

**CITY OF CLOVERDALE  
CITY COUNCIL RESOLUTION NO. 030 –2014**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVERDALE ALLOWING SUBMITTAL OF A PRE-ZONING AND ANNEXATION APPLICATION AND CONDITIONALLY APPROVING A DEFERRED ANNEXATION AND OUTSIDE SERVICE AREA AGREEMENT FOR 28181 OLD REDWOOD HIGHWAY AND 1313 SOUTH CLOVERDALE BOULEVARD (APNS 117-040-066 & 117-040-081) ALLOWING THE PROPERTY TO CONNECT TO THE CITY'S WATER AND SEWER SYSTEM**

**WHEREAS**, the Applicant owns property located at 28181 Old Redwood Highway in the County of Sonoma, Assessor's Parcel Number ("APN") 117-040-066 and at 1313 South Cloverdale Boulevard in the City of Cloverdale, APN 117-040-081 (collectively the "Property"); and

**WHEREAS**, the parcels are located adjacent to one another; however, APN 117-040-081 is located within the jurisdictional boundaries of City (the "City parcel") and APN 117-040-066 is located outside City's jurisdictional boundary, but is inside City's Sphere of Influence (the "County parcel") as adopted pursuant to California Government Code section 56425 et seq.; and

**WHEREAS**, Applicant has submitted an application to Sonoma County Permit Resource and Management Department ("County") requesting a Conditional Use Permit and Design Review application for a commercial fueling station on the County parcel and County is processing said application; and

**WHEREAS**, there are existing improvements on the County parcel requiring sewer and water service. Such improvements are currently served by private sewage disposal facilities of Applicant and water facilities from the South Cloverdale Water Company. In a letter from Witchurch Engineering, Inc., dated September 26, 2013, Applicant's Engineer determined the private sewage disposal facilities have failed. Applicant desires to connect to City's sewer and water systems for these services; and

**WHEREAS**, the property is located within the South Cloverdale Water Company service area and the Water Company has indicated they are able to supply the quantity of water requested for the property until such time the City has adequate water supply available to serve the site; and

**WHEREAS**, Government Code Section 56133(b) authorizes City to provide new or extended services outside its jurisdictional boundaries but within its Sphere of Influence in anticipation of a later change of organization, subject to approval by the Sonoma County Local Agency Formation Commission ("Sonoma County LAFCO"); and

**WHEREAS**, the Outside Service Area Agreement will provide Applicant's County parcel with City sewer and water services and set forth the responsibilities of the Parties in related [Type text]

matters, including but not limited to: requiring payment by Applicant of the cost of providing such services; requiring Applicant to make certain improvements to the Property; requiring Applicant to execute and deliver to City a grant deed dedicating right-of-way to City for street widening; providing City with Applicant's consent to annexation of the County parcel; and requiring outside area water and sewer services addressed in this Agreement to be approved by the Sonoma County LAFCO; and

**WHEREAS**, the property is designated General Industry on the City's adopted General Plan Land Use Map; and

**WHEREAS**, based upon the information contained in the application and project materials, the project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) Section 15301 of the CEQA Guidelines – Existing Facilities, Section 15302 of the CEQA Guidelines – Replacement or Reconstruction, Section 15303 of the CEQA Guidelines – New Construction or Conversion of Small Structures, and Section 15304 of the CEQA Guidelines – Minor Alterations to Land. Section 15183 has also been determined to be applicable to the proposed project because the project would be consistent with the adopted General Plan and an EIR was previously certified by the City for the General Plan; and

**WHEREAS**, the City of Cloverdale provides water and sewer service to its customers and currently has, or will have available in the near future, adequate capacity to serve the property; and

**WHEREAS**, the Applicant has submitted an application to the City for pre-annexation review to begin the application process for annexation into the City Limits and an Outside Service Area Agreement to connect to the City's water and sewer systems; and

**WHEREAS**, the Applicant has agreed to the conditions set forth in the Outside Service Area Agreement including but not limited to making certain improvements to the property, dedicating right-of-way along the frontage for the widening of S. Cloverdale Boulevard, posting a bond or other security based on an engineer's estimate to assure the completion of the improvements, and agreeing to the future annexation of the property; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLOVERDALE AS FOLLOWS:**

The City Council approves the Applicant's request to initiate the annexation process and directs the City Manager to execute a Deferred Annexation and Outside Utility Service Agreement for 28181 Old Redwood Highway (APN 117-040-066) and 1313 South Cloverdale Boulevard (APN 117-040-081), in substantially the same form as the attached draft agreement as determined by the City Attorney, to allow that property to connect to the City's water and sewer systems, subject to receipt of an executed grant deed dedicating a right-of-way to the City along the frontage of the property necessary for the widening of the street and subject to completion of the required property improvements and satisfaction of all other conditions specified in the agreement.

It is hereby certified that the foregoing resolution 030-2014 was duly introduced and duly adopted by the City Council in the City of Cloverdale at its regular meeting held on the 14<sup>th</sup> day of May, 2014, by the following roll call vote: (5-ayes; 0-Noes)

Motion was made by Councilmember Palla to approve as revised and seconded by Vice Mayor Cox. Motion passed by voice vote unanimously.

AYES in favor of: Councilmember Palla, Vice Mayor Cox, Councilmember Brigham, Councilmember Maacks, Mayor Russell

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:



Carol Russell, Mayor

ATTESTED:



Myra Lazio, Deputy City Clerk



No fees per Government Code 6103

RECORDING REQUESTED BY:

Craig Scott, City Engineer  
City of Cloverdale

WHEN RECORDED MAIL TO:

City of Cloverdale  
Attn: City Clerk  
124 N. Cloverdale Boulevard  
Cloverdale CA 95425

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**PRE-ANNEXATION AND OUTSIDE SERVICE AREA AGREEMENT  
BETWEEN THE CITY OF CLOVERDALE AND MLRX2, LLC CONCERNING  
REAL PROPERTY IDENTIFIED AS APNS 117-040-066 & 117-040-081  
(28181 Old Redwood Highway & 1313 South Cloverdale Boulevard)**

This Agreement (this "Agreement") is entered into by and between the City of Cloverdale, a California Municipal Corporation ("City"), and MLRX2, LLC, a California limited liability company ("Owner") as of the 12 day of JUNE 2014. City and Owner are hereinafter collectively referred to as the "Parties," and singularly as a "Party."

**WHEREAS**, Owner owns property located at 28181 Old Redwood Highway in the County of Sonoma, Assessor's Parcel Number ("APN") 117-040-066 and at 1313 South Cloverdale Boulevard in the City of Cloverdale, APN 117-040-081 (collectively the "Property"), which is more particularly described in Exhibit A, attached hereto and made a part of this Agreement; and

**WHEREAS**, the parcels are located adjacent to one another; however, APN 117-040-081 is located within the jurisdictional boundaries of City (the "City parcel") and APN 117-040-066 is located outside City's jurisdictional boundary, but is inside City's Sphere of Influence (the "County parcel") as adopted pursuant to California Government Code section 56425 *et seq.*; and

**WHEREAS**, Owner has submitted an application to Sonoma County Permit Resource and Management Department ("County") requesting a Conditional Use Permit and Design Review application for a commercial fueling station on the County parcel and County is processing said application; and

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard

6/12, 2014

WHEREAS, there are existing improvements on the County parcel requiring sewer and water service. Such improvements are currently served by private sewage disposal facilities of Owner and water facilities from the South Cloverdale Water Company. In a letter from Witchurch Engineering, Inc., dated September 26, 2013, Owner's Engineer determined the private sewage disposal facilities have failed. Owner desires to connect to City's sewer and water systems for these services; and

WHEREAS, Government Code Section 56133(b) authorizes City to provide new or extended services outside its jurisdictional boundaries but within its Sphere of Influence in anticipation of a later change of organization, subject to approval by the Sonoma County Local Agency Formation Commission ("Sonoma County LAFCO"); and

WHEREAS, the purpose of this Agreement is to provide Owner's County parcel with City sewer and water services and set forth the responsibilities of the Parties in related matters, including but not limited to: requiring payment by Owner of the cost of providing such services; requiring Owner to make certain improvements to the Property; requiring Owner to execute and deliver to City a grant deed dedicating right-of-way to City for street widening; providing City with Owner's consent to annexation of the County parcel; and requiring outside area water and sewer services addressed in this Agreement to be approved by the Sonoma County LAFCO.

NOW, THEREFORE, in consideration of this Agreement to provide City sewer and water services to the County parcel, the Parties agree as follows:

1. **Effective Date.** The effective date of this Agreement will be the date Sonoma County LAFCO, or an authorized LAFCO representative, provides written authorization for City to provide sewer and water services to the County parcel in accordance with California Government Code section 56133, this Agreement, and applicable law.
2. **Sewer and Water Services to County Parcel by City.** Subject to Owner's compliance with all applicable terms of this Agreement, the availability of adequate water and sewer capacity to serve the County parcel, the City Municipal Code including any present or future Water Supply Conservation Ordinance, payment of all applicable City fees and charges, and all other rights of the Parties under applicable law, City will provide City sewer and water service to the County parcel in accordance with Title 13 of the Cloverdale Municipal Code and other applicable law. Subject to the timing of water services pursuant to Section 3 of this Agreement, Owner agrees City shall be the sole water and sewer service provider to the Property. Owner shall abandon and discontinue all current and future use of the South Cloverdale Water Company water service connection once water is available from City and shall discontinue use of and abandon any private sewage disposal systems.
3. **Timing of Water Service to County Parcel by City - Abandonment of Water Service from South Cloverdale Water Company.** As of the date this Agreement was entered into, City had adopted Urgency Ordinance 691-2014, establishing provisions for reducing water use upon declaring the existence of a water shortage emergency condition within City due to the

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard  
6/12, 2014

current drought conditions and City's current water supply. City also adopted Resolution No. 010-2014 declaring a Mandatory Stage 2 Water Shortage Emergency condition and directs the implementation of all water demand reduction measures specified in City's Water Shortage Emergency Ordinance for a Stage 2 Water Shortage Emergency condition with an overall water use reduction amount to be twenty-five percent (25 %) below 2013 water use. This declaration has resulted in water connections being unavailable for new projects.

City will provide water service to Owner's County parcel when the Stage 2 Water Shortage Emergency is lifted and there is sufficient water supply to provide the County parcel with an adequate supply of water. At such time, Owner shall abandon and discontinue all current and future use of the South Cloverdale Water Company water service connection.

4. Improvements to Property by Owner. Owner agrees to complete the following improvements to the Property to the satisfaction and approval of the City Engineer within 360 days of the effective date of this Agreement or County's approval of the Conditional Use Permit and Design Review for a commercial fueling station on the County parcel and all appeal periods have expired, whichever date is later:

a. Utilities. Owner shall be responsible for the construction and any and all related costs of extending services and connecting to City systems, including:

i. Extension of the 12" water main in South Cloverdale Boulevard from its current terminus at Sandholm Lane per City's adopted Water System Master Plan;

ii. Extension of the 15" sewer main in South Cloverdale Boulevard from its current terminus at Sandholm Lane to the last gravity manhole per City's adopted Sewer System Master Plan. Installation of a sewer force main in South Cloverdale Boulevard across the eastern frontage of the parcel to the last gravity manhole per City's adopted Sewer Master Plan. Any pipe oversizing constructed by Owner under this Agreement may be reimbursed by future developers pursuant to a reimbursement agreement entered into in conformance with the City Municipal Code;

iii. Installation of storm drain improvements, including modifications to existing storm drains, subject to City review and approval;

iv. Installation of fire hydrants per City Standard 502 and Section 8, Water System Chapter;

v. Undergrounding and extension of all dry utilities including, but not limited to, electric, cable and phone along the entire Property frontage.

(1) City is currently working on designating the South Cloverdale Boulevard Industrial Area Underground Utility District within which existing overhead electric distribution and telecommunication distribution and service facilities may be

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard

6/12, 2014

converted to underground pursuant to Electric Rule 20 and Telecommunication Rule 32 using "Rule 20A funds" to cover a portion of the costs associated with the undergrounding of these improvements. If City is successful in designating the Underground Utility District, Owner shall only be responsible for paying the City Eighty-Two Thousand Two Hundred Dollars (\$82,200) to go towards the undergrounding of all dry utilities including electric, cable and phone utilities, with the rest being paid by "Rule 20A funds." If "Rule 20A funds" cover a larger amount than anticipated, Owner's obligation under this Section 4(a)(v)(1) will be reduced to reflect the additional funds. If "Rule 20A funds" cover a smaller amount than anticipated, Owner's obligation under this Section will be increased to reflect the additional funds. Owner shall pay the City the Eighty-Two Thousand Two Hundred Dollars (\$82,200 prior to the City's submittal of the Rule 20A funding application. The City does not guarantee PG&E's response time regarding such application or the timing of the improvements if PG&E does declare these improvements part of a Rule 20A project.

(2) City understands that a portion of the undergrounding will serve other properties located next to the Property therefore City agrees to have the undergrounding work under this Section 4(a)(v) be a Rule 20A undergrounding project in order to receive "Rule 20A funds" and lower the cost of the work to be done to Eighty-Two Thousand Two Hundred Dollars (\$82,200). To the extent feasible, City will also assist Owner in obtaining reimbursement for work benefiting surrounding properties. City does not guarantee the reimbursement; however, City will work with Owner and surrounding properties to collect reimbursement when the surrounding properties request land use approvals from City.

(3) Owner acknowledges that the improvements along the Property frontage are currently not part of a Rule 20A project, and agrees to be fully responsible for any and all costs associated with the undergrounding and the extension of the improvements along the Property frontage if PG&E does not accept these improvements as part of a project.

(4) Owner shall have the option of moving forward with improvements prior to the City receiving determination by PG&E regarding Rule 20A funding. If Owner decides to move forward before such determination, Owner shall be responsible for all required undergrounding and the extension of the improvements



along the Property's frontage. Owner and City may work together, at the discretion of the City, to phase the improvements in order to wait for PG&E's Rule 20A funding. City will work with PG&E to reimburse Owner for any proportional decrease to the amount paid by Owner for Rule 20A funding if Owner does any work designated by PG&E as a Rule 20A project. City does not guarantee the reimbursement of these funds in the event PG&E does not agree to such reimbursement.

vi. Dedicate a sidewalk easement and minimum 5' Public Utility Easement (PUE); and

vii. Installation of streetlights per the Street Light Standard Plan Chapter of City Standards.

Any such construction under this Section shall be in accordance with all applicable laws, regulations, and codes, including but not limited to the City Municipal Code, applicable City Standards and City's adopted Water System Master Plan and Sewer System Master Plan.

b. Street Improvements. Owner shall be responsible for the construction and any and all related costs of frontage improvements necessary to serve the Property, including:

i. Widening of South Cloverdale Boulevard along the entire frontage of the Property to a minimum width of 43 feet from the centerline. The street section shall be constructed pursuant to City Street Design Standards and City Standards 202 and 204 for Arterial Streets;

ii. Installation of street trees per City Standard 223;

iii. Installation of striping and signage for changed road condition per the Traffic Standards Plans Chapter of City Standards; and

iv. Installation of curb, gutter, sidewalk and signage improvements along the entire frontage of the Property per City Standards 73, 205 and 209 including, but not limited to, a maximum driveway width of 40'. The location of the driveway shall be reviewed and approved by the City's engineer in order to determine that sufficient line of sight will be available for those entering and exiting the site. The existing driveway providing access to the pole barn from South Cloverdale Boulevard shall be resurfaced to the satisfaction of the City Engineer.

Any such construction under this Section shall be in accordance with all applicable laws, regulations, and codes, including but not limited to the City Municipal Code, and all applicable City Standards.

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard

6/12, 2014

c. Landscaping. Owner shall be responsible for the installation and any and all related costs of landscaping and maintaining the entire frontage of the Property. All landscaping improvements shall be constructed pursuant to City Standards, in conformance with City's adopted Water Efficient Landscape Ordinance, and approved by City. The existing Pole Barn located on the County parcel shall be screened and secured to the satisfaction of City and in conformance with the City's adopted Industrial Design Guidelines.

5. Dedication of Right-of-Way. Prior to City acceptance of the public improvements, Owner shall execute a grant deed dedicating right-of-way to City as described in Section 4 of this Agreement.

6. Security for Improvements. Prior to issuance of an encroachment permit, Owner shall submit to City for review and approval, improvement plans prepared by a Registered Civil Engineer for the improvements required under Section 4 of this Agreement; shall enter into an agreement with City to complete the improvements under Section 4; and shall post sufficient surety guaranteeing the construction of the improvements in conformance with Section 17.44.240 of the City Municipal Code. Any necessary right-of-way required to complete the improvements under Section 4 will be acquired by Owner at his expense.

7. Required Permits and Approval of Outside Services by LAFCO. Prior to any construction of improvements under Section 4 of this Agreement to connect the Property to City systems, Owner shall:

- a. Obtain an Encroachment Permit from City;
- b. Obtain a Sign Permit from City for the proposed signage located on City parcel;
- c. Submit construction plans, including landscape plans, for improvements under Section 4 of this Agreement to City for review and approval;
- d. Receive final confirmation from City adequate water and sewer services exist to serve the County parcel or that City has adequate sewer capacity, but cannot provide water service to the County parcel due to a water emergency;
- e. Apply for City water and sewer service;
- f. Enter into a storm drain and storm water treatment system maintenance agreement with City; and
- g. Provide proof of a current Storm Water Pollution Prevention Plan.

Owner shall also obtain any other required permits or entitlements from any agencies with jurisdiction over the Property or improvements, and pay all fees applicable to such permits. Owner's responsibilities under this provision include, but are not limited to, filing of an

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard

6/12, 2014

application with Sonoma County LAFCO for final approval of outside services and paying all applicable fees.

8. **Related Fees, Charges and Costs.** Owner shall be responsible for paying any and all City development-related fees, charges and costs concerning the County parcel that would apply to the provision of City services pursuant to this Agreement to the same extent as if the County parcel were located in City, including the cost of City staff time and attorneys' fees to prepare and process this Agreement. Such fees, charges and costs include, but are not limited to: any and all applicable Sonoma County LAFCO fees; City sewer, water, storm drain, streets and thoroughfares development impact fees to be paid prior to City acceptance of improvements described in paragraph 3 of this Agreement; City application, plan checking and inspection fees; City set up charges and/or administrative fees; City sewer and water use charges; and water meter installation fees. Owner will be responsible for paying such fees, charges, and costs as they exist on the effective date of this Agreement, and for paying all applicable updates of such fees, charges and costs.

9. **Pre-Zoning and Annexation.** Within 120 days of Conditional Use Permit and Design Review approval by County for a commercial fueling station on the County parcel and all appeal periods have expired, Owner shall apply to City for pre-zoning and annexation of the County parcel. Within nine (9) months of the Conditional Use Permit and Design Review approval by County for a commercial fueling station on the County parcel and all appeal periods have expired, Owner shall obtain pre-zoning and annexation approval from the City of Cloverdale City Council and shall apply for annexation of County parcel and receive approval from Sonoma County LAFCO. Final annexation shall be subject to payment of all applicable fees, charges, and costs and shall not occur until a final Certificate of Occupancy has been issued by County for the commercial fueling station project. Any use of the existing Pole Barn on the County parcel shall be subject to review and approval by the City. Any uses or improvements on the City parcel not explicitly contemplated in this Agreement, including any signage, shall be subject to review and approval by the City.

10. **Consent to Annexation/Waiver of Right to Protest.** By signing this Agreement, Owner:

- a. Consents to annexation of the County parcel or any part of it and/or surrounding or adjacent properties by the legislative body of City without notice or hearing or an election.
- b. Waives any right to protest annexation of the County parcel and/or surrounding or adjacent properties to City.

11. **Agreement Runs with the Land.** This Agreement is intended to run with the land. The terms and conditions of this Agreement will bind City, and Owner and their heirs, representatives, assigns, lessees, and successors in interest.

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard  
6/12, 2014

12. **Attorneys' Fees.** If a Party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret any term of this Agreement, the prevailing Party will be entitled to reasonable attorneys' fees in addition to any other relief to which that Party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

13. **Indemnification.** Owner agrees to indemnify, defend with counsel selected by City, and hold harmless City, and its elected and appointed councils, boards, commissions, officers, officials, agents, employees, and representatives, from any and all claims, costs (including legal fees and costs incurred by City or awarded to plaintiffs) and liability for any personal injury or property damage which may arise directly or indirectly as a result of any actions or inactions by Owner, or any actions or inactions of Owner's contractors, subcontractors, agents, or employees in connection with the construction, improvement, operation, or maintenance of the Property or the Project. Owner has no indemnification obligation with respect to the gross negligence or willful misconduct of City, or its elected and appointed councils, boards, commissions, officers, officials, agents, employees, and representatives. The provisions of this Section shall survive the termination of this Agreement.

14. **Termination of Services; Right to Cure.** In addition to, and not in lieu of, any and all other rights of City at law or equity, if Owner fails to comply with the terms of this Agreement, City may terminate sewer and/or water service to the Property upon thirty (30) days written notice to Owner of such non-compliance and failure of Owner to cure such non-compliance to City's reasonable satisfaction within such thirty (30) day period.

15. **City Municipal Code Requirements.** Sewer and water services provided to the Property pursuant to this Agreement will be subject to the requirements of the City Municipal Code to the same extent as if the Property were located within the City.

16. **Termination for Public Nuisance.** City reserves the right to terminate sewer and/or water service to the County parcel upon thirty (30) days written notice to Owner if City determines that a public nuisance exists on the Property as defined in the City Municipal Code.

17. **Extension of Timeframes in Agreement.** The timeframes set forth in this Agreement shall be binding upon all Parties unless otherwise extended by mutual agreement of said Parties.

18. **Termination of Agreement Upon Final Annexation.** This Agreement shall terminate upon final annexation of the County parcel into the City of Cloverdale City limits.

19. **Not an Approval of Project.** By entering into this Agreement, City makes no commitment that it will approve the pre-zoning, annexation or any other entitlement related to the Property. Approval of this Agreement is exempt under the California Environmental Quality Act ("CEQA") under the categorical exemptions in CEQA Guidelines sections 15301 for existing facilities, 15303(d) for new construction of water and sewer extensions, and 15332 for infill development (as to the City parcel).

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard

6/12, 2014

20. Notices. All notices shall be by certified mail or hand delivered to the Parties as follows:

To the City: City Manager  
City of Cloverdale  
124 N. Cloverdale Boulevard  
Cloverdale, CA 95425

To Owner: MLRX2, LLC  
1940 HOME AVE  
FORTUNA, CA 95540  
Attn: MICHAEL L. RENNER

21. Recordation. This Agreement shall be recorded against the Property described in Exhibit A.

IN WITNESS WHEREOF, authorized representatives of City and Owner have signed this Agreement on the dates indicated below.

CITY:

OWNER:

City of Cloverdale  
[Redacted Signature]

MLRX2, LLC  
[Redacted Signature]

By: Paul Cayler, City Manager

By: [Redacted Signature]

Date: 6/16/2014

Date: JUNE 12, 2014

Attest:

[Redacted Signature]  
Roberto J. Bartoli, Jr., Deputy City Clerk

[attach notary page]

Approved as to form:

[Redacted Signature]

Jose M. Sanchez, City Attorney

2270667.1  
2275192.1

Pre-Annexation and Outside Area Service Agreement  
28181 Old Redwood Highway & 1313 South Cloverdale Boulevard  
6/12, 2014



**CITY OF CLOVERDALE  
CITY COUNCIL  
RESOLUTION NO. 059-2017**

**RESOLUTION OF THE CITY COUNCIL DIRECTING CITY STAFF TO FILE AN ANNEXATION APPLICATION FOR "CLOVERDALE REORGANIZATION NO. 2017-01 (RENNER) FOR THE RENNER FUELING STATION PROPERTY CONSISTING OF AN APPROXIMATELY 3.23 +/- ACRE PARCEL OF DEVELOPED LAND GENERALLY SITUATED WEST OF HWY. 101/SOUTH CLOVERDALE BOULEVARD AND SOUTH OF SANDHOLM LANE (APN 117-040-066) WITH THE LOCAL AGENCY FORMATION COMMISSION**

**WHEREAS**, MLRX2 LLC, the owner of the Renner Fueling Station property (APN 117-040-066) ("Subject Property"), containing an approximately 3.23 +/- acre parcel of developed land located in unincorporated Sonoma County territory has requested annexation to the City of Cloverdale for the purpose of obtaining city services for an existing fueling station; and

**WHEREAS**, the Subject Property proposed for annexation to the City is shown on the Project Location Map attached as Exhibit 1, which is hereby incorporated by reference into this resolution; and

**WHEREAS**, the Subject Property for annexation to the City lies within the Sphere of Influence and Urban Service Boundary of the City of Cloverdale; and.

**WHEREAS**, annexation of the Subject Property is desired by Renner Petroleum for the purpose of obtaining City water, sewer, drainage and other municipal services including Police services provided by the City of Cloverdale; and

**WHEREAS**, the City of Cloverdale has determined that all requisite municipal services can be provided to the Subject Property; and

**WHEREAS**, an Outside Service Area Agreement (OSAA) was approved by the Cloverdale City Council and Local Agency Formation Commission (LAFCO) in June of 2014 for the extension of water and sewer utilities, which were necessary to support the construction of a card lock fuel station on the property; and

**WHEREAS**, Section 9 of the OSAA requires that "the Owner shall apply to City for rezoning and annexation of the County parcel" and states that the "Owner shall obtain pre-zoning and annexation approval from the City of Cloverdale City Council and shall apply for annexation of County parcel and receive approval from Sonoma County LAFCO"; and

**WHEREAS**, pursuant to state annexation law, lead agencies, such as the City of Cloverdale, are required to prezone properties prior to annexation and as required by California State Law, California Government Code Sec. 56375 (a) (7), all requests for annexation must not create "county islands" which would not promote the local or efficient expansion of communities in California; and

**WHEREAS**, as mandated by state law and Sonoma County Local Agency Formation Commission (LAFCO) requirements, the City of Cloverdale is obligated to prezone the Subject Property prior to annexation. Proposed rezoning includes classifying an individual property within the annexation area to the General Industrial (M-1) zoning districts as summarized above and as shown on Exhibit 2, which is hereby incorporated by reference to this resolution; and

**WHEREAS**, the subject property's land use designation on the City of Cloverdale's Official General Plan Map is General Industry (GI); and

**WHEREAS**, the California Environmental Quality Act (CEQA), together with the State Guidelines and City environmental regulations, require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

**WHEREAS**, to comply CEQA, the City of Cloverdale prepared an Initial Study/Mitigated Negative Declaration for this project, including annexation and development of the Renner Products site, with the finding that all potentially significant impacts associated with the project could be mitigated to a less-than-significant level and would be subject to mitigation measures identified in the initial study that will be made project conditions of approval; and

**WHEREAS**, on August 16, 2017, the Planning Commission held a properly noticed public hearing on the Project, at which time all interested parties had the opportunity to be heard; and

**WHEREAS**, a Staff Report to the Planning Commission dated August 16, 2017, and incorporated herein by reference described and analyzed the proposed annexation to the City of Cloverdale; and

**WHEREAS**, on August 16, 2017, the Planning Commission adopted Resolution No. 006-2017, recommending that the City Council adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project in accordance with CEQA; and

**WHEREAS**, on August 16, 2017, the Planning Commission adopted Resolution No. 007-2017, recommending approval of a Plot Plan and adoption of a Rezoning Ordinance rezoning the Renner Property as General Industrial (M-1), and

**WHEREAS**, Resolution Nos. 006-2017 and 007-2017 are incorporated herein by reference and are available for review at City Hall during normal business hours; and

**WHEREAS**, on September 12, 2017, the City Council held a properly noticed public hearing on the proposed annexation and other related Project applications, at which time all interested parties had the opportunity to be heard; and

**WHEREAS**, prior to taking action on the annexation, the City Council approved City Council Resolution No. OXX-2017, adopting a Mitigated Negative Declaration for the annexation of the Subject Property to the City of Cloverdale.

**NOW, THEREFORE BE IT RESOLVED** that the foregoing recitals are true and correct and made a part of this resolution.

**BE IT RESOLVED** that the City Council makes the following findings and directs City staff to file the Renner Annexation with the Sonoma County Local Agency Formation Commission:

1. The proposed annexation area lies within the City of Cloverdale LAFCO-approved Sphere of Influence and the City's Urban Service Area as identified in the Cloverdale General Plan and the Urban Growth Boundary area.



2. Future development of the annexation area will be consistent with the Cloverdale General Plan, as amended as part of this project.
3. The annexation action and City of Cloverdale rezoning is not in conflict with any City or County policies.

It is hereby certified that the foregoing Resolution No. 059-2017 was duly introduced and duly adopted by the City Council of the City of Cloverdale at its regular meeting held on September 12, 2017, by the following roll call vote: (Ayes- 5; Noes-0)

AYES: Councilmember Bagby, Vice Mayor Palla, Councilmember Russell, Councilmember Brigham, and Mayor Wolter  
NOES: None  
ABSENT: None  
ABSTAIN: None

APPROVED:



Gus Wolter, Mayor

ATTESTED:



Linda Moore, Deputy City Clerk

Attached:

- Exhibit 1 – Renner Project Location Map
- Exhibit 2 – Renner Rezoning & Annexation Map



**CITY OF CLOVERDALE  
CITY COUNCIL  
RESOLUTION NO. 060-2017**

**RESOLUTION OF THE CITY COUNCIL APPROVING A PLOT PLAN REVIEW PERMIT FOR THE RENNER FUELING STATION PROPERTY LOCATED AT 1313 S. CLOVERDALE BOULEVARD, A 3.23 +/- ACRE PROPERTY FORMERLY ADDRESSED AS 28181 OLD REDWOOD HIGHWAY (APN 117-040-066)**

**WHEREAS**, MLRX2 LLC, the owner of the Renner Fueling Station property (APN 117-040-066) ("Subject Property"), containing an approximately 3.23 +/- acre parcel of developed land located in unincorporated Sonoma County territory has requested approval of a Plot Plan Review permit allowing for an existing fueling station; and

**WHEREAS**, the subject property's land use designation on the City of Cloverdale's Official General Plan Map is General Industry (GI); and

**WHEREAS**, the Property is proposed to be rezoned to the General Industrial (M-1) Zoning District and Wholesale and Warehouse uses 10,001 square-foot and larger are an allowed use in the M-1 Zoning District subject to approval of a Plot Plan Review; and

**WHEREAS**, the California Environmental Quality Act (CEQA), together with the State Guidelines and City environmental regulations, require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

**WHEREAS**, to comply with CEQA, the City of Cloverdale prepared an Initial Study/Mitigated Negative Declaration for this project, including annexation and development of the Renner Products site, with the finding that all potentially significant impacts associated with the project could be mitigated to a less-than-significant level and would be subject to mitigation measures identified in the initial study that will be made project conditions of approval; and

**WHEREAS**, on August 16, 2017, the Planning Commission held a properly noticed public hearing on the Project, at which time all interested parties had the opportunity to be heard; and

**WHEREAS**, a Staff Report to the Planning Commission dated August 16, 2017, and incorporated herein by reference described and analyzed the proposed annexation to the City of Cloverdale; and

**WHEREAS**, on August 16, 2017, the Planning Commission adopted Resolution No. 006-2017, recommending that the City Council adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project in accordance with CEQA; and

**WHEREAS**, on August 16, 2017, the Planning Commission adopted Resolution No. 007-2017, recommending approval of a Plot Plan and adoption of a Rezoning Ordinance rezoning the Renner Property as General Industrial (M-1), and

**WHEREAS**, Resolution Nos. 006-2017 and 007-2017 are incorporated herein by reference and are available for review at City Hall during normal business hours; and

**WHEREAS**, on September 12, 2017, the City Council held a properly noticed public hearing on the proposed Plot Plan Review permit and other related Project applications, at which time all interested parties had the opportunity to be heard; and

**WHEREAS**, prior to taking action on the Plot Plan Review permit, the City Council approved City Council Resolution No. 060-2017, adopting a Mitigated Negative Declaration for the annexation of the Subject Property to the City of Cloverdale.

**WHEREAS**, the Planning Commission has determined that the findings for Plot Plan Review required by Section 18.03.120 of the Zoning Ordinance have been met. Based on the application information and the information contained in the staff report, the following findings have been made:

1. The proposed project is consistent with the goals, objectives, policies and programs of the Cloverdale General Plan.

*The project is consistent with applicable General Plan policies and will provide the City with a new business as well as job opportunities for residents. The project would also further economic development for the City and significantly improve existing environmental impacts related to the removal of an old underground storage tank(s) and remove an existing source of glare. Therefore the project is determined to be consistent with the goals, policies and implementation measures of the General Plan.*

2. The proposed project conforms to applicable performance standards and will not be detrimental to the public health, safety or general welfare.

*The project is not anticipated to result in noise or traffic levels that exceed the General Plan and conditions of approval for the project ensure that the applicant would contribute towards a future traffic signal installation and related improvements to the intersection at S. Cloverdale Boulevard and Treadway Drive to ensure adequate circulation and the intersection operates at a Level Of Service D or greater.*

*The Property has been improved in substantial compliance with all minimum development standards for Automobile Service Stations including gasoline pumps, canopies, lighting, paving, landscaping, and restrooms. Together with the conditions of approval, the Property would comply with Zoning Ordinance section 18.09.200 (Automobile Service Stations).*

*Mitigation requires the responsible party to maintain compliance with any directives issued by the Local Oversight Program (LOP) regarding the Leaking Underground Storage Tanks (LUST). The Property is also subject to the requirements of the California Building Code and Fire Code to ensure the public health, safety and welfare.*

3. The physical location or placement of the use on the site is compatible with the surrounding neighborhood.

*The fuel station is existing and site improvements substantially meet the Industrial Design Guidelines, are compatible with the General Industrial Zoning District, and are in keeping with the commercial/industrial character of the neighborhood. The Wholesale and Warehouse use is a permitted use in the M-1 Zoning District subject to the approval of a Plot Plan Review Permit. In addition, this industrial use will not be located in close proximity to residential uses and sensitive habitats to the fullest extent possible.*

**NOW, THEREFORE BE IT RESOLVED** the above recitals are true and correct and incorporated herein by reference; and

**NOW, THEREFORE BE IT FURTHER RESOLVED** that based on the above findings, the City Council of the City of Cloverdale does hereby approve a Plot Plan Review permit (PP 015-2015) for the Renner Petroleum fuel station located at 1313 S. Cloverdale Boulevard, a property formerly addresses as 28181 Old Redwood Highway (APN 117-040-066), subject to the conditions listed below:

**CONDITIONS OF APPROVAL**  
**RENNER PETROLEUM CARD LOCK FUEL STATION PLOT PLAN REVIEW**  
**1313 S. CLOVERDALE BOULEVARD, A PROPERTY FORMERLY ADDRESSED AS 28181 OLD REDWOOD HIGHWAY**  
**APN 117-040-066**

**Planning:**

1. Rezoning and Plot Plan Review approval is granted to allow the for the existing card lock fuel station wholesale use and related site improvements at 28181 Old Redwood Highway (APN 117-040-066), Cloverdale, CA as summarized above and shown in the application materials submitted to the Community Development Department. The applicant shall adhere to the Plot Plan Review application materials submitted on February 9, 2017, and the Conditions of Approval. Minor modifications to the approved plans and/or Conditions of Approval require Community Development Department approval. More significant modifications to the approved plans and/or Conditions of Approval require Planning Commission approval.
2. This approval is subject to appeal within 10 consecutive days from the date of approval.
3. All conditions of this Plot Plan Review are necessary to protect the general health, safety and welfare, and to minimize or eliminate adverse environmental effects of the project. If any condition of this permit is held to be invalid by a court, then the entire permit shall be invalid. The Planning Commission specifically declares that it would not have issued this permit unless all of the conditions herein are held as valid.
4. This Plot Plan Review shall expire, and become null and void, two years from the date of approval unless exercised through the commencement of the business operations or a written request for an extension of time is submitted to the Community Development Department prior to the expiration date and an extension is granted by the Planning Commission.
5. The approval of this permit shall be subject to the latest adopted ordinances, resolutions, policies and fees of the City of Cloverdale. Applicant shall be responsible for any and all costs associated with any required special inspections necessary for the project.
6. The subject use as a card lock fueling station shall be conducted in full compliance with all local and state laws. No part of this approval shall be construed to permit a violation of any part of the Cloverdale Municipal Code or state laws. The Plot Plan Permit shall be subject to revocation if the subject use is conducted in such a manner as to cause a nuisance.
7. The owner/operator shall maintain the property in good visual and functional condition. This shall include, but not be limited to all exterior elements of the buildings such as paint, roof, paving, signs, lighting, and landscaping, as well as frontage improvements including the sidewalk, LID facilities, and storm drain systems.
8. The owner/operator shall promptly remove all graffiti on any structure located on the site within seven (7) days in accordance with Municipal Code Section 8.38.060 - Graffiti removal. In the event the Provider fails to remove all graffiti from the structure within seven business days following receipt of notification from the City, the City shall have the right to remove any graffiti and the owner/operator shall reimburse the City for all costs incurred for the removal within 30 days of receipt of a bill for the work done.
9. Exterior lighting shall be installed as necessary to adequately illuminate the parking lot and sidewalk or other public way in front of the business during night hours including at closing time. This lighting will increase the visibility of and insure the safety of patrons while discouraging loitering in front of the business.
10. Landscaped areas shall be properly maintained and all dead plant material is to be removed and replaced by the property owner.

11. The long off-street parking spaces for 18-wheel tractor trailer vehicles indicated on the site plan date stamped February 9, 2017 shall be striped on the Property for tractor trailer size vehicles in accordance with the existing site plan submitted February 9, 2017.

#### Outdoor Storage

12. Prior to acceptance of the improvement plans, the existing site plan shall be revised to indicate the location of a screened storage area in the area behind the building (west side). The site plan shall indicate the height and type of screening materials to be used.
13. Screening for outdoor storage shall be a minimum of eight (8) feet and a maximum of 12 feet. The height of any and all materials being stored shall not at any time exceed the height of the screening mechanism. Chain-link fencing with wood, plastic or metal slating is not permitted when visible from the public right-of-way. The method of screening shall be architecturally integrated in terms of materials, color, shape and size.
14. Outdoor storage of goods, materials, petroleum products, wood pallets, cardboard, recyclables, etc., is prohibited outside of the screened outdoor storage area.

#### Card Lock Fuel Station/Automobile Service Station Conditions

15. Telephone. Provide at least one public telephone at an easily accessible location with callout capabilities only.
16. Vending Machines. Coin-operated vending machines may be permitted within or abutting a structure for the purpose of dispensing items commonly found in automobile service stations, such as refreshments and maps. Vending machines outside of buildings may not be illuminated.
17. Location of Activities. All repair and service activities and operations shall be conducted entirely within an enclosed service building, except as follows:
  - a. The dispensing of petroleum products, water, and air from pump islands.
  - b. Replacement service activities such as wiper blades, fuses, radiator caps, and lamps.
  - c. Minor repair work taking less than one hour to perform.
  - d. The sale of items from vending machines placed next to the main building in a designated area not to exceed thirty-two square feet, and screened from public view.
  - e. The display of merchandise offered for customer convenience on each pump island; provided, that the aggregate display area on each island shall not exceed twelve square feet and that the products shall be enclosed in a specially designed case.
  - f. Motor vehicle products displayed along the front of the building and within thirty-six inches of the building, limited to five feet in height and not more than ten feet in length.
18. Lighting. All exterior light fixtures shall be installed and maintained in compliance with Section 18.09.050 (Outdoor lighting) of the Zoning Ordinance.
19. Refuse Storage and Disposal. Refuse and recycling areas shall be maintained in accordance with the provisions of Cloverdale Municipal Code Section 18.10.060 and the Industrial Design guidelines.
  - a. Refuse and recycling storage and pick-up areas shall be combined with other service and loading areas where practicable and located away from public view as much as possible.
  - b. Containers shall be consolidated to minimize the number of collection sites, and located so as to reasonably equalize the distance from the building spaces they serve.
  - c. Trash enclosures should be located away from adjacent parcels to minimize noise and odor impacts typically associated with garbage collection and storage.
  - d. Trash enclosures shall include separate bins for trash and recycle materials.

- e. Trash enclosures shall be designed so that each bin can be removed and replaced without requiring the removal of other bins, to avoid stacking and to maximize access.
  - f. Gates must open fully; the area in front of the enclosure shall be kept clear of obstructions and shall be marked "no parking".
  - g. The enclosure shall be placed on a concrete pad and have a concrete apron with a minimum depth of 4 inches. Adequate drainage shall be provided around the pad area. The percent of grade for access to the pad shall not exceed 3%.
  - h. All refuse containers shall be screened with a six-foot high (minimum) enclosure of solid masonry or concrete tilt-up with an exterior finish compatible to the main structure.
  - i. Gates shall be solid, heavy-gauge metal or of a heavy-gauge metal frame with a covering of wood or other suitable, opaque material. Gates shall be secured with sturdy hinges or sliders and latches.
  - j. Concrete curbs or equivalent shall protect enclosures from adjacent vehicle parking and travel ways.
  - k. The perimeter of the recycling and trash enclosure shall be planted where practical with drought-resistant landscaping, including a combination of shrubs and/or climbing evergreen vines.
20. **Equipment Rental.** Rental of equipment such as trailers and trucks shall be permitted subject to the following restrictions:
- a. Rental equipment may not occupy or interfere with the required parking for the automobile service station.
  - b. The rental of the equipment must clearly be incidental and secondary to the main activity on the site.
21. **Operation of Facilities.** The fueling station shall at all times be operated in a manner not detrimental to surrounding properties or residents. Site activities shall not produce or be reasonably anticipated to produce any of the following:
- a. Damage or nuisance from noise, smoke, odor, dust, or vibration.
  - b. Hazard from explosion, contamination, or fire.
  - c. Hazard occasioned by the unusual volume or character of traffic, or the congregating of a large number of people or vehicles.

**Coffee Cart Trailer Conditions**

- 22. A driveway of at least 20 feet wide shall be provided on all sides of the trailer.
- 23. Trailer shall be permanently secured to the ground with a foundation approved by the Building Department and connected to City water and sewer services.
- 24. The walkway shall be connected to the walk-up window providing a clear path of travel to both pedestrians and motorists.
- 25. Prior to installing any signs on the coffee building or monument sign for the property, an application for an Administrative Sign Permit shall be submitted to the Planning Department for review and approval to ensure conformity with applicable City of Cloverdale Zoning regulations and that all signs do not exceed the maximum sign are allowed by the Zoning Ordinance.

**CEQA Mitigation Monitoring and Reporting Program:**

- 26. All mitigation measures and requirements as listed in the Mitigation Monitoring and Reporting Program prepared as part of the CEQA Initial Study/ Mitigated negative Declaration for the Renner Petroleum Annexation and Plot Plan Review are hereby incorporated as Conditions of Approval for this project.

**Fire:**

27. Compliance with all applicable fire and building codes and standards relating to fire safety as part of any future building permit application shall be verified by the Cloverdale Fire Department during the Building Permit process to the satisfaction of the Fire Chief or his designee. Prior to Building/permit Clearance for future building permits, all requirements for Fire Safety shall be met to the satisfaction of the Cloverdale Fire Chief.
28. Provide premise identification: A 12 inch interior or exterior illuminated address sign supplied by photocell or timer. Place in a location visible from N. Cloverdale Blvd.
29. Provide one 2A:10BC rated fire extinguisher for the new bar, mount 3-5 foot AFF in a common area near the exit.
30. Exit doors requires no-knowledge, single action (or panic) hardware.

**Outdoor Storage**

31. Proximity of the shipping containers and the 275-gallon Intermediate Bulk Containers (IBC) limits access around the building during a fire and restricts access to building openings (roll-up doors).  

The shipping containers shall be either 1) included in the allowable area of the existing building and have fire sprinklers extended to them, or 2) relocated to a minimum distance of 20 feet from the existing building and a minimum distance of 10 feet from all property lines.
32. Materials stored in the shipping containers shall be identified to determine if they are hazardous, or not, and included on the facility's Hazardous Materials Management Plan.
33. Pallet storage against the existing structure and 275-gallon IBC's shall be prohibited. Wood pallet storage to a maximum of 200 pallets shall not be stored within 30 feet of the existing structure or a property line.  

Wood pallet storage of 200+ pallets shall not be stored within 50 feet of the existing building or a property line.
34. To prevent or limit an unauthorized release to the environment or the storm water drain system, the stacked 55-gallon drums and other liquids stored in 275-gallon IBC's require a form of secondary containment and daily inspection. A spill kit with sufficient absorbent and tools is required to mitigate any minor releases.
35. Materials stored outside shall be located within an enclosed and secured area in an effort to deter unauthorized release, vandalism and/or malicious mischief.
36. While the Cloverdale Fire District does not enforce the storm water and pollution prevention regulations relating to the drainage system or creeks, we are a first responder to these incidents. Given the current situation of the outdoor storage area, the District provides the following property owner with the following requirements:
  - a. The outdoor storage area shall be covered with a canopy that is either 1) attached to the building and equipped with fire sprinklers; or 2) detached and located a minimum of 20 feet from the building and a minimum of 10 feet from all property lines.
  - b. Security fencing surrounding the covered outdoor storage area shall provide sufficient space to accommodate loading and unloading of box trucks.
  - c. The covered outdoor storage area, or a portion thereof, shall be equipped with a raised curb to provide secondary containment for liquid materials.
  - d. A spill kit, splash protection and tools shall be provided.



- e. Warning signs for the materials being stored shall be posted in a clear and unobscured location visible from the exterior of the storage area.
- f. The Hazardous Materials Management Plan shall be revised and updated to reflect all of these conditions so first responders are informed what specific materials are stored where and in what form.

**Public Works/Engineering:**

- 37. Project shall comply with all requirements of the Outside Services Area Agreement approved by the City of Cloverdale and LAFCO dated February 1, 2016
- 38. Development impact fees for subsequent phases of the project will be determined when plans are submitted to the City for review.

It is hereby certified that the foregoing Resolution No. 060-2017 was duly introduced and duly adopted by the City Council of the City of Cloverdale at its regular meeting held on September 12, 2017, by the following roll call vote: (Ayes- 5; Noes-0)

AYES: Councilmember Bagby, Vice Mayor Palla, Councilmember Russell, Councilmember Brigham, and Mayor Wolter  
NOES: None  
ABSENT: None  
ABSTAIN: None

APP

Gus Wolter, Mayor

ATTESTED:

Linda Moore, Deputy City Clerk



**CITY OF CLOVERDALE  
CITY COUNCIL  
ORDINANCE NO. 716-2017**

**AN ORDINANCE OF THE CITY OF CLOVERDALE AMENDING TITLE 18, "ZONING," OF THE CITY MUNICIPAL CODE, PREZONING AN APPROXIMATELY 3.23 +/- ACRE PARCEL OF DEVELOPED LAND GENERALLY SITUATED WEST OF HWY. 101/SOUTH CLOVERDALE BOULEVARD AND SOUTH OF SANDHOLM LANE (APN 117-040-066) REFERRED TO AS THE RENNER FUELING STATION PROPERTY TO THE "GENERAL INDUSTRIAL (M-1)" ZONING DISTRICT**

**THE CITY COUNCIL OF THE CITY OF CLOVERDALE HEREBY ORDAINS AS FOLLOWS:**

**SECTION 1. RECITALS**

- A. The owner of the Renner Fueling Station property (APN 117-040-066), containing an approximately 3.23 +/- acre parcel of developed land located in unincorporated Sonoma County territory has requested annexation to the City of Cloverdale for the purpose of obtaining city services for an existing fueling station.
- B. The proposed property for annexation to the City lies within the Sphere of Influence and Urban Service Boundary of the City of Cloverdale.
- C. Annexation of this property is desired by Renner Petroleum for the purpose of obtaining City water, sewer, drainage and other municipal services including Police services provided by the City of Cloverdale.
- D. The City of Cloverdale has determined that all requisite municipal services can be provided to the Renner property.
- E. An Outside Service Area Agreement (OSAA) was approved by the Cloverdale City Council and Local Agency Formation Commission (LAFCO) in June of 2014 for the extension of water and sewer utilities, which were necessary to support the construction of a card lock fuel station on the property.
- F. Section 9 of the OSAA requires that "the Owner shall apply to City for prezoning and annexation of the County parcel" and states that the "Owner shall obtain pre-zoning and annexation approval from the City of Cloverdale City Council and shall apply for annexation of County parcel and receive approval from Sonoma County LAFCO".
- G. Pursuant to state annexation law, lead agencies, such as the City of Cloverdale, are required to prezone properties prior to annexation and as required by California State Law, California Government Code Sec. 56375 (a) (7), all requests for annexation must not create "county islands" which would not promote the local or efficient expansion of communities in California.

- H. As mandated by state law and Sonoma County Local Agency Formation Commission (LAFCO) requirements, the City of Cloverdale is obligated to prezone the affected property identified above prior to annexation. Proposed pre zoning includes classifying an individual property within the annexation area to the General Industrial (M-1) zoning districts as summarized above and as shown on Exhibit 1, which is hereby incorporated by reference to this ordinance.
- I. The California Environmental Quality Act ("CEQA"), together with the State guidelines and City environmental regulations, require that certain projects be reviewed for environmental impacts and that environmental documents be prepared. To comply with CEQA, the City prepared a Mitigated Negative Declaration for this project with the finding that with adherence to mitigation measures included in the Initial Study for the project, there would be no significant or potentially significant impacts associated with the project.
- J. The City Council makes the following findings related to (1) the pre zoning the properties, described as County Assessor's Parcel Number (APN) 117-040-066 to the M-1 (General Industrial) District:
1. The proposed pre zoning is consistent with the goals, objectives, policies and programs of the Cloverdale General Plan and is necessary and desirable to implement the provisions of the General Plan.
    - a. *The proposed pre zoning of the Renner property as described above and shown on Exhibit 1, is consistent with the Land Use Map of the Cloverdale General Plan.*
    - b. *Development standards for the M-1 District will expand opportunities for future employment opportunities in the community.*
  2. The proposed pre zoning will not adversely affect the public health, safety and welfare or result in an illogical land use pattern.
    - a. *The Initial Study/Mitigated Negative Declaration prepared for this project has evaluated the public health, safety and welfare issue, and mitigation measures included in the Initial Study will eliminate or mitigate all such impacts to a less than significant level.*
    - b. *The land use pattern proposed for the annexation is generally consistent with existing development patterns within the annexation area and with existing County of Sonoma zoning as applied to these properties.*
  3. The proposed pre zoning is consistent with the purpose and intent of Chapter 18.03.080.D of the Cloverdale Municipal Code, as follows.
    - a. *The proposed pre zoning has been requested prior to annexation of the properties requested for annexation to the City of Cloverdale and will not become effective until the annexation process is complete.*

4. The proposed rezoning is consistent with the purpose and intent of Chapter 18.03.080.E of the Cloverdale Municipal Code, as follows.

a. *The proposed rezoning is consistent with the Cloverdale General Plan, as amended by this project.*

b. *The proposed project is consistent with all other provisions of the Cloverdale Municipal Code.*

c. *The proposed rezoning will not be detrimental to the public health, safety or welfare to the use of land in the annexation area or adjacent lands as documented by finding #2, above.*

d. *The properties proposed for rezoning are suitable for the proposed use that will be allowed by the City of Cloverdale zoning districts with the application of certain CEQA mitigation measures contained in the Initial Study/Mitigated Negative Declaration prepared for this project.*

K. On October \_\_, 2017, the City Council held a properly noticed public hearing regarding this Zoning Ordinance Amendment and considered all comments received in writing and all testimony received at the public hearing.

## **SECTION 2. PURPOSE AND INTENT**

The purpose and intent of these changes is to amend the City of Cloverdale Zoning Map (18.01.060 (b) CMC) to prezone the 3.23 +/- acre parcel lying west of Hwy. 101/S. Cloverdale Blvd, and south of the current City limits in this portion of Cloverdale to the General Industrial (M-1) Zoning District as shown on Exhibit 1, which rezoning will become effective upon completion of the annexation process.

## **SECTION 3. FINDINGS**

The above recitals are hereby declared to be true and correct and hereby incorporated herein as the required Findings of the City Council of the City of Cloverdale.

## **SECTION 4. RECLASSIFIED PROPERTY**

The City of Cloverdale Zoning Map (CMC §18.01.060 (b)) is hereby amended so as to prezone an individual property located west of Hwy. 101/ S. Cloverdale Blvd. and south of current City boundaries, generally south of Sandholm Lane and north of Kelly Rd. in the unincorporated area of Sonoma County to the General Industrial (M-1) zoning district. Pursuant to the provisions of Government Code section 65859 (a) the M-1 zoning of the site established for the property by this ordinance shall become effective at the same time that the annexation becomes effective.

## **SECTION 5. SEVERABILITY**

If any section, subsection, sentence, clause or phrase of this Chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Chapter. The City Council hereby declares that it would have passed the ordinance codified in this Chapter, and each and every section, subsection, sentence, clause or phrase not declared invalid or unconstitutional without regard to whether any portion of this Chapter would be subsequently declared invalid or unconstitutional.

**SECTION 6. EFFECTIVE DATE**

This Ordinance shall be and the same is hereby declared to be in full force and effect from and after thirty (30) days after the date of its passage and shall be published once before the expiration of fifteen (15) days after said passage, with the names of the Council Members voting for or against the same, in a newspaper of general circulation published in the County of Sonoma, State of California. Said zoning shall not be deemed effective until completion of the annexation.

I hereby certify that the foregoing ordinance was introduced before the City Council of the City of Cloverdale at a regular meeting thereof on the 12<sup>th</sup> day of September 2017 and duly and regularly adopted by the City at a regular meeting thereof held on the 26<sup>th</sup> day of September 2017, by the following vote:

**Ordinance No. 716-2017 was duly adopted on this the 26th day of September 2017, by the following roll call vote: (Ayes- 5; Noes-0)**

- AYES:** Councilmember Bagby, Vice Mayor Palla, Councilmember Russell, Councilmember Brigham, and Mayor Wolter
- NOES:** None
- ABSENT:** None
- ABSTAIN:** None

**APPROVED:**

[Redacted Signature]

**Gus Wolter Mayor**

**ATTEST:**

[Redacted Signature]

**Linda Moore, Deputy City Clerk**

**Exhibits Attached:**

Exhibit 1 – Rezoning Exhibit

# Renner Fueling Station Prezoning & Annexation



## Exhibit 1 - Renner Property Prezoning

Prezoning: GI - General Industrial



6/12/2017

Scale 1: 4,800

0 Miles 0.08





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**Renner Fueling Station Rezoning & Annexation  
Initial Study/Mitigated Negative Declaration  
Cloverdale, Sonoma County, California**

**Lead Agency:**



**Prepared By:**

City of Cloverdale  
Community Development Department  
123 N. Cloverdale Blvd.  
Cloverdale, CA 95425

**Contact: David Kelley, Community Development Director  
E-mail: [dkelley@ci.cloverdale.ca.us](mailto:dkelley@ci.cloverdale.ca.us)**

**Report Date: May 18, 2017**

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- 1. Project title:** Renner Fueling Station Prezoning & Annexation
- 2. Lead agency name and address:** City of Cloverdale  
124 N. Cloverdale Boulevard  
Cloverdale, CA 95425
- 3. Contact person and phone number:** Rafael Miranda, Associate Planner
- 4. Project location:** 28181 Old Redwood Highway (west side of S. Cloverdale Boulevard approximately 200 feet south of intersection with Sandholm Road) APN 117-040-066
- 5. Project sponsors name and address:** MLRX2 LLC  
PO Box 4868  
Eureka, CA 95502  
  
Valley Pacific Petroleum Services, Inc  
152 Frank West Circle, #100  
Stockton, CA 95206
- 6a. Existing General Plan designation:** *County of Sonoma:*  
Industrial
- 6b. Proposed General Plan designation:** *City of Cloverdale:*  
General Industrial (GI)
- 7a. Existing Zoning:** *County of Sonoma:*  
M-1 B8, Limited Urban Industrial District  
SR, Scenic Resources Combining District
- 7b. Proposed Prezoning:** *City of Cloverdale:*  
General Industrial (M-1)

**8. Description of project:**

*Overview:* The property owners are requesting annexation of a +/- 3.23-acre (+/-140,699.7 square feet) parcel located at 28181 Old Redwood Highway (APN117-040-066) ("Subject Property") into the City limits of Cloverdale. The location of the subject property is identified on Exhibit 1 – Location Map. An Outside Service Area Agreement (OSAA) was approved by the Cloverdale City Council and Local Agency Formation Commission (LAFCO) in June of 2014 for the extension of water and sewer utilities, which were necessary to support the construction of the card lock fuel station. Section 9 of the OSAA requires that "the Owner shall apply to City for pre-zoning and annexation of the County parcel" and states that the "Owner shall obtain pre-zoning

and annexation approval from the City of Cloverdale City Council and shall apply for annexation of County parcel and receive approval from Sonoma County LAFCO."

A petroleum card lock fueling station and related site improvements were recently constructed on approximately 2/3 of the Property. The building improvements were reviewed through the County of Sonoma Permit Resource and Management Department (PRMD). Construction of the card lock fuel station is complete and the Renner Petroleum card lock fuel station is open and operating. Through the OSAA, the fuel station has been utilizing City of Cloverdale water and wastewater services and utilities. In addition, the primary access to the property is through the City of Cloverdale's street and circulation network including the Hwy 101 overcrossing and South Cloverdale Blvd. A few outstanding items remain to finalize the fuel station such as street frontage improvements including landscaping, curbs, gutters, access driveways and a sidewalk. Street improvements will be constructed off-site on the adjoining property at 1313 S. Cloverdale Boulevard (APN 117-040-081), also owned by the property owner of the Subject Property. Improvement plans for these improvements are currently being reviewed by the City of Cloverdale Public Works Department and Cloverdale Fire District.

Major elements of the project include Prezoning and a Plot Plan Review Permit to allow for the annexation of the property with the existing Renner Petroleum card lock fuel station use. These elements are described in further detail below.

**Prezoning:** The City proposes to prezone the Property to the General Industrial (M-1) Zoning District. If approved by the Cloverdale City Council, the zoning would become effective upon approval of the annexation by LAFCO and completion of the annexation process. The proposed prezoning would allow for the existing card lock fuel station use. If approved, proposed zoning would be consistent with the existing General Plan Land Use Map and the General Industrial (GI) General Plan land use designation. The proposed City of Cloverdale prezoning district is identified on Exhibit 2 – Renner Property Zoning Designation.

**Plot Plan Review:** The application includes a request for approval of a Plot Plan Review permit to allow the existing Renner Petroleum card lock fueling station use. Due to the wholesale nature of the business operation of a card lock fueling station, the use falls under the category of wholesale and warehouse uses. According to Table 18.06.030-A of the Cloverdale Zoning Ordinance, wholesale and warehouse uses exceeding 10,000 square-feet require approval of a Plot Plan Review permit in the M-1 Zoning District.

The existing Renner Petroleum card lock fueling station site plan is shown on Exhibit 3. The site plan shows that approximately 2/3 of the Property is paved and developed with a 6,800-square foot fueling island and canopy, a 4,800 square-foot office/warehouse building, ADA compliant parking and bathroom facilities, covered trash enclosure and related site improvements. The rest of the Property is unpaved and contains an existing 4,800 square foot pole barn. The relatively flat Property also contains a coffee cart trailer located towards the front of the Property. The location, operation and use of the coffee cart trailer was approved along with the card lock fuel station through the County of Sonoma.

Once the Renner Petroleum card lock fuel station begins to make use of the 4,800-square foot office/warehouse building, the business would function with up to 12 employees on the site (including office/warehouse staff and drivers going to and from the site) and would operate 7 days per week, 24 hours a day, 365 days a year.

*Annexation to the City of Cloverdale:* The Renner Petroleum fueling station property owner has requested annexation to the City of Cloverdale. The Cloverdale City Council will be requested to adopt a resolution formally requesting this action. No other properties are proposed to be included in the annexation at this time.

See Table 1 with a summary of the Assessor's Parcel, ownership and estimated acreage for property included in the annexation.

**Table 1. Characteristics of Annexation Area**

Assessor Parcel No.	Site Address	Owner	Acres	Existing Use	Proposed Use
117-040-066	28181 Old Redwood Highway	MLRX2 LLC	3.23 acres	Card lock fuel station	Card lock fuel station

Source: City of Cloverdale, 2017

Upon completion of the annexation process, Police services from the Cloverdale Police Department would be extended to service the annexation area. The Property is currently within the boundary of the Cloverdale Fire Protection District (CFPD) and the annexation would not affect CFPD boundaries or operations. No changes are proposed to the boundaries of the Cloverdale Unified School District, since the affected properties already lie in this District. All other municipal services not already provided by the City through the OSAA would be extended to the property.

**9. Surrounding land uses and setting:**

Although the property has an address of 28181 Old Redwood Highway, it does not have any street frontage and is located on the west side of S. Cloverdale Boulevard.

A narrow property to the east at 1313 S. Cloverdale Boulevard separates the subject property from S. Cloverdale Boulevard, is located within the Cloverdale City limits and zoned General Industrial (M-1). The property is primarily developed with LID (Low Impact Development) improvements such as storm water retention and run off areas, two access driveways and a monument pricing sign for the card lock fueling station.

The properties to the north of the project site (Address: 1305 S. Cloverdale Boulevard and 103 Sandholm Road) are located within the Cloverdale City limits and are also zoned M-1. These properties are currently developed with commercial and industrial structures and uses.

The two properties located west of the subject property (Address: 28277 Highway 101 and 28243 Old Redwood Highway) are located outside of Cloverdale City limits and are developed with storage structures and appears to be primarily used for storage of recreational vehicles.

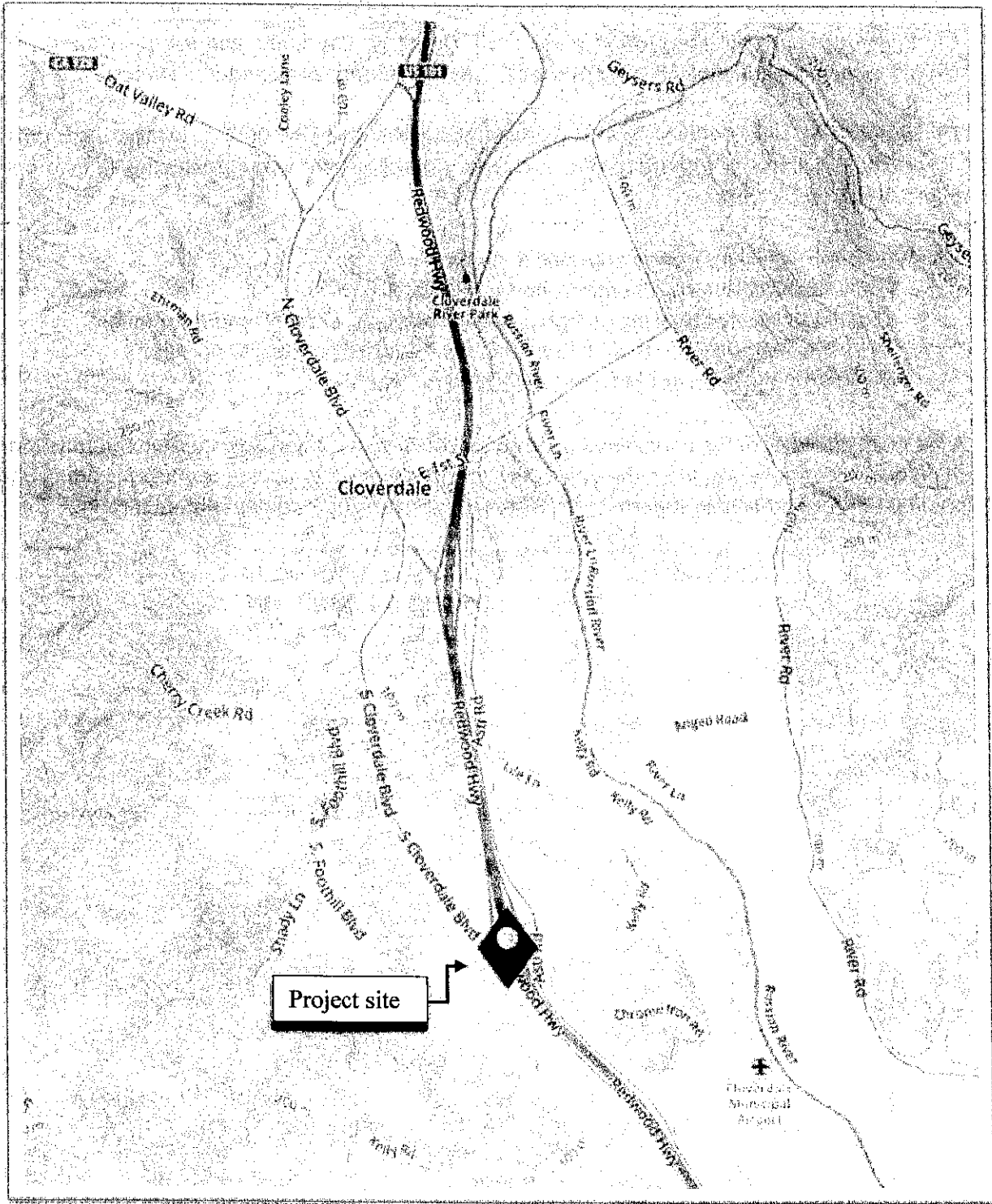
The property to the south at 28145 Highway 101 (APN 117-040-064) is located outside of Cloverdale City limits, is undeveloped and currently is utilized for wood processing and storage of processed wood chips.

**10. Other public agencies whose approval is required:**

- Local Agency Formation Commission (annexation)
- City of Cloverdale (building permits, utility extensions, encroachment permits)
- Northern Sonoma County Air Pollution Control District (air quality permits)
- State Water Resources Control Board (Notice of Intent)

Aside from approval of the annexation by Sonoma LAFCO (Local Agency Formation Commission), the City of Cloverdale would be the only other agency involved in issuing permits including, but not limited to, encroachment permits, building permits and any Planning related permit.

**Exhibit 1 – Renner Project Location Map**



LOCATION MAP

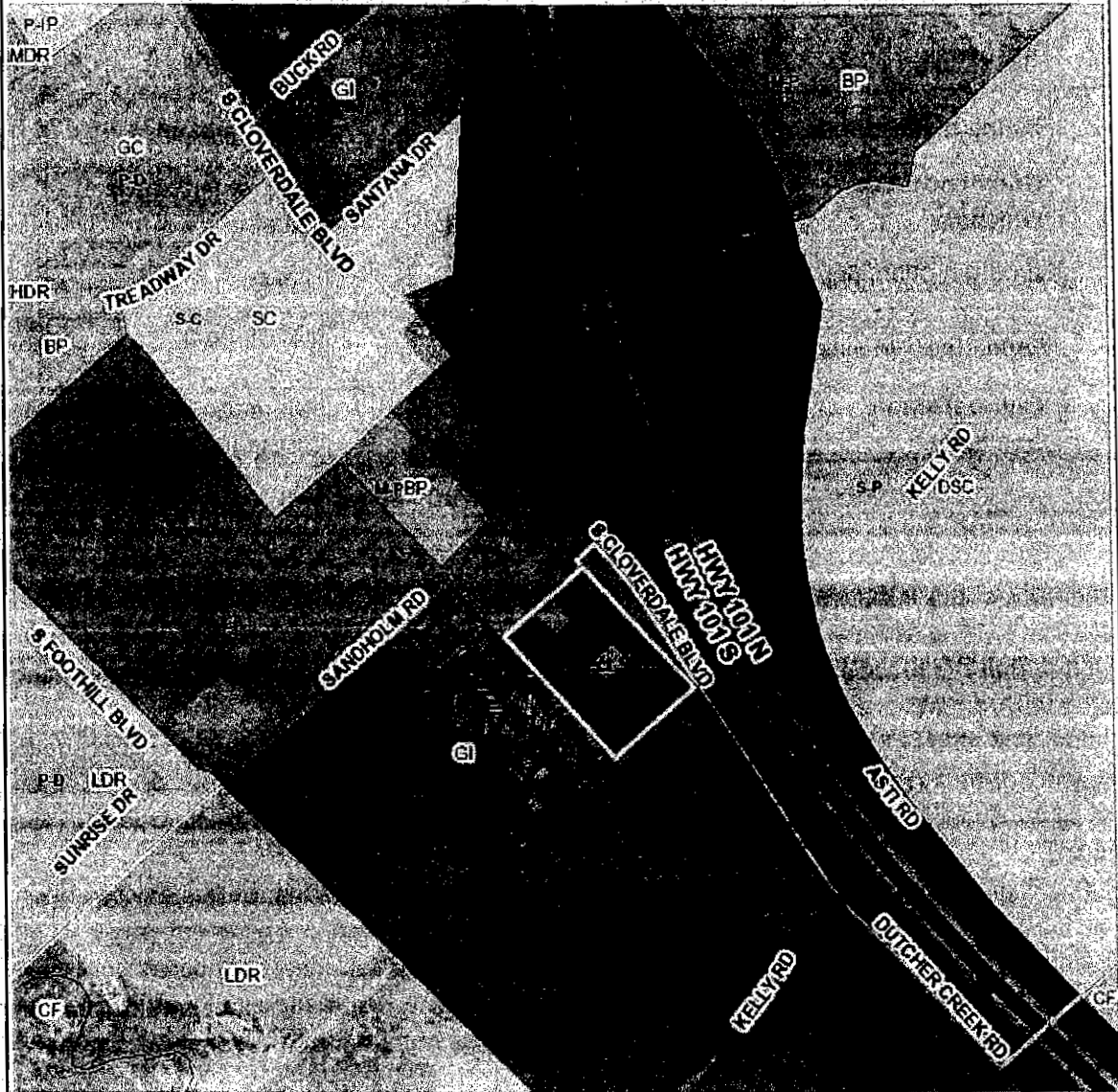
NO SCALE



Renner Annexation – 28181 Old Redwood Highway (APN 117-040-066)  
Initial Study

Page 6  
June 2017

# Renner Fueling Station Prezoning & Annexation



**Figure 2 - Renner Property  
General Plan & Prezoning**

Scale 1: 4800  
0 Miles 0.08

**Environmental Factors Potentially Affected**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

X	Aesthetics	-	Agricultural Resources	-	Air Quality
-	Biological Resources	-	Cultural Resources	-	Geology/Soils
-	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials	-	Hydrology/Water Quality
-	Land Use/ Planning	-	Mineral Resources	-	Noise
-	Population/Housing	-	Public Services	-	Recreation
X	Transportation/ Circulation	-	Utilities/Service Systems	-	Mandatory Findings of Significance

**Determination** (to be completed by Lead Agency):

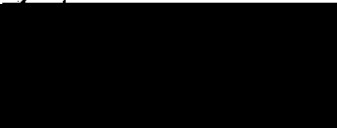
On the basis of this initial evaluation:

I find that the proposed project **could not** have a significant effect on the environment and a **Negative Declaration** will be prepared.

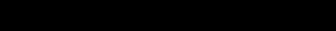
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **Mitigated Negative Declaration** will be prepared.

I find that although the proposed project **may** have a significant effect on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on the attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **Environmental Impact Report** is required, but must only analyze the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: 

Date: 6/12/17

Printed Name: 

For: \_\_\_\_\_



## Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors as well as general factors (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less-Than-Significant Unless Mitigation Incorporated" implies elsewhere the incorporation of mitigation measures has reduced an effect from "potentially significant effect" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less-Than-Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) **This is a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.**
- 9) **The explanation of each agency should identify: (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.**

## V. ENVIRONMENTAL CHECKLIST

The following Environmental Checklist form is used to describe the impacts of the proposed project, as detailed in the Project Description. Potential environmental impacts are described as follows:

**Potentially Significant Impact:** An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in this Checklist, an Environmental Impact report (EIR) must be prepared.

**Potentially Significant Unless Mitigated:** An environmental impact that requires the incorporation of mitigation measures to reduce that impact to a less-than-significant level.

**Less-Than-Significant-Impact:** An environmental impact may occur, however, the impact would not be considered significant based on CEQA environmental standards.

**No Impact:** No environmental impacts are proposed.

**1. Aesthetics**

Environmental Setting

The Property contains an existing 4,800 square-foot pole barn, a 4,800 square-foot vacant office/warehouse building, a 6,800 square foot fueling island canopy, fuel pumps and related site improvements. Approximately 2/3 of the 3.23 acre site is paved with asphalt and developed with the card lock fuel station use, commercial building and related site improvements. No public parks, playgrounds or scenic overlooks exist on the Subject Property and the Property is not located along a scenic highway. Similarly, no natural features such as stands of trees, rock outcroppings, bodies of water or similar features, are present on the Property.

Surrounding uses include industrial properties to the north and west, and vacant land to the south and east.

Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>1. Aesthetics - Would the Proposal:</b>				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Discussion

a-b) No Impact. The Property is located on the valley floor and is not expected to impact scenic views or dynamic vistas. No construction is proposed as a part of this application and no

trees would be removed. The site does not contain scenic resources, including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway system.

- c) Less than Significant. The City of Cloverdale has adopted Industrial Design Guidelines to ensure new development implements General Plan goals and objectives, respects the natural forms and becomes a compatible part of the community environment. The Design Guidelines purpose are intended to minimize the aesthetic impacts of new development projects. The Design Guidelines include guidelines for building design (i.e. architecture) and site design and planning, which have the purpose of improving the aesthetics of the built environment. Staff has evaluated the proposed project for potential impacts to the surrounding properties and determined that the site, building, and landscape designs meet the City's requirements. The City's approving authority on site design and architecture (Planning Commission) will ultimately review the project for conformance with City standards and requirements.
- d) Less than Significant with Mitigation. One of the existing buildings on the site contains lighting fixtures that are a significant source of glare which adversely affects nighttime views in the area. The existing light fixtures are older style light fixture that do not contain shielding and allows significant light to escape from the property site. Existing impacts related to lighting and glare would be reduced to a less-than-significant level by requiring compliance with conditions of approval that would be included in the Plot Plan Review permit approval. Strict adherence to the requirements of Section 18.09.050 (Outdoor Lighting) of the Zoning Ordinance would be included as a condition of approval on the Plot Plan Review permit, as well as incorporated into a Mitigation Measure. These regulations seek to prevent glare and light pollution by requiring all exterior lighting and lighting fixtures to be designed, located, installed, aimed and maintained downward or toward structures.

**Mitigation Measure Aesthetics-1:** All future exterior lights to be installed and all existing exterior lights that do not comply with the intent of Section 18.09.050 (Outdoor Lighting) of the Zoning Ordinance shall be brought into compliance by:

- replacing all existing light fixtures that are not in compliance with Section 18.09.050 (Outdoor Lighting) of the Zoning Ordinance;
- installing light fixtures shields/shades so that lighting is directed downward to prevent light trespass and glare off-site.

## **2. Agricultural and Forestry Resources**

### Environmental Setting

No portion of the project site is used for or zoned for agricultural production. No timber resources exist on the site. No Williamson Act contract or Timber Preserve contract exist on the site.

### Project Impacts:

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>2. Agricultural and Forestry Resources - Would the proposal:</b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined by PRC Sec. 12220(g), timberland (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g)?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use?				X

Discussion

a-e) No Impact. The subject property contains no prime farmland, unique farmland, or farmland of statewide importance or active agricultural operations. There would be no impact to agricultural or forestry resources since the site is surrounded by urban uses and does not contain any trees or forested areas. The proposed Zoning Designation for the Property is General Industrial (M-1) wherein wholesale and warehouse uses exceeding 10,000 square feet are allowed with approval of a Plot Plan Review permit, which the applicants have applied for as well. The Property does not contain land that is part of a Williamson Act contract. Furthermore, the project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as the site is not listed on any maps prepared pursuant to the Farmland Mapping and Monitoring Program.

**3. Air Quality**

Environmental Setting

The City of Cloverdale is located at the northern end of Sonoma County, and falls within the North Coast Air Basin (NCAB) along with Del Norte, Humboldt, Trinity and Mendocino Counties. The Northern Sonoma County Air Pollution Control District (NSCAPCD) is the local agency responsible for monitoring air quality within the NCAB. The NSCAPCD develops rules and regulations, and establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines when necessary.

Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>3. Air Quality - Would the Proposal:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an			X	

applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	

**Discussion**

a-e) Less than Significant Impact. Fueling stations, such as Renner, are subject to review by the NSCAPCD under Air District and State law, primarily to regulate emissions of volatile organic compounds (VOCs), including benzene. These emissions occur during the bulk refilling of station underground tanks and the subsequent fueling of passenger vehicles. VOCs are precursors to ozone formation, which has a state and federal ambient air quality standard (0.090 ppm/1-hr and 0.070 ppm/8-hr). The District is in attainment for the state and federal ozone standards. Benzene is a component of gasoline that has been identified by the state of California and the US EPA as a hazardous air pollutant, or carcinogen. For this reason, California adopted a stationary source Airborne Toxic Control Measure (ATCM) in 1988 for retail service stations (17 CCR §93101). This State rule supersedes and is more stringent than Federal rules for fueling stations. Specific fueling practices and vapor recovery hardware systems are required to minimize the emissions of volatile organic compounds, including benzene.

Renner submitted a complete permit application to the District on January 5, 2015. Permit application review was performed by the District pursuant to District Regulation 1, Rule 200 (preconstruction review). Renner is defined as a "minor source" under the Clean Air Act not subject to Title V or PSD permitting. Total facility-wide emissions of all pollutants from the operation are less than the corresponding significance thresholds defined in District rule (Regulation I, Rule 130(s2)) which would require Best Available Control Technology. Renner was evaluated for toxics pursuant to District Regulation 1, Rule 230 to evaluate thresholds for action under the California Air Toxics Hot Spots Act. Calculated facility potential to emit of toxics does not trigger Hot Spots thresholds. However, Renner is subject to the ATCM for benzene because it receives gas from a delivery truck to a storage tanks (17 CCR §93101(b)) and it is a retail service station that transfers gas from a storage tank to a vehicle (17 CCR §93101 (c)).



The District issued an Authority to Construct permit for the project on January 26, 2015 and a final Permit to Operate for the station on March 3, 2017. The station was required to install Phase 1 and 2 vapor recovery systems certified by the California Air Resources Boards (CARB). The installed vapor recovery system is also equipped with "In Station Diagnostics" which allows the performance of the system to be monitored for continual compliance with operating parameters. The vapor control system installed is deemed Best Available Control Technology (BACT) for the purposes of controlling Volatile Organic Compounds (VOC) and benzene emissions. The station was inspected by the District and source tested in February 2017 and was determined to be in compliance with permit conditions and applicable requirements.

Air pollution concerns for the City of Cloverdale were also addressed in the Environmental Impact Report (EIR) for the General Plan update completed in 2009. According to the EIR, due to the temporary nature of construction related impacts and required compliance with NSCAPCD rules and regulations, these impacts would not result in excess exposure of pollutant levels to sensitive receptors and are considered to be less than significant.

The NSCAPCP is currently in attainment for all criteria pollutants and any increase in criteria emissions is already accommodated for by the air district. As a result, the area would remain in attainment for criteria pollutants and any impacts from increased emissions from the City of Cloverdale are considered less than significant.

#### 4. Biological Resources

##### Environmental Setting

The majority of the Subject Property is developed and covered in pavement containing a minimal amount of open soil or any natural features except for landscaping and natural grasses. The site is surrounded by urban uses and does not contain any trees. No wetlands or special-status species currently exist on the site, nor is the project site located within a Habitat Conservation Plan area.

##### Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>4. Biological Resources - Would the proposal:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or				X

special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances				X

protecting biological resources, such as a tree preservation policy or ordinance?				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

**Discussion**

a-f) No Impact. The project does not propose any new construction and the Property site is without any natural features such as wetlands, waterways, trees, riparian habitat or any other significant natural features.

**5. Cultural Resources**

**Environmental Setting**

The project site contains no above ground historic resources, as it is currently developed with an existing 4,800 square-foot pole barn, a 4,800 square-foot office/warehouse building, 6,800 square foot fueling island canopy, fuel pumps and related site improvements. Approximately 2/3 of the 3.23 acres is paved and developed with the card lock fuel station use, commercial building and related site improvements.

**Project Impacts**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>5. Cultural Resources - Would the proposal:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Sec. 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Sec. 15064.5?				X

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

**Discussion**

a-d) No Impact. Based on existing site conditions and the fact that the project does not propose any new construction, demolition or tree removal and no disturbance of any cultural, historic, archeological or Native American resource has been or would be impacted should the annexation be approved and implemented. The site has not been identified on any cultural resources surveys. Standard conditions of approval for the Plot Plan Review include conditions and procedures to be followed if prehistoric or archaeological resources are discovered that would reduce any potential impacts to these resources to a less-than-significant level. If prehistoric archaeological remains such as bone, shell, worked stone objects, or human graves are unearthed during project related activities, work in the immediate vicinity of the finds would be stopped until a qualified prehistoric archaeologist evaluated the situation and made recommendations for mitigation to the resource. If human remains are encountered the Sonoma County Coroner would be notified immediately.

**6. Geology and Soils**

Environmental Setting

This section of the Initial Study is based on a soils report of site specific soils conducted by Whitchurch Engineering, dated June 30, 2014, which is incorporated by reference into this Initial Study. The soils report was prepared in advance of construction of the existing card lock fueling station currently located and operating on the Property. The Whitchurch Engineering report is available for review at the Cloverdale Planning Department during normal business hours.

The Property is relatively flat with surface water draining to the southeast. No steeply sloping areas located on or adjacent to the Property. Two test holes were bored 10 feet into the ground in the area of the existing fuel station canopy, and ground water was not found at the bottom of either of the test holes. The borehole tests indicated that the Property contained native, undisturbed soils consisting of a mix of clay, gravel, fractured rock, and sandy silty clay material from top to bottom of the test holes.

The Whitchurch Engineering report notes that the Property is located in a very seismically active region and possibly subject to earthquakes of large magnitudes which could produce significant

ground shaking. Although this high to very high level of seismic hazard is typical in Northern California, in general, there are three sources of large magnitude earthquakes which could affect the project area. These sources include the San Andreas, Healdsburg and Maacama Faults with the San Andreas Fault zone being located approximately 25 miles west of the site, the Healdsburg Fault zone located 3.5 miles to the south, and the Maacama Fault zone located approximately 8 miles to the east. The project site is not located in an Earthquake Fault Zone and the report concludes that the potential for liquefaction at the Property is considered to be negligible.

**Project Impacts**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>6. Geology - Would the proposal:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X

b. Result in substantial soil erosion or the loss of topsoil?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X

**Discussion**

a) Less than Significant Impact/No Impact. A soils report was prepared for the Property by Whitchurch Engineering, dated June 30, 2014. The report states that the Property is not located within an Alquist-Priolo Earthquake Fault Zone or State of California Earthquake Fault Studies Zone, and there are no active faults on the Property.

As the presence of groundwater was not detected in the test holes, the potential for liquefaction is negligible, although the potential for strong seismic ground shaking still exists. However, the existing station was designed in accordance with the California Building Code and the recommendations detailed in the soils report. Therefore, this impact has been reduced to a less than significant level.

b-e) No Impact. The soils report prepared for this site by Whitchurch Engineering, dated June 30, 2014, states that the soils are capable of providing adequate support for the card lock

fuel station, provided the construction conform to the latest edition of the California Building Code and specific recommendations detailed in the report.

Prior to construction of the existing fuel station, two test holes were bored 10 feet into the ground in the area of the existing canopy, and ground water was not found at the bottom of either test hole. The borehole tests indicated that the Property contained native, undisturbed soils consisting of a mix of clay, gravel, fractured rock, and sandy silty clay material throughout the depth of the earth.

An outside services agreement (OSAA) was approved in June of 2014 prior to construction of the existing card lock fuel station. Through the OSAA, the fuel station has been utilizing City services and utilities although it is currently located outside City limits, and would remain as such upon annexation of the Property into the Cloverdale City limits.

**7. Greenhouse Gas Emissions**

Environmental Setting

The annexation area is substantially developed with the existing Renner Petroleum card lock fueling station operation, which includes wholesale storage and retail sales of gasoline. Greenhouse gasses are currently emitted into the atmosphere from passenger vehicles and delivery trucks to and from the Property.

Greenhouse gasses include carbon dioxide, methane, nitrous oxides, perflorocarbons, sulphur hexafluoride and hydroflorocarbons. It is generally recognized that greenhouse gasses trap heat and moisture near the earth's surface, increasing the ambient temperature, also known as global warming. Effects of global warming, include changing of ocean circulation patterns, a reduction of global ice coverage and general changes to climatic conditions.

Sonoma County has taken the lead in preparing a County-wide Climate Action Plan (CAP) with the intent of reducing the amount of greenhouse gasses for all cities in the County, including Cloverdale. The amount of targeted reduction is 25% below the 1990 emission level by the year 2020.

The Draft CAP estimates that the City of Cloverdale emitted 57,300 metric tons of carbon monoxide in 1990 and 59,000 metric tons in 2010, the most recent estimate available.

Project Impacts:

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>7. Greenhouse Gas Emissions - Would the proposal:</i>				

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**Discussion:**

- a) **No Impact.** The proposed annexation of the existing Renner Petroleum card lock fueling station would not increase the amount of greenhouse gas emissions into the atmosphere because the use is already existing and no new construction or expansions are proposed or anticipated. Annexation of the existing use and Property into the City of Cloverdale would not lead to an increase in traffic or greenhouse gas emissions.
  
- b) **Less than Significant Impact.** Neither the City of Cloverdale nor Sonoma County have an adopted Climate Action Plan (CAP), although such a draft plan has been prepared is being considered for adoption by the County and the various incorporated cities in the County, including Cloverdale. The CAP includes a goal of reducing county greenhouse gas emissions by 25 percent below 1990 levels by 2015, but has no mandatory provisions that would apply to the project. In addition to the CAP, the State of California has adopted regulations that apply to the project that will help the County achieve its reduction goal. Motor vehicle emissions associated with the project would be reduced through compliance with state regulations on fuel efficiency and fuel carbon content. The regulations include the Pavley fuel efficiency standards that require manufacturers to meet increasing stringent fuel mileage rates for vehicles sold in California and the Low Carbon Fuel Standard that requires reductions in the average carbon content of motor vehicle fuels. Emissions related to electricity consumption by the project would be reduced as the electric utility complies with the Renewable Portfolio Standard, which requires utilities to increase its mix of renewable energy sources to 33 percent by 2020. The project would not conflict with the Sonoma County CAP and regulations adopted by the State of California to reduce greenhouse gas emissions. Therefore, impacts would be less than significant.

**8. Hazards**

Environmental Setting

Before the Highway 101 bypass occurred in the 1990's, most of Cloverdale Boulevard was part of the State Highway 101 road system. During those years, service stations and other auto oriented businesses were prevalent along Cloverdale Boulevard. This must have also been true for the subject Property located at 28181 Old Redwood Highway (which still retains the old highway



address) because it is currently listed on the State Water Resources Control Boards' GeoTracker website (<http://geotracker.waterboards.ca.gov/>).

The listing can be found by searching under the address or "Renner Cloverdale". The website identifies the Property as a LUST (Leaking Underground Storage Tank) Cleanup Site. The Cleanup Oversight Agency is identified as the Sonoma County LOP (Local Oversight Program).

According to Senior Environmental Health Specialist Darcy Bering with the Sonoma County Department of Health Services (caseworker who in charge of monitoring the cleanup efforts through the LOP), the site previously contained one or more LUSTs. The tank(s) released petroleum hydrocarbon products into the environment before their removal. The LUST or LUSTs were not discovered until very late in the construction process, and completion of the card lock fueling station was allowed pending the monitoring of this site cleanup involving the LUST(s). As of the writing of this Initial Study, the County has sent numerous letters to all parties currently and previously involved with the site in an effort to identify the party responsible for financing the cleanup. Once the party accepts responsibility, soil vapor tests will have to be conducted to determine to what extent cleanup and monitoring of the site is necessary and required.

No public or private airports or airstrips exist within or near the project site. The Property lies outside of an urban/wildland high fire hazard area.

Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>8. Hazards - Would the proposal:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		

<p>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>				<p>X</p>
<p>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>		<p>X</p>		
<p>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>				<p>X</p>
<p>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>				<p>X</p>
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>				<p>X</p>

<p>h. Expose people or structures to a significant risk of loss, injury or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>				<p>X</p>
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**Discussion**

a, b, d) Less than Significant with Mitigation. According to Senior Environmental Health Specialist Darcy Bering with the Sonoma County Department of Health Services, three or four soil borings would have to be performed to see if groundwater has been impacted on the Property. Ms. Bering stated that until these tests are conducted and the results have been analyzed, it is impossible to know the true extend of the impact, including whether future remediation would be required and to what extent. As a result, a condition of approval for the Plot Plan Review as well as the following Mitigation Measure would be included that would reduce impacts to a less-than-significant level by requiring compliance with the directives issued by the Local Oversight Program (LOP) regarding the Leaking Underground Storage Tanks (LUST).

**Mitigation Measure Hazards-1:** The responsible party shall maintain compliance with any directives issued by the Local Oversight Program (LOP) regarding the Leaking Underground Storage Tanks (LUST) to ensure potential impact related to Hazards are less-than-significant.

c, e-h) No Impact. This Property is not located within one-quarter mile of an existing school, near an airstrip nor would annexation of the property impair implementation or interfere with an adopted emergency response plan. The Property is located on the valley floor and is not located in a Wildland Urban Interface (WUI) area. Annexation of the Property would not result in a safety hazard for people residing or working on adjacent properties or the surrounding area.

**9. Hydrology and Water Quality**

Environmental Setting

No creeks, wetlands or other bodies of water exist on the Property. The Property is not located within a 100-year flood hazard area, and not located on any printed flood map according to the FEMA (Federal Emergency Management Agency) Flood Map Service Center.

**Project Impacts**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>9. Hydrology and Water Quality - Would the proposal:</b>				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?			X	

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

**Discussion**

a,f) Less than Significant Impact. A primary concern of storm water runoff is the potential amount of pollution associated with the existing fueling station, following completion of the annexation. Gasoline, oil and grease from vehicles and herbicides associated with landscaping are all considered non-point source (NSP) pollutants. As part of the normal and customary development review process, the County of Sonoma required the preparation and approval of an Erosion Control Plan for the card lock fueling station prior to construction of the station. The Erosion Control Plan ensures that development will not increase the flow or intensity of flow of rainwater runoff from the pre-development

conditions. In addition to the Erosion Control Plan, Low Impact Development (LID) measures were included in the site improvements to offset the impact of the impervious surfaces as required by NPDES No. CA0025054 and Cloverdale Municipal Code Section 16.10.160, which invoke the Santa Rosa LID Manual as adopted by the City of Cloverdale. The Santa Rosa LID Manual includes minimum required control measures for new development, such as structural and non-structural control strategies, and long-term operation and maintenance of controls. It also includes specific guidance for volume and flow control design parameters for structural controls such as detention ponds, vegetative areas, and runoff pretreatment. The applicant has submitted to the City of Cloverdale a copy of the recorded Declaration of Covenants Regarding Maintenance of Stormwater BMP Facilities that will ensure implementation of LID measures.

In terms of the City's Wastewater Treatment Plant discharge and water quality standards, future annexation of the Property would increase flows into the City's wastewater treatment plant. The Wastewater Treatment plant currently experiences an average daily inflow of 0.55 mgd (million gallons per day) during dry weather conditions and is approved by the North Coast Water Resources Control Board to process up to 1.0 mgd during dry weather. As of October 2014, the plant had a surplus capacity of 0.45 mgd (source: City of Cloverdale 2014 Infrastructure audit, 2014). The maximum design capacity during wet weather conditions is 8.25 mgd with average inflows of 4.10 mgd as of 2014, leaving a surplus capacity of 4.15 mgd.

The property owner's engineer has estimated that the existing Renner Petroleum card lock fuel station generates up to 67 gallons per day (gpd) of wastewater, which is currently treated at the City's wastewater plant (see Table 2). The amount of wastewater demand represented by the Property is already accommodated for in the City's wastewater treatment and disposal system. The Property is also currently improved with a wastewater collection system sized to accommodate the existing wastewater flows that connect to the City's system.

**Table 2. Annexation Wastewater Demand**

Land Use Type	Wastewater Use Factor	Wastewater Generation (gpd)
Light Industrial / Renner Petroleum	67 gal/day	67 gal/day
<b>Estimated Wastewater Demand</b>	--	<b>67 gal/day</b>

Notes:

1. Based on existing Renner Petroleum card lock fuel station demand estimates.
- b) Less-than-Significant. A report prepared by the City of Cloverdale in late 2014 (2014 Infrastructure and Public Service Audit, 10/15/14) referenced in subsection "a," above, notes that the City recently completed two new water wells as of 2014. New wells were financed by the US Department of Agriculture. Improvements were also made to the City's

water system to “de-aerate” water prior to entering the City’s water treatment plants that improved the efficiency of the treatment plant. Water system improvements are now on-line and a part of the municipal water system which includes five wells. The 2014 Infrastructure Audit reported that with the recently completed improvements, the daily capacity of the municipal water system is approximately 3.69 mgd. The 2014 estimated maximum demand for water was approximately 2.55 mgd, with 28,000 gallons/day allocated to other pending development projects, this would leave approximately 392,000 gallons per day for future development in the community, including development on the Property.

Table 3 provides an estimate based on City information regarding the estimated quantity of water used by the existing card lock fuel station on the Property. The estimated maximum use of water 484 gpd, is significantly less than the estimated 392,000 gpd that is currently available to serve future development so there would be an adequate long-term supply of water available for the proposed annexation of the Property and the existing card lock fuel station use.

The City of Cloverdale will also require, as a normal and customary condition of development approval for future building improvements on the Property, that developers install high water efficiency fixtures and appliances to minimize water use to the fullest extent. Such improvements may likely include but would not be limited to use of low-flow toilets and showers, possible use of non-water urinals, use of water efficient appliances, limitations on installation of landscaping and similar features.

**Table 3. Annexation Water Demand**

Land Use Type	Water Use Factor	Water Use (gpd)
Light Industrial / Renner Petroleum	484 gallons/day	484
<b>Estimated Water Demand</b>	--	<b>484</b>

Source: City of Cloverdale, 2017

- c) **No Impact.** The proposed annexation would not substantially alter the existing drainage pattern of the site or area, or the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site because no new construction is proposed or anticipated for the existing fueling station. Furthermore, currently and prior to development of the existing fueling station, the relatively flat site did not contain any streams, waterways, wetlands or rivers.
- d-f) **Less than Significant Impact.** A primary concern of storm water runoff is the potential amount of pollution associated with the existing fueling station, following completion of the annexation. Gasoline, oil and grease from vehicles and herbicides associated with landscaping are all considered non-point source (NSP) pollutants. As part of the normal and customary development review process, the County of Sonoma required the preparation and approval of an Erosion Control Plan for card lock fueling station. The

Erosion Control Plan ensures that development will not increase the flow or intensity of flow of rainwater runoff from the pre-development conditions. Low Impact Development (LID) measures were included in the site improvements to offset the impact of the impervious surfaces as required by NPDES No. CA0025054 and Cloverdale Municipal Code Section 16.10.160, which invoke the Santa Rosa LID Manual as adopted by the City of Cloverdale. As a result, annexation of the Property would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site, exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff or otherwise degrade water quality.

- g-j) The annexation will not place housing within a 100-year flood hazard area, as the Property does not contain any residential units nor is it located on any printed flood map according to the FEMA (Federal Emergency Management Agency) Flood Map Service Center. The Property is located approximately 3.5 miles from Lake Sonoma and separated by a mountain range. It is also located more than 25 miles away from the Pacific Ocean, and separated by several mountain ranges.

**10. Land Use**

**Environmental Setting**

The annexation area is substantially developed with the existing Renner Petroleum card lock fueling station operation, which includes wholesale storage and retail sales of gasoline. The Property is currently developed with an existing 4,800 square-foot pole barn, a 4,800 square-foot office/warehouse building, a 6,800 square foot fueling island canopy, fuel pumps and related site improvements. Approximately 2/3 of the 3.23 acres is paved and developed with the card lock fuel station use, office/warehouse building, parking and related site improvements.

Surrounding uses include industrial to the north and west, frontage improvements for the fueling station to the east, and vacant land to the south.

**Project Impacts:**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>10. Land use - Would the proposal:</i>				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not				X



limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**Discussion**

a-c) **No Impact.** If approved, annexation of the Property into the City of Cloverdale City limits would not divide an established community as the project site is currently located on the edge of the current City limits and bordered by vacant land to the south. The Property is being Prezoned to the M-1 (General Industrial) Zoning District, which is the corresponding Zoning District for the Properties existing GI (General Industry) General Plan Land Use Designation. There are no habitat conservation, natural community conservation or specific plans associated with the Property.

**11. Mineral Resources**

**Environmental Setting**

No significant mineral resources exist in the project area based on the Land Use Diagram of the Cloverdale General Plan.

**Project Impacts**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>11. Mineral Resources - Would the proposal:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral				X

resource recovery site delineated on a local general plan, specific plan, or other land use plan?				
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Discussion

a-b) No Impact. The General Plan notes no deposits of minerals on or adjacent to the project site and no impacts would result.

**12. Noise**

Environmental Setting

The project site is not located in close proximity to a fixed noise-producing source, such as the Highway 101 freeway or the Cloverdale airport. The railroad and Highway 101 freeway are located approximately a half mile to the east of the site, separated by a hillside and ridgeline. Standard conditions of approval require that noise levels on the project site not exceed standards established in the General Plan.

Project Impacts and Mitigation Measures

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>12. Noise - Would the proposal:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c. A substantial permanent increase in ambient noise levels in the project vicinity above				X

levels existing without the project?				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

**Discussion**

a) **Less than Significant Impact.** The annexation area is substantially developed with the existing Renner Petroleum card lock fueling station operation. The Property is currently developed with an existing 4,800 square-foot pole barn, a 4,800 square-foot office/warehouse building, 6,800 square foot fueling island canopy, fuel pumps and related site improvements. Approximately 2/3 of the 3.23 acres is paved and developed with the card lock fuel station use, warehouse/commercial building and related site improvements.

The primary noise source for the Property would be noise associated with vehicles along Cloverdale Boulevard and Highway 101 beyond. The General Plan noise analysis identifies that a small portion of the project site is above the exterior industrial threshold of 70 dBA CNEL established within the General Plan Noise Element. However, other than landscaping and paving, the only element of the card lock fueling station that exists in this portion of

the site is an air/water supply refill amenity. Therefore, this impact would be reduced to a less than significant level.

- b-f) No Impact. The annexation area is substantially developed with the existing Renner Petroleum card lock fueling station operation. The primary noise source for the Property would be noise associated with vehicles along Cloverdale Boulevard and Highway 101 beyond. With no construction or additions proposed as a part of the annexation of the existing fueling station, the Property would not generate excessive groundborne vibration or groundborne noise or contribute to such noise levels.

Similarly, the annexation of the Property would not introduce a substantial permanent, temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project because the Renner Petroleum card lock fueling station already exists and is not proposed to be intensified or enlarged. The project area is not located within an approved land use plan or in close proximity to the Cloverdale Municipal Airport, the closest public or private airport to the area. No impacts would occur with respect to this topic.

### 13. Population and Housing

#### Environmental Setting

The annexation area is substantially developed with the existing Renner Petroleum card lock fueling station operation consisting of an existing 4,800 square-foot pole barn, a 4,800 square-foot office/warehouse building, 6,800 square-foot fueling island canopy, fuel pumps, parking and related site improvements. Surrounding uses include industrial properties to the north and west, and vacant land to the south and east. No residential uses exist on the Property or on any of the surrounding properties.

#### Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>13. Population and Housing - Would the proposal:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Discussion**

a-c) No Impact. The proposed annexation of the Property would have no impact on the population growth within the City of Cloverdale as the project involves the annexation of a property that is developed with a card lock fueling station and Pre-zoned for industrial uses. No new roads are being created and existing roads are not being extended. Infrastructure is adequate to handle this growth.

An outside services agreement (OSAA) was approved in June of 2014 prior to construction of the existing card lock fuel station. Through the OSAA, the fuel station has been utilizing City services and utilities although it is currently located outside City limits, and would remain as such upon annexation of the Property into the Cloverdale City limits. No residential units would be displaced, necessitating reconstruction elsewhere.

**14. Public Services**

Environmental Setting

Essential public services to the project area are provided as follows:

- *Fire Protection.* Fire protection services are provided by the Cloverdale Fire Protection District, which is headquartered at 451 S. Cloverdale Boulevard. A fire station is also located at the district headquarters.
- *Police Protection.* Police and security would be provided by the Cloverdale Police Department, headquartered at the 112 Broad Street, upon completion of annexation of the Property.
- *Schools.* Although the Property is developed with and zoned for industrial uses, public educational services for grades K-12 for residents of Cloverdale and the surrounding area are provided by the Cloverdale Unified School District. Local schools serving the

project site include Jefferson Elementary School, Washington Middle School and Cloverdale High School.

- **Library Service.** Sonoma County Library provides library service to Cloverdale as well as the greater Sonoma County. Numerous branch libraries are located in both incorporated cities and unincorporated communities throughout the County. The library administrative headquarters is located in Santa Rosa. The branch library closest to the project site is located at 401 N. Cloverdale Boulevard in Cloverdale.
- **Maintenance.** Maintenance of local streets, roads and other governmental facilities are the responsibility of the City of Cloverdale.

**Project Impacts**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>14. Public Services - Would the proposal:</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				X
Fire protection?				X
Police protection?				X
Schools?				X

Parks?				X
Other public facilities?				X

**Discussion**

- a) No Impact. Details of the proposed development were provided to the Police Department as well as the Fire District and it was determined that the annexation would not adversely impact the level of service provided by the Fire District, Police Department, or School District. No new or expanded facilities would be required to serve the proposed project. If new construction, additions or expansions are proposed for the existing fueling station in the future, the property owner would be required to pay all applicable development impact fees that support these Departments and Districts City Wide. Maintenance of local roads and other public facilities would be provided by the City of Cloverdale and would be funded by increased property taxes and fees paid by the property owner. Library service to the project area would continue to be provided by the Sonoma County Library system.

For impacts to parks, refer to item 15, below.

**15. Recreation**

Environmental Setting

The Property is developed with the existing Renner Petroleum card lock fueling station operation and related site improvements. No parks, playgrounds or similar uses are present on the site.

The closest public park is Furber Park located north of the Property at the northeast corner of S. Foothill Boulevard and Elbridge Avenue.

Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>15. - Recreation - Would the proposal:</i>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the				X

facility would occur or be accelerated?				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

**Discussion**

a-b) No Impact. As the annexation would not contribute to an increase in the population of the City of Cloverdale, the annexation would not significantly impact the existing recreational facilities located within the City of Cloverdale, such that the facilities would be substantially degraded. Furthermore, annexation of the Property would not require the construction or expansion of recreational facilities.

**16. Traffic and Transportation**

**Environmental Setting**

Cloverdale Boulevard is the main arterial through the City, extending in a north-south direction, and provides direct access to the Property. In this section, the roadway has two travel lanes; one northbound and one southbound). Regional access is provided by the US 101 freeway just east of the Property.

General Plan Policy CE 2-1 seeks to maintain a mid-Level of Service (LOS) D for automobile traffic during the weekday morning and evening peak periods at intersections of an arterial street with either another arterial or a collector street. The 2008 General Plan EIR analyzed the intersection of S. Cloverdale Boulevard with the South US 101 freeway interchange overpass under AM and PM peak hour conditions. This intersection is the closest to the annexation area. The EIR documents that existing AM and PM peak hour conditions are Level of Service (LOS) A and B respectively, and without signalization at complete build out of the General Plan peak hour operations of this intersection would be LOS E and F, which is the lowest level of service. LOS F is characterized by delays of more than 50 seconds where drivers wait for long periods before there is an acceptable gap in traffic, creating long queues. However, with mitigation the LOS could be reduced from F to D or better.

Public transportation to the City of Cloverdale and the annexation area is provided by the Sonoma County Transit Agency (SCTA). SCTA provides regional service to communities to the south and an intercity Cloverdale Shuttle for local trips. A bus stop is currently located along S. Cloverdale Boulevard adjacent to the Property at 1313 S. Cloverdale Boulevard.



No bicycle paths or sidewalks are located along S. Cloverdale Boulevard adjacent to the Property, but improvement plans are currently under review for frontage improvements including curb, gutter and a sidewalk along the adjacent property frontage at 1313 S. Cloverdale Boulevard.

No public or private airports or airstrips exist on or adjacent to the Property.

Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>16. Traffic and Circulation - Would the proposal:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design				X

feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e. Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion

a-b) **Potentially Significant Unless Mitigated.** The 2008 General Plan EIR analyzed traffic levels at the intersection of S. Cloverdale Boulevard with the South US 101 freeway interchange overpass under AM and PM peak hour conditions and determined that at build out of the General Plan, a LOS of E and F could be expected. However, with mitigation such as signalization of the intersection or consolidation of the intersection into a roundabout could achieve a LOS of D or better, which is the acceptable LOS according to General Plan Policy CE 2-1. In order to finance traffic improvements including signalization of the intersection of S. Cloverdale Blvd and the South US 101 freeway interchange overpass, the City routinely collects Development Impact Fees as a part of the development review and permitting process. The City Council adopted Resolution No. 046-2011, which established a Street and Thoroughfare Impact Fee for impacts to the City's street system from development. The nexus study prepared to establish the Streets & Thoroughfare Impact Fee, included the cost of signalization of the of S. Cloverdale Blvd and the South US 101 freeway interchange overpass. The fee amount in 2016 was \$2,638 per 1,000 square feet. Based on the review of the grading plans submitted to Sonoma County, the new fueling canopy and truck scale totaled 9,561 square feet. The City collected Streets and Thoroughfares Development Impact Fees totaling \$25,219.28 (\$2,638 x 956.1 square feet).

Review of the Traffic Study for the Renner Petroleum Cardlock Facility (TIS), completed by W-Trans in 2013, indicates that the project is estimated to generate an average of 506 trips per day including 36 trips during the morning peak hour and 42 trips during the evening peak hour. At the time the traffic study was completed, the project was estimated to have six employees and 160 customers per day and generate approximately 340 daily trips; however, to be conservative the trip generation used in the analysis was determined using standard rates published by the Institute of Transportation Engineers (ITE) in Trip

Generation Manual, 9th Edition, 2012 for Gas Station (Land Use #944) and three fueling positions, which resulted in 506 daily trips.

Based on the most recent project description, as stated in a letter addressed to Mr. Rafael Miranda at the City of Cloverdale from Mr. Darren Tully with Whitchurch Engineering dated January 2017, the project would have 12 employees and is estimated to have approximately 185 customers per day. Assuming three trips per employee and two trips per customer, the project, as currently proposed, has the potential to generate approximately 406 trips per day. In addition to the fueling canopy and truck scale, there are additional structures located on the site that are utilized as part of the project and generate additional traffic including a 4,800 square foot warehouse, open pole barn utilized for large truck parking and a drive-through coffee stop. The TIS found that under future conditions with the project traffic, the intersection of South Cloverdale Boulevard and the Hwy. 101 Interchange, would be expected to operate with an acceptable LOS A or B overall during the weekday a.m. and p.m. peak hours. The westbound South Interchange Approach would operate at an acceptable LOS C or better during both peak hours.

The TIS Study prepared by W-Trans however did not evaluate the project's impact to the intersection of South Cloverdale Boulevard/Santana Drive. This intersection is currently operating a Level of Service D or worse and signalization is warranted. W-Trans completed an updated focused traffic study to determine the proportional share fee that the Renner Petroleum Cardlock Facility should pay toward the cost of improvements at the intersection of South Cloverdale Boulevard/Santana Drive in the City of Cloverdale. It is noted that all surrounding intersections that could potentially be affected by the cardlock facility were included in the Traffic Impact Fee Update completed in March 2013; however, the intersection of South Cloverdale Boulevard/Santana Drive was not, though the need for a signal at this location was recently identified. This traffic study was completed in accordance with City of Cloverdale policies and is consistent with standard traffic engineering techniques.

#### *Existing and Future Traffic Volumes*

Volume data collected at the intersection of South Cloverdale Boulevard/Santana Drive in January 2017 was used to establish Existing volumes for the weekday a.m. and p.m. peak hours. Based on the data, the morning peak hour occurs between 7:00 and 8:00 a.m. and the evening peak hour occurs between 4:15 and 5:15 p.m.

Future volumes for the horizon year 2040 were calculated based on output from the Sonoma County Transportation Authority (SCTA) gravity demand model. Based on model projections, traffic volumes are expected to increase approximately 1.4 percent per year in the project vicinity, or a factor of 1.38 over the next 23 years. This factor was applied to the Existing traffic counts on South Cloverdale Boulevard to obtain Future volumes. It

is noted that there is no growth potential on Santana Drive, so volumes into and out of the side street legs were assumed to remain fairly constant.

#### Trip Distribution

To be consistent with the original TIS, the same trip distribution patterns were used for this analysis. It was assumed that 85 percent of the traffic would be travelling to/from the US 101 ramps while 10 percent would be travelling to/from the north on South Cloverdale Boulevard and 5 percent to/from the south of South Redwood Highway.

Based on the Existing and Future volumes, as well as the project trip generation and distribution, the percentage of total growth at the intersection of South Cloverdale Boulevard/Santana Drive for the horizon year 2040 attributed to the card-lock facility was calculated. The project is anticipated to add four trips to the study intersection during each of the peak hours, which translates to a proportional share of 1.7 percent.

The cost of the signal is estimated at \$519,000, resulting in a proportional share fee for the Renner Card-Lock of \$8,823.

**Traffic Mitigation Measure-1:** Prior to completion of annexation, the Applicant shall pay their fair share contribution towards upgrading the following significantly impacted intersection with traffic signal and related improvements to ensure circulation and intersection operations operate at a Leve Of Service D or greater:

- South Cloverdale Blvd. / Santana Drive; and

The Applicant will pay to the City of Cloverdale a pro rata share (equivalent to the Project's percentage of future vehicle trips on said Impacted Segments) of the total anticipated costs for design and implementation of future Traffic improvements. The pro rata share shall be calculated by multiplying the estimated cost of the traffic improvement (\$519,000) by the Project's pro rata share (1.7%) of calculated traffic impacts. The fair share payment and associated improvements shall be subject to review and approval by the City of Cloverdale City Engineer. The estimated pro rata share is: \$ 8,823.00. The applicant shall pay the applicable pro rata share of the anticipated total costs of constructing the signal improvements to the City of Cloverdale prior to final annexation of the property by LAFCO.

- c-f) No Impact. As noted in the Environmental Setting section of this Initial Study, no public or private airports or airstrips exist on or adjacent to the annexation area. The area is not located within the airport land use plan for Cloverdale Municipal Airport, so there would be no impacts with respect to a change in air traffic patterns.

The Property is currently served by driveways from S. Cloverdale Boulevard. With no changes to current structures proposed, existing driveways would remain as they

currently exist. Any new development proposals will be reviewed by the City of Cloverdale Community Development Department, Public Works Department and Fire Department to ensure consistency with City standards and to ensure there would be no hazards or impediments to emergency access would be created. Future development proposals would also be reviewed by the Cloverdale Fire Protection District to ensure that District design criteria are met in terms of standard and emergency access.

Finally, the proposed annexation would be consistent with the Cloverdale General Plan, as the Property is Pre-zoned for General Industrial (M-1), which is the corresponding Zoning District for the General Industry (GI) General Plan Land Use Designation for the Property. There would be no impacts with respect to potential conflicts with alternative modes of transportation.

## 17. Utilities and Service Systems

### Environmental Setting

The Project area is served by the following service providers:

- *Water supply.* City of Cloverdale.
- *Sewage collection.* City of Cloverdale.
- *Sewage treatment and disposal.* City of Cloverdale Wastewater Treatment Plant
- *Storm drainage.* The City of Cloverdale maintains a local stormwater drainage system with ultimate drainage into the Russian River.
- *Solid waste service.* Redwood Empire Disposal provides residential and non-residential solid waste hauling and recycling services to dwellings and businesses.

### Project Impacts

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>17. Would the project</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or			X	

wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing water entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state and local statutes and regulations related to solid waste?			X	

**Discussion**

a-b) Less than Significant Impact. Refer to the Hydrology section of this Initial Study for a discussion of wastewater treatment requirements and wastewater treatment facilities capacity.

- c-e) Less than Significant Impact. Refer to the Hydrology section of this Initial Study for a discussion of drainage facilities, water supplies and wastewater treatment facilities capacity.
- f-g) Less than Significant Impact. The existing fuel station on the Property could potentially result in a slight increase in the amount of solid waste generated by the existing fuel station that would be accommodated in local and regional landfill facilities. The proposed annexation of the Property would have no impact with regard to federal, state or local statutes or laws governing solid waste. Therefore, this impact would be reduced to a less than significant level.

**18. Mandatory Findings of Significance**

Environmental Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>18. Mandatory Findings of Significance</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?				X
c) Does the project have impacts that are individually limited,				X

but cumulatively considerable?				
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

**Discussion**

- a-b) **No Impact.** The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project is located on property not involving a creek, stream or other waterway, nor is the area identified as having populations of wildlife.
- c) **No Impact.** Cumulative impacts have been reviewed in the annual infrastructure audit. There are sufficient public facilities to serve the existing fuel station use located on the Property.
- d) **No Impact.** The project would not have direct nor indirect environmental effects on human beings. Noise and other impacts from the development would be minimal and within the thresholds set forth in the General Plan.



## Initial Study Preparers

### City of Cloverdale staff:

David Kelley, Assistant City Manager/Community Development Director

Rafael Miranda, Associate Planner

Mark Rincon, Public Works Director

Eric Janzen, Engineering Tech

Stephan Cramer, Police Chief

Vanessa Apodaca, Interim City Engineer

### Cloverdale Fire Protection District:

Brian Elliott

### Local Agency Formation Commission:

Mark Bramfitt, Executive Director

Carole Cooper, Administrative Assistant

### Sonoma County Department of Health Services:

Darcy Bering

### Applicant Team:

Natham Crum, Valley Pacific Petroleum Services, Inc

Darren Tully, P.E. Engineering Manager

Zach Johnson, Project Engineer

Debbie Fontaine, Renner Petroleum

## References

CEQA Guidelines, American Council of Engineering Companies, 2016

Cortese List, California Department of Toxic Substances Control, January, 2017

General Plan Update Environmental Impact Report, City of Cloverdale 2009

State Water Resources Control Board GeoTracker website

<https://geotracker.waterboards.ca.gov/>

California Department of Water Resources

<http://wdl.water.ca.gov>

Soils Report for 28181 Old Redwood Highway (APN 117-040-066), Whitchurch Engineering, June 30, 2014

Draft Climate Action Plan and Draft EIR for Climate Action 2020: Community Climate Action Plan, ICF International, March 2016

<http://sonomacounty.ca.gov/PRMD/News/Climate-Action-Plan-Update/>

Infrastructure and Public Services Audit, City of Cloverdale, October 2014

FEMA (Federal Emergency Management Agency) Flood Map Service Center

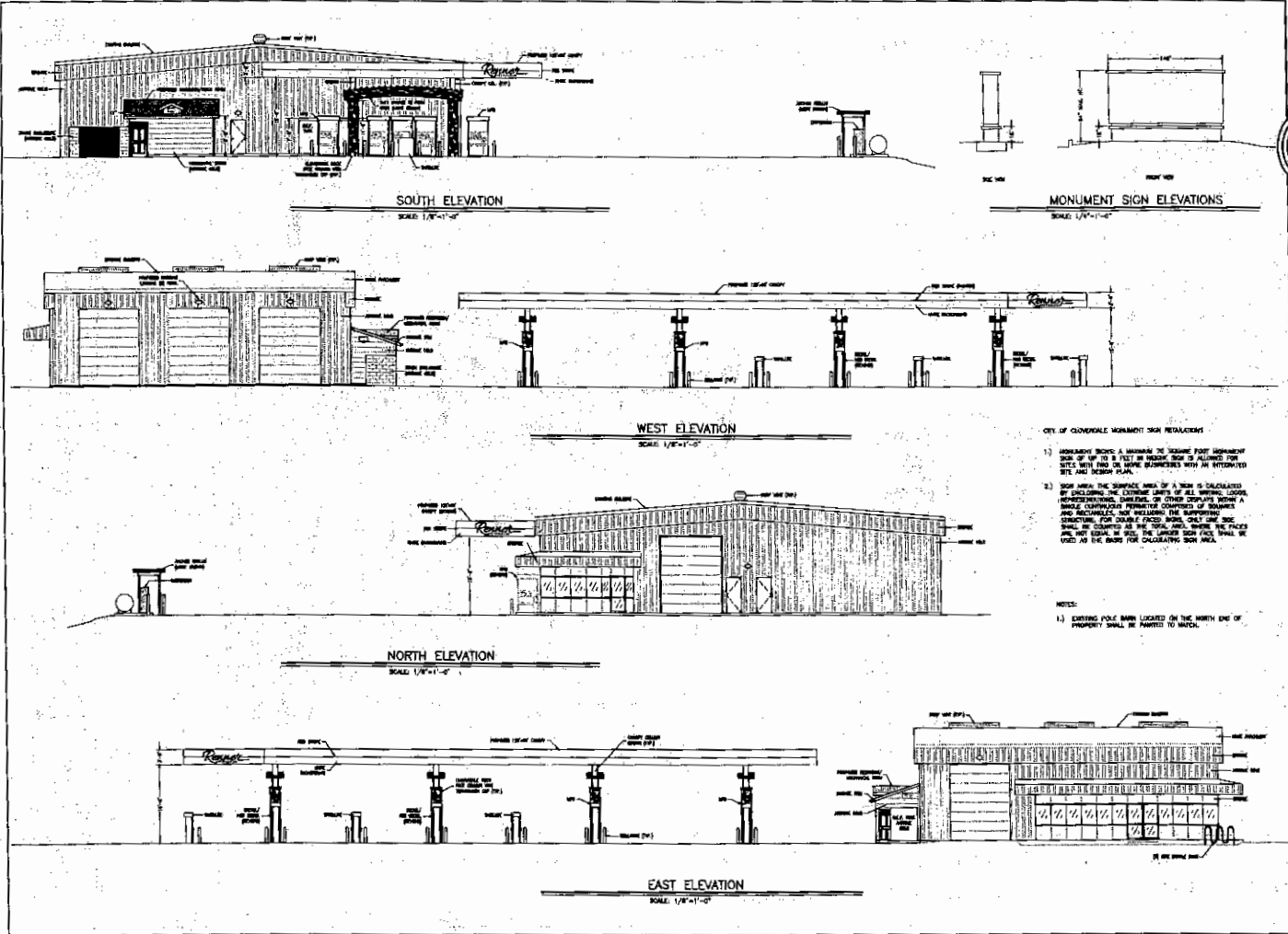
<https://msc.fema.gov/portal/>

## Exhibits

1. Location Map
2. General Plan and Pre-Zoning / Vicinity Map
3. Site Plan and Landscaping Plan

X:\Community Development\Applications\2015\ANNEX ZOA PP 015-2015 - Renner Cardlock\CEQA\Initial Study - Renner Annexation APN 117-040-066 - 28181 Old Redwood Hwy\_05-24-2017.docx





**CITY OF GLENDALE MONUMENT SIGN REGULATIONS**

- 1) MONUMENT SIGNS A MAXIMUM 75 SQUARE FOOT SIGNMENT SIGN OF UP TO 8 FEET IN HEIGHT SIGN IS ALLOWED FOR SITES WITH TWO OR MORE SIGNMENTS WITH AN INTERVIEW SITE AND DESIGN PLAN.
- 2) SIGN AREA: THE SIGNAGE AREA OF A SIGN IS CALCULATED BY INCLUDING THE OUTLINE SHAPES OF ALL LETTERS, LOGOS, REPRESENTATIONAL CHARACTERS OR OTHER GRAPHIC WITHIN A SINGLE CONTINUOUS PERIMETER COMPOSED OF SQUARES AND RECTANGLES. FOR DOUBLE-FACED SIGNS, ONLY ONE SIDE SHALL BE COUNTED AS THE TOTAL AREA. WHERE THE FACES ARE NOT EQUAL IN SIZE, THE LARGER SIGN FACE SHALL BE USED AS THE BASIS FOR CALCULATING SIGN AREA.

**NOTES:**

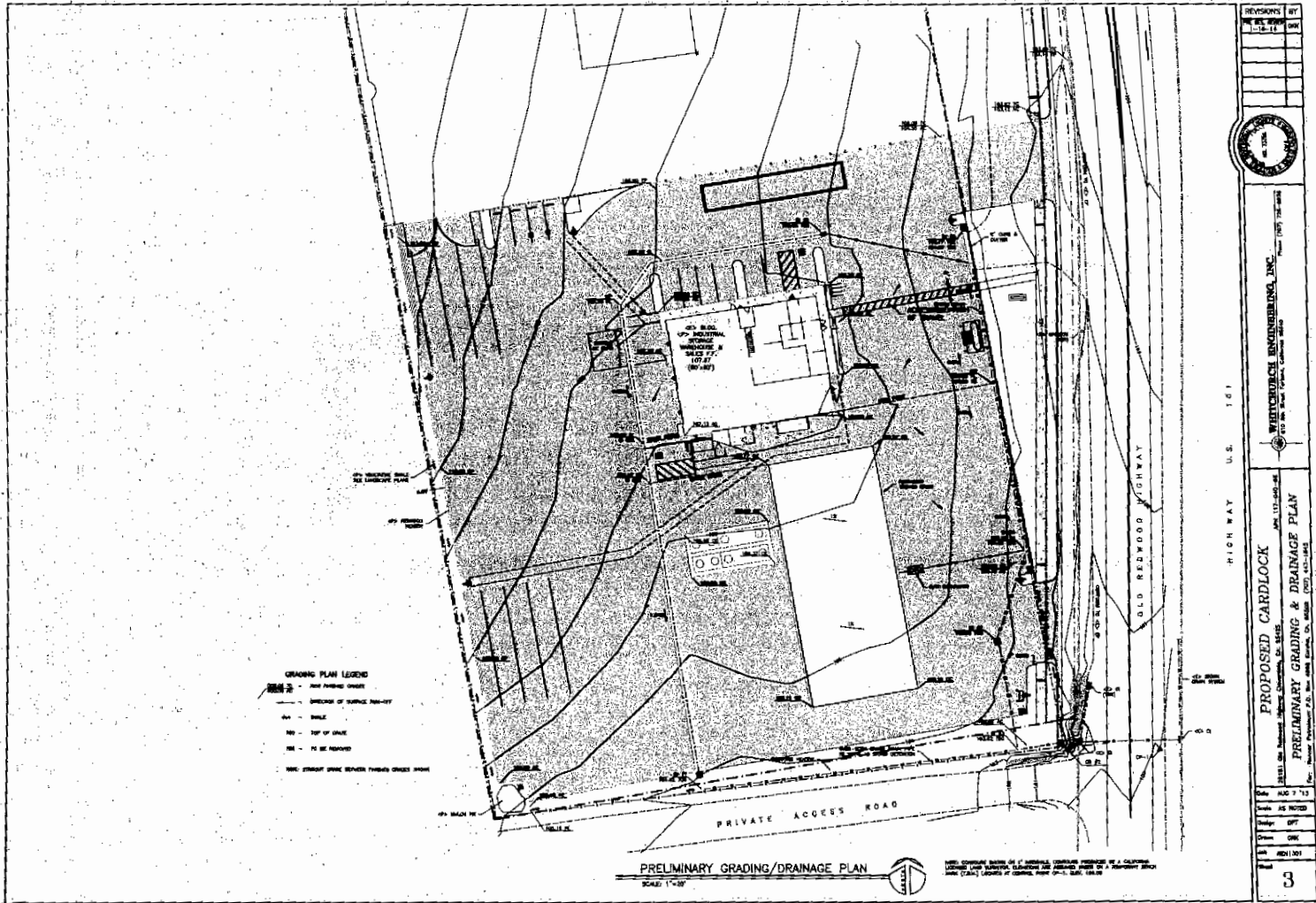
- 1) EXISTING POLE MOUNT LOCATED ON THE NORTH END OF PROPERTY SHALL BE MAINTAINED.

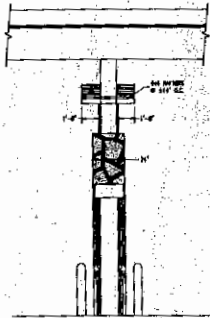
REVISIONS	BY
1-18-14	DM

**WATERBURY ENGINEERING, INC.**  
1100 W. 10th Street, Oklahoma City, OK 73106  
Phone: (405) 751-1111  
Fax: (405) 751-1112

**PROPOSED CARDLOCK ELEVATIONS**

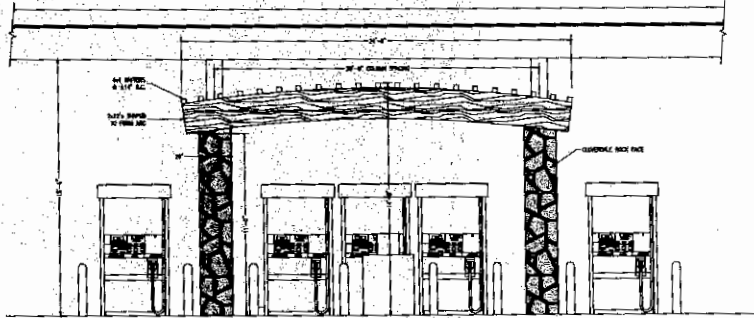
DATE: AUG 7 14  
 DRAWN BY: AE NOTES  
 CHECKED BY: DM  
 SCALE: 1/8"=1'-0"  
 SHEET NO: 2





EAST & WEST CANOPY COLUMN ELEVATION

SCALE: 3/8"=1'-0"



NORTH & SOUTH CANOPY COLUMN ELEVATION

SCALE: 3/8"=1'-0"

REVISIONS BY

NO.	DATE	BY	DESCRIPTION

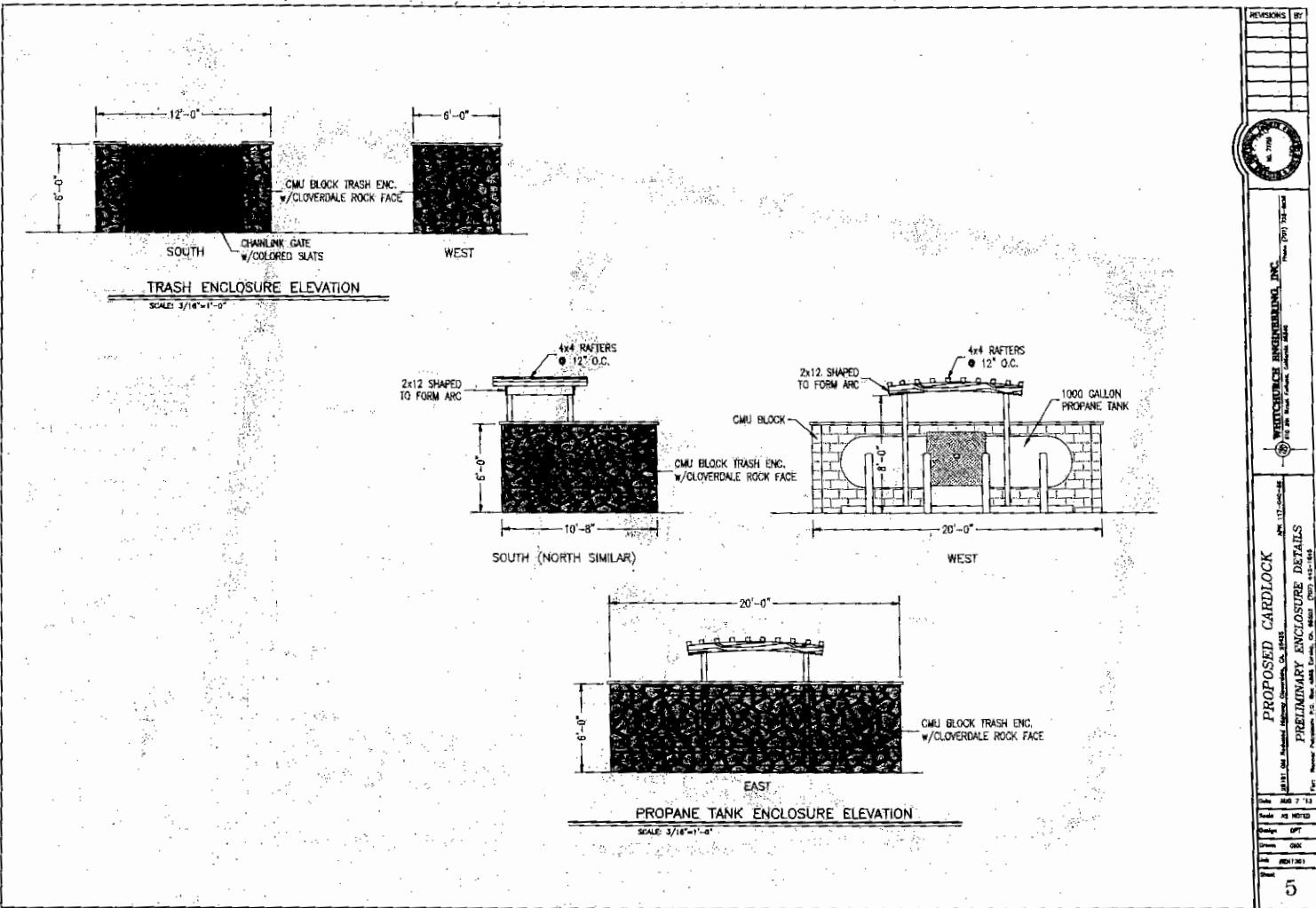


WHITEHOUSE ENGINEERING, INC.  
 117 200-06 State of California  
 117 200-06 State of California  
 117 200-06 State of California  
 117 200-06 State of California


PROPOSED CARDLOCK

PRELIMINARY PUMP ISLAND DETAILS

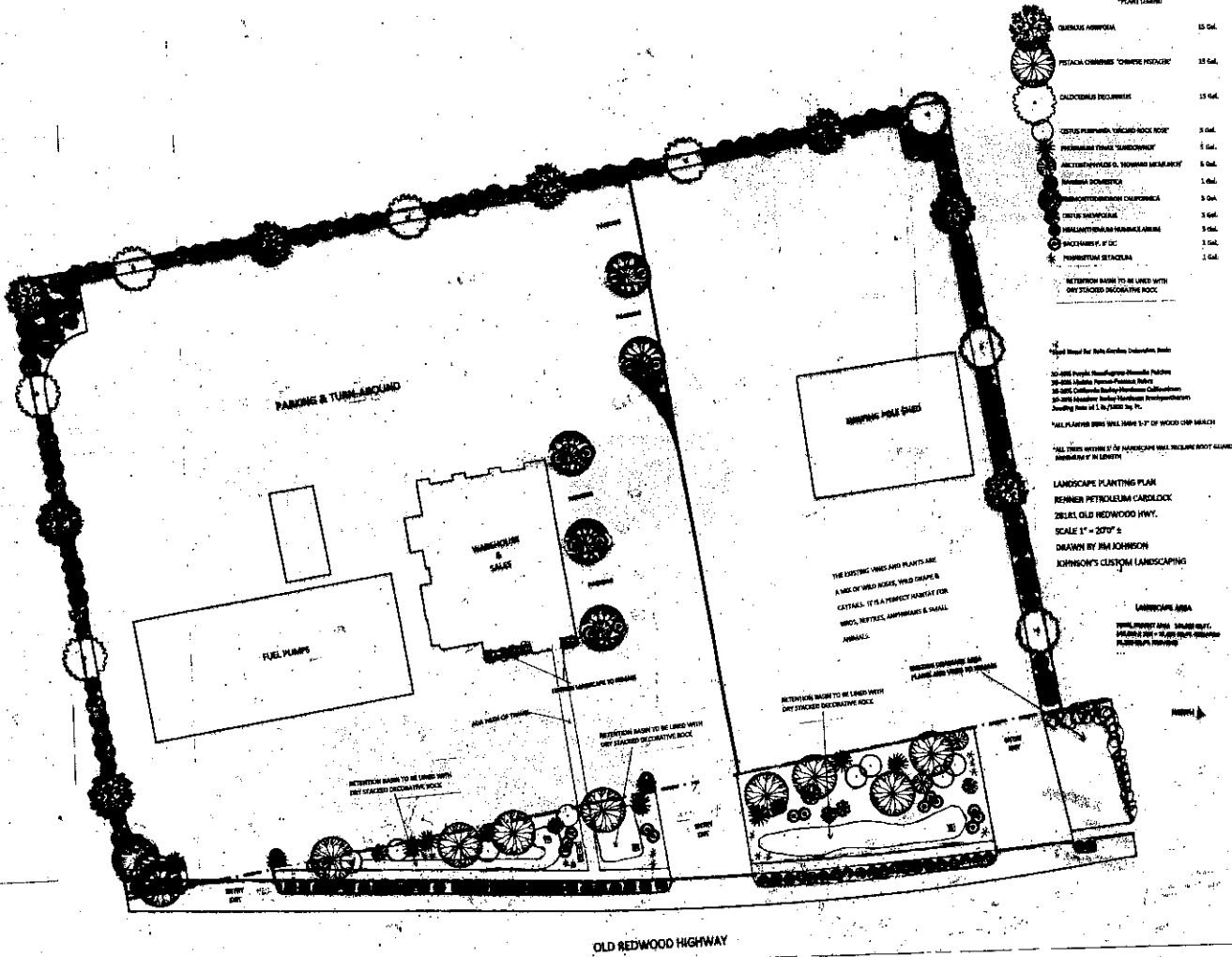
NO.	DATE	BY	DESCRIPTION



REVISIONS BY	

  
**WENTBURN ENGINEERING, INC.**  
 License No. 7978  
 4400 W. 13th Street, Independence, MO 64220  
 (816) 323-1234

**PROPOSED CARDLOCK**  
 PRELIMINARY ENCLOSURE DETAILS  
 Date: AUG 7 '13  
 Scale: AS NOTED  
 Design: DWT  
 Drawn: OAK  
 Job No: RD17381  
 5



PLANT LIST

QUERUS ARIFOLIA	15 Gal.	8
PECANIA CHRYSAE 'TOWERS PECAN'	15 Gal.	8
DIODORIS FLORENTINA	15 Gal.	16
CESTRUM PLURIFLORUM 'CASCARA ROCK ROSE'	5 Gal.	8
PERSEA FOLIOSA 'SANDWICH'	5 Gal.	8
ACTINOPYLIS S. 'TOWERS MEXICANA'	5 Gal.	72
SHRUBBERY	1 Gal.	16
DIODORIS FLORENTINA	5 Gal.	16
CESTRUM PLURIFLORUM	5 Gal.	16
PERSEA FOLIOSA 'SANDWICH'	5 Gal.	16
ACTINOPYLIS S. 'TOWERS MEXICANA'	5 Gal.	16
DIODORIS FLORENTINA	5 Gal.	16
PERSEA FOLIOSA 'SANDWICH'	5 Gal.	16
ACTINOPYLIS S. 'TOWERS MEXICANA'	5 Gal.	16

INTERVIEW BENCH TO BE LINED WITH ONE SPACED DECORATIVE ROCK

EXISTING VINES AND PLANTS ARE A MIX OF WILD ROSES, WILD CHERRY & CATALPA. IT IS A PERFECT CANDIDATE FOR WIND, NETTLES, AMPHIBIANS & SMALL ANIMALS.

INTERVIEW BENCH TO BE LINED WITH ONE SPACED DECORATIVE ROCK

RESTROOM

MANAGEMENT & SALES

FUEL PUMPS

PARKING & TURN-AROUND

SHOPPING POLE SHED

OLD REDWOOD HIGHWAY

LANDSCAPE AREA

LANDSCAPE PLANTING PLAN  
RENNER PETROLEUM CARDLOCK  
26101 OLD REDWOOD HWY.  
SCALE 1" = 20' &  
DRAWN BY JIM JOHNSON  
JOHNSON'S CUSTOM LANDSCAPING



Mitigation Monitoring and Reporting Program  
August 2017

Mitigation Measure	Implementation Action	Monitoring Responsibility	Timing of Mitigation Monitoring	Verification Date
<p><b>Mitigation Measure Aesthetics-1:</b> All future exterior lights to be installed and all existing exterior lights that do not comply with the intent of Section 18.09.050 (Outdoor Lighting) of the Zoning Ordinance shall be brought into compliance by:</p> <ul style="list-style-type: none"> <li>Replacing all existing light fixtures that are not in compliance with Section 18.09.050 (Outdoor Lighting) of the Zoning Ordinance;</li> <li>Installing light fixtures shields/shades so that lighting is directed downward to prevent light trespass and glare off-site.</li> </ul>	<p>Applicant shall Submit a Lighting plans to the City of Cloverdale Community Development Department for review and comment. Applicant shall adhere to City of Cloverdale lighting requirements.</p>	<p>City of Cloverdale Community Development Department</p>	<p>Prior to the commencement of any new construction activities, upon completion of annexation to the City of Cloverdale</p>	
<p><b>Mitigation Measure Hazards-1:</b> The responsible party shall maintain compliance with any directives issued by the Local Oversight Program (LOP) regarding the Leaking Underground Storage Tanks (LUST) to ensure potential impact related to Hazards are less-than-significant.</p>	<p>Implementation of compliance measures required by the Sonoma County Department of Health Services Local Oversight Program (LOP) in accordance with the California Underground Storage Tank Regulations (PDF), Sonoma County Program Guidelines for Site Investigations, and Regional Water Quality Control Board water quality objectives.</p>	<p>The Sonoma County Department of Health Services Local Oversight Program (LOP)</p>	<p>On-Going.</p>	

## Renner Fueling Station Annexation & Rezoning Project Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Action	Monitoring Responsibility	Timing of Mitigation Monitoring	Verification Date
<p><b>Traffic Mitigation Measure-1:</b> Prior to completion of annexation, the Applicant shall pay their fair share contribution towards upgrading the following significantly impacted intersection with traffic signal and related improvements to ensure circulation and intersection operations operate at a Level of Service D or greater:</p> <ul style="list-style-type: none"> <li>• South Cloverdale Blvd. / Santana Drive; and</li> </ul> <p>The Applicant will pay to the City of Cloverdale a pro rata share (equivalent to the Project's percentage of future vehicle trips on said Impacted Segments) of the total anticipated costs for design and implementation of future Traffic improvements. The pro rata share shall be calculated by multiplying the estimated cost of the traffic improvement (\$519,000) by the Project's pro rata share (1.7%) of calculated traffic impacts. The fair share payment and associated improvements shall be subject to review and approval by the City of Cloverdale City Engineer. The estimated pro rata share is: \$8,823.00. The applicant shall pay the applicable pro rata share of the anticipated total costs of constructing the signal improvements to the City of Cloverdale prior to final annexation of the property by LAFCO.</p>	<p>Ensure that the City of Cloverdale receives the proposed project's fair share contribution of traffic fees</p>	<p>City of Cloverdale Community Development Department &amp; Public Works Department</p>	<p>Prior to final annexation of the project by the Local Agency Formation Commission.</p>	

Item 3.3 Attachment 3

90

August 7, 2019