

Subject: RE: List of Planning Issues
Date: Wednesday, November 30, 2022 4:50:59 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

From: Blake Hillegas <Blake.Hillegas@sonoma-county.org>
Sent: Wednesday, November 30, 2022 4:24 PM
To: Liz Goebel <Liz.Goebel@sonoma-county.org>; Tasha Levitt <Tasha.Levitt@sonoma-county.org>
Subject: FW: List of Planning Issues

Can you please forward this email communication to the PC and staff for tomorrow?

From: Blake Hillegas
Sent: Wednesday, November 30, 2022 4:18 PM
To: Kent Lawson <klawson@velatax.com>; Cecily Condon <Cecily.Condon@sonoma-county.org>; Christa Shaw <Christa.Shaw@sonoma-county.org>; Derik Michaelson <Derik.Michaelson@sonoma-county.org>; DesignReview <DesignReview@sonoma-county.org>; K Nowak <kasiaucb@gmail.com>
Subject: RE: List of Planning Issues

Hi Kent,

Yes, I will ask our clerical to forward your email from today to the PC for tomorrow. The Planning Issues List you reference is included in the staff report as pdf. item n. I can remind the PC it's in the packet and pull it up when you reference it tomorrow. I will also bring forward your concern with the number of bus parking spots on the Phase I site as it relates to Phase II.

Blake Hillegas

Supervising Planner

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County of Sonoma

Planning Division | Project Review

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From: Kent Lawson <klawson@velatax.com>

Sent: Wednesday, November 30, 2022 2:07 PM

To: Cecily Condon <Cecily.Condon@sonoma-county.org>; Blake Hillegas <Blake.Hillegas@sonoma-county.org>; Christa Shaw <Christa.Shaw@sonoma-county.org>; Derik Michaelson <Derik.Michaelson@sonoma-county.org>; DesignReview <DesignReview@sonoma-county.org>; K Nowak <kasiaucb@gmail.com>

Subject: Fwd: List of Planning Issues

Hi Blake,

Can we please include the attached "Planning Issues List" and the email below in the materials for tomorrow? I would like the Board of Supervisors to be able to have it in front of them. It was sent to you back on October 4th. From our phone conversations, I had understood that you were working from it.

I have requested several times that you count the striping that the WCTA has for buses on its existing facility. I think it would be very helpful to the Board of Supervisors if they do not have to try and count the spaces during the meeting. Do you agree with my count in the attached list? To make it easier for you to count, I have also attached the aerial map that you posted to the portal.

Thanks,

Kent

----- Forwarded message -----

From: **Kent Lawson** <klawson@velatax.com>

Date: Tue, Oct 4, 2022 at 5:17 PM

Subject: List of Planning Issues

To: Cecily Condon <Cecily.Condon@sonoma-county.org>, Blake Hillegas <Blake.Hillegas@sonoma-county.org>

Cc: Kasia <kasiaucb@gmail.com>, Christa Shaw <Christa.Shaw@sonoma-county.org>

Hello Cecily, Blake,

Kasia and I made the attached list of issues for you. We think it may be easier for you to work from this list than from our initial appeal letter. We realize that you are busy and we are concerned that our initial letter may be too long.

We would also like to send you a revised appeal letter. We think a shorter letter based on the attached list would be more helpful to the Planning Commission.

Also, we caught some mistakes in our calculations regarding the 110 bus limit. We think that the attachment is now correct. We would be grateful if you would count the number of striped buss spaces on the existing WCTA facility from Google Maps and let us know if you agree with our count.

Thanks,

Kent

--

Kent D. Lawson, Esq.

Principal

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1. Back-up Beepers

Please consider changing the school bus storage lot layout in the WCTA's plan so that the layout is like the layout in the approved plans for phase one of the WCTA project in 2000. The layout in the approved plans was designed so that the buses do not have to back up into their parking spots when they are parking. The noise from the back up beepers from the construction equipment during the construction process this past summer was horrible. We can hear the beepers from inside our house with all the doors and windows closed. The noise is going to be far worse when there are many times more buses with back up beepers using the school bus storage lot.

2. 110 School Bus Limit for all three WCTA Parcels Combined

Please consider changing the parking lot size in the WCTA's plan to respect the 110-total bus limit for all three WCTA parcels combined. The 1999 conditions limit all three WCTA parcels to a combined total of 110 buses. The existing WCTA parking lot has striping for 75 buses, which can be counted using Google Maps. Only 35 more bus spaces should be allowed on the western parcel. $75 + 35 = 110$. The 1999 conditions require that the lot be sized for 35 buses only and that unused space be landscaped rather than paved.

3. 80 Vehicle Limit for the Western Parcel

Please consider changing the parking lot layout in the WCTA's plan so that it is sized to meet the 80-vehicle limit for the western parcel in the 1999 conditions. The 1999 conditions require that the lot be sized for 80 vehicles and that unused space be landscaped rather than paved. The WCTA's plan is for a lot sized for 160 vehicles. The WCTA asserts that the 80-vehicle limit allows them to park 80 employee cars during the day while the 80 buses are being used off of the bus storage lot. If this arrangement was intended by the Board of Supervisors in 1999, it would have said so instead of imposing an 80-vehicle limit.

4. Permitted Use Limited to a School Bus Storage Yard

Please consider requiring that the sole permitted use of a "school bus storage yard" be respected. The WCTA's plan includes an employee parking lot and a "school bus storage yard." An employee parking lot was not an intended use when the use permit was granted in 1999. The approved plan in 2000 for phase one of the WCTA project shows only bus storage spaces on the Western parcel and no employee parking spaces. Having the employees park on the street in an industrial area, which is where they have parked for the last twenty years, is preferable to having 80 employees park next to rural residential homes.

5. Lighting Limitations

Please consider requiring changes to the WCTA's lighting plan so that it is limited to the minimum amount of lighting necessary for the "exterior security lightning plan" as required by the 1999 conditions. The WCTA's lighting plan includes 66 lights on tall poles. Some of the poles are as high as 32 feet. The WCTA has stated that it plans to leave the lights on all night. We will see the lights shining off the white school bus tops from our second story bedroom windows. The hours of use on the western parcel are limited from 6:00 am to 6:00 pm. Lighting

the interior of the storage yard is not necessary for security and violates the 1999 conditions. All that is needed for security is perimeter bollard lighting that is on timers and motion sensors.

6. Berm Design, Set Back, and Landscaping

Please consider requiring that the design of the berm, the set back of the berm, and the landscaping be changed to meet the 1999 conditions. The 1999 conditions require that “The berm and setback area shall contain a dense evergreen landscape screening which shall shield the buses from view . . .” The landscape architect on the Design Review Committee stated that the berm is too steep to plant trees. Please consider requiring a hedge of redwood trees similar to the hedge of redwood trees what was planted around the existing WCTA facility. Please also consider requiring that the redwood trees used be equivalent in size to the twenty-year-old redwood trees that the WCTA bulldozed from along the western property line.

7. Drainage and Erosion

Please consider requiring a landscaped drainage swale along the WCTA’s western property line. The 1999 conditions require a drainage and erosion plan. The WCTA’s plan does not address water and soil coming from the berm into the drainage ditch on neighbors’ property to the west. The western berm needs to be made more gradual and set farther back from the drainage ditch. The drainage ditch failed to drain in the last rain storm and water backed up as a result of soil and water coming from the berm.

8. Chain Link Fence Location

Please consider requiring that the WCTA’s chain link fence with slats be located inside the berm instead of along the WCTA’s northern and western property lines. The 1999 conditions require a landscaped berm and not a fence along the north and west in order to give the homes in the rural residential area something attractive to look at. The 1999 conditions require a chain link fence with slats on the other two sides of the WCTA lot where there are no homes. It makes no sense to sandwich the required landscaping between a chain link fence with slats and the berm where no one will be able to see it.

9. Electric Vehicle Charging Stations

Please consider requiring that no charging stations for electric vehicles be allowed. The 1999 conditions prohibit “refueling activities” on the Western parcel and are intended to limit noise. A single EV charging station can create enough humming noise to draw complaints. Having many charging stations next to homes in a rural residential area is a much greater concern.

10. Wetland Mitigation

Please consider requiring that the WCTA provide documentation showing that each of the specific wetland mitigation requirements in the 1999 conditions has been met or require the WCTA to change its plans accordingly. We have requested documentation proving that the requirements have been met multiple times and suspect that it does not exist because no documentation was provided to us or to the Design Review Committee.



Oasis Dr

Oasis Dr

Oasis Dr

Oasis Dr

Highway Ave

Phase II Site

Phase I Site

West County Transportation

Sonoma County Transit

W Robles Ave

Glenn Pope Woodworking

Bancroft Ave