

EXHIBIT "A"  
Conditions of Approval/Mitigation Monitoring Plan  
PLP 98-0050, 3300 Juniper Avenue  
February 2, 1999

Building:

1. The applicant shall obtain all applicable permits from Building. These appear to include but may not be limited to site review, building permits, and grading permits.

Flood & Drainage:

2. Drainage improvements shall be designed by a civil engineer in accordance with the Water Agency's Flood Control Design Criteria for approval by the Director of the Permit and Resource Management Department and shall be shown on the improvement plans.
3. The developer's engineer shall include a site grading plan and an erosion control plan as part of the required improvement drawings.

**Mitigation Monitoring for all Flood and Drainage Conditions:** The Permit and Resource Management Department Drainage Review Specialist shall not give clearance for the grading or building permits to be issued until engineered drainage plans have been reviewed for conformance with County Standards.

Transportation and Public Works:

4. The developer/applicant shall offer right-of-way to the County of Sonoma, free of encumbrances, and of sufficient width as necessary to create public right-of-way a total of fifty two(52) feet, and described as twenty six (26) feet, from the centerline of the proposed right-of-way per "City of Santa Rosa Southwest Area Plan" for Juniper Avenue along the eastern boundary of APN 134-074-022, and the western boundary of APN 134-072-025 & 134-072-048 on the developer/applicant's side of the road for the full length of the property's frontage, and twenty six (26) feet of right-of-way from the centerline of the proposed extension of West Robles Avenue to the westerly edge of Juniper Avenue. This condition shall be void if the existing right-of-way meets or exceeds the minimum requirement(s) described above.
5. Right-of-way shall be dedicated using a Grant Deed. The developer/applicant shall have prepared a grant deed, together with the required descriptions and shall submit them to the County Surveyor for review and approval.
6. The developer/applicant shall construct new roadways with face-of-curb to face-of-curb widths or edge-of-pavement to edge-of-pavement widths on Juniper Avenue as follows: construct Juniper Avenue to a width of forty (40) feet projected northerly from the existing Juniper Avenue: this width will include the construction of standard curb and gutter. Where the roadway construction projects beyond the northerly boundary of APN 134-074-022, and if that parcel is developed in a later phase, The developer/applicant shall construct the roadway a minimum of 24.5 feet in width; this width shall include curb and gutter along the entire developer/applicant's frontage being developed in that phase.
7. The structural section of all road improvements shall be designed using a soils investigation which provides the basement soil's R value and expansion pressure test results. A copy of the soils report shall also be submitted with the first set of improvement plan check prints. The Traffic Index (TI) to be used for the pavement design of Juniper Avenue is 9.0.
8. The developer/applicant shall mill the existing pavement and overlay the existing pavement as necessary to make a smooth transition between the existing pavement and the new pavement.

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9. The developer/applicant shall construct concrete curb and gutter as necessary, along the developer/applicant's entire frontage on Juniper Avenue.
10. The developer/applicant shall construct five (5) foot sidewalks as necessary along the developer/applicant's entire frontage on Juniper Avenue.
11. Sidewalk warps shall be constructed to provide a clear four (4) foot walkway in areas where mailboxes, utility poles and pole guy wires are to be installed.
12. The developer/applicant shall construct storm drainage facilities to meet the standards of the Sonoma County Water Agency.
13. The developer/applicant shall implement the requirements of the National Pollutant Discharge Elimination System (NPDES) Program. (This condition is required of projects in the Santa Rosa Municipal Basin.)
14. To allow for the smooth and safe movement of passenger vehicles entering and exiting the public road that provides access to the property, the developer/applicant shall construct a "ramp" type driveway approach with a throat width of at least 35 feet. Once on the property, the driveway throat width may be reduced to 24 feet. The curb opening necessary to accommodate the curb face transition shall extend three (3) feet beyond the throat width on both sides of the driveway. Alternately, the developer/applicant may construct a "curb-return" type driveway with a 24 foot throat width and entrance curbs having a radius of 25 feet.
15. All improvements shall be constructed in accordance with the requirements of the City of Santa Rosa Standards, unless the County of Sonoma Department of Transportation and Public Works Standards are higher. Where the Department of Transportation and Public Works Standards are higher, the improvements shall be constructed to the Department of Transportation and Public Works Standards.
16. An erosion control plan (winterization plan) shall be prepared for the site and submitted as part of the improvement plans. Erosion control measures shall be installed as described in the erosion control plan.
17. Developer/applicant shall employ a Registered Civil Engineer, licensed in the State of California, to develop the plans for the required improvements. The scale of these improvement plans shall be 1 inch equals 40 feet, and shall be submitted on 24 inch by 36 inch sheets for review. The plans shall include roadway cross-sections at a maximum interval between cross-sections of 50 feet.
18. Plan checking fees and inspection fees, including those involving off-site frontage improvements, shall be paid to the Permit and Resource Management Department prior to signature of the improvement plans by the Director of the Department of Transportation and Public Works.
19. A development fee (Traffic Mitigation Fee) shall be paid to the Permit and Resource Management Department, as required by Sections 26-98-010 through 26-98-100, inclusive, of the Sonoma County Code, before issuance of any building permit(s) associated with this application.
20. The developer/applicant shall submit improvement plans for all required improvements to the Permit and Resource Management Department for review and approval. Prior to the issuance

of any Grading, Building, or Encroachment permits, the improvement plans shall be signed by the Director of the Department of Transportation and Public Works.

21. Prior to construction of any improvements that are to be made within County Road Right-of-Way, the developer/applicant must obtain an encroachment permit from the Permit and Resource Management Department.
22. The developer/applicant shall complete construction of all the required public improvements or enter into an improvement agreement and post acceptable security with the County of Sonoma, agreeing to complete the required construction of Phase 1 within the 24 month period following the approval of this application. The developer shall also complete construction of all required improvements, or enter into an improvement agreement and post security with the County, agreeing to complete the required construction in all later phases within 24 months of initiating each phase. Included in the improvement agreement(s) shall be a requirement that the developer/applicant enter into an improvement maintenance agreement and post security with the County of Sonoma to guarantee the improvements for a period of one (1) year after acceptance of the improvements as being complete by the County.
23. If the Sonoma County South Santa Rosa Plan and City of Santa Rosa South West Area Plan are amended to delete Juniper Avenue as a through road, all project conditions regarding the dedication and improvement of Juniper Avenue on site may be waived/modified by the Department of Transportation and Public works to insure continued consistency with the aforementioned plans.

**Mitigation Monitoring for all Transportation and Public Works Conditions:** The Permit and Resource Management Department Road Improvement Specialist shall not give clearance for grading or building permits to be issued until the Director of Transportation and Public Works has signed the improvement plans and all required bonding is in place.

Health:

24. Connection shall be made to public sewer and water. The applicant shall submit a copy of a "will serve" letter to Project Review Health from both the sewerage agency and the water agency approving connection for this project.
25. Toilet facilities shall be provided for employees.
26. If hazardous waste is generated or hazardous materials stored, then the applicant shall comply with hazardous waste generator laws and AB2185 requirements and obtain a permit or approval from the C.U.P.A. or the participating agency. (Additional information and fees may be required.) Note: This requirement applies to the maintenance shop and the fueling facility.
27. If applicable, applicant shall obtain approval from the North Coast Regional Water Quality Control Board for any hazardous materials stored in above-ground tanks.
28. Noise shall be controlled in accordance with the standards set in the Noise Element of the Sonoma County General Plan.
29. Applicant shall submit a design for trash enclosures for review and approval to Environmental Health. (Fees may apply.)

**Mitigation Monitoring for all Health Conditions:** The Permit and Resource Management Department Health Specialist shall not give clearance for building permits to be issued until satisfied that all Health Conditions have been met. For conditions regulating ongoing activities (i.e. noise compliance, etc.), the Health Specialist shall respond within one week to any complaints received that conditions are not being met.

Planning:

30. All development shall be according to the approved plans and application. The project may be developed in phases, with full development of APN's 134-072-025 & 048 as Phase 1.
31. The use permit is approved as requested for:
  - a) On APNs 134-072-025 & 048, a school bus storage, maintenance, and administrative facility.
  - b) On APN 134-074-022, a school bus storage yard. No employees shall be stationed on this parcel, no work shall occur on vehicles/equipment on this parcel, no hazardous materials shall be stored on this parcel, and no refueling activities shall occur on this parcel. All buses parked on this parcel shall be positioned so as to avoid the need for backing up when departing in the morning. Horn checks and backup beeper checks may not occur on this parcel.
32. The western lot (APN 134-074-022) shall be restricted to a maximum of 80 vehicles on it at any one time. The total site (APN's 134-074-022 and 134-072-025 & 048) shall be restricted to a maximum of 110 buses on it at any one time.
33. All buses traveling to or from the site shall be routed along Hwy 101/Todd/Standish/West Robles Avenues, except for buses serving routes within the local south west Santa Rosa area or when the County of Sonoma has declared a State of Emergency. At such time as Todd Road (between Standish and Stony Point Rds) and Stony Point Road (between Todd Rd and Hwy 12) have been widened and improved with either sidewalks, or pedestrian paths, or paved shoulders at least 6 feet wide, buses may also be routed along Stony Point/Todd/Standish/West Robles Avenues. The applicant shall submit a chart to the PRMD verifying the routing of all buses in the South Santa Rosa Area to help insure compliance with this condition. The applicant shall also instruct all employees going to (or coming from) areas outside of the South Santa Rosa area to comply with the same routing restrictions as the buses. In addition, the applicant shall maintain an ongoing employee traffic safety education program, and have each employee sign a statement verifying they are aware of the above restrictions, and the reasons for them. The statements shall be submitted to the PRMD.
34. No engines, motors, generators, power tools, etc. that produce noise shall be allowed to operate on site except during normal business hours of operation as established in this use permit.
35. No buses or equipment shall be parked in the public right-of-way. No buses or equipment shall arrive or leave the site outside of the normal business hours of operation as established in this use permit.
36. Hours of operation on APN 134-074-022 shall be limited to Monday through Friday from 6:00 a.m. to 6 p.m. Hours of operation on APNs 134-072-025 & 048 shall be limited to Monday through Sunday from 5:00 a.m. to 8 p.m.

**Mitigation Monitoring for Planning Conditions noted above:** The Permit and Resource Management Department Planning Specialist shall be responsible for responding to any complaints

over violations of conditions regulating ongoing activity on site. Violations of these conditions may result in the project's use permit being scheduled for modification or revocation.

37. All areas where buses are driven or parked on the western lot (APN 134-074-022) shall be fully paved. Areas on the lot that are not utilized for parking or landscaping shall have the natural grass cover retained to avoid any dust being created on site.

**Mitigation Monitoring:** The Permit and Resource Management Department Planning Specialist shall not allow startup of the use on the western lot until all of the required landscaping and paving has been completed.

38. Juniper Avenue at the north end of the property shall be blocked with an emergency vehicle access crossing only, until such time as the north end of Juniper Avenue is improved to County Safety Standards.

**Mitigation Monitoring:** The Permit and Resource Management Department Planning Specialist shall not sign off the grading permit until the required improvements are shown on the plans.

39. If buried archaeological indicators are uncovered during grading on site, all work shall halt and a qualified archaeologist and the Permit and Resource Management Department shall be consulted.

**Mitigation Monitoring:** The Permit and Resource Management Department Planning Specialist shall be responsible for insuring a stop work order is immediately issued if notified buried resources have been uncovered.

40. The westerly portion (one acre) of APN 134-074-022 shall be permanently set aside for wetlands mitigation and an open space easement shall be recorded over it. If an alternative wetlands mitigation site is found at a later date that is recommended by the State Department of Fish and Game and approved by the County Permit and Resource Management Department, the applicant may apply to rescind the open space easement over APN 134-074-022 after a new open space easement has been applied over the alternative site. Wetland areas to be disturbed on the eastern portion of the parcel shall be mitigated through creation of at least an equal amount of new wetland area in the set aside area. Alternately, the applicant shall purchase an equal value of Wetlands Mitigation Bank Credits. All applicable U.S. Army Corps of Engineers and Fish and Game permits shall be obtained prior to disturbance of any wetland area.

**Mitigation Monitoring:** The Permit and Resource Management Department Planning Specialist shall not sign off the grading permit until all required easements have been recorded and all applicable State and Federal permits have been obtained for the fill and creation of wetlands on site as proposed.

41. All applicable county development fees shall be paid prior to building permit issuance and start-up of the use.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the building permit, nor shall the use be initiated, until all required clearances from agencies collecting development impact fees have been obtained.

42. The Final Development Plan(s) shall be reviewed by the Design Review Committee. The plans shall include a berm at least 6 feet high parallel to the north and west property lines of the western lot (APN 134-074-022), with the berm center setback a minimum of 50 feet from the north property line. The berm and setback area shall contain a dense evergreen landscape screening which shall shield the buses from view in those directions. A chain link fence with slats or other view blocking

fence design at least 6 feet in height shall surround all other areas that are not shielded by the berm. Other perimeter and front yard areas shall also be fully landscaped and irrigated. All required berms, landscaping and fencing on each individual lot shall be fully installed prior to any use of that lot.

**Mitigation Monitoring:** Building or grading permits shall not be issued by the PRMD Planning Specialist until Final Design Review of all required plans has been completed. The PRMD Planning Specialist shall not permit startup of the use on each lot until the required landscaping on each lot has been completed and inspected.

43. All working drawings shall conform to the designs approved by the County Design Review Committee. Working drawings shall be submitted to the County Permit and Resource Management Department to review conformance prior to issuance of a building permit. Working drawings that conform to approved designs will be stamped approved for construction by the Permit and Resource Management Department.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off building permits until all construction drawings have been received and checked for compliance with the approved project and conditions.

44. Prior to being allowed use of the site or occupancy of the building, the applicant shall provide to the Permit and Resource Management Department a written statement signed by his or her engineer/contractor verifying that the grading and or drainage improvements are completed in accordance with the plans approved by the Sonoma County Water Agency, Permit and Resource Management Department and the City of Santa Rosa.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off grading or building permits until clearance is received from the Drainage Review Specialist of the PRMD that the proposed work schedule for grading and drainage improvements meet all requirements of the Flood Control Design Criteria and accepted engineering practices.

45. The improvement drawings shall include provisions for street lighting and shall be submitted for approval by the Permit and Resource Management Department. The plan shall specify light standards appropriate to each street. Conduit, pull boxes, street light foundations and standards shall be installed based on the approved plan, prior to Final Building Inspection or occupancy of the buildings. This condition may be waived or modified by the County PRMD based upon the status of the street light and maintenance assessment district in the project area.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the building permit for occupancy until a site inspection of the property has been conducted that indicates all required street light improvements have been installed according to the approved plans and Public Works' standards.

46. An exterior security lighting plan shall be submitted to the Permit and Resource Management Department for review and approval. Exterior lighting shall be internal only and not "wash out" onto adjacent properties nor be a source of glare onto adjacent streets. Generally, fixtures should accept sodium vapor lamps and lighting should be located at the periphery of the property and not as flood lights. The lighting shall be installed in accordance with the approved lighting plan during the construction phase.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Building Permit for issuance nor shall the use be initiated until an exterior night lighting plan has been submitted that is consistent with the approved plans and County Design Standards. The Permit and Resource Management Department shall not sign off the Building Permit for occupancy

until a site inspection of the property has been conducted that indicates all lighting improvements have been installed according to the approved plans and conditions. If light and glare complaints are received, the Permit and Resource Management Department shall conduct a site inspection and require the property be brought into operating compliance with the approved plans or procedures to revoke the permit and terminate the use shall be initiated.

47. Utility distribution facilities, except surface mounted transformers, pedestal mounted terminal boxes, meter cabinets, concealed ducts, fire hydrants, and street lights shall be placed underground. Appropriate easements shall be provided to facilitate these installations. Improvement plans submitted to the County shall reflect this condition.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Improvement Plans or Building Permit until all applicable utility easements have been dedicated and undergrounding of utilities is specified in the project's construction documents.

48. All underground utilities within the road rights-of-way, on-site driveways and parking areas shall be installed prior to pavement and street construction.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Improvement Plans or Building Permit until the project's construction documents specify appropriate development phasing.

49. Public utility easements shall be shown on the working drawings.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Improvement Plans or Building Permit until all applicable easements are shown on the project's construction documents.

50. Prior to Building Permit issuance, a Fire Safety Plan shall be reviewed and approved by the County Fire Marshal. Said plan shall include, but not be limited to, emergency vehicle access and turnaround at the building site, address visibility, water storage or fire hydrant location/flow, flammable/hazardous materials storage, roofing materials, fire break maintenance and compliance with the Uniform Fire Code. Prior to occupancy, written approval that the required improvements have been installed shall be provided to the Permit and Resource Management Department from the County Fire Marshal.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Building Permit for issuance or occupancy until appropriate written approvals have been obtained from the County Fire Marshal or designee.

51. Prior to issuance of a Building Permit, the APPLICANT/DEVELOPER shall post security in the form of a bond, cash deposit or other form acceptable to the County Counsel to assure that the required landscape planting and irrigation improvements are completely constructed in accordance with the construction documents approved by the Design Review Committee. The APPLICANT/DEVELOPER shall enter into an agreement with the County which provides for the landscape planting and irrigation improvements to be completed in accordance with the construction documents approved by the Design Review Committee within twenty four (24) months of the date that Final Design Review approval for that phase of the project was granted by the Design Review Committee, or prior to Final Inspection or occupancy of the building(s), whichever occurs first.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Building Permit for issuance until any applicable security and improvement agreement for landscaping has been legally executed and placed on file at the department.

52. Prior to the release of security posted to insure the installation of landscape planting and irrigation improvements, and prior to Final Inspection or occupancy of the building, the applicant shall provide to the Permit and Resource Management Department, a written statement signed by the Landscape Architect, Nurseryman, or Landscape Contractor who prepare the construction documents for the landscape planting and irrigation improvements, which are approved by the Design Review Committee, verifying that the landscape planting and irrigation improvements are completed in accordance with the approved drawings.

**Mitigation Monitoring:** The Permit and Resource Management Department shall not sign off the Building Permit for occupancy or release any related improvement securities until a site inspection has been made and a letter received from the applicant's landscape architect or contractor that all landscape improvements are in substantial compliance with the approved plan.

53. The APPLICANT/DEVELOPER shall be responsible for controlling dust and debris such that dust and debris do not drift or spill over onto adjacent properties or roadways. Dust, odors or debris nuisance may, at the discretion of the Permit and Resource Management Department, result in the issuance of a Stop Work Order, or abatement proceedings being initiated.

**Mitigation Monitoring:** The Permit and Resource Management Department shall conduct an on-site investigation if complaints are received that the use consistently creates a dust, odor or debris nuisance. If determined significant by the Permit and Resource Management Department, the applicant shall modify the use to correct the problem, or procedures to revoke the permit and terminate the use shall be initiated. Monitoring of this condition to be ongoing.

54. The applicant shall pay within ten days after approval of this project to the Permit and Resource Management Department a mandatory Notice of Determination filing fee of \$35 for County Clerk processing (**check must be made out to SONOMA COUNTY CLERK and be submitted to the Permit and Resource Management Department**) and:

1. \_\_\_\_\_ No additional fee because the project is exempt from Fish and Game fee.
2. \_\_\_\_\_ \$850 because an EIR was prepared, for a total of \$885.
3.  X  \$1250 because a Negative Declaration was prepared, for a total of \$1285.

This fee must be paid or the approval of this project is not valid.

**Mitigation Monitoring:** The Permit and Resource Management Department shall hold issuance of all Building and Grading Permits until applicable state fees have been paid and the project's Notice of Determination is legally filed at the County Clerk's Office.

55. Prior to issuance of the building permit, the applicant shall submit to the Permit and Resource Management Department a condition compliance review fee of \$550 (fee is subject to change).
56. Any proposed modification, alteration, and/or expansion of the use authorized by this use permit shall require the prior review and approval of the Permit and Resource Management Department or the Board of Zoning Adjustments, as appropriate. Such changes may require a new or modified use permit and full environmental review.
57. This permit shall be subject to revocation or modification by the Board of Zoning Adjustments if: (a) the Board finds that there has been noncompliance with any of the conditions or (b) the Board finds that the use for which this permit is hereby granted constitutes a nuisance. Any such revocation shall be preceded by a public hearing noticed and heard pursuant to Section 26-465.1 and 26-465.2 of the Sonoma County Code.



In any case where a zoning permit, use permit or variance permit has not been used within two (2) years after the date of the granting thereof, or for such additional period as may be specified in the permit, such permit shall become automatically void and of no further effect, provided however, that upon written request by the applicant prior to the expiration of the two (2) year period the permit approval may be extended for not more than one (1) year by the authority which granted the original permit pursuant to Section 26-465.1 of the Sonoma County Code.

**Mitigation Monitoring for Planning Conditions:** The Permit and Resource Management Department Planning Specialist shall not give clearance for any grading or building permits to be issued until the applicant has submitted proof of meeting all Planning Conditions. Permit and Resource Management Department shall respond within one week to any complaints over violations of the Planning Conditions.

Resolution Number 99-0154

County of Sonoma  
Santa Rosa, California

February 2, 1999  
PLP 98-0050

RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF SONOMA, STATE OF CALIFORNIA, ADOPTING A NEGATIVE DECLARATION FOR A SOUTH SANTA ROSA AREA PLAN AMENDMENT, ZONE CHANGE, AND USE PERMIT, AND APPROVING THE SOUTH SANTA ROSA PLAN AMENDMENT TO PUBLIC FACILITIES ON APN 134-074-022 AND THE USE PERMIT FOR A SCHOOL BUS STORAGE AND MAINTENANCE YARD ON APN'S 134-074-022 AND 134-072-025 & 048 ON PROPERTY LOCATED 3300 JUNIPER AVENUE AS REQUESTED BY THE WEST COUNTY TRANSPORTATION AGENCY.

RESOLVED, that the Board of Supervisors of the County of Sonoma (hereinafter "the Board") hereby finds and determines as follows:

1. Application and Proposed Project

The applicant, West County Transportation Agency (WCTA), in June of 1998 filed an application with the Sonoma County Permit and Resource Management Department for a school bus storage, maintenance, and administrative facility through a General Plan Amendment from Rural Residential 2.5 acre density to Public/Quasi-Public and a South Santa Rosa Area Plan Amendment from Rural Residential 1-5 acre density to Public/Quasi-Public and a zone change from RR (Rural Residential) B6 2.5 acre density to PF (Public Facilities) on APN 134-074-022, and a Use Permit for the facilities on APN's 134-074-022 & 134-072-025, 048 on a total of 9.14 acres on property located at 3300 Juniper Avenue (a.k.a. 367 West Robles Avenue), Santa Rosa; Supervisorial District No. 5; and

2. Procedural History

2.1 A Mitigated Negative Declaration was prepared and posted for the project in accordance with the appropriate law and guidelines.

2.2 At its regularly scheduled meeting on November 5, 1998, the Planning Commission conducted a duly noticed public hearing on the WCTA mitigated negative declaration and project, and with a 3-2-0 vote, recommended that the Board of Supervisors adopt the mitigated negative declaration and approve a portion of the request.

2.3 In accordance with the provisions of law, the Board of Supervisors on December 8, 1998, conducted a duly noticed public hearing on the mitigated negative declaration and the project. At the hearing, the Board heard and received all oral and written testimony and evidence which were made, presented, or filed, and all persons present at the hearing were given an opportunity to be heard with respect to any matter related to the mitigated negative declaration or the project. At the conclusion of public testimony, the Board closed the hearing, considered the mitigated negative declaration and the merits of the project, and, on a 3-2 straw vote, determined to adopt the mitigated negative declaration and to approve the project. The Board directed that the Permit and Resource Management Department return to the Board with a resolution reflecting the consideration and actions of the Board. The Board has had an opportunity to review this resolution and the findings, determinations, and orders contained herein and hereby determines that they accurately set forth the intentions of the Board regarding the mitigated negative declaration and the project.

3. CEQA Compliance

3.1 The Board finds that CEQA requires that the Board's determination of whether the project may have a significant effect on the environment must be based on substantial evidence in light of the whole record. The Board further finds that CEQA provides that argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. The Board further finds that CEQA provides that substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

3.2 The Board finds, based on the record of these proceedings, that all of the potential impacts and potential cumulative impacts of the project have been adequately analyzed. The Board further finds, based on the record of these proceedings, that as to those impacts that have been analyzed and determined to be potentially significant impacts, adequate mitigation measures to reduce the impacts to a level that is less than significant have been prescribed.

3.3 The Board finds, based on the record of these proceedings, that the initial study was prepared in compliance with CEQA and State and County CEQA guidelines and that the initial study identifies and examines all of the potentially significant impacts on the project.

3.4 The Board makes the following specific findings for each potentially significant impact of the project:

A. Traffic:

- a) The use of school buses results in an overall net decrease in traffic volumes, by reducing the number of individual car trips going to and coming from local schools.
- b) School buses go through extensive operational safety checks each day. School bus drivers receive safety and operational training, and are licenced by the state of California.
- c) WCTA representatives have stated approximately one-third of the students they presently serve are in school districts located in the south west Santa Rosa area.
- d) WCTA representatives indicated in the Planning Commission hearing, that of areas the WCTA serves, the school districts in the south west Santa Rosa area have the fastest growing student populations. It is projected that this trend will result in an increase in the percentage of students served by the WCTA coming from the south west Santa Rosa area, from one-third to approximately one-half of the total served.
- e) WCTA will continue to operate some smaller bus storage yards in the West County area that serve the most outlying districts, which would serve to reduce trips from the project site to the west county area.
- f) The 9.14 acre project site contains less than 7 acres of useable land when the required setbacks and wetland mitigation areas are taken into account. This only represents approximately three (3) percent of the total industrial park area (approximately 220 acres) designated by the City of Santa Rosa and County of Sonoma south of Bellevue Avenue.
- g) WCTA representatives have stated school buses leaving the project site would be spread over a large number of hours due to varying school bus routes, and would not result in any single large pulse of traffic being added to the road system.
- h) The Sonoma County Transit (SCT) bus yard which lies adjacent to the project site has operated safely for a number of years with no major traffic problems reported.

i) A complete traffic analysis of the south west Santa Rosa area was included in the South West Area Plan Environmental Impact Report, which was certified by the City of Santa Rosa in 1994. This EIR identified existing and projected levels of service on the major highways, arterials, and collector roads in the south west Santa Rosa area. Todd Rd (a designated arterial), between Llano Rd and Hwy 101 was projected to reach corridor level of service B in both east and west bound directions when all road improvement mitigations were installed (Individual intersection improvements would operate at lower levels of service). Hwy 101 was projected to remain at Freeway Mainline level of service F, with projected demand slightly higher in the north-bound direction during evening commute hours.

j) Todd Road has already been improved from Standish Avenue east to approximately the railroad tracks. In addition, improvements are currently under construction and projected to be completed by Spring of 1999 on Todd Road from the railroad tracks east to Hwy 101. Furthermore, West Robles and Standish Ave within the existing industrial park area have already been fully improved.

k) The project has been conditioned to route all bus and employee traffic from/to the site south and east away from residential neighborhoods to the north, following the West Robles/Standish/Todd/Hwy 101 route (excepting buses on local pickup/drop off routes, which already circulate in the area) .

l) The West Robles/Standish/Todd/Hwy 101 route the project is conditioned to use is primarily an existing industrial/commercial corridor.

m) Presently, WCTA buses serving the south west Santa Rosa area are stationed in the Sebastopol area, and must travel east on Hwy 12 and then southbound to reach the area during morning commute hours, and north and westbound during evening commute hours, which corresponds to the highest projected traffic demand pattern on Hwy 101 by the South West Santa Rosa Area Plan EIR. While the overall Freeway Mainline level of service is unlikely to be changed by the project, the existing bus pattern would be reversed. This would result in buses traveling north and west bound in the morning to the Sebastopol area, and east and southbound in the evening, a pattern which has a lower projected demand in the EIR.

n) The existing Todd Road/Hwy 101 interchange does back up during commute hours. Additional bus traffic from the project will increase the wait time at the back up. However, this increase in wait time would not result in any increased traffic safety concerns, and so is considered an inconvenience rather than a significant adverse impact.

o) There has been public controversy over the level of significance that adding additional traffic to the local roads represents, especially north of the project on Bellevue Avenue. However, there has been no credible evidence submitted into the record that additional traffic on the roads the project is required to use (West Robles/Standish/Todd/Hwy 101) would result in a significant adverse impact.

B. Noise:

a) The two eastern lots of the project (APN 134-072-025 & 048) are located within an existing industrial park area which has no noise sensitive receptors. The western lot (APN 134-074-022) has industrial park land to the east and south, and rural residential land to the west and north. The rural residential area is developed in a widely scattered pattern, with the closest residences located more than 100 feet away.

b) The project has been conditioned to require a six foot high earth berm paralleling the north and west property lines of the western parcel (APN 134-074-022), with the centerline of the berm set back at least 50 feet from the northern property line, to reduce noise impacts. The berm and 50 setback area will also be densely landscaped with evergreen trees and shrubs.

- c) The western parcel has been conditioned to have specific restrictions on noise producing activities, including but not limited to no use of power tools/equipment on site, no maintenance activities on site, no employees stationed on site, no refueling on site, and no backup beeper or horn checks on site.
- d) The western parcel has been designed and conditioned to reduce noise by avoiding the need for buses backing up (triggering backup beepers), and by locating parking for the largest buses farthest from the north and west property lines.
- e) The western parcel has been conditioned to have hours of operation restricted to Monday through Friday 6am to 6pm only.
- f) The conditions of approval restrict the use of engines, motors, generators, power tools, etc. except during normal business hours as established in the conditions of approval.
- g) The project has been conditioned to comply with the General Plan Noise Element.

C. Visual:

- a) The two eastern lots of the project (APN 134-072-025 & 048) are located within an existing industrial park area which is not a visually sensitive area. However, a perimeter screening fence and landscaping has been required in the conditions of approval.
- b) The western lot (APN 134-074-022) has industrial park land to the east and south, and rural residential land which is more sensitive to visual impacts to the west and north. The rural residential area is developed in a widely scattered pattern, with the closest residences located more than 100 feet away to the north. However, the project has been conditioned to require a six foot high earth berm paralleling the north and west property lines of the western lot, with the centerline of the berm setback at least 50 feet from the northern property line. In addition, the berm and 50 foot setback area will also be densely landscaped with evergreen trees and shrubs.
- c) The project has been conditioned that any night lighting be fully shielded to direct light downward and inward to prevent direct glare on the adjacent properties or roadways.
- d) The project has been conditioned to allow wetlands mitigation to occur on the western portion of the lot. If this does occur, the required berm may be setback 200 feet or more from the property line, providing a larger natural buffer zone on the western portion of the property.
- e) The project has been conditioned to require full review by the County's Design Review Committee.

D. Dust/Air Quality

- a) The prevailing winds in the project area are out of the south west in the summer and out of the north west in the winter.
- b) To avoid dust impacts on the residents to the north, the project has been conditioned to require all bus driveway and parking areas on the western lot (APN 134-074-022) be fully paved. In addition, any areas not used for bus driveways or parking areas shall be landscaped or have the natural grass groundcover retained.
- c) The conditions of approval specifically require the applicant to control dust and debris to avoid the creation of any public nuisance.
- d) The emissions output of the buses is regulated through California and Federal laws.

E. Juniper Avenue Extension:

- a) The project has been conditioned to improve Juniper Avenue to full public standards including drainage improvements in compliance with the South Santa Rosa Area Plan and the City of Santa Rosa's South West Area Plan.
- b) To eliminate the possibility of a significant impact on the northern section of Juniper Avenue in its present poor condition, the project has been further conditioned to prevent through access on Juniper Avenue except for emergency vehicles until the northern part of the road has been improved to meet County safety standards.
- c) The project has been further conditioned that if the County's South Santa Rosa Area Plan and the City of Santa Rosa's South West Area Plan are modified to delete Juniper Avenue as a through street to reduce traffic in the adjacent rural residential area and on Bellevue Avenue, all conditions relating to the dedication and improvement of Juniper Avenue may be modified/waved by the Department of Transportation and Public Works to retain consistency with said plans.

F. Wetlands

- a) A biotic survey of the property was conducted by Golden Bear Bio Studies which identified a number of wetland habitat sites on the property.
- b) The conditions of approval require that the loss of any wetlands on site be fully mitigated by either; 1) creating an onsite wetlands set aside area covered by a permanent open space easement, or 2) creating an offsite wetlands mitigation area covered by a permanent open space easement, or 3) purchase of an equivalent amount of credits from a wetlands mitigation bank. In all cases the loss of any wetlands must be mitigated in a ratio of at least 1:1, and be reviewed by the State Department of Fish and Game and approved by the PRMD.
- c) The applicant will also be responsible for obtaining any required U.S. Army Corps permits for the fill of the wetland area, and meeting all conditions of said permit.

G. Drainage

- a) The south west Santa Rosa area is relatively flat with poor drainage and is occasionally subject to localized flooding.
- b) The project has been conditioned to require an engineered drainage plan be submitted to the PRMD for review and approval prior to the start of any construction on site to avoid adverse drainage impacts.
- c) The project has also been conditioned to dedicate and install drainage improvements as part of the Juniper Avenue Extension that they are required to construct. These drainage improvements are expected to help improve local drainage problems north (up slope) from the project in the vicinity of the intersection of Juniper Avenue and Oasis Drive.

h) Security

- a) The Sonoma County Transit yard which lies adjacent to the subject site has not had any significant problems with vandalism, loitering, or trash.
- b) The project has been conditioned to have perimeter project fencing.

c) Night security lighting will be installed on site.

d) The Sonoma County Sheriffs Office has not indicated any problems with the security of the subject property.

3.5 The Board finds that the environmental documents it relied upon in the evaluation of the potential impacts of the project include all of the following: project application and description; the project biotic survey by Golden Bear Bio Studies; PRMD's sources and criteria manual; Sonoma County General Plan and associated EIR; Sonoma County Zoning Ordinance; State and County CEQA ordinances; project referrals from responsible agencies; correspondence received on the project and related files; records of all hearings on the project application; County of Sonoma South Santa Rosa Area Plan; City of Santa Rosa South West Area Plan and associated EIR; and the projects initial study.

3.6 The Board finds, based on the record of these proceedings and the foregoing findings, that use of the mitigated negative declaration for the project is expressly authorized by CEQA.

3.7 The Board finds, based on the record of these proceedings and the foregoing findings, that there is no substantial evidence before the Board that the project, as mitigated by the mitigation measures agreed to by the applicant and included in the conditions of approval adopted herein, may have a significant effect on the environment. Therefore, the Board determines that the project would not have a significant effect on the environment, and that use of the mitigated negative declaration is appropriate.

3.8 The Board certifies that the mitigated negative declaration has been completed, reviewed, and considered, together with comments received during the public review process, in compliance with State and Local CEQA regulations, and finds that the mitigated negative declaration reflects the independent judgment of the Board.

#### 4. General Plan and South Santa Rosa Area Plan Consistency

4.1 The Board finds, based on the record of these proceedings, that the project is consistent with the Sonoma County General Plan and South Santa Rosa Area Plan as follows:

a) The use of the two eastern lots (APN 134-072-025 & 048) for a school bus storage and maintenance yard is consistent with Sonoma County General Plan's 'General Industrial' land use category of the lots. The use is also consistent with the South Santa Rosa Specific Plan's 'General Industrial' land use category for the lots. In addition, the use is also consistent with the M1 (Limited Urban Industrial) zoning designation of the lots.

b) The WCTA conducted a comprehensive site selection process in identifying the subject property for potential use. Numerous other locations were examined and rejected due to lack of public facilities for the maintenance and administration area, lack of adequate parcel size, lack of adequate access, potential environmental impacts (including wetlands considerations), school bus route considerations, and cost.

c) Public Quasi/Public land use designations and facilities are necessary and consistent with the General Plan in both rural and urban land use areas of the county.

d) The project does not require public sewer or water to be extended to the western lot (APN 134-074-022), and thus will not result in an extension of urban services outside of the General Plan Urban Service Boundary.

e) The western lot (APN 134-074-022) meets the designation criteria listed in the Sonoma County General Plan Land Use Element for the Public Quasi/Public land use designation.

f) The project will result in significant public benefits, including but not limited to: 1) An initial cost savings of approximately 1.3 million due to co-location with the Sonoma County Transit (SCT) facilities (allowing co-use of fueling islands for diesel and gasoline, compressed natural gas facilities, and bus wash facilities), and 2) Ongoing savings on fuel costs (through SCT purchasing fuel at bulk costs and vending the fuel to WCTA resulting in cost savings to WCTA and revenue to SCT), and 3) Cost savings due to consolidation and centralization of existing WCTA facilities in both administration and grounds maintenance, and 4) Costs saving due to potential co-use of heavy maintenance equipment and experience with the adjacent SCT facility.

g) The use of the western lot (APN 134-074-022) for a school bus storage lot is consistent with the 'Public Quasi Public' Sonoma County General Plan land use designation. The use is also consistent with the South Santa Rosa Specific Plan's land use designation of 'Public/Quasi Public'. In addition, the use is also consistent with the PF (Public Facilities) zoning designation.

h) The project is conditioned to limit the western lot (APN 134-074-022) to a maximum of 80 vehicles, and the entire project to a maximum of 110 buses, and would provide WCTA both a primary consolidated centralized facility, and allow for a limited expansion of 20 to 30 percent to keep up with growing student populations in the future.

#### 5. General Welfare

The Board finds that the establishment, maintenance or operation of the use for which this application is made will not, under the circumstance of this particular case and the conditions specified herein, be detrimental to the health, safety, peace, comfort and general welfare of persons residing or working in the neighborhood of such use, nor be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the area. The Board further finds that in response to concerns articulated during the public hearing, conditions of approval Nos. 23, 32, 33, 37 and 42 were added or made more restrictive.

**NOW, THEREFORE**, based on the record of these proceedings and the foregoing findings and determinations, the Board hereby orders as follows:

1. The Mitigated Negative Declaration is adopted. The PRMD is directed to file a notice of determination in accordance with the provisions of CEQA and State and County CEQA Guidelines.
2. The South Santa Rosa Area Plan Amendment on APN 134-074-022 from Rural Residential 1-5 acre density to Public/Quasi Public is adopted.
3. The Use Permit on APNs 134-072-025 & 048 and 134-074-022, for a school bus storage and maintenance yard is approved subject to the conditions attached in Exhibit 'A'.
4. The Mitigation Monitoring Program set forth in Exhibit 'A' is approved. PRMD is directed to follow up in accordance with such program to ensure that the required mitigation measures are carried out.
5. The Clerk of the Board is designated as the custodian of the documents and other material which constitute the record of proceedings upon which the Board's decision herein is based. These documents may be found at the office of the Clerk of the Board, 575 Administration Drive, Room 100A, Santa Rosa, California 95403.



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SUPERVISORS VOTE:

Kerns: Aye                Smith: No                Kelley: Aye                Reilly: Aye                Cale: No

Ayes: 3                Noes: 2                Absent:                Abstain:

SO ORDERED.