 2,071,239; 2,071,388; others pending.

**Proto-Vest Inc.**

\*Specifications subject to change without notice.

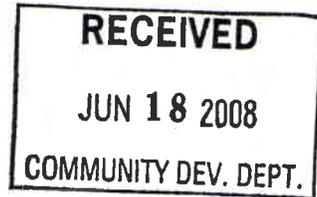
\*\*If starting motor over 10-12 times an hour it may be more efficient to leave blower on.

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www.proto-vest.com

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**COLIA ACOUSTICAL CONSULTANTS**

177 Riverside, #F  
Newport Beach, CA 92663  
*Certified Acoustical Consultants*  
Phone 714 960-7511  
Fax 714 960-6775  
Email: RColia@socal.rr.com



L8-061R

June 18, 2008

Mr. Ebi Baraghoush  
Ebiwash, Inc.  
6606 Alhambra Avenue  
Martinez, CA 94553

SUBJECT: Addendum to Acoustical Analysis for Car Wash at 6606 Alhambra Avenue  
In Martinez

Dear Mr. Baraghoush;

At the request of the City planner I am providing additional information for the above referenced project. The car wash noise levels were projected to four (4) additional addresses: 102, 103, 107 Henson Creek Court and 6601 Blue Ridge Drive.

The projected noise levels were projected to these lots according to their distance from the car wash site.

Address	Distance	Projected Noise Level
103	186'	49.2 dB Ldn
102 & 107	195'	48.7 dB Ldn
6601	265'	46.1 dB Ldn

All of these projected noise level values are less than the City nighttime noise standard of 50 dB Ldn and thus, meet the City noise limits. No further measures are required.

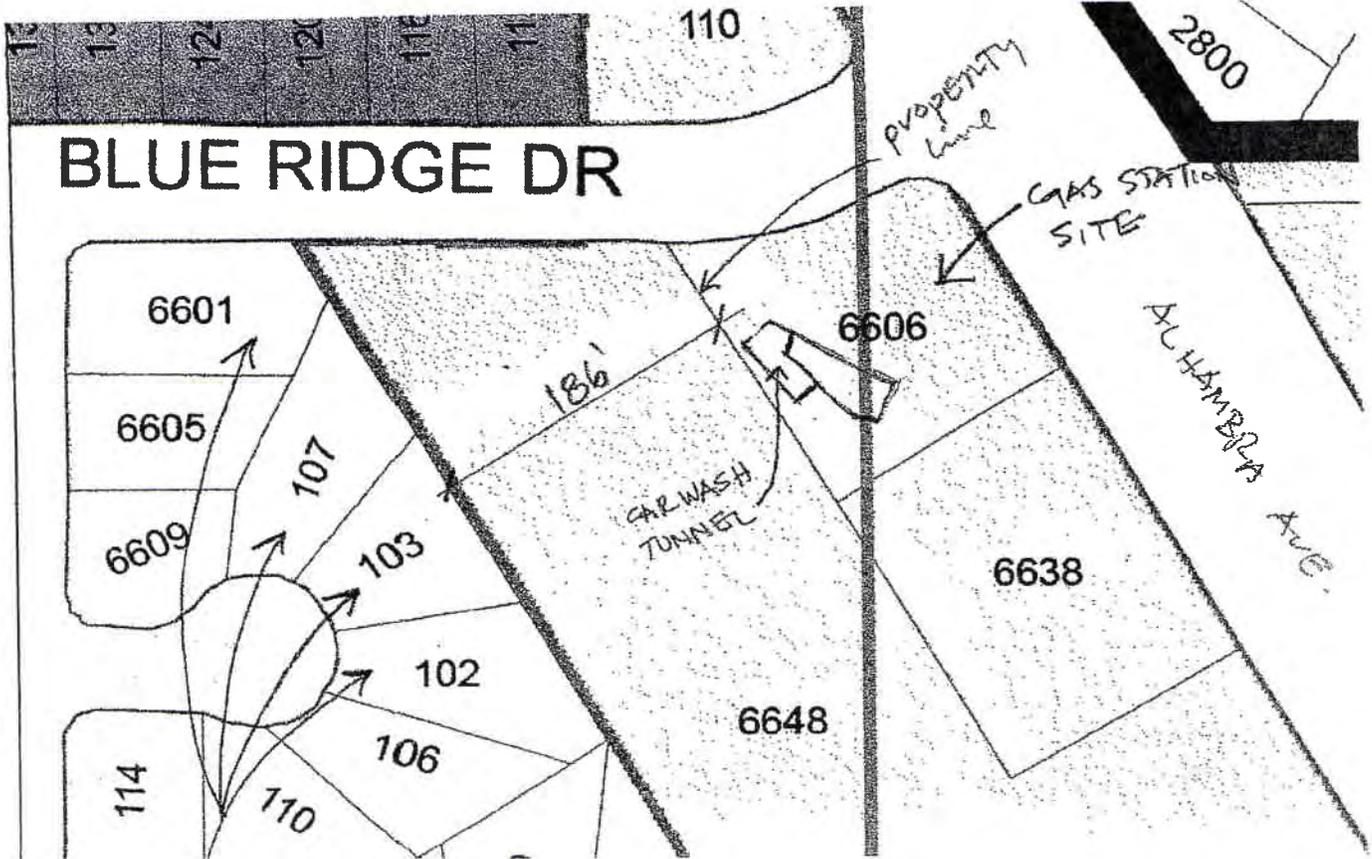
In our local jurisdiction residential units are limited to 65 dBA in outdoor living areas (rear yards, patios and decks) from adjacent roadways such as freeways, toll roads and arterials. Inside living areas are limited to 45 dBA.

Sincerely;

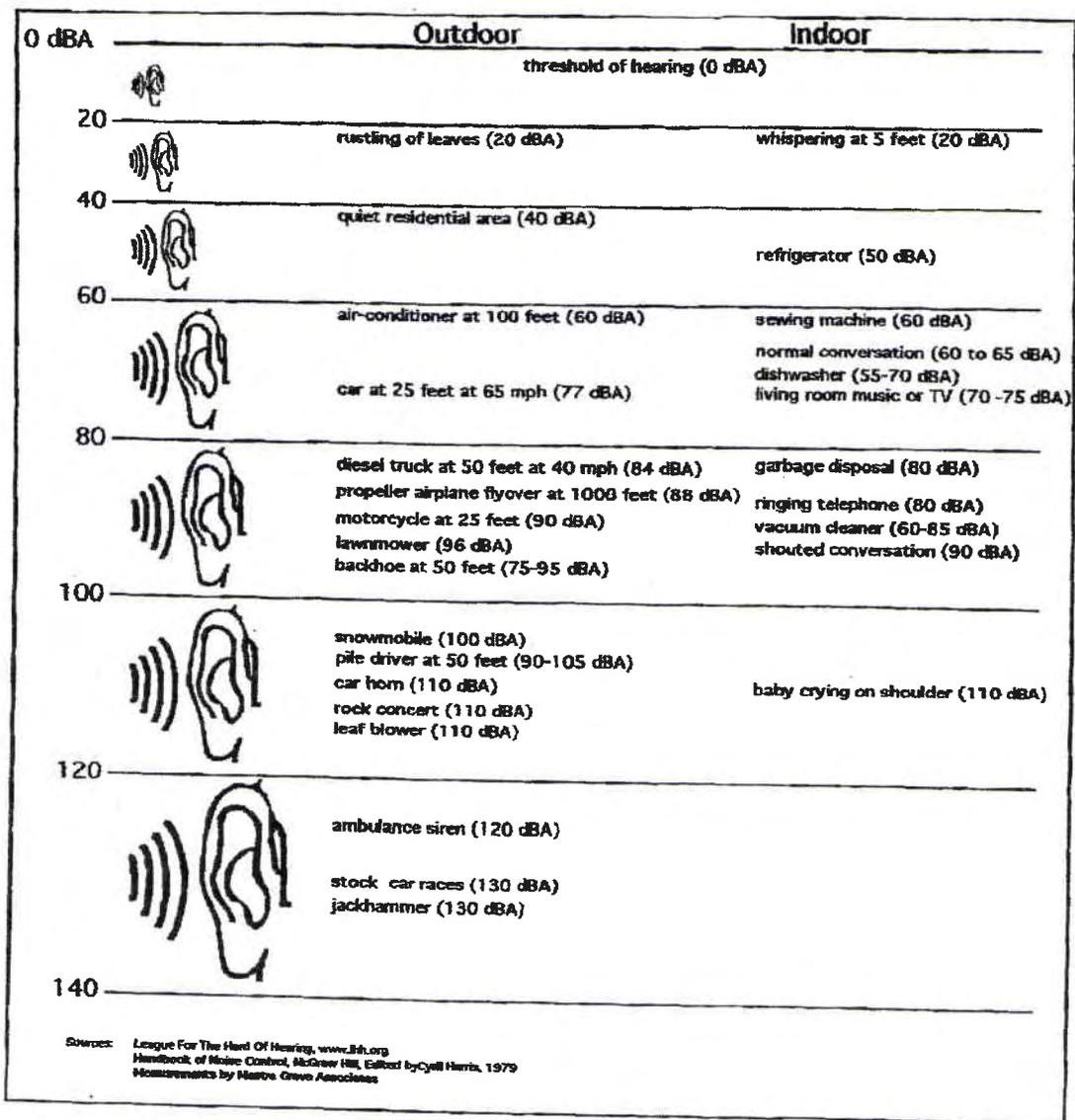
A handwritten signature in cursive script, appearing to read "Richard Colia".

Richard Colia  
Certified Acoustical Consultant

MARTINEZ



RESIDENTIAL PROPERTIES  
IN QUESTION -  
(6601, 107, 103, 102)



Sources: League For The Hard Of Hearing, www.lhh.org  
 Handbook of Noise Control, McGraw Hill, Edited by Cyll Harris, 1979  
 Measurements by Noise Grove Associates

**Exhibit 1**  
**Typical Sounds Levels in A-Weighted Decibels (dBA)**

Laguna Beach General Plan Noise Element

**COLIA ACOUSTICAL CONSULTANTS**

177 Riverside, #F  
Newport Beach, CA 92663  
*Certified Acoustical Consultants*  
Phone 714 960-7511  
Fax 714 960-6775  
Email: RColia@socal.rr.com

**RECEIVED**  
**JUL - 8 2008**  
**COMMUNITY DEV. DEPT.**

L8-068

July 2, 2008

Mr. Ebi Baraghoush  
Ebiwash  
6606 Alhambra Avenue  
Martinez, CA 94553

**SUBJECT: Addendum to Acoustical Analysis for Care Wash at 6606 Alhambra Avenue  
In Martinez**

Dear Mr. Baraghoush;

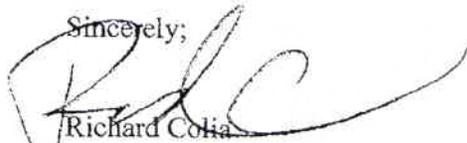
I have calculated the average energy noise levels of the raw data you supplied to me on July 1, 2008. The results are summarized below.

3 PM on 7-1-08:

Address	Energy Average	Maximum	Minimum
102	69.2 dBA	82 dBA	51 dBA
103	65.0 dBA	75 dBA	55 dBA
107	71.6 dBA	85 dBA	53 dBA
6601	68.1 dBA	80 dBA	55 dBA

If you have any questions please call.

Sincerely;

  
Richard Colia  
Certified Acoustical Consultant

	Minute 1	Minute 2	Minute 3	Minute 4	Minute 5	Minute 6
0 sec.	<u>70</u>	<u>65</u>	<u>64</u>	<u>62</u>	<u>61</u>	<u>64</u>
5 Sec.	<u>66</u>	<u>63</u>	<u>62</u>	<u>57</u>	<u>65</u>	<u>65</u>
10 sec.	<u>62</u>	<u>70</u>	<u>60</u>	<u>58</u>	<u>67</u>	<u>66</u>
15 sec.	<u>56</u>	<u>67</u>	<u>61</u>	<u>64</u>	<u>70</u>	<u>62</u>
20 sec.	<u>57</u>	<u>68</u>	<u>64</u>	<u>62</u>	<u>75</u>	<u>61</u>
25 sec.	<u>62</u>	<u>65</u>	<u>61</u>	<u>63</u>	<u>78</u>	<u>60</u>
30 sec.	<u>64</u>	<u>64</u>	<u>63</u>	<u>64</u>	<u>80</u>	<u>64</u>
35 sec.	<u>67</u>	<u>59</u>	<u>57</u>	<u>65</u>	<u>77</u>	<u>62</u>
40 sec.	<u>64</u>	<u>57</u>	<u>58</u>	<u>67</u>	<u>75</u>	<u>63</u>
45 sec.	<u>62</u>	<u>55</u>	<u>62</u>	<u>69</u>	<u>73</u>	<u>62</u>
50 sec.	<u>60</u>	<u>61</u>	<u>60</u>	<u>64</u>	<u>68</u>	<u>61</u>
55 sec.	<u>61</u>	<u>62</u>	<u>62</u>	<u>60</u>	<u>65</u>	<u>60</u>

Lot # 6601

2

	Minute 1	Minute 2	Minute 3	Minute 4	Minute 5	Minute 6
0 sec.	<u>59</u>	<u>67</u>	<u>68</u>	<u>70</u>	<u>65</u>	<u>58</u>
5 Sec.	<u>61</u>	<u>68</u>	<u>64</u>	<u>78</u>	<u>63</u>	<u>57</u>
10 sec.	<u>60</u>	<u>66</u>	<u>63</u>	<u>80</u>	<u>62</u>	<u>55</u>
15 sec.	<u>63</u>	<u>64</u>	<u>66</u>	<u>82</u>	<u>61</u>	<u>57</u>
20 sec.	<u>65</u>	<u>63</u>	<u>67</u>	<u>85</u>	<u>58</u>	<u>56</u>
25 sec.	<u>66</u>	<u>66</u>	<u>63</u>	<u>80</u>	<u>58</u>	<u>55</u>
30 sec.	<u>67</u>	<u>65</u>	<u>62</u>	<u>78</u>	<u>59</u>	<u>53</u>
35 sec.	<u>68</u>	<u>63</u>	<u>66</u>	<u>75</u>	<u>61</u>	<u>57</u>
40 sec.	<u>69</u>	<u>64</u>	<u>64</u>	<u>69</u>	<u>62</u>	<u>58</u>
45 sec.	<u>70</u>	<u>65</u>	<u>65</u>	<u>70</u>	<u>61</u>	<u>63</u>
50 sec.	<u>68</u>	<u>64</u>	<u>67</u>	<u>70</u>	<u>60</u>	<u>60</u>
55 sec.	<u>70</u>	<u>66</u>	<u>70</u>	<u>68</u>	<u>59</u>	<u>61</u>

Lot # 107

2

2ad

3

	Minute 1	Minute 2	Minute 3	Minute 4	Minute 5	Minute 6
0 sec.	<u>68</u>	<u>63</u>	<u>62</u>	<u>60</u>	<u>61</u>	<u>62</u>
5 Sec.	<u>64</u>	<u>62</u>	<u>60</u>	<u>59</u>	<u>63</u>	<u>64</u>
10 sec.	<u>60</u>	<u>68</u>	<u>59</u>	<u>56</u>	<u>65</u>	<u>65</u>
15 sec.	<u>55</u>	<u>65</u>	<u>61</u>	<u>64</u>	<u>67</u>	<u>64</u>
20 sec.	<u>57</u>	<u>66</u>	<u>64</u>	<u>63</u>	<u>69</u>	<u>65</u>
25 sec.	<u>60</u>	<u>64</u>	<u>66</u>	<u>65</u>	<u>73</u>	<u>61</u>
30 sec.	<u>62</u>	<u>62</u>	<u>59</u>	<u>62</u>	<u>75</u>	<u>59</u>
35 sec.	<u>65</u>	<u>61</u>	<u>58</u>	<u>59</u>	<u>73</u>	<u>59</u>
40 sec.	<u>63</u>	<u>57</u>	<u>55</u>	<u>62</u>	<u>72</u>	<u>55</u>
45 sec.	<u>61</u>	<u>59</u>	<u>60</u>	<u>64</u>	<u>69</u>	<u>54</u>
50 sec.	<u>58</u>	<u>55</u>	<u>62</u>	<u>61</u>	<u>68</u>	<u>54</u>
55 sec.	<u>59</u>	<u>61</u>	<u>60</u>	<u>64</u>	<u>69</u>	<u>52</u>

Lot # 103

w

2am

4

	Minute 1	Minute 2	Minute 3	Minute 4	Minute 5	Minute 6
0 sec.	<u>57</u>	<u>65</u>	<u>66</u>	<u>68</u>	<u>63</u>	<u>58</u>
5 Sec.	<u>59</u>	<u>66</u>	<u>62</u>	<u>72</u>	<u>61</u>	<u>55</u>
10 sec.	<u>58</u>	<u>64</u>	<u>61</u>	<u>77</u>	<u>60</u>	<u>53</u>
15 sec.	<u>61</u>	<u>62</u>	<u>64</u>	<u>80</u>	<u>59</u>	<u>55</u>
20 sec.	<u>63</u>	<u>61</u>	<u>65</u>	<u>82</u>	<u>56</u>	<u>54</u>
25 sec.	<u>64</u>	<u>64</u>	<u>61</u>	<u>78</u>	<u>56</u>	<u>53</u>
30 sec.	<u>65</u>	<u>63</u>	<u>60</u>	<u>76</u>	<u>57</u>	<u>51</u>
35 sec.	<u>65</u>	<u>61</u>	<u>64</u>	<u>73</u>	<u>61</u>	<u>55</u>
40 sec.	<u>67</u>	<u>62</u>	<u>62</u>	<u>71</u>	<u>61</u>	<u>56</u>
45 sec.	<u>68</u>	<u>63</u>	<u>63</u>	<u>70</u>	<u>62</u>	<u>61</u>
50 sec.	<u>66</u>	<u>62</u>	<u>65</u>	<u>68</u>	<u>64</u>	<u>63</u>
55 sec.	<u>68</u>	<u>64</u>	<u>68</u>	<u>66</u>	<u>65</u>	<u>66</u>

Lot #102.

4

2an

ATTACHMENT D

WALTER ROOK  
6605 LAS ANIMAS DRIVE  
MARTINEZ, CALIFORNIA 94553  
925-207-1941



September 2, 2008

Martinez Planning Commission  
525 Henrietta Street  
Martinez, CA 94553

Re: Proposed Car Wash 6606 Alhambra Drive @ Blue Ridge Study Session

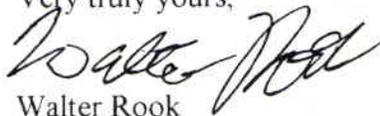
Gentlemen,

I make the following comments based upon my thirty years experience in commercial real estate development which encompasses more than 65 major projects and as a nearby resident:

1. NOISE-The blowers and vacuums attendant to a large car wash are very loud and will have a major impact on the adjacent residential properties. The increased vehicular noise will be over and above the noise from the blowers and vacuums.
2. LOT COVERAGE-The proposal calls for lot coverage that is excessive and will impact adjacent property and roads. Vehicles will be lining up for vacuuming, and once through the car wash will be parked for the hand work on the windows and towel drying. There will be parking for the gas pumps and the mini-mart. When a tanker truck is on the premises delivering a load of gas, it will make a bad situation worse. I believe that there will be many times that the vehicles attempting to enter the property will impede traffic on adjacent roads and the drive thru for the Burger King.
3. SETBACK ENCROACHMENT-The encroachment into the 15 feet setback demonstrates how much the improvements are jammed onto the site. That encroachment into the setback will also adversely impact the trees that currently shield the adjacent residential from the gas station.

Smaller scale and quieter car washes are available that can be installed on the site that will not have the adverse impacts on surrounding property that the proposed one will have.

Very truly yours,

  
Walter Rook

September 2, 2008

**Martinez Planning Commission  
525 Henrietta Street  
Martinez, CA 94553**



**Subj:** Study Session – 6606 Alhambra Avenue @Blue Ridge Drive

**Dear Martinez Planning Commission:**

**My two major oppositions are “Reduced Set-Backs and Over-Development and Trees” and “Noise” as detailed below.** The area surrounding the subject Chevron gas station is zoned for quiet residential and retail occupancies. There are quiet single family homes, apartment buildings, office buildings, and retail stores and restaurants.

**Reduced Set-Backs and Over-Development and Trees.** This gas station is requesting exceptions to the normally required 15 feet minimum side and rear yard set-backs. The reduced set-backs indicate to me that the owner is attempting to over-develop this property because the lot size is too small to support the proposed building expansion with normal set-backs. This existing gas station has a total of 13 mature trees around the side and rear yards. These trees block the view of the Chevron gas station from the side and rear neighbors. **This requested exception is very important to me because the view from my kitchen window is directly at the rear of this Chevron gas station with nothing in between to block the view, and I am opposed to the new reduced set-backs because they will cause some of the beautiful mature trees to be removed.**

**Noise.** I have recently visited the two car washes listed below that are also owned by Ebi Baraghoush, (web-site: [www.ebiwash.com](http://www.ebiwash.com)). **The vacuum trellis and the blowers that are used to blow dry the cars as they exit the car wash generate high noise levels which will disturb the peace and quiet that is appropriate for the adjacent residential neighborhood. I am opposed to these new high noise levels because I live only 190 feet from this Chevron gas station with nothing in between to absorb the noise.**

- Valero gas station and car wash at 4595 Clayton Road in Concord
- Chevron gas station and car wash at 4748 Clayton Road in Concord

Please feel free to contact me if you have any questions or would like any further information.

Sincerely,

A handwritten signature in cursive script that reads "Rolland Sherman".

Rolland Sherman; 103 Henson Creek Court; Martinez, CA 94553-6124; (925) 943-1815

2a8

September 3, 2008



**Martinez Planning Commission  
525 Henrietta Street  
Martinez, CA 94553**

**Subj:** Study Session – 6606 Alhambra Avenue @Blue Ridge Drive

**Encl:** (1) Car Washes – Close to Proposed Car Wash at 6606 Alhambra Ave. in Martinez

**Dear Martinez Planning Commission:**

Enclosure (1) lists the existing car washes close to the proposed car wash at 6606 Alhambra Avenue in Martinez.

The question that we all need to ask ourselves is: **With all of the existing car washes close by in Martinez, Pleasant Hill, Concord, and Walnut Creek, does Martinez really need an additional car wash with all of its environmental problems of high power consumption, traffic congestion, noise pollution, and possible ground water contamination?**

Please feel free to contact me if you have any questions or would like any further information.

Sincerely,

*Rolland Sherman*

Rolland Sherman  
103 Henson Creek Court  
Martinez, CA 94553-6124  
(925) 943-1815

*209*

## Car Washes - Close to Proposed Car Wash at 6606 Alhambra Ave. in Martinez

<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Remarks</u>	<u>Comments</u>	<u>Miles</u>
Proposed	6606 Alhambra Ave	Martinez	Ebi - Chevron	Proposed	0.0
Super Station Car Wash	627 Contra Costa Blvd.	Pleasant Hill		Very nice	2.9
Sun Valley Shell Food Mart	606 Contra Costa Blvd.	Pleasant Hill	Self drive through		3.0
7 Flags Car Wash	4030 Alhambra Avenue	Martinez	Self coin wash		3.3
Martinez Car Wash	3950 Alhambra Avenue	Martinez		Very nice	3.4
Walnut Creek Car Wash	2965 North Main Street	Walnut Creek		Very nice	3.7
Autopia Car Wash & Detail	2170 North Main Street	Walnut Creek		Very nice	5.1
Li'l Bear Car Wash	604 Ygnacio Valley Road	Walnut Creek	Self drive through		5.3
Clayton Concord Car Wash	4524 Clayton Road	Concord	At Food Max		7.0
Rain & Shine Car Wash	4595 Clayton Road	Concord	Ebi - Valero	Very nice	7.0
Clayton Car Wash	4748 Clayton Road	Concord	Ebi - Chevron	Very nice	7.4

ENCLOSURE (1)

9/3/2008

2ar

RECEIVED  
SEP - 3 2008  
COMMUNITY DEV. DEPT.

1 September 2008

The Chevron station owner at the corner of Alhambra and Blueridge (and Rockridge) has applied to Martinez for a permit to increase the size of his station to allow a 1,250 square foot market and add a car wash tunnel and vacuum trellis. Existing gas pumps will be maintained. The minimum 15 foot side and rear yards are to be eliminated. The entire corner site will be utilized, with just enough space allotted to barely fit a gasoline truck to fill underground tanks.

We, the neighbors across Alhambra along Rockridge, subject to traffic, noise, and light problems from this corner, have the following objections:

1. Increased traffic will affect safety on an already very busy corner. Vehicles enter and exit the shopping center from both sides of the station. Cars leave the Burger King drive-through next to the line for cars entering the wash tunnel. If cars line up, leaving the gas bays will be dangerous. Many people now walk across the street and down the path between the station and Burger King to the shopping center with children, adding potential danger.
2. Noise from the corner travels up Rockridge. The proposed sound wall at the station back will reflect sound from vacuums, washers and dryers directly toward us. Acoustic study states an average "less than 60 DBA for 43 minutes per hour" (7 AM to 10 PM), lessening with distance, but in reality carried quite well upward to our homes.
3. There is a Safeway and drugstore already in the shopping center, plus several eateries.
4. Auto emissions will increase from idling cars waiting in lines.
5. Local property values, already falling, will be adversely affected.
6. This expansion will detract from the neighborhood feel of the shopping center.

SIGNATURE;

PRINTED NAME

ADDRESS

<i>Reza Farasati</i>	Reza Farasati	15 Kawai Ln P.H. 94523
<i>Lydia Bednerik</i>	Lydia Bednerik	14 Ridge Place P.H. 94523
<i>Patricia Erickson</i>	Patricia Erickson	10 Ridge Place P.H. 94523
<i>Lisa G. Aguirre</i>	Lisa Aguirre	2808 Rockridge Dr. Pleasant Hill 94523

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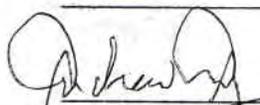
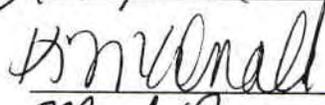
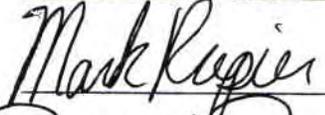
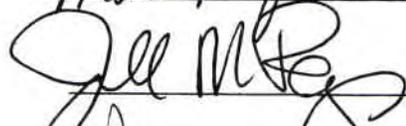
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SIGNATURE	PRINTED NAME	ADDRESS
	RUSSELL ERICKSON	10 RIDGE PLACE, PH
	ANDREW WONG	14 RIDGE PLACE PH
	Lawrence Neal	16 Ridge Place P.H.
	Karen McDonald	2830 Rockridge P.H.
	Mark Papier	19 Kawai Lane P.H.
	Jill Papier	19 Kawai Ln P.H.
	Lauren Farasati	15 Kawai Ln. PH

1 September 2008

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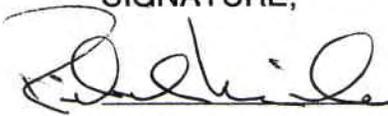
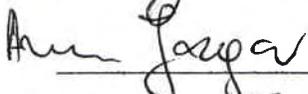
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SIGNATURE;

PRINTED NAME

ADDRESS

	RICHARD MORAGUCHI	2811 ROCKRIDGE DR. P.H.
	STEPHEN SUN	2805 ROCKRIDGE DR. P.H.
	ANNA JAZGAR	2805 ROCKRIDGE DR. P.H.
	DAVID K. EARY	2817 ROCKRIDGE DR. P.H.
	NELSON JACOBSON	2821 ROCKRIDGE DR. P.H.
	TED JACOBSON	2821 ROCKRIDGE DR. P.H.

1 September 2008

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SIGNATURE;

PRINTED NAME

ADDRESS

<del>Dale Tomy</del>	DALE TOMY	2835 Rockridge
Laurel Hennessy	Kevin Hennessy	2838 Rockridge
Sean Hennessy	Sean Hennessy	2839 Rockridge
Hailynn Hennessy	Hailynn Hennessy	2839 Rockridge
Anna Hennessy	Anna Hennessy	2839 Rockridge
Jessica Warner	Jessica Warner	2843 Rockridge
Charles Kelly	CHUCK KELLY	2843 Rockridge

1 September 2008

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SIGNATURE;	PRINTED NAME	ADDRESS
<u>Lorette Nebout</u>	LORETTE NEBOU	2851 ROCKRIDGE DR. P. HILL CA. 94523
<u>John Alonso</u>	JOHN ALONSO	2850 ROCKRIDGE DR. PLEASANT HILL CA 94523
<u>Allison Cook</u>	Allison Cook	2846 Rockridge Dr. Pleasant Hill CA 94523
<u>Reinold Nunn</u>	REINOLD NUNNI	2842 ROCKRIDGE DR PLEASANT HILL CA 94523
<u>B. Barbou</u>	BARBARA BARBOUR	2834 Rockridge Dr Pleasant Hill, Ca 94523
<u>Joe Baugh</u>		2808 Rockridge Dr Pleasant Hill CA. 94523
<u>Jake Baughman</u>		2808 Rockridge Dr Pleasant Hill, CA 94523.

Jaw

**SADDLERIDGE HOMEOWNERS ASSOCIATION  
PLEASANT HILL, CALIFORNIA**

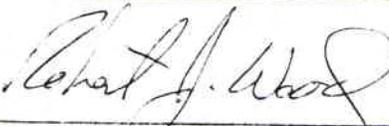
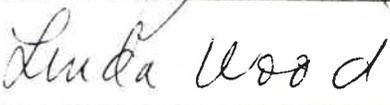
**RESIDENTS' PETITION TO MARTINEZ PLANNING COMMISSION AND CITY  
COUNCIL REGARDING PROPOSED CARWASH AT  
VIRGINIA HILLS SHOPPING CENTER**

2 SEPTEMBER 2008

The Chevron station owner at the corner of Alhambra and Blueridge (and Rockridge) has applied to Martinez for a permit to increase the size of his station to allow a 1,250 square foot market and to add a car wash tunnel and vacuum trellis. Existing gas pumps will be maintained, the minimum 15 foot side and rear yards are to be eliminated. The entire corner site will be utilized with just enough space allotted to barely fit a gasoline truck to fill underground tanks.

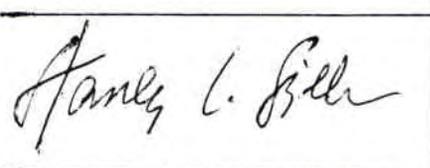
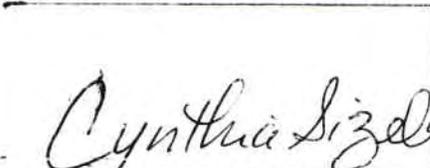
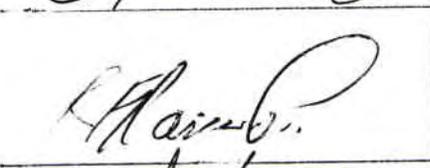
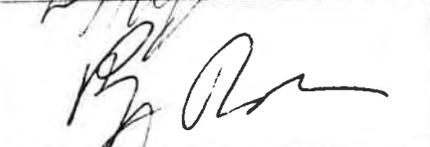
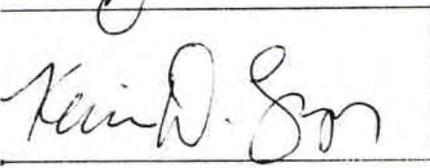
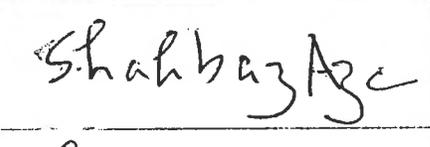
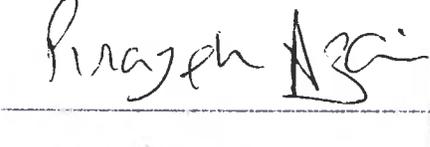
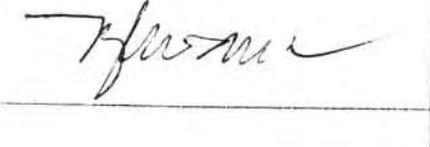
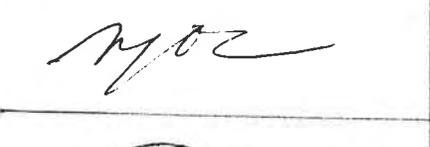
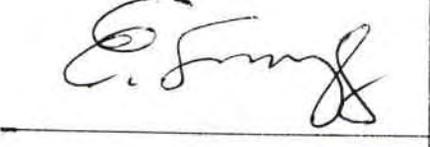
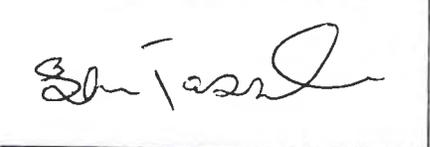
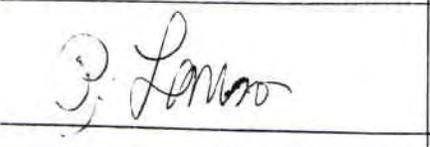
We the neighbors across Alhambra along Shetland Drive, and adjacent streets subject to traffic and noise problems from the corner have the following objections:

1. Increased traffic will affect safety on an already very busy corner especially for foot traffic and for people exiting the shopping center and Burger King sites. Many now walk with children to the shopping center. There are already occasional accidents at the site.
2. Noise from the corner travels up Rockridge, the other half of our Association. The proposed sound wall at the station back will reflect sound from vacuums, washers and dryers directly toward Alhambra and Rockridge. Acoustic study states an average less than 60 DBA for 43 minutes per hour, between 7 a.m. and 10 p.m, lessening with distance, but in reality carried quite well upward toward our homes.
3. There is a Safeway and Long's Drugstore already in the shopping center, plus several eateries, which have not caused any problems
4. Auto emissions will increase from idling cars waiting in lines.
5. The design of the entry/exit lanes for the Carwash will partially block car exits from the Burger King, and deviate them directly into Alhambra creating accidents for the oncoming Alhambra Auto traffic, and may diminish shopping Center patronage diminishing Sales Tax revenue.
6. Cars waiting to enter the Carwash, if in line at the very small Carwash/Chevron site, may extend into Rockridge or Alhambra Avenues, blocking traffic. Also see effect on shopping center patronage (No. 6, above).
7. Patrons at the night time food/drink area may cause Police problems, which do not now exist for the Martinez or Pleasant Hill Police.
8. When we residents moved to our homes we were aware of the existing shopping center, traffic, and density, but never anticipated an industrial noise source which this Carwash is, by its own acoustic study, and might not have moved here.
9. Local property values, already falling, will be adversely affected.

SIGNATURE	PRINTED NAME	ADDRESS (Pleasant Hill)
	Robert J. Wood	404 Saddlebrook Lane
	LINDA WOOD	404 Saddlebrook Lane PH

2ax

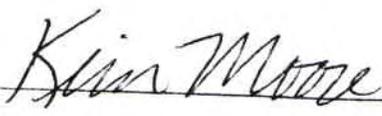
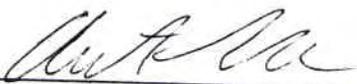
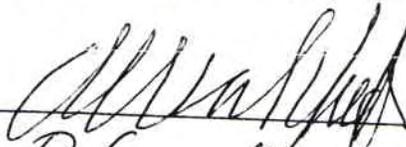
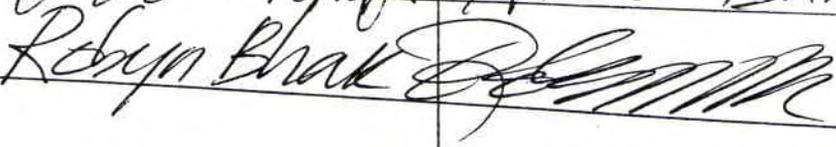
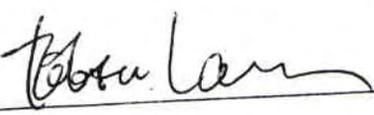
Lauren Boney	Lauren Boney	416 Saddlebrook Lane PH
Down M. Allen	Down M. Allen	424 Saddlebrook Ln. P.H.
James Allen	JAMES R. ALLEN	424 SADDLEBROOK LN. P.H.
Marlene Pellegrini	MARLENE PELLEGRINI	428 Saddlebrook Ln P.H.
Frank Muth	FRANK MUTH	444 SADDLEBROOK LN. P.H.
Pat Dorn	PAT DORN	445 SADDLEBROOK LN
Ron McClure	Ron McClure	435 Saddlebrook Ln Pleasant Hill, Ca 94523
Steve Vaccaro	STEVE VACCARO	433 SADDLEBROOK LN PLEASANT HILL, CA 94523
D. E. RASA	D. E. RASA	421 SADDLEBROOK LN PH 94523
Dan Dol Banta	Dan Dol Banta	421 Saddlebrook Ln PH 94523

SIGNATURE	PRINTED NAME	ADDRESS(Pleasant Hill)
	Stanley Sizeler	28 Shetland Lane
	Cynthia Sizeler	28 Shetland Ln
	J.F. Karwinski	31 Shetland Ln.
	GILLESPIE	35 SHETLAND LN
	ROZ TASHTUM	27 SHERMAN C11
	Kevin Gregory	6 Paddock Court
	SHAHBAZ AZARI	19 Paddock Ct
	PIRAYEH AZARI	" "
	NAM NGUYEN	3005 Shetland Dr
	NGOC TRAN	" "
	Ebrahim Firoozabady	3009 Shetland Dr
	SORA TAVASSOLI	" "
	Pat Lamson	3013 Shetland Dr. 202 Pleasant Hill, Ca. 94523

SIGNATURE

PRINTED NAME

ADDRESS(Pleasant Hill)

	Kim Moore	3019 Shetland Dr.
	Anita Moore	3019 Shetland Dr
	ALLEN BRAK	3020 Shetland Dr
	<del>ROBYN BRAK</del>	3020 Shetland Dr
	ROBERT LAMSON	3013 SHETLAND DR.

SIGNATURE

PRINTED NAME

ADDRESS(Pleasant Hill)

*Lawrence Cheever*

Lawrence Cheever

3044 Shetland Dr.  
Pl. Hill, CA 94523

*Scott G. Simmons*

SCOTT G. SIMMONS

3048 SHETLAND DR  
PH CA 94523

*Brenda Radel*

Brenda Radel

21 Shetland Lane  
PH, CA 94523

*Frank Figli*

Frank Figli

3052 Shetland Dr.  
P.H. CA 94523

*Barry Widdows*

BARRY WIDDOWS

3051 SHETLAND DRIVE  
PL HILL, CA 94523

*Monica Phillipz*

MONICA PHILLIPZ

3043 SHETLAND DRIVE  
PLEASANT HILL, CA 94523

*Glenn A. Radel*

GLENN A. RADEL

21 SHETLAND LN  
PLEASANT HILL, CA 94523