



Sonoma County Board of Zoning Adjustments STAFF REPORT

FILE: PLP13-0023
DATE: July 2, 2020
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STAFF: Daniel Hoffman, Project Planner

SUMMARY

Property Owner: George and Marlene Young

Applicant: George and Marlene Young

Address: 5300 Sebastopol Road, Santa Rosa

Supervisory District(s): 5

APN: 060-040-033

Description: Request for a Use Permit for a gas station, food mart, carwash, and recreational vehicle (RV) storage on a 2.91-acre parcel

CEQA Review: Mitigated Negative Declaration

General Plan Land Use: Limited Industrial (LI)

Specific/Area Plan Land Use: South Santa Rosa Area Plan / Santa Rosa and Environs Limited Industrial

Ordinance Reference: Chapter 26, Article 50, Section 26-50-020

Zoning: Limited Rural Industrial (M3), Secondary Floodplain (F2), Riparian Corridor (RC100/25), Scenic Resources (SR), Valley Oak Habitat (VOH)



RECOMMENDATION

Staff recommends the Board of Zoning Adjustments adopt the Mitigated Negative Declaration and approve the request for a Use Permit with conditions for a gas station, associated food mart, carwash, and recreational vehicle storage.

EXECUTIVE SUMMARY

The proposed project is for a new gas station, food mart, carwash, and recreational vehicle storage on a 2.91-acre parcel zoned Limited Rural Industrial (M3), with Secondary Floodplain (F2), Riparian Corridor (RC100/25), Scenic Resources (SR), and Valley Oak Habitat (VOH) combining districts. Approximately 2,000 square feet of the northeastern tip of the subject property lies within a designated community separator. This small portion of the property will not be impacted or developed as part of the project. The project site is located at the southeastern corner of the intersection of Sebastopol Road (State Route 12) and Llano Road in Santa Rosa. The proposed uses are considered conditionally allowed uses with a Use Permit in the M3 zoning district, subject to the development criteria contained in County Code section 26-50-030.

Staff is recommending approval of the Use Permit application as the project is consistent with the goals of the General Plan and because: (1) the proposed uses are consistent with the Limited Industrial (LI) land use designation in which the project is located; (2) the design and layout, as approved by the Design Review Committee, is consistent with development intensity and aesthetic criteria for parcels adjacent to scenic and riparian corridors; (3) the project is consistent with special species habitat policies protecting the County's natural habitats and plant and animal communities; and (4) the project complies with policies that regulate the handling, storage, use and disposal of hazardous materials.

The proposed project has been analyzed under the California Environmental Quality Act (CEQA) and CEQA Guidelines (California Code of Regulations, title 14, §§ 15000 et seq.). Staff has prepared a draft Mitigated Negative Declaration for this project which includes specific mitigation measures for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation and Traffic, Tribal and Cultural Resources, and Utility and Service Systems. These mitigations are carried as conditions of approval for the project and would reduce potential environmental impacts to less than significant levels.

PROJECT SITE AND CONTEXT

Background

Application History. The project application was initially received by Permit Sonoma on May 6, 2013. In 2016 the project was revised to eliminate its previous request for a General Plan Amendment, Specific Plan Amendment, and Zone Change in that Permit Sonoma made a determination under Zoning Code Section 26-50-20 (z) that the project is a similar and compatible use to those listed as conditional uses in the Limited Rural Industrial (M3) District. The application was deemed complete for processing on January 22, 2018.

Design Review. On January 18, 2017 the project was presented to the Design Review Committee for preliminary review. The Committee commented on the following:



- Site plan: identify Scenic Corridor setbacks, relocate bike/pedestrian path, and ensure adequate access to carwash
- Architecture: consider solar panels and revise overhang design, submit details for fencing and trash enclosure
- Landscaping: relocate landscaping entirely on private property, increase screening and landscaping near RV storage, building, and parking spaces
- Exterior lighting: ensure light fixtures are fully shielded and demonstrate how fixtures will be placed under fueling canopy
- Parking: add additional backup room for parking area, reevaluate overall site circulation and throat depth

The project was subsequently revised to address the Design Review Committee’s direction.

The revised project documents were reviewed by the Design Review Committee on May 15, 2019 and the Committee recommended approval with the added condition that project signage is subject to administrative design review approval by Permit Sonoma.

Area Context and Surrounding Land Uses

The project site is located at the southeast corner of Sebastopol Road (Highway 12) and Llano Road, approximately 1.7 miles east of Sebastopol and 4.7 miles west of central Santa Rosa.

The wedge-shaped parcel is generally flat and largely devoid of vegetation, with the exception of street frontage landscaping and the narrow northeastern end of the property, which is undeveloped and contains an existing on-site well. The parcel is developed with an existing industrial building and paved parking and outside storage areas. Existing on-site uses include an automobile repair shop, a precast concrete business, a contractor’s storage yard, and a Goodwill donation drop-off center.

Nearby and surrounding land uses include industrial warehouses, storage yards, a veterinary hospital, agricultural operations, open space, and a single-family home across Sebastopol Road.

Direction	Land Uses
North	A single-family home with a storage yard and a single-family home with vineyards zoned Rural Residential (RR)
South	The Joe Rodota Trail and a warehouse with storage yard zoned Limited Rural Industrial (M3)
East	Undeveloped property along Sebastopol Road (Highway 12) zoned Land Extensive Agriculture (LEA) and vineyards with a residence zoned LEA
West	A warehouse and outdoor storage zoned Limited Rural Industrial (M3)

Significant Applications Nearby

There are no significant planning application pending on nearby parcels.



Access

The site will have two main points of access, one from Llano Road and one from Sebastopol Road (State Highway 12). An existing two-way driveway on the west side of the parcel will access Llano Road and a second two-way entrance will access Sebastopol Road. Traffic exiting the site onto Sebastopol Road will only be allowed to make a right-turn. A second, more southerly driveway cut from Llano Road will be maintained to allow emergency access and to allow loading to the property owner's private storage area.

The Joe Rodota Trail is directly adjacent to the project site and runs along the rear of the parcel. The project includes the construction of a pedestrian pathway paralleling Llano Road from the Joe Rodota trail to the proposed convenience store. The project is also conditioned to construct a sidewalk, including facilities for persons with disabilities (i.e., Americans with Disabilities Act (ADA) compliant), connecting the project with the southeast corner of the intersection of SR 12/Llano Road and connecting the southeast corner of the SR 12/Llano Road intersection to a concrete pad to be located at the transit stop on the project's SR 12 frontage

Wildfire Risk

The proposed project is not located in or near a state responsibility area. The project is on a parcel designated urban/undesigned for fire hazard severity. Therefore, no wildfire risks are anticipated at the site.

Water/Wastewater/Utilities

Water for the project will be provided by an existing on-site well located in the northeast portion of the property. Three, 12,000-gallon portable tanks will be used for fire protection. Two underground rain barrels will also be used for additional water storage. PG&E would serve the project for electrical and gas needs. The site is improved with an existing 15-inch storm drain connecting an oil/water separator near the southeastern corner of the existing building which was installed to filter potential runoff from the former automotive repair business on site.

Wastewater will be disposed of in an 18,150 square-foot septic area in the northeast portion of the site. The project applicant has received a permit (Permit #SEP15-0420; renewed as Permit #SEP19-0334) for a new on-site septic system. It is anticipated that the project will use approximately 0.71 acre-feet per year (232,837 gallons) for the fuel station, customers, car wash, landscaping, and employees. Of this total, approximately 26,400 gallons would be used for the car wash operation. The applicant has been issued a permit for the installation of a new well under Permit #WEL18-0125.

Agricultural Conditions/Land Encumbrances/Contracts

The project site is not zoned for agricultural use, nor is it under a Williamson Act Contract. There is no Prime/Unique/Important/Other Farmland on site. The property is designated as Urban Lands, reflecting the existing and proposed use of the site.

Other Environmental Conditions

The project site is generally flat, with elevations ranging from approximately 77 feet in the western portion of the property to 80 feet in the eastern portion of the property. The site generally drains from the northeast to the southwest. The majority of the site is developed and unvegetated. There is limited vegetation on site, including a grassy septic area in the eastern portion of the project site.



Sonoma County’s Joe Rodota Regional Trail runs along the southern edge of the parcel with Naval Creek opposite the trail. The General Plan map for the Santa Rosa Environs shows a designated riparian corridor with a 100-foot setback extending along the rear (southerly) portion of the parcel. The parcel is located within the California Tiger Salamander Critical Habitat Conservation Area, but is categorized as Already Developed (No Impact). The site is also in the Santa Rosa Valley priority groundwater basin.

The project site is zoned F2, which is applied to properties within a FEMA one-hundred (100) year flood hazard area; a portion of the site is in a FEMA-designated Special Flood Hazard Area. The project would comply with County requirements for development within the floodplain as discussed in this Staff Report and Mitigated Negative Declaration.

PROJECT DESCRIPTION

The proposed project involves a request for a Use Permit to allow a gas station, food mart, carwash, and recreational vehicle (RV) storage on a 2.91-acre parcel on Sebastopol Road (Highway 12) between Santa Rosa and Sebastopol. The project site is currently developed with an automobile repair shop, precast concrete business, contractor’s storage yard, and Goodwill donation drop-off center.

To the north of the food mart building, six fuel stations will be constructed under a 2,975 square-foot canopy that would support twelve fueling pumps. Three above-ground double-walled containment tanks will be placed to the east of the food mart building for fuel storage, with two of the tanks used for gasoline and one for diesel fuel.

A self-contained vehicle car wash will be located to the east of the fuel island and will be approximately 1,040 square feet in area. The car wash facility will use water from an on-site well which will be self-contained and recycled water via an on-site filtering system for reuse. Refilling of vehicle wash station water lost or used during a vehicle wash will be via an on-site domestic water well. There would be two electric vehicle charging stations immediately adjacent to the proposed car wash.

To the east of the food mart and fuel island, RV storage will occupy approximately 1.16 acres of the 2.91-acre site. A majority of the RV storage area will be unenclosed and on a gravel surface. In addition, there will be four covered RV parking areas that will include solar panels. The RV storage area will be enclosed with a new nine-foot tall screen fence along the north end of the parcel and by an existing fence along the south of the parcel.

To serve parking needs, the project proposes a total of 13 new spaces. Of the 13 spaces, 10 would be dedicated for customers (one of which would be ADA compliant) and three spaces would be dedicated for employee parking.

The application also proposes a 400 square-foot covered picnic area at the southwestern corner of the site, near Sonoma County Regional Park’s Joe Rodota Trail which extends along the southern border of the property.

The food mart will operate from 5:00 am to 11:00 pm, seven days a week. There will be two full-time employees during hours of operation. The car wash and electric vehicle charging stations will be available during hours of operation. RV storage would be offered to the public and business for that use would be conducted from the food mart.

The site is currently developed with an existing 7,205 square-foot building which has functioned as an automobile repair shop and precast concrete business. Under the proposed project, the front portion (2,950



square feet) of this building would be converted to a food mart and the remaining rear portion of the building would be used for the owner’s personal storage. The building would receive interior and exterior renovations to integrate with the overall design of the project.

Project History

The table below summarizes key project milestones and events.

Date	Project Event/Milestone
05/06/2013	Application submitted
08/30/2017	Project amendment to omit rezoning request
12/14/2017	Referral to prominent agencies
01/22/2018	Completeness
05/27/2020	CEQA Notice of Intent
6/19/2020	Notice of BZA Hearing

Project Referral

A referral packet was drafted and circulated (December 14, 2017) to inform and solicit comments from selected relevant local and state agencies, and to special interest groups that were anticipated to take interest in the project.

As of August 27, 2018, the project planner received nine responses to the project referral from: Permit Sonoma Natural Resources Geologist, Permit Sonoma Project Review Health Specialist, Sonoma County Fire Department, Sonoma County Department of Transportation & Public Works, Sonoma County Engineering/Water Resources Divisions, Sonoma County Regional Parks, Sonoma County Department of Health Services, the City of Sebastopol, and the Northwest Information Center, Sonoma State University. The referral responses included several requests for further information and project use permit conditions of approval. The project planner also received referral responses from two state agencies: Caltrans and the State Water Resources Control Board, and no responses from federal agencies. Comments from the state agencies are addressed in the MND for the project.

Prior Review

The Table below summarizes prior actions undertaken for the Project.

Date	Authority	Action Taken
01/18/2017	Preliminary DRC	The Design Review Committee recommended design revisions and comments related to the project site plan, architecture, landscaping, exterior lighting, fence design, and parking. A Record of Action is attached to this Staff Report as Attachment H.
5/15/2019	Final DRC Recommendation	The Design Review Committee recommended approval of the project design with an added condition that the applicant submit an administrative design review application for any proposed new signage.



General Plan and Area Plans

The following General Plan and Area Plan policies and objectives are applicable to the project:

General Plan Policy/Objective	
LU-7C	Prohibit new permanent structures within any floodway. Require any development that may be permitted within the flood plain to be raised above the 100-year flood elevation.
LU-10a	Establish maximum densities and/or siting standards for development in designated Community Separators, Scenic Landscape Units, Scenic Corridors, Biotic Habitat Areas, Habitat Connectivity Corridors, and Riparian Corridors.
OSRC-1b	Require development within Community Separators to be clustered and limited in scale and intensity.
OSRC-3c	Establish a rural Scenic Corridor setback of 30 percent of the depth of the lot to a maximum of 200 feet from the centerline of the road unless a different setback is provided in the Land Use Policies for the Planning Areas.
OSRC-3g	Avoid freeway-oriented billboards along designated Scenic Corridors. Establish design criteria for consideration of new freestanding outdoor advertising structures or signs along designated Scenic Corridors to retain visual quality. Consider amortization of existing signs subject to the limitations of State law as a condition of approval for discretionary permits.
OSRC-4.1	Maintain nighttime lighting levels at the minimum necessary to provide for security and safety of the use and users to preserve nighttime skies and the nighttime character of urban, rural, and natural areas.
OSRC-4.2	Ensure that nighttime lighting levels for new development are designed to minimize light spillage offsite or upward into the sky.
OSRC-4a	Require that all new development projects, County projects, and signage utilize light fixtures that shield the light source so that light is cast downward and that there are no more than the minimum height and power necessary to adequately light the proposed use.
OSRC-4b	Prohibit continuous all-night exterior lighting in rural areas, unless it is demonstrated to the decision-making body that such lighting is necessary for security or operational purposes or that it is necessary for agricultural production or processing on a seasonal basis. Where lighting is necessary for the above purposes, minimize glare onto adjacent properties and into the night sky.
OSRC-6a	Develop design guidelines for discretionary projects in rural areas, that protect and reflect the rural character of Sonoma County



OSRC-7k	Require the identification, preservation and protection of native trees and woodlands in the design of discretionary projects, and, to the maximum extent practicable, minimize the removal of native trees and fragmentation of woodlands, require any trees removed to be replaced, preferably on the site, and provide permanent protection of other existing woodlands where replacement planting does not provide adequate mitigation.
OSRC-7o	Encourage the use of native plant species in landscaping. For discretionary projects, require the use of native or compatible non-native species for landscaping where consistent with fire safety. Prohibit the use of invasive exotic species.
OSRC-14.2	Encourage County residents and businesses to increase energy conservation and improve energy efficiency.
PS-4.2	Regulate the handling, storage, use, and disposal of hazardous materials in order to reduce the risks of damage and injury from hazardous materials.
PS-4c	Require a use permit for any commercial or industrial use involving hazardous materials in threshold planning quantities as determined by Federal and State laws. Hazardous materials management plans shall be required as a condition of approval for such permits.
Santa Rosa and Environs Planning Area Policy LU-16e	Recognize existing commercial, industrial, and public/quasi-public uses outside Urban Service Boundaries. Limit expansion of these uses to that which does not necessitate extension of water and sewer.

Zoning

The table below summarizes the development standards that apply to the site as outlined in the Sonoma County Zoning Ordinance, the existing and proposed development, and whether the project is consistent with the Zoning Ordinance. Inconsistencies with the Zoning Ordinance are discussed below.

Standard	Ordinance	Existing Condition	Proposed Project
Lot Area	1.5 acres	2.91 acres	2.91 acres
Land Use	Limited Rural Industrial (M3)	Contractor’s yard, auto repair shop, and administrative office	Gas station with pump canopy, carwash, convenience store, RV storage, and storage building
Residential Density	n/a	n/a	n/a
Front Setback	0	125’ (est.)	52’
Side Setback	0	28’ (est.)	28’ (est.)
Rear Setback	0	8’ (est.)	8’ (est.)



Height	65' maximum	16'	21' 6"
Lot Coverage %	50% maximum	7% (est.)	42%
Building Intensity (Building Lot Coverage x Building Height)	4,119,700 ft ³ maximum	131,200 ft ³ (est.)	197,442 ft ³
Parking Spaces	11 required	8	13

Other Development Regulations or Guidelines

The subject property lies within the following zoning combining districts: Floodplain Combining District (F2), Riparian Corridor Combining Zone (RC), Scenic Resource Combining District (SR), and Valley Oak Habitat (VOH). These districts have their own development regulations and guidelines which are discussed in greater detail under the Analysis section of this Staff Report.

§26-64-050 – Design Review Approval

- (a) All plans for land divisions or development projects shall be reviewed and approved, conditionally approved, or denied by the planning director on the basis of compliance with the provisions of this article. Where a use permit is required and following design review approval, development plans shall be reviewed and acted upon by the board of zoning adjustments/planning commission. Where a local citizen’s committee has been recognized by the board of supervisors, development plans shall be submitted to such committee for review and advisory recommendation prior to action by the planning director.

The project was presented to the Design Review Committee and received a recommendation for Final approval, as discussed in this staff report.

ANALYSIS

1) General Plan Consistency

1) Land Use Element

The site’s General Plan designation is Limited Industrial (LI), which allows development to meet service and employment needs where the range or scale of industrial uses is limited. According to the General Plan, limits on the range or intensity of industrial uses vary by location. In general, the category includes resource-related industrial uses not expected to need the full range of urban services. The following relevant general plan land use policies and the project’s compliance are discussed below:

Policy LU-7c: Prohibit new permanent structures within any floodway. Require that any development that may be permitted within the flood plain be raised above the 100-year flood elevation.

Staff Comment: There are no floodways on the site. The nearest floodway is on the other side of Joe Rodota Trail, which runs adjacent to the project site. There is a floodplain area on the western portion of the site near Llano Road. However, the project site is already developed, with a mix of asphalt paving, gravel, and concrete covering most of the site. Non-residential development in areas within a floodplain are required to comply with County design standards related to anchoring, construction materials and methods, utilities placement, and flood proofing. The County requires that the floor elevation of occupied structures be at



least 12 inches above the base flood elevation. The project is required to comply with the County’s provisions for floodplain development.

Policy LU-10a: Establish maximum densities and/or siting standards for development in designated Community Separators, Scenic Landscape Units, Scenic Corridors, Biotic Habitat Areas, Habitat Connectivity Corridors, and Riparian Corridors.

Staff Comment: The project site is designated by the General plan as being within the Critical Habitat Area for the California Tiger Salamander; it also lies within a Riparian Corridor area and is within a Scenic Corridor (Highway 12). The project’s compliance with the development standards for these areas is discussed further below and in detail in the Mitigated Negative Declaration.

II) Open Space and Resource Conservation Element

Under the General Plan’s Open Space and Resource Conservation Element, Figure 2, the project site is located within an area that is classified as designated California Tiger Salamander Critical Habitat in accordance with the U.S. Fish and Wildlife Service Conservation Strategy. However, on the Conservations Strategy Map, the site is designated as a Developed Area resulting in no impact. Highway 12 is classified as a Scenic Corridor according to Figure OSRC-5e. The Open Space and Resource Conservation Element also contains policies for energy conservation which are applicable to the proposed project. The relevant policies from the Element are discussed below.

Scenic Corridors

The General Plan Open Space and Resource Conservation Element goal for scenic corridors is to *identify and preserve roadside landscapes that have a high visual quality as they contribute to the living environment of local residents and to the County’s tourism economy.*

Policy OSRC-1c: Require development within Community Separators to be clustered and limited in scale and intensity.

Staff Comment: As noted previously in the Staff Report, approximately 2,000 square feet of the northeastern tip of the subject property is designated as a community separator. This small portion of the property will not be impacted or developed as part of the project. Therefore, the project design complies with the General Plan policy.

Policy OSRC-3c: Establish a rural Scenic Corridor setback of 30 percent of the depth of the lot to a maximum of 200 feet from the centerline of the road unless a different setback is provided in the Land Use Policies for the Planning Areas.

Staff Comment: A portion of the project site that abuts State Route 12 is located within a Scenic Corridor. The Scenic Corridor occupies the front 30% of the site and has a variable depth that extends 74 feet from the front property line at the western edge of the project area and narrowing to 66 feet at the eastern edge of the project area.

New structures proposed within a Scenic Corridor are subject to Design Review. The project proposes elements that encroach into the Scenic Corridor. Specifically, the proposed fueling canopy encroaches 19 feet into the Scenic Corridor (the canopy is located within 55 feet of the front property line where the Scenic Corridor occupies the front 74 feet of the site) and the carwash encroaches 26 feet into the



Scenic Corridor (the structure is located within 40 feet of the front property line where the Scenic Corridor occupies the front 66 feet of the site).

Consistent with the Sonoma County Zoning Code Section 26-64-030(a)(5), an encroachment into the Scenic Corridor setback is allowed through design review. On May 15, 2019, the Design Review Committee (DRC) held the second of two hearings to evaluate the project and recommended final design review approval. In taking this action, the DRC found that new structures (canopy and carwash) would be accessory to and associated with existing structures, are necessary to the proposed use, are proposed at the only reasonable location due to site constraints and conditions, and would be partially screened by existing vegetation.

Policy OSRC-3g: Avoid freeway-oriented billboards along designated Scenic Corridors. Establish design criteria for consideration of new freestanding outdoor advertising structures or signs along designated Scenic Corridors to retain visual quality. Consider amortization of existing signs subject to the limitations of State law as a condition of approval for discretionary permits.

Staff Comment: There will be one monument sign located on the corner of the project parcel at the southeastern intersection of Sebastopol Road (Highway 12) and Llano Road. No billboards are proposed or shown on the site plan. Design of the monument sign will be submitted to staff for administrative design review demonstrating conformance with the County’s sign ordinance. This requirement is conditioned to the project approval.

Objective OSRC-4.1: Maintain nighttime lighting levels at the minimum necessary to provide for security and safety of the use and users to preserve nighttime skies and the nighttime character of urban, rural, and natural areas.

Objective OSRC-4.2: Ensure that nighttime lighting levels for new development are designed to minimize light spillage offsite or upward into the sky.

Policy OSRC-4a: Require that all new development projects, County projects, and signage utilize light fixtures that shield the light source so that light is cast downward and that there are no more than the minimum height and power necessary to adequately light the proposed use.

Policy OSRC-4b: Prohibit continuous all-night exterior lighting in rural areas, unless it is demonstrated to the decision-making body that such lighting is necessary for security or operational purposes or that it is necessary for agricultural production or processing on a seasonal basis. Where lighting is necessary for the above purposes, minimize glare onto adjacent properties and into the night sky.

Staff Comment:

The project application states that all lighting, including security lighting, shall be downward casting. This will preserve nighttime skies and the nighttime character of the area.

All lighting, including security lighting, will be downward casting to ensure that no illumination is shed off of the project site. As discussed in the MND for the project, The Design Review Committee previously directed the applicant to ensure light fixtures are fully shielded, downward-cast, and dark sky compliant, and to demonstrate how light fixtures will be placed under the canopy. The applicant provided additional information regarding types of lights (to address dark sky compliance), a revised plan sheet showing the



details of project lighting (including type of fixture), and a photometric plan that depicts the distribution of illumination over the project site from project lighting.

GOAL OSRC-6: Preserve the unique rural and natural character of Sonoma County for residents, businesses, visitors, and future generations.

Policy OSRC-6a: Develop design guidelines for discretionary projects in rural areas, that protect and reflect the rural character of Sonoma County.

Guidelines for rural projects require:

- New structures blend into the surrounding landscape, rather than stand out
- Landscaping is included and is designed to blend in with the character of the area
- Paved areas are minimized and allow for informal parking areas
- Adequate space is provided for natural site amenities
- Exterior lighting and signage are minimized

The Open Space and Resource Element of the General Plan also identifies *Community Separators as rural open space and agricultural and resource lands that separate cities and other communities, prevent sprawl, protect natural resources, and provide city and community identity by providing visual relief from continuous urbanization. The Community Separator designation does not affect underlying land use designations or allowable land uses.*

Staff Comment: The project site and immediate area are already developed. The project was presented to and recommended for final approval by the Design Review Committee. The project site is located in an area with clustered development, including industrial uses, and the proposed design is compatible with the area.

The Project has been designed and conditioned to comply with the Design Guidelines, including requirements for scenic corridors and community separators. Compliance with scenic corridor regulations is discussed above. Approximately 2,000 square feet of the northeastern tip of the subject property is designated as a community separator. This small portion of the property will not be impacted or developed as part of the project. Therefore, the project design complies with the General Plan policy.

Special Species Habitat

Under the General Plan’s Open Space and Resource Conservation Element, special status species habitat is classified as a type of Biotic Habitat Area. The General Plan states the “protection of biotic habitat areas is necessary because they are sensitive to change and the adverse effects of human activities.” Relevant policies for special status species habitat are discussed below.

GOAL OSRC-7: Protect and enhance the County’s natural habitats and diverse plant and animal communities.

Staff Comment: The project applicant has corresponded with Sonoma County Regional Parks staff and offered to provide additional landscaping, of native plants, along the southern portion of the parcel bordering the Joe Rodota Trail. Furthermore, landscaping will be added in other portions of the site, as shown on the submitted Planting Plan.



The parcel is designated as within the Critical Habitat Conservation Area for the California Tiger Salamander. As discussed in the project Mitigated Negative Declaration, the site does not contain suitable vernal pool or seasonal wetland habitat. However, mitigation measures have been added to ensure a less than significant impact on potential CTS habitat, and to comply with procedures for projects located within the Santa Rosa Plain.

Policy OSRC-7k: Require the identification, preservation and protection of native trees and woodlands in the design of discretionary projects, and, to the maximum extent practicable, minimize the removal of native trees and fragmentation of woodlands, require any trees removed to be replaced, preferably on the site, and provide permanent protection of other existing woodlands where replacement planting does not provide adequate mitigation.

Staff Comment: The project site is already developed but does contain a single large Valley Oak roughly near the center of the site, four oaks adjacent to Joe Rodota Trail, and several trees along the site perimeter, including five Raywood ash and one evergreen pear tree along the Llano Road frontage, and 10 evergreen pear, two Raywood ash, and one valley oak along the SR 12 frontage. The valley oak tree to be removed, which has an 8-inch diameter, is not considered "protected" by the Sonoma Municipal Code (section 26-88-010). The mature valley oak tree at the center of the property and four oak trees along the trail are required to be preserved. To replace the trees along the perimeter, the applicant is proposing to plant three valley oak trees, 12 olive trees, 19 plum trees and new shrubs and groundcover along Sebastopol Road, as well as two valley oaks, two olive trees, three myrtles, and new shrubs and groundcover along Llano Road.

Policy OSRC-7o: Encourage the use of native plant species in landscaping. For discretionary projects, require the use of native or compatible non-native species for landscaping where consistent with fire safety. Prohibit the use of invasive exotic species.

Staff Comment: The applicant has proposed a mixture of native and compatible non-native species for landscaping. The Regional Parks Department has reviewed the planting plan and requested that the landscaping along the southern portion of the parcel contain native plants. This request is conditioned to the project.

Riparian Corridors

GOAL OSRC-8: Protect and enhance Riparian Corridors and function along streams, balancing the need for agricultural production, urban development, timber and mining operations, and other land uses with the preservation of riparian vegetation, protection of water resources, flood control, bank stabilization, and other riparian functions and values.

Staff Comment: The project site is adjacent to the Joe Rodota Regional Trail, which is adjacent to Naval Creek, an intermittent waterway approximately 40 feet from the site. The project is in a Riparian Corridor Combining Zone which restricts development within the streamside conservation area. The nearest building associated with the project is approximately 50 feet from the creek and the proposed above-ground fuel storage tanks are approximately 45 feet from the creek. New development would be within the footprint of existing developed areas and there would be no further encroachment into the riparian corridor. As discussed in detail in the Mitigated Negative Declaration, the project site is already developed and would make use of an existing structure. The project site contains limited riparian resources or sensitive natural communities and the project's effect on these resources would be less than significant. The minimal riparian function that exists shall be maintained by enhancing landscaping.



Energy Conservation and Demand Reduction

GOAL OSRC-14: Promote energy conservation and contribute to energy demand reduction in the County.

Objective OSRC-14.2: Encourage County residents and businesses to increase energy conservation and improve energy efficiency.

Staff Comment: The four covered RV parking areas will have solar panels mounted on the parking covers. By installing solar panels over portions of the RV parking area, the project will reduce future energy demand. The project would also have two electric vehicle charging stations. These project components align with the General Plan's goals for energy conservation and demand reduction.

III) Public Safety Element

GOAL PS-4: Prevent unnecessary exposure of people and property to risks of damage or injury from hazardous materials.

Staff Comment: The proposed project involves the transport and use of hazardous substances (e.g., fuel), which could create a significant hazard to the public and environment. Mitigation measures have been added to reduce risks of damage or injury to people and property.

Objective PS-4.2: Regulate the handling, storage, use, and disposal of hazardous materials in order to reduce the risks of damage and injury from hazardous materials.

Staff Comment: Fuel for sale would be stored in three above-ground storage tanks, located across the employee parking lot on the northeast side of the existing structure attached to the proposed food mart. The tanks are subject to the Aboveground Petroleum Storage Act program, which requires tanks to be inspected by the Sonoma County Fire Department at least once every three years. Additionally, the project would be subject to federal rules regarding spill prevention, control, and countermeasure (SPCC). The SPCC plan requires, among other things, facility diagrams, identification of the types of fuel in each container, discharge prevention measures, countermeasures for discovery, response, and cleanup of discharges, disposal methods for recovered materials, cleanup contractors under agreement for response, and any other information or procedures as required by CalFIRE or Sonoma County Fire.

Policy PS-4c: Require a use permit for any commercial or industrial use involving hazardous materials in threshold planning quantities as determined by Federal and State laws. Hazardous materials management plans shall be required as a condition of approval for such permits.

Staff Comment: The application is for a use permit. As discussed above, the project will be required to create and submit an SPCC plan. The project has been conditioned to provide a hazardous materials management plan.

2) Santa Rosa and Environs Planning Area Consistency

The project site is within the Santa Rosa and Environs Planning Area. The population in this area is concentrated along the Highway 101 and Highway 12 corridors. According to the General Plan Land Use Element, the principal issues in this planning area are the ability of public services to accommodate projected residential, commercial and industrial growth; the protection of agricultural lands; and future development in southwest Santa Rosa prior to annexation by the City and annexation of the Roseland area within the City's Urban Growth Boundary.



Most of the Planning Area policies are not applicable to this development. The relevant policy is discussed below.

Policy LU-16e: Recognize existing commercial, industrial, and public/quasi-public uses outside Urban Service Boundaries. Limit expansion of these uses to that which does not necessitate extension of water and sewer.

Staff Comment: The project site has existing commercial and industrial uses and is located outside of the Urban Service Boundary. The proposed project does not necessitate the extension of water and sewer, as the site is served by a private well and septic system.

3) *South Santa Rosa Area Plan Consistency*

The South Santa Rosa Plan Area encompasses approximately 18,000 acres, extending from the Laguna de Santa Rosa on the west to the Sonoma Mountains in the east and from the Santa Rosa City limits and Highway 12, on the north nearly to the Rohnert Park City limits on the south.

The project site is designated Limited Industrial (LI) under the South Santa Rosa Area Plan. The Limited Industrial category is intended to accommodate a variety of light industrial in combination with heavy commercial land uses, including such uses as automobile sales and service establishments, mobile home sales and service establishments, cabinet shops, truck terminals, contractors' yards, landscaping materials yards, light assembly plants, and light distributing plants. Service problems on Sebastopol Road (Highway 12) include inadequate road improvements, lack of appropriate traffic signalization and control, scattered street lighting districts, and poorly prepared or incomplete drainage systems.

The South Santa Rosa Area Plan has several relevant goals and policies:

- Commercial and Industrial uses should be compatible with existing and projected surrounding land uses and should have required improvements as conditions of approval.
- Vistas, landscapes, and landscape features should be protected, maintained, and enhanced.
- Promote increased bicycle use for transportation and recreation where feasible.
- Preserve those areas within the study area which are designated unique habitat areas, critical habitats, scenic landscape units, scenic corridors, riparian corridors, and hazardous areas which could provide for open space.
- Protect, maintain, and establish scenic corridors in order to preserve the variety and beauty of Sonoma County's landscapes for future generations.

Staff Comment: The proposed use is compatible with existing and projected surrounding land uses as it is an expansion of an existing commercial and industrial use and will have a less than significant impact on neighboring land uses. Parcels immediately adjacent to the project site are either vacant or have been developed. The project is conditioned to improve the Class II bike lane along Llano Road for the length of the site; improve the bus stop along Highway 12; construct a pedestrian walkway along Llano Road connecting the trail to the convenience store; extending the walkway to the intersection with Highway 12; and to install road improvements along the project site's Llano Road frontage, among other items. As discussed above, the project site's landscaping will be increased and enhanced and the existing trees will be preserved. As discussed in detail in the Mitigated Negative Declaration and in this report, the proposed



project will have a less than significant impact on critical habitats, scenic corridors, and riparian corridors. A portion of the project site is within a scenic corridor (Highway 12). The proposed project complies with the policies and requirements outlined in the General Plan and Sonoma County Zoning Code for scenic corridors because the canopy and carwash, which are partially within the scenic corridor, are designed to be compatible with the highway character at this location. The character of the highway along the project location is currently comprised of strip commercial and industrial development and is not particularly scenic in nature. The project's proposed landscaping, building design, subdued lighting, and pedestrian facility improvements would improve the character of the site. The proposed improvements have also been reviewed and recommended for approval by the Design Review Committee. Consistency with scenic corridor development standards are further discussed above in the General Plan and Zoning Consistency sections of this staff report.

4) Zoning Consistency

The project parcel's zoning is Limited Rural Industrial (M3), Floodplain (F2), Riparian Corridor (RC100/25), Scenic Resources (SR), Valley Oak Habitat (VOH).

1) Limited Rural Industrial (M3)

The project site's base zoning designation is Limited Rural Industrial (M3). The purpose of the M3 zone is to implement the provisions of Section 2.4.2 of the General Plan by providing area for land extensive industrial development or industrial development outside of designated urban service areas which is limited in scale by such factors as lack of public service, incompatible adjacent land use or adverse environmental impacts.

Permitted uses in this designation include truck trailer and farm implement sales, including major repair facilities, cabinet shops, lumber yards, bakeries, laundries, and cleaning and dyeing plants. Uses permitted with a use permit include retail commercial and service uses incidental to and in conjunction with industrial development in the M3 district, truck terminals, contractor's equipment storage or rental yards, and wrecking and salvage yards.

Section 26-50-020(z) states that uses permitted with a use permit also include "other nonresidential uses which in the opinion of the planning director are of a similar and compatible nature to those uses describe in this section".

Staff Comment: It has been determined that the gas station, associated food mart, car wash and recreational vehicle storage are of a similar and compatible nature to the uses allowed in the M3 zone. Such similar uses listed in Section 26-50-020 of the Zoning Ordinance include: vehicle and RV sales including rental and repair, retail commercial and service uses incidental and in conjunction with industrial development, fuel yards, and contractor storage/rental yards. It was determined by the planning director that the proposed gas station, convenience store, and RV storage use was of compatible nature to those uses listed above in terms of type, scale, and intensity. In addition, the project would support other uses permitted in the M3 zone and is consistent with the uses identified in the South Santa Rosa Area Plan as noted above.

Pursuant to the development standards for the M3 zone, all development shall comply with the following limits:

- (a) **Building Intensity:** the maximum building intensity of the use of a site shall be determined by multiplying the maximum building height and the maximum lot coverage. Maximum coverage is 50% and maximum building height is 65 feet.



Staff Comment: Fifty percent of the 2.91-acre lot is equal to 63,380 square feet, which yields a maximum intensity of 4.1 million square feet. The proposed building intensity will be 197,442 cubic feet, or less than 5% of the allowed intensity.

(b) Maximum Building Height: Maximum building height is sixty-five feet (65’).

Staff Comment: All proposed structures would be less than 65 feet in height as shown on the site plans. The tallest structure proposed is the canopy covering the fuel station which is approximately 21.5 feet.

(c) Minimum Lot Size: Minimum lot size is 1.5 acres where neither public sewer service nor public water service is provided.

Staff Comment: The project parcel is 2.91 acres.

(d) Yard Requirements: Yard requirements shall be the same as in Limited Commercial (LC):

- a. Front yard: None
- b. Side yard: None
- c. Rear Yard: None

Staff Comment: As there are no front, side, or rear yard setback requirements, the proposed project complies with yard requirements for the Limited Commercial zone.

(e) Maximum Lot Coverage: Maximum lot coverage is 50%

Staff Comment: The project parcel is 2.91 acres, or approximately 126,759 square feet. The gas station, food mart, carwash, septic area, parking driveway, fuel tanks, fire tanks, and picnic area total approximately 52,717 square feet, which is approximately 42% of the lot.

(f) Parking and Loading Requirements: Parking shall be in accordance with Article 86.

Staff Comment: Pursuant to Article 86 of the Sonoma County Zoning Code, self-serve auto washes require two parking spaces. Gas stations and convenience stores are not identified as distinct uses under Section 26-86-010 of the Code but are subject to parking standards for general retail operations which are one space per 200 square feet of floor area. The food mart takes up approximately 2,205 square feet and therefore requires 11 parking spaces. There are 13 parking spaces proposed, including one ADA parking space and three dedicated spaces for employee parking.

(g) Design Review: All uses shall be subject to design review approval as provided in Article 82 except that if any regulations specified herein differ from those in Article 82, then the provisions of the Design Review section shall govern.

Staff Comment: The project was first presented to the Design Review Committee in 2017 and then presented for a recommendation for final approval on May 15, 2019. The Design Review Committee has recommended approval of the project as conditioned.

II) Floodplain Combining District (F2)

The purpose of the F2 district is to provide for the protection from hazards and damage which may result from flood waters.



Staff Comment: As discussed above, the proposed project is consistent with uses allowed in the base (M3) district zone. Chapter 7B of the Sonoma County Code pertaining to Flood Damage Prevention includes standards for construction in a flood zone. A condition of approval has been added to ensure the project complies with standards for structures in this zone. The project site is not within the Laguna de Santa Rosa.

III) Riparian Corridor Combining Zone (RC)

The Riparian Corridor combining zone is established to protect biotic resource communities, including critical habitat areas within and along riparian corridors, for their habitat and environmental value, and to implement the provisions of the General Plan Open Space and Resource Conservation and Water Resources Element. Except as allowed by §26-65-040, grading, vegetation removal, agricultural conversion, structures, roads, utility lines, and parking lots shall be prohibited within any stream channel or streamside conservation area. Exceptions to this prohibition may be approved by the Director with a zoning permit if the use involves the minor expansion of an existing legally established structure in conformance with Article 94, where it is demonstrated that the expansion will be accomplished with minimum vegetation removal and protection of riparian functions, the use involves only the maintenance, restoration, or reconstruction of an existing legally established structure or use in conformance with Article 94, or the Director determines that the affected area has no substantial value for riparian functions.

Staff Comment: The project is in a Riparian Corridor zone (RC100/25), which restricts development within the streamside conservation area overlay (100 feet from the bank).

However, the site is already almost entirely developed and the project would make use of an existing structure; new construction would not encroach further into the conservation area. Vegetation is limited on-site and does not represent a significant biotic resource nor an encroachment into existing riparian vegetation. Naval Creek is adjacent to the southern side of the project site but is separated by the Joe Rodota Trail, with an approximately 17-foot wide strip of vegetation between the trail and the project site.

As the project site contains limited riparian resources or sensitive natural communities, project effects on these resources would be less than significant as outlined in the Mitigated Negative Declaration.

IV) Scenic Resources Combining District (SR)

The purpose of the Scenic Resources Combining District is to preserve the visual character and scenic resources of lands in the county and to implement the provisions of Sections 2.1, 2.2 and 2.3 of the General Plan Open Space Element. Maximum building heights, minimum lot areas and widths, yard requirements and maximum percentages of lot coverage shall comply with the requirements for the districts with which the Scenic Resources regulations are combined unless otherwise provided.

Staff Comment: As shown on the General Plan Open Space and Resource Conservation Figures 1 & 2, Highway 12 (Sebastopol Road) is a Scenic Corridor. Therefore, Zoning Code §26-64-030, *Scenic Corridors*, applies to this project.

§26-65-030 – Scenic Corridors

The following provisions shall apply to properties along scenic corridors illustrated on Figures OS-5a through OS-5i, inclusive, of the general plan open space element unless otherwise provided herein:

- (a) All structures located within scenic corridors established outside of the urban service area boundaries shown on Figures LU-5a through LU-5i, inclusive, of the general plan land use element shall be subject to



the setbacks of thirty (30%) of the depth of the lot to a maximum of two hundred feet (200') from the centerline of the road. Development within the setback shall be prohibited, except as allowed by design review.

Staff Comment: As discussed in the General Plan compliance section of this staff report, two proposed structures (carwash and fueling canopy) encroach within the 30% scenic corridor and a small portion of the property is within a designated community separator. However, the Design Review Committee recommended final design review approval as it was determined that new structures (canopy and carwash) would be accessory to and associated with existing structures, are necessary to the proposed use, are proposed at the only reasonable location due to site constraints and conditions, and would be partially screened by existing vegetation. In addition, the approximately 2,000 square-foot northeastern corner of the property that is designated within a community separator will not be developed under the project.

V) Valley Oak Habitat (VOH)

The purpose of the Valley Oak Habitat Combining District is to protect and enhance valley oaks and valley oak woodlands and to implement the provisions of Section 5.1 of the general plan resource conservation element.

Staff Comment: There is a single large valley oak, with an approximate diameter of 24 inches, existing near the center of the site. The project is not proposing to remove this valley oak or the four oak trees existing adjacent to the project site along the Joe Rodota Trail. There is one valley oak along the frontage of Highway 12 that the project proposes to remove and replace. However, this tree is not considered to be protected because it has a diameter of less than nine inches. The project planting plan (sheet L-2) indicates that two valley oaks will be planted along Llano Road, three valley oaks along Highway 12, and six valley oaks around the interior of the site.

5) Neighborhood Compatibility

Aesthetics

On January 18, 2017, the project was presented before the Design Review Committee for their preliminary review. Based on their conclusions, the Committee determined that the project design needed revision. The Committee also asked the applicant to re-evaluate on-site circulation patterns to ensure adequacy. The applicant has made the recommended revisions and the project was recommended for approval by the Committee on May 15, 2019. Complete sign and lighting design details shall be provided to ensure consistency with visual guidelines subject to review by Permit Sonoma. The project site is located in an area with clustered development, including industrial uses, and the proposed design is compatible with the area.

Traffic

A traffic study prepared by W-Trans on November 15, 2007 was submitted for the project and addresses potential changes in traffic due to the proposed development. As discussed in detail in the Mitigated Negative Declaration, analysis showed the project would not cause a significant traffic impact. Mitigation measures have been provided to minimize the project's effect on transportation, bicycle and pedestrian facilities. The California Department of Transportation (Caltrans) and the Sonoma County Department of Transportation and Public Works (DTPW) have provided comments on the project which include:



- Modifying the roadway striping on SR 12 to standard two-way left-turn striping between the westbound left-turn pocket at Llano Road and eastbound left-turn pocket at Irwin Lane to enhance visibility of lane markings;
- Improving north and southbound travel and turn lanes along the project frontage to Llano Road that meet Caltrans and DTPW requirements to enhance visibility of lane markings; and
- Installing a Class II bicycle path along Llano Road to support and encourage multimodal transportation.

The project has also been conditioned to submit a Construction Period Traffic Control Plan to the County for review and approval in order to mitigate impacts to traffic and public safety during construction. As discussed in the Mitigated Negative Declaration, the project would not result in inadequate emergency access or parking capacity or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Overall, the project's expected traffic is compatible with the surrounding neighborhood and would not have a significant impact.

Joe Rodota Trail and Pedestrian Access

The Joe Rodota Trail is directly adjacent to the project site and runs along the rear of the parcel. The project includes the construction of a pedestrian pathway paralleling Llano Road from the Joe Rodota Trail to the proposed convenience store. The Design Review Committee has required that this trail be extended further to the north to connect to the Highway 12 (Sebastopol Road). The connecting trail will link the Joe Rodota Trail to an outdoor seating area with picnic tables proposed by the project. With conditions and mitigation measures, the proposed development will not have a significant impact on the Joe Rodota Trail. The applicant shall also be required to construct a sidewalk, including facilities for persons with disabilities (i.e., Americans with Disabilities Act (ADA) compliant), connecting the project with the southeast corner of the intersection of SR 12/Llano Road and connecting the southeast corner of the SR 12/Llano Road intersection to a concrete pad to be located at the transit stop on the project's SR 12 frontage

6) Environmental Analysis

A Mitigated Negative Declaration (MND), including specific mitigation measures, was prepared for this project. Mitigation measures were provided for several environmental factors. Notable mitigation measures include:

Air Quality

- (AIR-3) Submit a Reclaimed Car Wash Odor Management Plan to the County for review and approval.

Biological Resources

- (BIO-1) Conduct a rare plant survey to observe and record any potential rare plants that may colonize the project site.
- (BIO-2) Develop an environmental awareness program for construction personnel conducted by a qualified biologist prior to the beginning of construction activities.
- (BIO-3) Implement measures to avoid potential inadvertent disturbance of nesting birds on or near the project.



- (BIO-4) In coordination with Federal and State Fish and Wildlife agencies, purchase mitigation credits for acreage of permanently impacted California Tiger Salamander habitat or create a protected preserve of the same or larger acreage of habitat permanently impacted.
- (BIO-5) Implement measures to protect California Tiger Salamander species that involve: fencing to prevent entrance to the project site, regular biological monitoring, site maintenance, vehicular regulations, allowed timeframes for grading, and re-vegetation requirements.

Cultural Resources

- (CUL-2) A Tribal or Archaeological Monitor is to be present onsite during all grading and ground disturbance work.

Geology and Soils

- (GEO-4) Implement a paleontological resources education program prior to the beginning of construction activities.

Hazards and Hazardous Materials

- (HAZ-1) Submit a Spill Prevention Control and Countermeasure (SPCC) Plan to Sonoma County Fire for review and approval.

Transportation

- (TRAF-1A) Restripe SR 12 median to include a standard two-way left-turn lane as reviewed and approved by Caltrans.
- (TRAF-1B) Install “Keep Clear” pavement markings and construct new turn lanes along the Llano Road property frontage and construct (restripe) new travel lanes along Llano Road, approaching the SR 12/Llano Road intersection.
- (TRAF-1C) Install advanced warning signage on westbound approach of SR 12 in coordination with Caltrans.
- (TRAF-1D, E, F) Construct bicycle, pedestrian, and transit facility improvements. This includes: constructing a minimum 5’ wide Class II bicycle lane along the easterly edge of Llano Road; constructing an onsite ADA compliant walkway that connects the Joe Rodota Trail to the proposed convenience store and the project to the southeast corner of Highway 12 and Llano Road; and constructing a new concrete pad at the Sonoma County Transit (SCT) stop on the project’s frontage along Highway 12.

Utility and Service Systems

- (UTL-5) Submit a Carwash Solid Waste Residue Disposal Plan for review and approval by the County.

Based on the analysis provided in the MND, and with further examination provided in this staff report, the proposed project will not have a substantial adverse impact on the environment provided that the identified mitigations are included as conditions of approval for the project.



NEIGHBORHOOD/PUBLIC COMMENTS

As of June 25, 2020, Permit Sonoma had received 153 public comment letters on the project from various individuals and agencies. These letters express concerns about the following issues: necessity for the project, conclusions of the submitted technical reports, climate change, greenhouse gas emissions, hazardous materials, traffic, General Plan/Zoning consistency, water use, water quality, wildlife, light pollution, aesthetic impacts, the CEQA adoption process, and local business. These issues are addressed within this staff report and the CEQA Mitigated Negative Declaration prepared for the project. Of the 153 letters, 11 offer support for the project. For reference, public comment letters are attached to this Staff Report as Attachment G.

RECOMMENDATIONS

Preceding Review Authority Recommendation

As noted above, the Design Review Committee recommended approval of the proposed project design and layout on May 15, 2019.

Staff Recommendation

Staff recommends the Board of Zoning Adjustments adopt the Mitigated Negative Declaration and approve the request for a Use Permit with conditions for a gas station, associated food mart, car wash, and recreational vehicle storage.

ATTACHMENTS

- ATT A: Draft Conditions of Approval
- ATT B: Use Permit Application
- ATT C: Project Proposal Statement
- ATT D: Vicinity Map
- ATT E: General Plan Land Use Map
- ATT F: Zoning Map
- ATT G: Public Comments
- ATT H: Design Review Committee Record of Action
- ATT I: Plan Set (Site Plan, Floor Plan, Elevations, Landscaping Plans)
- ATT J: Draft Resolution

