



Planning Commission

Regular Meeting AGENDA

(to be held both at the physical and virtual locations below)

Civic Center Council Chamber ♦ 300 Seminary Avenue ♦ Ukiah, CA 95482

To participate or view the virtual meeting, go to the following link: <https://us06web.zoom.us/j/83128884939>

Or you can call in using your telephone only:

- Call (toll free) 1-888-788-0099
- Enter the Access Code: 831 2888 4939
- To Raise Hand enter *9
- To Speak after being recognized: enter *6 to unmute yourself

Alternatively, you may view the meeting (without participating) by clicking on the name of the meeting at www.cityofukiah.com/meetings.

August 27, 2025 - 5:15 PM

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **PLEDGE OF ALLEGIANCE**

4. **AB 2449 NOTIFICATIONS AND CONSIDERATIONS**

5. **APPROVAL OF MINUTES**

5.a. Approval of the Minutes of August 13, 2025, a Regular Meeting.

Recommended Action: Approve the Minutes of August 13, 2025, a Regular Meeting.

Attachments:

1. 2025-08-13 PC Draft Minutes

6. **APPEAL PROCESS**

All determinations of the Planning Commission regarding major discretionary planning permits are final unless a written appeal stating the reasons for the appeal is filed with the City Clerk within ten (10) days of the date the decision was made. An interested party may appeal only if he or she appears and states his or her position during the hearing on the decision from which the appeal is taken. For items on this agenda, the appeal must be received by [date].

7. **COMMENTS FROM AUDIENCE ON NON-AGENDA ITEMS**

The Planning Commission welcomes input from the audience. If there is a matter of business on the agenda that you are interested in, you may address the Planning Commission when this matter is considered. If you wish to speak on a matter that is not on this agenda that is within the subject matter jurisdiction of the Planning Commission, you may do so at this time. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than ten (10) minutes

per subject. The Brown Act regulations do not allow action to be taken on audience comments in which the subject is not listed on the agenda.

8. **SITE VISIT VERIFICATION**

9. **VERIFICATION OF NOTICE**

10. **PLANNING COMMISSIONERS REPORT**

11. **DIRECTOR'S REPORT**

11.a. Receive Community Development Director's Report.

Recommended Action: Receive Community Development Director's August 2025 Report and discuss questions with Staff.

Attachments:

1. Planning Division Projects Report - 08-05-25

12. **CONSENT CALENDAR**

The following items listed are considered routine and will be enacted by a single motion and roll call vote by the Planning Commission. Items may be removed from the Consent Calendar upon request of a Commissioner or a citizen in which even the item will be considered at the completion of all other items on the agenda. The motion by the Commission on the Consent Calendar will approve and make findings in accordance with Administrative Staff and/or the Commission recommendations.

13. **UNFINISHED BUSINESS**

14. **NEW BUSINESS**

14.a. Planning Commission Training: An Overview of Recently Approved Discretionary Projects and Discussion with Staff (414 East Perkins Street; 105 Pomeroy Street; 162 Talmage Road).

Recommended Action: Receive training presentation on recently approved discretionary projects and discuss questions with Staff.

Attachments:

1. 414 Ea Perkins St - Planning Commission Staff Report
2. 105 Pomeroy St - Zoning Administrator Staff Report & Site Plan(s)
3. 162 Talmage Rd - Planning Commission Staff Report & Site Plan(s)

15. **ADJOURNMENT**

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request. Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available at the Civic Center 300 Seminary Ave. Ukiah, CA 95482; and online at: www.cityofukiah/meetings/ at the end of the next business day.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah City Hall, located at 300 Seminary Avenue, Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

Kristine Lawler, City Clerk
Dated: 8/21/25



**CITY OF UKIAH
PLANNING COMMISSION MINUTES
REGULAR MEETING**

Civic Center Council Chamber ♦ 300 Seminary Avenue ♦ Ukiah, CA 95482

Virtual Meeting Link: <https://us06web.zoom.us/j/83128884939>

**August 13, 2025
5:15 p.m.**

1. CALL TO ORDER

The City of Ukiah Planning Commission held a Regular Meeting on August 13, 2025. The meeting was legally noticed on August 7, 2025. The meeting was held in person and at the following virtual link: <https://us06web.zoom.us/j/83128884939>. Vice Chair Hilliker called the meeting to order at 5:15 p.m.

VICE CHAIR HILLIKER PRESIDING

2. ROLL CALL

Roll was taken with the following **Commissioners Present:** Jacob Brown, Delvery Montano, Rick Johnson, and Mark Hilliker. **Commissioner Absent:** Alex de Grassi. **Staff Present:** Craig Schlatter, Community Development Director; Jesse Davis, Chief Planning Manager; and Kristine Lawler, City Clerk.

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Johnson.

4. AB 2449 NOTIFICATIONS AND CONSIDERATIONS

No notifications or considerations received.

5. APPROVAL OF MINUTES

a. Approval of the Minutes of July 23, 2025, a Regular Meeting.

Motion/Second: Johnson/Montano to approve the minutes of the July 23, 2025, a Regular Meeting, as submitted. Motion **carried** by the following Roll Call votes: AYES: Montano, Johnson, and Hilliker. NOES: None. ABSENT: de Grassi. ABSTAIN: Brown.

6. APPEAL PROCESS

Vice Chair Hilliker stated the appeals deadline date is August 25, 2025.

7. COMMENTS FROM THE AUDIENCE ON NON-AGENDA ITEMS

No public comment was received.

Clerk noted that there was no public presence online.

8. SITE VISIT VERIFICATION

No site visit was necessary.

9. VERIFICATION OF NOTICE

Vice Chair Hilliker noted that the agenda was properly noticed.

10. PLANNING COMMISSIONERS' REPORTS

Presenters: Commissioner Johnson and Vice Chair Hilliker.

11. DIRECTOR'S REPORT

Presenters: Craig Schlatter, Community Development Director and Jesse Davis, Chief Planning Manager.

Public Comment: Pinky Kushner.

Report was received.

12. CONSENT CALENDAR

No items on the Consent Calendar.

13. UNFINISHED BUSINESS

No items on Unfinished Business.

14. NEW BUSINESS

a. Receive New Planning Commissioner Orientation Presentation and Discuss Questions with Staff.

Presenter: Craig Schlatter, Community Development Director.

Public Comment: Pinky Kushner.

Presentation was received.

15. ADJOURNMENT

There being no further business, the meeting adjourned at 7:26 p.m.

Kristine Lawler, City Clerk



AGENDA SUMMARY REPORT

SUBJECT: Receive Community Development Director's Report.

DEPARTMENT: Community Development

PREPARED BY: Craig Schlatter, Community Development Director

PRESENTER: Craig Schlatter, AICP

ATTACHMENTS:

1. Planning Division Projects Report - 08-05-25

Summary: Planning Commission will receive the Community Development Director's Report and discuss questions with Staff.

Background: Director's Reports are bi-monthly oral reports given by the Community Development Director on the status of projects, primarily within the Planning Division, of the Community Development Department. Updates may include, but are not limited to, application status of major and minor discretionary permits, the implementation status of advanced planning and related 2040 General Plan programs and projects, and updates related to the activities of other divisions of the Department.

Discussion: This report is expected to provide updates in the following areas:

- August 2025 Planning Division Projects Report (Attachment 1)
 - This is a monthly report produced on the first of each month. The August 2025 report and previous monthly reports are located on the Planning Division Services webpage, under "Current Planning Reports": <https://cityofukiah.com/community-development/planning-services>.
- Any updates since the previous Director's report at the Planning Commission's meeting on August 13, 2025, will be provided verbally during the meeting.

Recommended Action: Receive Community Development Director's August 2025 Report and discuss questions with Staff.



**City of Ukiah
Submitted Planning Applications**

8/5/2025

Permit #	Site Address	Date Submitted	Summary of Project	Status
17-3069	1294 N. State St.	7/11/23	Resubmitted Major Use Permit and Site Development Permit to allow for construction of two retail suites (including one drive-through), within the Community Commercial (C1) zoning district at the "Old Tackroom" location. Original submittal 9/13/17; initial DRB evaluation on January 25, 2018.	Incomplete/awaiting applicant response. Design Review Board (DRB) hearing: 04/25/24 and recommended Approval to Planning Commission (PC). On 03/04/25, applicant revised application and plan materials were submitted to the attention of staff.
PA24-000020/21	534 E. Perkins St.	12/23/24	Major Site Development Permit of APN 002-200-43 within the Pear Tree Center, approximately 150 feet west of the E. Perkins St./S. Orchard Ave. intersection. The proposal includes the construction of a ±1,700 sq. ft. Starbucks retail, operating as carry-out and drive-through only, with no interior dining, and a total gross building area, including the outdoor canopy, of approximately 2,885 sq. ft.	Incomplete/awaiting applicant response. Received revised project scope request to eliminate the subdivision consideration on 01/23/25.
PA25-000013	1244 S State St.	7/29/25	Major Use Permit for an Outdoor Sales Establishment longer than 30 days in the Heavy Commercial (C-2) zoning district. The proposal includes a seasonal food truck (6 months or less) in the parking lot of the premises	Initial Application Review.

City of Ukiah
2040 General Plan Implementation - Status



8/5/2025

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Land Use	E - Zoning Code Amendments	12/31/2025	Zoning districts and map consistency with the 2040 Land Use diagram. This Ordinance Amendment will facilitate the creation of an Open Space (O-S) zoning designation, as envisioned in the Ukiah 2040 General Plan. The designation seeks to preserve and manage areas of significant natural value, such as wildlife habitats, riparian corridors, creeks, and scenic resources, while supporting community resilience and sustainable land use practices.	Staff has incorporated Planning Commission (PC) comments from first meeting. Final draft to be presented to PC for approval in August or September of 2025.
Land Use	E - Zoning Code Amendments	12/31/2025	Zoning amendment to establish a consistent program for new signage, streamlining the application process and implementing design standards. This Ordinance Amendment addresses goals related to lighting, community character, and consistency across zoning designations, focusing on reducing poor signage that detracts from the built environment.	Completed. Updated sign ordinance adopted by City Council (CC) on 6/4/25 and will be effective 7/4/25.
Land Use	E - Zoning Code Amendments	12/31/2025	The City shall amend the Zoning Code to address the following topics: Downtown Zoning Code and Design Guidelines	In progress. Commissioner Hilliker selected by PC to provide input to Downtown Zoning Code City Council Ad Hoc Committee. Committee will likely meet in August 2025.
Environment & Sustainability	H - Cultural and Historic Registry	12/31/2025	The City shall update the list of cultural and historic resources worthy of nomination to state or national preservation lists.	In progress but will be deferred until after the historic preservation ordinance is developed and adopted.

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Environment & Sustainability	I - Historic Preservation Ordinance	12/31/2030	The City shall adopt a Historic Archaeological Preservation Ordinance to review permanent changes to the exterior or setting of designated historic or impacts to Archaeological resources. Among other topics, the Ordinance should address the following: archaeological resource impact avoidance, new development in historically sensitive neighborhood, compatibility of energy conservation retrofitting, design review standards for new structures replacing demolished historic structures, and requirements for preservation of records and artifacts from demolished historic structures.	In progress. Community Workshop #1 is tentatively scheduled for August 7, 2025 to collect input towards the development of an historic preservation ordinance.
Environment & Sustainability	M - Adopt a Municipal Climate Action Plan (CAP)	12/31/2025	A Climate Action Plan (CAP) and a Climate Adaptation & Resilience Strategy (CARS) are currently being prepared. Together, the CAP and CARS will establish a strategic roadmap for how the City will reduce greenhouse gas emissions, prepare for climate hazards, & build a more resilient community.	Completed. Climate Action Plan adopted by the City Council at a Public Hearing on 05/21/25.
Economic Development	A - Economic Development Strategy	12/31/2025	The City shall prepare, adopt, and regularly update an Economic Development Strategy, which shall be used as an operational guide to implement the economic development goals and policies of the General Plan.	Economic Development Strategy currently deferred until the City's reorganization application is further progressed.
Agriculture	E - Reduce Regulation for Local Agriculture	12/31/2025	Ordinance Amendment to bring consistency to create a new Administrative Use Permit (AUP) process in the City of Ukiah's Zoning Code. The new process would allow certain low-impact uses, which are currently subject to a public hearing, to be reviewed and approved by City staff if they meet specific standards. The ordinance also introduces detailed criteria for uses such as noncommercial animal keeping, outdoor sales, community gardens, live entertainment, and specialty food and beverage tastings. The goal is to simplify the review process for qualifying projects while maintaining protections for neighbors and the surrounding community.	Zoning Reform Ad Hoc Committee met to discuss the ordinance on 07/23/25. City Council Introduction and Public Hearing scheduled for 08/20/25.

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Housing Element	3c - Explore other policies and regulations that facilitate new infill housing development 3d - Facilitate improvements to permit processing to streamline housing development	Completed/Ongoing	An ordinance amending the Ukiah City Code in response to comments from the California Department of Housing and Community Development (HCD). This ordinance updates the City's zoning regulations to implement state law requirements for Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) pursuant to Government Code Section 65852.2, establishing and expanding ministerial allowances. The ordinance also amends, removes, and adds regulations in response to written findings issued by HCD on April 24, 2025.	Zoning Reform Ad Hoc Committee met to discuss the ordinance on 07/23/25. City Council Introduction and Public Hearing scheduled for 08/20/25.
Agriculture Element, Land Use Element	C - Align Agricultural Standards	Completed/Ongoing	Align City Agricultural Standards with those of Mendocino County; and Development Pattern LU-7, to ensure the orderly and timely growth and expansion of the City.	Planning Commission hearing held 06/11/25, wherein the Item was continued to a Date Certain of 06/25/25. The Item was further continued to a Date Uncertain to ensure adequate information is provided to Commissioners and the public.

City of Ukiah
Recently (Within Previous 90 Days) Approved Projects



8/5/2025

Permit #	Site Address	Approved Date	Summary of Project	Comments
LLA25-000004	660/680 N. State St.	5/30/25	Commercial Lot Line Adjustment (LLA) involving two parcels: 660 (Parcel 1) and 680 (Parcel 2) North State Street. As shown on the Tentative Map, the gravel parking area is being shifted from Parcel 2 to Parcel 1. No new development is proposed or associated with this request. Following the adjustment, Parcel 1 will increase in size by approximately 1,675 square feet, and Parcel 2 will decrease by the same amount.	City Engineer Approved: 06/30/25



AGENDA SUMMARY REPORT

SUBJECT: Planning Commission Training: An Overview of Recently Approved Discretionary Projects and Discussion with Staff (414 East Perkins Street; 105 Pomeroy Street; 162 Talmage Road).

DEPARTMENT: Community
Development

PREPARED BY: Jesse Davis, Chief Planning Manager

PRESENTER: Jesse Davis, AICP

ATTACHMENTS:

1. 414 Ea Perkins St - Planning Commission Staff Report
2. 105 Pomeroy St - Zoning Administrator Staff Report & Site Plan(s)
3. 162 Talmage Rd - Planning Commission Staff Report & Site Plan(s)

Summary: Planning Commission will receive training that summarizes recently approved discretionary projects and discuss related questions with Staff.

Background: This item has been scheduled to provide an overview of recently approved discretionary projects and allow the Planning Commission an opportunity to discuss questions with Staff. Staff scheduled this training after hearing questions from Planning Commissioners about how project analysis is approached by Staff and the roles of Commissioners and Staff during public hearings and reviews of projects. The training presentation is intended to reinforce the Planning Commission's quasi-judicial responsibilities by showing how local planning policies are implemented through actual project review.

The Planning Commission plays a vital role in shaping the physical and functional character of the city through its oversight of major discretionary land use decisions. Commissioners are responsible for interpreting and applying adopted plans, zoning regulations, and policy frameworks to individual projects, ensuring that private development aligns with the broader public interest. This role requires not only an understanding of the rules, but also a recognition of how land-use decisions are shaped by the applicability of regulations, compromise, and community values.

Unlike cities experiencing gentrification or those undergoing rapid new land development, planning in Ukiah often centers on redevelopment, adaptive reuse, and infill. The Commission must consider how to support economic development and community well-being but within the constraints of existing infrastructure, older building stock, and at times, disjointed or overlapping regulations.

To support the Commission's understanding of these planning issues pertinent to Ukiah, Staff have selected three recently approved discretionary projects to present as case studies. Each project demonstrates how specific regulatory frameworks were applied in practice, including the Downtown Zoning Code, the Ukiah Municipal Airport Land Use Compatibility Plan, and the role of the Zoning Administrator. Selected projects highlight the practical application of key tools and the Commission's role in making consistent, equitable, and actionable land use decisions.

Discussion: Project #1 - 414 East Perkins - Downtown Zoning Code: On October 6, 2024, Redwood Credit Union submitted an application to renovate and reuse the legal nonconforming structure at 414 East Perkins Street. Although the proposed use was functionally identical to the prior use (Savings Bank of

Mendocino County, Pear Tree), the project required discretionary review due to its location within the Downtown Zoning Code (DZC) area, the structure's nonconforming status, and the applicant's intent to reactivate the drive-through facility. The applicant sought a Minor Use Permit under Ukiah City Code Section 9231.14(C)(3) for voluntary modifications to the nonconforming structure, as well as a Major Site Development Permit to allow continued drive-through operations pursuant to DZC Tables 3, 9, and 27.

The proposal included interior and exterior renovations, installation of walk-up ATMs, a detached trash enclosure, roof replacement, expanded landscaping, and enhanced pedestrian connectivity to the adjacent commercial center. The structure's footprint remained unchanged, although additional improvements to pedestrian circulation were incorporated in response to Planning Commission feedback. The project underscored a policy tension in the DZC, which both encourages preservation of existing buildings and discourages auto-centric uses.

Additional considerations complicated the review. A private deed restriction tied to a former owner prohibited reuse of the building by another financial institution. The applicant's desire to retain features such as vehicular drop-offs and drive-through service required careful balancing of the DZC with practical reuse of the site, particularly after an unsuccessful attempt to establish a similar facility at 101 South Main Street.

Attachment 1 - Planning Commission Staff Report (File No. 24-000015) and Site Plan

Project #2 - 105 Pomeroy - Zoning Administrator: On March 10, 2025, UK 105 Investments, LLC, applied to renovate and reuse the existing commercial building at 105 Pomeroy Street. The building, constructed in 1969 and previously operated as a formula restaurant (Denny's), was proposed for continued use as an Eating and Drinking Establishment with a new tenant, Habit Burger & Grill, and the addition of a drive-through. The request was consistent with Ukiah City Code Section 9081 (Allowed Uses in C1) and Section 9198(D) (Off-Street Parking and Drive Through).

The project retained the existing 3,100 square foot building footprint and introduced site and building improvements, including a drive-through, updated façade, expanded landscaping, revised vehicle circulation, new signage, and reduced parking. Because the request did not involve demolition, a change in use, or a significant expansion, it qualified for review as a Minor Site Development Permit under Section 9263(A). Had the project involved demolition, expansion of more than 150 square feet, or a new use type, it would have required a Major Site Development Permit and Planning Commission review.

The Zoning Administrator (ZA) reviewed the application as authorized under the Ukiah City Code to act on specific land use requests that qualify for minor discretionary review. The ZA ensures consistency with zoning standards while allowing projects that do not require Planning Commission oversight to move forward more efficiently. This process reduces costs, shortens timelines, and ensures compliance with adopted policy.

The project site remains zoned Community Commercial (C1), which accommodates a wide range of commercial uses, including eating and drinking establishments. Under UCC §9081, such uses were allowed by right, regardless of restaurant type (e.g., quick-service, sit-down dining, formula restaurant). However, the inclusion of a drive-through required compliance with additional standards under UCC §9198(D), which regulated queuing, off-street parking, and circulation to reduce conflicts with surrounding uses. The inclusion of a drive-through in a C-1 does not by itself require discretionary review in the C1, unlike the DZC.

Although the project's zoning and use were consistent with the C1 district, the ZA addressed concerns from stakeholders, including CALTRANS, related to circulation, visibility, and signage along Pomeroy Street. With Design Review Board input, the project received approval within 45 days. This case demonstrated how administrative review can facilitate the efficient reuse of existing commercial buildings while ensuring consistency with adopted standards.

Attachment 2 – Zoning Administrator Staff Report & Site Plan(s)

Project #3 - 162 Talmage Road - Ukiah Municipal Airport Land Use Compatibility Plan: On January 10, 2024, the Planning Commission approved a Major Amendment to a previously granted Major Site Development Permit (MaSDP #22-7956) for redevelopment of a car wash facility at 162 Talmage Road. The project involved demolition of the ±2,857 square foot car wash constructed in 1988 and construction of a ±2,313 square foot automated tunnel car wash. Associated site improvements included vacuum stations, updated signage, circulation revisions, and landscaping. Car washes are an allowed use within the Heavy Commercial (C2) zoning district.

Although the replacement facility was functionally similar, the project required discretionary review due to its location within the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP) Zones 1, 1*, and 2. Staff and the City Attorney determined the project could not qualify as an “Existing Land Use” eligible for nonconforming protections because demolition was a substantial part of the request. Instead, redevelopment standards of the UKIALUCP applied. This interpretation aligned with earlier correspondence regarding the change in compatibility zones that restricted redevelopment of the site.

In October 2023, the applicant submitted a revised site plan relocating the car wash facility into Zone 2 of the UKIALUCP. Within Zone 2, car washes are conditionally compatible and subject to discretionary review. Adjustments to building placement, signage height, tunnel length, and circulation were incorporated to bring the proposal into compliance.

The Planning Commission approved the amendment with conditions, acknowledging the applicant’s operational needs while ensuring conformance with zoning regulations and the UKIALUCP. The UKIALUCP, adopted under the California State Aeronautics Act and overseen locally by the Mendocino County Airport Land Use Commission (ALUC), sets policies to protect public safety, minimize noise, prevent hazards to flight, and preserve long-term airport operations.

Attachment 3 - Planning Commission Staff Report & Site Plan(s)

Recommended Action: Receive training presentation on recently approved discretionary projects and discuss questions with Staff.



AGENDA ITEM NO. 14A
 Department of Community Development
 Planning Division
 300 Seminary Ave.
 Ukiah, CA 95482

DATE: December 11, 2024

TO: Planning Commission

FROM: Jesse Davis, Chief Planning Manager

SUBJECT: Consideration of a Minor Use Permit for voluntary modifications to an existing structure per Ukiah City Code Section 9231.14(C)(3) to facilitate its reuse for 'Financial Services', as well as a Major Site Development Permit to utilize the existing drive-through facility in accordance with the Downtown Zoning Code (DZC) at 414 Ea Perkins Street, Ukiah, CA; APN 002-200-35; File No. 24-000015.

SUMMARY

OWNER:	Kevin Nguyen, TTTE
APPLICANT & AGENT:	Redwood Credit Union (Tony Hildesheim); Axia Architects (Doug Hilberman)
LOCATION:	414 Ea Perkins Street, Ukiah, CA; APN 002-200-35
TOTAL ACREAGE:	±0.69 acres
GENERAL PLAN:	Downtown Core (DC)
ZONING DISTRICT:	Downtown Zoning Code (Urban Center)
ENVIRONMENTAL DETERMINATION:	Categorical Exemption, pursuant to CEQA Guidelines Article 19, Section 15301(a), Existing Facilities
RECOMMENDATION:	Conditional Approval, based on the Findings in Attachment 1 and Conditions of Approval in Attachment 2.

PROJECT LOCATION & EXISTING CONDITIONS

The ±0.69-acre project site (APN 002-200-36) is located north of East Perkins Street, approximately 1,000 feet west of U.S. Highway 101. It is adjacent to the Pear Tree Center, an existing commercial shopping area, as well as a vacant parcel to the west, which has remained unimproved since 2009, when a fire destroyed the associated restaurant. The subject parcel features a vacant single-story, ±4,400 square foot structure, as well as an open parking lot containing ±27 off-street parking spaces, based on the current striping layout. Previously, this subject structure was used for 'Financial Services' and features a multi-lane drive-through ATM and banking facility. The building was intentionally designed at a 30-degree angle to Perkins Street, with the drive-up banking facility screened from the public right of way. The building is ±28 feet in height with a trombe wall for internal air circulation and glass windows oriented for passive solar heating.

Access to the parcel is primarily provided via an existing encroachment from East Perkins Street, but the property also includes a 24' wide driveway to the Pear Tree Center along its northern property line.

BACKGROUND

In June 1981, Site Development Application No. 81-25 (81-87) was approved and conditioned by the Ukiah Planning Commission. After approximately a year of deliberation and modifications, the approved design featured a wooden building with a tile roof, intended to complement the adjacent Pear Tree Center while maintaining a distinct commercial identity. The existing nonconforming commercial structure was completed in 1982 under building permit #669 (Attachment 3).

From 1982 to 2016, the structure and parcel served as a branch of a local financial services company (Savings Bank of Mendocino County – Pear Tree Center). Since branch closure in 2016, the property has remained vacant. While originally well-maintained, the structure and property have increasingly fallen into a state of disrepair. In 2022, windows of the facility and glass doors were boarded to prevent vandalism, and in 2023 temporary fencing was installed around alcoves and entrances to prevent trespass and loitering. Since 2019, the landscaping associated with the property has become increasingly overgrown, and maintenance or care provided has been sporadic, resulting in an unkempt appearance that detracts from the visual appeal of the site and its surrounding area/commercial corridor.

Under Ukiah City Code Article 18 (Downtown Zoning Code), the structure is considered legal nonconforming, as it does not comply with the current site development regulations for the Urban Center (UC) zoning district in which it is located or with applicable general regulations, such as those regarding accessibility, building or energy efficiency; however, it did comply with the provisions in effect at the time of its construction.

PROJECT DESCRIPTION

On October 6, 2024, the applicant, Redwood Credit Union, submitted an application (Attachment 4) to renovate and reuse the existing structure at 414 East Perkins Street. The applicant requests a Minor Use Permit for voluntary modifications and improvements per Ukiah City Code Section 9231.14(C)(3) and a Major Site Development Permit to utilize the existing drive-through facility, in accordance with Tables 3, 9, and 27 of the Downtown Zoning Code (DZC).

The proposed improvements, as detailed in the application materials, include interior and exterior renovations, installation of a backup generator, construction of a detached trash enclosure, minor modifications to the façade and building footprint to accommodate walk-up ATMs, roof replacement, pedestrian improvements, enhanced connectivity to an adjacent commercial shopping center, expanded landscaping, and the addition of bicycle parking at the building's entrance.

Please refer to the project description and design details submitted by the applicant in Attachment 4 for more information. Attachment 4 also includes the site plan, architectural plans and elevations, landscaping plan, photometric plan, street view images (2007-2024) and site improvement plans.

Specific project considerations for the renovation and reuse of the subject property include:

- Construction of a new off-street encroachment along the eastern property line to connect the subject property to the existing Pear Tree Center, improving site circulation;
- Construction of a new peripheral curb and sidewalk along the eastern property line with striping and crosswalk to the Pear Tree Center;
- Interior and exterior improvements to the existing structure, including enhanced mechanical systems, energy efficiency upgrades, revised window placement, and interior alterations;

- Construction of a detached trash enclosure and installation of an emergency backup generator;
- Replacement of the existing roof with a vertical seam metal roof in *Classic Green*;
- Installation of new irrigation and landscaping, including parking lot trees;
- Delineation and construction of pedestrian walkways;
- Redwood Credit Union signage on public-facing façades;
- Installation of down-shielded parking lot and building lighting;
- Hours of operation: generally 9:00 a.m. to 5:00 p.m., Monday through Friday, and 9:00 a.m. to 2:00 p.m. on Saturdays.

SURROUNDING USES AND ZONING

The property is surrounded by primarily commercial uses that are reviewed in Table 1:

TABLE 1: SURROUNDING USES AND ZONING

	ZONING:	USE:
NORTH	Community Commercial (C-1)	Pear Tree Shopping Center
EAST	Urban Center (UC)	Vacant
SOUTH	Urban Center (UC)	Office
WEST	Urban Center (UC)	Commercial/Residential

DOWNTOWN ZONING CODE

The Project site has a 2040 General Plan land use designation of Downtown Core (DC) and is zoned Urban Center (UC) within the Downtown Zoning Code (DZC). The DZC was adopted in 2012 and prescribes several development and architectural standards. As described in Ukiah City Code, the UC Zone allows for higher density residential and mixed-use buildings that may accommodate retail, office, services, local and regional civic uses, and residential uses.

Per Ukiah City Code Section 9231.12, it is the intent of DZC to discourage the long-term continuance of nonconformities, providing for their eventual elimination, while allowing them to exist under the limited conditions. As conveyed by the DZC, the continuance of a nonconforming use or structure is generally considered detrimental to the orderly development of the area within the boundaries of this code and the general welfare of its residents and is particularly detrimental to the welfare of persons and property in the vicinity of the nonconformity.

That being said, the level and impact of the nonconformity is not particularly conveyed within the DZC, effectively treating all nonconforming situations in the manner described above, detrimental to the welfare of persons and property.

At the same time, and perhaps more critically, per UCC Section 9220.1(E), it is also the intent of the DZC to promote and encourage sustainability through the reuse and improvement of existing buildings. If not considered historic, nearly all existing structures within the DZC feature some level of nonconformity, due to setback, structure height, frontage type, or lot coverage.

Within the DZC, nonconforming structures are regulated per Ukiah City Code Section 9231.14. Since the subject structure was not involuntarily damaged or destroyed by accident (e.g., fire,

explosion, etc.) or natural disaster (e.g., earthquake, etc.), it is primarily, but not completely, subject to UCC Section 9231.14(C), which regulates the voluntary modifications, as well as major and minor repair of nonconforming structures. As conveyed in Attachment 4, there are some nonvoluntary repairs required due to vandalism, age or safety of the existing structure.

Since a nonconforming structure may undergo ordinary repair and maintenance only in a specified manner, UCC Section 9231.14(C), specifies how the reconstruction or structural alteration of a nonconforming structure may be allowed with approval of a minor use permit; provided, that the review authority first determines that the modification is necessary to secure added safety or to reduce the fire hazard and/or to secure aesthetic advantages through the alignment, architecture, or closer conformity to surrounding allowed structures in the immediate neighborhood.

Staff review has determined that minor repair and other voluntary modifications provide the most appropriate framework for the Planning Commission's evaluation of the repairs and modifications requested. While required by Ukiah City Code, relying on appraised value as a basis to restrict repairs or modifications presents difficulties when addressing worsening non-historic structures. To ensure compliance with this aspect of the DZC, Staff conditions the project to provide a recent appraisal of the commercial property for compliance with UCC Section 9231.14(C) ensuring that proposed work does not exceed fifty percent (50%) of the current market value of the structure during any calendar year.

As conveyed by UCC Section 9231.16, alterations, reconstruction, or repairs otherwise required by law (e.g., City adopted building, electrical, plumbing codes) shall be allowed. Reconstruction required to reinforce unreinforced masonry structures or to comply with building code requirements shall be allowed without cost limitations; provided, the retrofitting and code compliance are limited exclusively to compliance with safety standards other applicable building code requirements.

Processing a structure as an "existing building" under an updated zoning code does not inherently remove its nonconforming status unless the zoning code explicitly provides for such an outcome, which the DZC does not. Nor does the DZC include a mechanism (like reclassification or amortization) to eliminate nonconformity of such structures. The DZC does, however, provide allowances for 'Existing Buildings' as conveyed by Table 6, and encourages reuse and improvement as conveyed through UCC §9220.1(I).

ASSOCIATED DEFINITIONS

- *Drive-Through: A facility where food and other products may be purchased or services may be obtained by motorists without leaving their vehicle. Examples of these include fast food restaurants, drive-through coffee, pharmacies, drive-through teller windows and automatic teller machines (ATMs). Does not include fueling stations/gas stations or other vehicle services which are separately defined (§9232.3 DEFINITIONS).*
- *Financial Services: Establishments primarily providing financial and banking services. Typical uses include banks, savings and loan institutions, credit and lending services, and similar services (§9278 DEFINITIONS).*
- *Structure, Legal Nonconforming: A building or structure including off street parking or loading space, that does not comply with current applicable site development regulations for the district in which it is located, or with applicable general regulations, but which complied with applicable provisions at the time of construction (§9278 DEFINITIONS).*

- Substantial Modification: *Any alteration, abandonment, damage, destruction, or loss of or to a building that would result in the loss of status as a nonconforming use or nonconforming buildings under subsection 9209D or E of this code or would require a discretionary permit (§9232.3 DEFINITIONS).*

ARCHITECTURAL STANDARDS

For the purposes of review by the DRB, Table 2 below provides a list of applicable DZC design standards (generally identified in DZC Tables 6,7,11 & 12), as well as a summary of landscaping and parking standards, and a consistency analysis for the proposed project. Also addressed are considerations utilize the existing drive-through facility in accordance with DZC Tables 3, 9, and 27.

Table 2, Project Consistency with DZC Design Standards

STANDARDS	Urban Center (UC)	MODIFICATION TO STANDARD	PROJECT CONSISTENCY
EXISTING BUILDING			
Frontage type	Exterior modifications and additions to existing buildings with nonconforming facade orientation shall utilize an allowed frontage type as required by Table 6	Major Exception (Table 6)	Major Exception Required
Setbacks	Additions not exceeding 1,000 square feet of gross floor area or 50% of the gross floor area of the existing building, whichever is less, may continue the setbacks of the existing building.	Major Exception (Table 6)	Consistent
Height	Additions not exceeding 1,000 square feet of gross floor area or 50% of the gross floor area of the existing building, whichever is less, may continue the existing building height.	Major Exception (Table 6)	Consistent
PARKING, DRIVE-THROUGH ACCESS			
Existing Facilities Parking	Existing open parking facilities as of the date of the adoption of this code shall be considered legal nonconforming; provided, that they were legal at the time of their creation.	None (Table 18)	Consistent
Existing Open Parking – No Expansion	Existing parking facilities that are nonconforming in terms of location (layer) are not required to be relocated to comply with the parking layer requirement.	None (Table 17)	Consistent

STANDARDS	Urban Center (UC)	MODIFICATION TO STANDARD	PROJECT CONSISTENCY
Existing Facilities Parking - Modification	Modifications to existing parking facilities shall comply with the requirements of Tables 16, 17 and 18.	Minor Exception (Table 18)	Minor Exception Required
Drive-through or drive-up – bank, pharmacy	Use Allowed Accessory to a Principal Use (Drive-through Lane/facility is subject to Planning Commission approval of a site development permit.)	None (Table 3)	Consistent
Drive-Through Facility Design	To reduce noise and visual impacts as viewed from frontages. On a project-by-project basis, screening and landscaping may be required in order to comply with this requirement.	Major Exception (Table 9)	Consistent
Drive-Through Facility Location	Prohibited on frontage(s). In areas with residential uses, locate to reduce exposure of residential uses to noise, exhaust, and visual impacts. On a project-by-project basis, delivery hours may be restricted in order to comply with this requirement.	Major Exception (Table 9)	Consistent
Drive-Through Screening	Screen from view from all frontage(s).	Major Exception (Table 9)	Consistent
OUTDOOR LIGHTING			
Design	Compatible with building architecture.	Minor Exception (Table 9)	Consistent
Direction of Fixtures	Directed downward and away from adjoining properties and public right-of-way.	Minor Exception (Table 9)	Consistent
Energy Efficiency	Energy efficient fixtures/lamps, such as high-pressure sodium, hard-wired compact fluorescent, LED, or other lighting technology that is of equal or greater energy efficiency.	Minor Exception (Table 9)	Consistent
BUILDING MATERIALS & ARCHITECTURE			
Facade(s) – Primary Exterior Finish	Brick, wood siding, fiber cement siding, stucco, stone.	Minor Exception (Table 12)	Consistent
Facade – Location of Materials	Combined horizontally with heavier material below the lighter material.	Minor Exception (Table 12)	Minor Exception Requested

STANDARDS	Urban Center (UC)	MODIFICATION TO STANDARD	PROJECT CONSISTENCY
DEVELOPMENT STANDARDS			
Trash / Recycling Receptacles:	Location – All Building Types: Prohibited on frontage(s).	Major Exception (Table 9)	Consistent (Staff Determination)

REQUESTED EXCEPTIONS

Section 9231.5 of the DZC, allows specific requirements to be modified with approval of an exception. Table 29, Exception Procedures, establishes two levels of exceptions, major and minor, and the procedures for the review and processing of exceptions. Upon review of Staff the following major and minor exceptions to the DZC development and design standards are required or requested. As noted in DZC Table 29, the below exceptions may be granted with approval by the Planning Commission.

1) Existing Building – Frontage Type (Major Exception Required)

- *Requirement: Exterior modifications and additions to existing buildings with nonconforming facade orientation shall utilize an allowed frontage type as required by Table 6.*
- Major Exception – Required: Given the current layout, orientation, and architectural character of this existing building, adhering strictly to an allowed frontage type per Table 6 would require substantial structural changes, essentially amounting to a complete rebuild given its unique shape and orientation to the frontage. Such a modification would not only be impractical but would also conflict with the City of Ukiah's goals for sustainability and environmental responsibility, which prioritize the adaptive reuse of existing buildings.

The building's current orientation, which does not meet the prescribed frontage types, is a legacy condition. Modifying this facade to meet current DZC standards would compromise the project's sustainability objectives by necessitating major demolition and reconstruction activities, while only minimal upgrades are presently requested to reoccupy structure. Additionally, the building's unique angled rooflines and architectural features, including its Trombe wall, add character to the commercial area and would be challenging to replicate under a strict frontage requirement.

Furthermore, the DZC emphasizes flexibility in reusing existing structures as a means to foster a vibrant and sustainable commercial corridor. As this project aligns closely with the DZC's broader objectives—supporting local businesses, enhancing pedestrian connectivity, and minimizing environmental impacts—a Major Exception for the facade orientation is both reasonable and consistent with the DZC's intent. This exception allows Redwood Credit Union to preserve the architectural integrity of the existing building while updating its functionality and aesthetic.

The requested exception aligns with the DZC's purpose and is therefore appropriate for consideration by the Planning Commission. By allowing this exception, the City can ensure that the structure retains its architectural distinctiveness.

2) Existing Facilities (Parking) – Modifications

- *Requirement: Modifications to existing parking facilities shall comply with the requirements of Tables 16, 17 and 18.*
- Minor Exception – Requested: In accordance with Table 18 of the DZC, existing open parking facilities that were legal at the time of their creation are recognized as legal nonconforming uses. While Redwood Credit Union does not intend to expand the parking area at 414 East Perkins Street, they do propose minor modifications aimed at improving accessibility, circulation, and connectivity—particularly by creating a new access connection and walkway to the adjacent Pear Tree Center.

These proposed improvements align with the City's objectives for increased modal connectivity. Given the requirements of Tables 16, 17, and 18, however, even relatively minor modifications to existing parking areas that require consistency with current DZC standards for layout, accessibility, and design can be costly and counterproductive to adaptive reuse that would otherwise be permitted if the parking lot remained unchanged.

The applicant's modifications are intended to:

- Enhance ADA accessibility by refining access points and walkways and installing improvements (e.g. tactile warning surfaces, signage and accessible routes); and
- Improve overall circulation to better delineate pedestrian and vehicular areas, which would improve public safety and connectivity; and
- Create a new connection to the Pear Tree Center, promoting ease of access and further distribute vehicular traffic, while creating a new pedestrian path; and
- Reduce the number of parking spaces to accommodate landscaping, trash enclosures, and backup generator.

To accommodate these updates, a Minor Exception is required so that the modifications conveyed above can be made without being subject to the comprehensive DZC standards outlined in Tables 16, 17, and 18. The proposed circulation pattern allows for queuing to occur on-site, while reducing pressure on the existing on-site encroachment onto Perkins Street. While the facility remains autocentric, Staff considers the requested modification an incremental improvement to a facility that previously served a similar purpose.

The proposed updates will leave most of the existing parking unchanged, while making the site area more functional and accessible, benefiting both the property itself and the adjacent commercial property with only minimal alterations.

Given the nonconforming but legally established status nature of the existing parking facility, these improvements provide a balanced approach to the regulatory environment created by the DZC, thereby supporting improvements without extensive redevelopment.

3) Facade – Location of Materials – Minor Exception Requested

- *Requirement: Combined horizontally with heavier material below the lighter material.*
- Minor Exception – Requested: The architectural design at 414 East Perkins Street is characterized by angular forms and unique, modernist lines that create a visually distinctive, dynamic facade. The Redwood Credit Union's proposal to forgo the

horizontal base banding requirement aligns with the intention to preserve this existing aesthetic while avoiding visual clutter that could detract from the building's character. The project architect has highlighted that adding horizontal base banding, as required by the DZC, would compete with the structure's angular design, leading to a visually overwhelming appearance. The base banding requirement typically serves to add stability and grounding to a building's appearance, especially when transitioning between lighter and heavier materials. In this case, however, the building's design already achieves a grounded aesthetic through its massing, scale, and material choice, which collectively fulfill the intent of the DZC's requirement.

Therefore, an exception to this requirement would not compromise the appearance or stability of the facade. Additionally, the building's design features a complexity in form and massing that would be diluted by the addition of horizontal bands. Adding such a design element would impose a competing visual language that conflicts with the existing architectural style. By allowing the proposed exception, the Planning Commission can help preserve the building's architectural integrity and avoid compromising its unique character.

4) Trash / Recycling Receptacle – Consistent (Staff Determination)

- *Requirement:* Location – All Building Types: Prohibited on frontage(s).
- *Consistent:* In this proposal, the location of the trash and generator enclosures—set back from Perkins Street and positioned near the commercial entry and shipping/receiving lane of the adjacent Pear Tree Center—aligns with the DZC requirements for such enclosures regarding frontages, even though they are relatively exposed.

While the DZC typically discourages placing trash and generator enclosures on prominent frontages, the selected location in this proposal ensures they are both visually screened and strategically positioned to minimize impacts on pedestrian areas and streetscape visibility, especially along East Perkins Street. The project's design includes appropriate screening for the trash and generator areas, ensuring that they remain visually unobtrusive. Screening mitigates any potential impact on the commercial entry of Pear Tree Center, blending the enclosures with surrounding structures and landscaping.

AGENCY CONSIDERATIONS & REFERRAL

On November 7, 2024, project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project (See Table 3). Only limited comments were received. All responding departments and agencies are included in Attachment 5 and comments reflected within the Conditions of Approval, as appropriate.

Table 3: Agency Comments	
Agency	Comment
City of Ukiah, Community Development Director	No Response
City of Ukiah, Building Inspection Division	Response Received – Conditions Requested

City of Ukiah, Fire Prevention Division	Response Received – Conditions Requested
City of Ukiah, Electrical Utility, Department	Response Received
City of Ukiah, Public Works Department	No Response
Mendocino County Air Quality Management Dist.	No Response
City of Ukiah Police Department (UPD)	No Comment
City of Ukiah, Code Enforcement Division	No Response
Ukiah Valley Fire Authority	No Response
City of Ukiah, City Manager's Office	No Response
Design Review Board	Hearing – November 21, 2024
City Manager's Office	No Response

STAFF ANALYSIS

AIRPORT LAND USE CONSISTENCY: The proposed reuse of the structure aligns with the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP), as the subject parcel is located within Compatibility Zone 6 (Traffic Pattern). Compatibility Zone 6 is designated for areas with the lowest levels of airport-related impacts, primarily concerning overflight annoyance and potential hazards related to aircraft operations. Zone 6 permits most types of urban development and commercial uses, provided they are not highly noise-sensitive or involve large gatherings of people in outdoor spaces. The reuse of the bank structure would be considered 'Normally Compatible' with the only criteria being that the intensity limits are compatible. Zone 6 features a Max. Single-Acre Intensity of 1,200 people per acre.

DESIGN REVIEW BOARD: At its special meeting on November 21, 2024, the City of Ukiah Design Review Board (DRB) reviewed the proposal for the renovation and reutilization of the existing structure at 414 East Perkins Street. The project, presented by representatives from Axia Architects and Redwood Credit Union, presented the associated plan, and engaged members of the DRB on a variety of topics including access, solar energy, and materials selection. Public input was provided, including correspondence and verbal comments, which were considered by the DRB during the review. A draft copy of the meeting minutes is available for review as Attachment 6.

Following a staff presentation and discussion, the DRB unanimously voted to recommend the project to the Planning Commission with the following key considerations:

1. **Rooftop Photovoltaic System:** The applicant should further study and provide detailed plans for the installation of a rooftop solar energy system, addressing structural and location feasibility.
2. **Pedestrian Access Enhancements:** Additional pedestrian access improvements should be evaluated, considering feedback from public correspondence and discussions with an aim to enhance connectivity with adjacent properties, improve walkability, and align with existing public crosswalks.

3. **Architectural Cohesion:** The design should incorporate softer material transitions and refined corner treatments to create a more visually appealing and cohesive building façade.

The DRB's unanimous decision to recommend the project indicates their overall support for the proposal, subject to these refinements and further evaluation of the considerations provided by RCU and the Planning Commission.

GENERAL PLAN (2040): The Project site carries a General Plan designation of Downtown Core (DC). The proposal aligns with the City's 2040 General Plan by revitalizing a longstanding vacant building (LU-11.9) and promoting sustainable development through the renovation of an existing structure (ENV-3.7). This approach also meets the intent of the Downtown Zoning Code (DZC), which encourages a sustainable community through the reuse and improvement of existing buildings (UCC §9220.1(l)). Additionally, by incrementally improving the parking lot and enhancing pedestrian connectivity with neighboring commercial areas, the project supports policies within the City's Mobility Element (MOB-2.3).

The project aligns with the following goals and policies contained within the Environment & Sustainability, Mobility, and Land Use elements of the 2040 General Plan, as described below:

Land Use Element

- LU-3: To improve and enhance the appearance and vibrancy of Downtown Ukiah to create a high-quality place for residents, businesses, and visitors.
- LU-8.4 *Reuse of Underutilized Property*. The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.
- Policy LU-11.9 *Historic Preservation & Restoration*: The City shall encourage restorative maintenance to deteriorated buildings, particularly in Downtown, and restrict the demolition of historically and/or architecturally significant buildings to accommodate new development.

By revitalizing a prominent location along a prominent corridor to Downtown Ukiah, the project enhances the City's appearance and vibrancy. Improvements like the updated façade, landscaping, and pedestrian access contribute to a higher-quality commercial space attractive to residents, businesses, and visitors. Though not explicitly designated as historically significant, the project's restorative approach—focused on upgrades rather than demolition—supports adaptive reuse and preservation of the structure's architectural integrity.

Mobility Element

- Policy MOB-2.3: *Pedestrian Facilities*. The City shall encourage new development and redevelopment that increases connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the City.

Enhanced pedestrian connectivity, including new walkways, curbs, and a crosswalk connecting to the Pear Tree Center, aligns with this policy's focus on improving safe, direct access to nearby amenities and destinations. Presently, no such access consideration for pedestrians exists. The proposed mobility improvements, including new pedestrian walkways, a crosswalk, and enhanced connectivity to the Pear Tree Center, are proportional to the scale and scope of the requested renovation and reuse of the property at 414 East Perkins Street. These upgrades align with the project's objective to modernize the site while incrementally improving accessibility and circulation. Staff find these mobility enhancements to be appropriate, as they contribute to the

overall functionality of the site without exceeding the scope of the requested modifications.

Eniornment & Sustainability Element

- ENV-3.7 *Adaptive Reuse*. The City shall encourage appropriate adaptive reuse of historic resources.

Modernization and reuse of the building minimizes resource consumption compared to new construction, supporting sustainability and the City's emphasis on environmentally conscious redevelopment. Additionally, the Downtown Zoning Code aims to promote revitalization, enhance economic vitality, and encourage sustainable development in the downtown area. Adaptive reuse supports these goals by preserving and updating underutilized buildings, reducing environmental impacts associated with demolition and new construction, and fostering economic growth through reinvestment.

ENVIRONMENTAL DOCUMENTATION

The proposed project at 414 East Perkins Street is subject to the California Environmental Quality Act (CEQA) and qualifies for a categorical exemption under CEQA Guidelines, Article 19, Class 1, Section 15301 (Existing Facilities) (a), which covers minor interior or exterior alterations.

The project involves relatively limited renovations to an existing 4,400-square-foot commercial structure, avoiding any significant changes to the building's footprint or surrounding site. The planned modifications by Redwood Credit Union (RCU) will not damage or disturb any significant natural features on the property.

Additionally, the project is consistent with existing zoning and planning regulations, including the 2040 General Plan, Downtown Zoning Code requirements, and other relevant local policies, aligning with the City's established land-use expectations for the site. Upon review, it has been determined that the project will not impact sensitive environmental resources, such as habitats for endangered species, geologically sensitive areas, or sites of historical or archaeological importance.

NOTICE

Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9264:

- Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9231.3, 9263 and 9264:
- Published in the Ukiah Daily Journal on December 1, 2024
- Posted on the Project site on December 1, 2024;
- Posted at the Civic Center (glass case) on December 1, 2024; and
- Mailed to property owners within 300 feet of the Project parcels on December 1, 2024
- Emailed to all agencies having jurisdiction: December 1, 2024.

RECOMMENDATION

Staff recommends that the City of Ukiah Planning Commission:

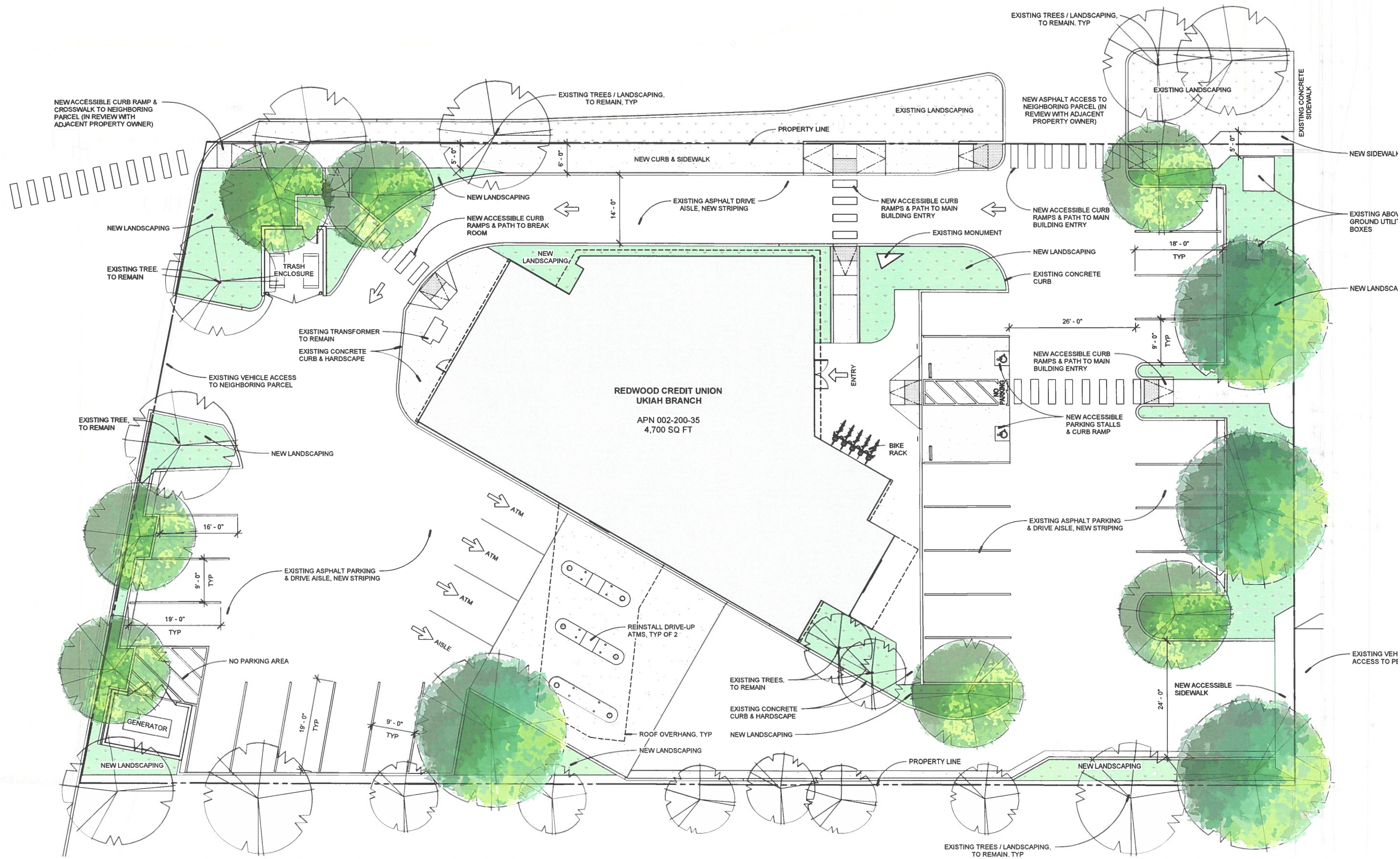
- 1) Conduct a public hearing; and

2) Approve the Minor Use Permit to allow voluntary modifications to an existing structure at 414 East Perkins Street, Ukiah, CA; APN 002-200-35 per Ukiah City Code Section 9231.14(C)(3) to facilitate its reuse for 'Financial Services'; and

3) Approve the Major Site Development Permit to utilize the existing drive-through facility in accordance with the Downtown Zoning Code (DZC) Table 9.

ATTACHMENTS

1. Draft Findings
2. Draft Conditions of Approval
3. Original Entitlement Documents (1980-1982)
4. Application Materials – File No. 24-000015; Project Description; Site Plan; Landscape and Photometric Plan; Color and Materials Board; Architectural Details & Elevations; Maps; Interior Photographs
5. Agency Referral Responses
6. Design Review Board Draft Minutes – November 21, 2024





AGENDA ITEM NO. 7A
 Department of Community Development
 Planning Division
 300 Seminary Ave.
 Ukiah, CA 95482

DATE: April 15, 2024

TO: Zoning Administrator

FROM: Jesse Davis, Chief Planning Manager

SUBJECT: Consideration of a Minor Site Development Permit to renovate and repurpose an existing commercial structure and utilize its previously approved signage allowance for continued restaurant use. The project includes the integration of a drive-through component, as permitted under Ukiah City Code (UCC) §9081, and in compliance with the off-street parking requirements of UCC §9198(D); File No. PA25-000007.

SUMMARY

OWNER: Chirayu Patel

APPLICANT & AGENT: UK 105 Investments, LLC (Victor Chiang)

LOCATION: 105 Pomeroy Street, Ukiah, CA; APN 002-247-02

TOTAL ACREAGE: ±0.78 acres

GENERAL PLAN: Highway Commercial (HC)

ZONING DISTRICT: Community Commercial (C-1)

ENVIRONMENTAL DETERMINATION: Categorical Exemption, pursuant to CEQA Guidelines Article 19, Section 15301(a), Existing Facilities

RECOMMENDATION: Conditional Approval, based on the Findings in **Attachment 1** and Conditions of Approval in **Attachment 2**.

PROJECT LOCATION & EXISTING CONDITIONS

The ±0.78-acre project site (APN 002-247-02) is located at 105 Pomeroy Street, adjacent to the southbound corridor of U.S. Highway 101, immediately southeast of the intersection of East Perkins Street and Pomeroy Street. The site is situated within a commercially developed area that includes a variety of retail, restaurant, and visitor-serving uses.

The subject parcel features an open parking lot and a vacant, single-story, ±3,100-square-foot commercial structure, formerly operated as a full-service restaurant. The building remains in its original configuration, including a commercial kitchen, dining area, and associated utility infrastructure. Site access is provided via two existing encroachments from Pomeroy Street. The property includes approximately 72 off-street parking spaces, as currently striped, as well as existing signage infrastructure.

BACKGROUND

The existing 3,100-square-foot commercial structure at 105 Pomeroy Street was originally

constructed as a Denny's restaurant, approved under Building Permit No. 251 on August 6, 1968. Over the years, multiple building permits were issued for minor additions, repairs, and renovations to support continued restaurant operations, including the following discretionary permits:

- Site Development Permit (SDP) No. 89-45 – Approved the installation of a 75-foot freeway-oriented pole sign, replacing a prior sign with an internally illuminated sign within 600 feet of U.S. Highway 101.
- Site Development Permit (SDP) No. 95-201 – Authorized a 112-square-foot expansion, including ADA-compliant restroom upgrades and a full interior renovation, as well as replacement of the existing pole signage.

Denny's operated continuously from 1969 until 2023; however, staff notes that building conditions began to significantly deteriorate in 2019.

On September 27, 2019, a violation was issued by the City's Building Inspection Division due to unpermitted remodeling and repairs, as well as concerns related to dry rot and parapet deterioration along the roofline. Restaurant operations ceased in 2023, and since that time, the structure has remained vacant.

PROJECT DESCRIPTION

On March 10, 2025, the applicant, UK 105 Investments, LLC, formally applied to renovate and reuse the existing commercial structure at 105 Pomeroy Street. The structure, originally constructed in 1969, has historically operated as a 'Formula Restaurant – Eating & Drinking Establishment'. The most recent tenant vacated the structure in 2023, and it has remained unoccupied since. The Applicant proposes to renovate and reuse the existing 3,100-square-foot structure within its current footprint for continued restaurant use as a 'Habit Burger & Grill', integrating a drive-through component as allowed under Ukiah City Code (UCC) §9081 – (Allowed Uses – C1) and in compliance with UCC §9198(D) (Off-Street Parking – Drive Through). A Minor Site Development Permit is required to facilitate façade updates, expand landscaping, and reconfigure parking and site circulation.

The reconfiguration of the parking lot will accommodate the proposed drive-through while incorporating bicycle storage and storage infrastructure per UCC §9086(A)(5): Required Commercial Use - Parking. As requested, there are no changes to the proposed parking lot lighting, beyond the replacement of illuminated signage. On April 2nd, 2025, the Applicant provided a revised site plan that is included in **Attachment 3**. The revised site plan facilitates the following modifications in response to the Design Review Board, City Engineer and CALTRANS

Please refer to the project description and design details submitted by the applicant in **Attachment 3** for more information. **Attachment 3** also includes the site plan, architectural plans and elevations, landscaping plan, and site improvement plans. **Attachment 4** includes materials specific to previous sign entitlements, approvals and determinations.

Specific project considerations for the renovation and reuse of the subject property include:

- Renovation of the existing restaurant structure;
- Integration of a drive-through component, located in an underutilized portion of the existing parking lot, with a double-wide queuing area capable of accommodating 13 vehicles;

- Reconfiguration of parking and site layout to comply with City off-street parking standards for drive-through/takeout restaurants, based on the anticipated seating capacity (48 seats) and employee count (maximum shift of 10 employees).
- The final submitted layout provides 43 parking spaces, including compact, EV charging and ADA stalls. The circulation pattern is also reoriented to improve traffic flow on Pomeroy Street.
 - Based on calculations approximately 31 parking spaces are required per UCC 9198(D)(2), or 21 parking spaces per UCC 9086(A)(4).
 - *UCC 9198(D)(2):* Drive-In, Drive-Through and Takeout Restaurants: Minimum of ten (10) parking spaces or one space for each one hundred (100) square feet of gross floor area, whichever is greater and stacking area for at least eight (8) vehicles for drive-up windows.
 - $3100 \text{ Square Feet} = 31 \text{ Parking Spaces} + 8 \text{ vehicle queue minimum}$
 - *UCC 9086(A)(4):* One parking space for every three (3) seats, with a minimum of four (4) spaces. An additional parking space for each two (2) employees at maximum shift.
 - $48 \text{ Seats} / 3 = 16 + (10 \text{ Employees} / 2) = 21 \text{ Parking Spaces} + 8 \text{ vehicle queue}$
- Preservation of existing ingress and egress points, maintaining a 24-foot-wide drive aisle for vehicular circulation, and updating on-site circulation to accommodate installation of drive-through component;
- Enhanced pedestrian and bicycle access, including:
 - Long-term and short-term bicycle parking per UCC §9086(A)(5);
 - A striped pedestrian path of travel from the rear parking area to the restaurant entrance and from the restaurant to the trash enclosure.
- Façade and site improvements, including:
 - Modernization of the building exterior;
 - A proposed landscaping plan commensurate with the size and scale of the proposed project to increase landscaping coverage to more than 20%;
 - Installation of new landscaping along the perimeter and within the parking area to enhance site aesthetics.

SURROUNDING USES AND ZONING

The property is surrounded by primarily commercial uses that are reviewed in **Table 1**:

TABLE 1: SURROUNDING USES AND ZONING		
	ZONING:	USE:
NORTH	Community Commercial (C-1)	Pear Tree Shopping Center
EAST	N/A	US 101

SOUTH	Community Commercial (C-1)	Shopping Center
WEST	Urban Center (UC)	Gas Station

ZONING CODE & LAND USE DESIGNATION

General Plan Land Use Designation – Highway Commercial: The project site at 105 Pomeroy Street is designated Highway Commercial (HC) under the 2040 Ukiah General Plan. This designation is intended to accommodate commercial development along major transportation corridors, providing a transition between higher-intensity commercial uses along U.S. Highway 101 and nearby residential or Community Commercial uses. The Highway Commercial designation is intended to support a range of activities, but the General Plan cites large-format retail, shopping centers, restaurants, lodging establishments, and other visitor services, like fueling stations or EV charging hubs.

The proposed renovation repurposes the existing restaurant and adds a drive-through, aligning the requested use with the Highway Commercial designation. The project site's adjacency to the U.S. Highway 101 corridor and existing commercial infrastructure makes it a suitable location for continued restaurant use and appears consistent with identified economic and land use policies and goals of the 2040 General Plan.

Zoning Designation – Community Commercial (C1): The subject property is zoned Community Commercial (C1) under the City of Ukiah Zoning Ordinance (UCC Chapter 9, Article 7). The C1 zoning district is intended to accommodate commercial uses that serve both the local and regional population, including retail establishments, eating and drinking establishments, personal services, and offices. Unlike other sections of the Ukiah City Code, the C1 zoning district does not distinguish between types of eating and drinking establishments and is understood to allow all restaurant specific activities (e.g. Fast-Food Restaurant (Quick-Service Restaurant - QSR), Full-Service Restaurant (Sit-Down Dining), Café / Coffee Shops, etc. are allowed.

Per UCC §9081 (Restaurants), eating and drinking establishments (including formula restaurants) are allowed by right in the C1 zoning district. However, the addition of a drive through facility requires compliance with UCC §9198(D) (Drive-In, Drive-Through, and Takeout Restaurants), which establishes specific requirements related to vehicle queuing and off-street parking.

Site Development Permit Requirement: Based on staff review, the proposed project and use are allowed under the C1 zoning designation but require a Site Development Permit per UCC §9261(B). Although the project does not modify the building footprint, it includes façade changes that modernize the structure's architectural character and appearance. Given the limited scope of these modifications, the Site Development Permit qualifies as minor under UCC §9263(A) and will be scheduled for a public hearing before the Zoning Administrator.

AGENCY CONSIDERATIONS & REFERRAL

In March 2025, project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project (**See Table 2**). Only limited comments were received. All responding departments and agencies are included in **Attachment 5** and comments reflected within the Conditions of Approval, as appropriate.

TABLE 2: AGENCY COMMENTS	
Agency	Comment

City of Ukiah, Community Development Director	None
City of Ukiah, Building Inspection Division	None
City of Ukiah, Fire Prevention Division	None
City of Ukiah, Electrical Utility, Department	Comment – Condition of Approval
City of Ukiah, Public Works Department	Comment Response
California Department of Transportation (District 1)	Comment – Condition of Approval
Mendocino County Air Quality Management District	Comment – Condition of Approval
Ukiah Police Department	No Comment
City of Ukiah, Code Enforcement Division	None
Ukiah Valley Fire Authority	None
City of Ukiah, City Manager's Office	None
City of Ukiah, Water and Sewer	None
Community Services Director	Comment Response

Design Review Board

At its regular meeting on March 27, 2025, the City of Ukiah Design Review Board (DRB) reviewed the proposed Site Development Permit for the renovation and reuse of the existing commercial structure at 105 Pomeroy Street (APN 002-247-02). Following a presentation by City staff and discussion with the applicant, the DRB considered the site plan, architectural features, and proposed layout, including signage, landscaping, circulation, and parking.

The Board unanimously approved a motion (Meaux/Hawkes) to recommend the project to the Zoning Administrator, subject to the following considerations:

1. **Final Sign Plan:** A Final Sign Plan shall be submitted to and approved by the Community Development Director prior to issuance of any building permit for illuminated signage. All signage must comply with the applicable design and development standards of the Ukiah City Code and remain consistent with prior entitlements or approvals related to signage.
2. **Sidewalk Landscaping Substitution:** In coordination with the City Engineer, the applicant shall increase the landscaping area along the Pomeroy Street sidewalk frontage as a substitute for the required street trees.
3. **Drive-Through Encroachment Design:** As part of the northerly encroachment improvements for the drive-through lane, the applicant shall maintain the existing encroachment width through a combination of striping, landscaping, and curb modifications, while ensuring ADA compliance for the adjacent sidewalk.
4. **Parking Lot Tree Wells:** The applicant shall provide additional space for parking lot tree wells, which will result in a corresponding increase in the number of compact parking stalls.

5. **Parking Supply Adjustment:** The DRB also provided a general recommendation that the Zoning Administrator consider further reducing the total number of parking stalls, where appropriate, to support increased landscaping and site efficiency.

The DRB's recommendation reflects overall support for the project, but with an emphasis on enhancing landscape quality, pedestrian accessibility, and reduced onsite parking. A draft copy of the meeting minutes is included as **Attachment 6**.

On April 2nd, 2025, the Applicant provided a revised site plan that is included in **Attachment 3**. The revised site plan facilitates the following modifications in response to the Design Review Board, City Engineer and CALTRANS:

- As part of the northerly encroachment modification onto Pomeroy Street, the Applicant reduced the width through added landscaping and curb adjustments. These improvements increase separation from the Perkins Street intersection as identified by CALTRANS.
- The Applicant expanded the landscaped area along the Pomeroy Street sidewalk frontage in lieu of the standard street tree requirement. This change will be further detailed in the Final Landscaping Plan.
- Additional tree wells were added in the parking lot to improve shade coverage, particularly over the drive aisles. One tree well was relocated to enhance both landscaping effectiveness and site accessibility near the entry.
- Due to the revised layout, the total number of parking stalls was further reduced from 46 to 43.

STAFF ANALYSIS

AIRPORT LAND USE CONSISTENCY: The proposed reuse of the structure aligns with the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP), as the subject parcel is located within Compatibility Zone 6 (Traffic Pattern). Compatibility Zone 6 is designated for areas with the lowest levels of airport-related impacts, primarily concerning overflight annoyance and potential hazards related to aircraft operations.

Zone 6 permits most types of urban development and commercial uses, provided they are not highly noise-sensitive or involve large gatherings of people in outdoor spaces. The reuse of the bank structure would be considered 'Normally Compatible' with the only additional criteria being that the intend criteria are met. Zone 6 features a Max. Single-Acre Intensity of 1,200 people per acre.

SIGNGE: The proposed Habit Burger & Grill at 105 Pomeroy Avenue (APN 002-247-02) seeks to utilize the existing pole sign associated with the former restaurant at the site. Per Ukiah City Code Section 3227(A)(12), businesses catering to the traveling public along U.S. 101—located within 600 feet of the freeway centerline and 300 feet of an intersecting street—may have a single freestanding sign up to 50 feet in height, subject to Planning Commission approval of a Site Development Permit.

However, signage for this location was previously approved under Site Development Permit (SDP) No. 89-45, which authorized the installation of a 75-foot freeway-oriented pole sign to replace a prior internally illuminated sign within 600 feet of U.S. Highway 101. Staff confirms that the existing pole sign, or a new sign up to 75 feet in height, is allowable under SDP No. 89-45, given that the entitlement was never revoked or expired. Increased signage allowances are

reinforced by the consideration that pole signage was replaced as part of Site Development Permit (SDP) No. 95-201, which was after the adoption of updated signage regulations.

As part of this application (**Attachment 4**), the applicant has proposed reusing the existing pole sign infrastructure. Similar to other permits reviewed by the Zoning Administrator of Planning Commission, Staff recommends conditioning approval on the submission of a Final Sign Plan to be reviewed and approved by the Community Development Director prior to the issuance of building permits to ensure compliance with city standards and previous entitlements.

ZONING - LAND USE: The proposed plan demonstrates substantial conformance with applicable zoning requirements and objectives, with noted exceptions where site constraints and project characteristics warrant discretionary consideration. Staff notes that the 'Restaurant' use is 'Allowed' within the C-1 zoning district and that it conforms to the minimum parking requirements of the zoning district.

PLANT SELECTION AND COMPATIBILITY: The proposed landscape plan features drought-tolerant species that are appropriate for Ukiah's climate. Although the plan does not emphasize native or regionally sourced plantings as recommended by the Ukiah City Code, the selected species have been thoughtfully chosen based on their cultivar performance and suitability to local conditions. Planning Division Staff recommend further review of the Community Services Department's guidance (**Attachment 5**) to better align the planting plan with City goals that encourage native vegetation.

TREE PLACEMENT AND SHADING: The proposal meets requirements for deciduous tree placement along southern and western exposures (**Attachment 3**), ensuring compliance with solar access provisions. The existing parking lot, originally designed in 1969, lacks sufficient tree coverage and currently provides little shade. Based on submittals to the Design Review Board, the applicant estimates an increase in tree coverage over parking areas (excluding driveways and aisles) to 64%; however, full compliance with the 50% shading requirement over all *paved* areas is not projected. Given site constraints, staff acknowledges these limitations while recognizing that the project represents a net improvement over existing conditions. Additionally, off-site redwood trees located on APN 002-247-03 provide supplementary shade not otherwise demarcated on the provided plans, as would proposed tree planting in a City landscape well along Pomeroy Street. On April 2nd, 2025, the Applicant provided a revised site plan that is included in **Attachment 3**. Additional tree wells were added in the parking lot to improve shade coverage, particularly over the drive aisles. One tree well was relocated to enhance both landscaping effectiveness and site accessibility near the entry.

Based on the parking lot design, and the desire to accommodate larger vehicles, strict compliance with tree well requirements could negatively impact maneuverability and site functionality. As part of the 'Final Landscape Plan' staff recommends that additional consideration be given to tree selection and placement in the underutilized landscape areas. As a Condition of Approval, a Final Landscaping Plan must be submitted to and approved by the Community Development Director prior to the issuance of any building permit for renovation.

PERIMETER LANDSCAPING AND PEDESTRIAN ACCESS: The project includes a perimeter planting strip with trees and shrubs, meeting applicable standards (**Attachment 3**) for the C-1 zoning district. Due to spatial limitations, integrating sidewalk infrastructure within the landscaped area is impractical. As an alternative, internal striped pedestrian lanes will be provided to enhance safety and circulation. Given the functional limitations of the site, discretionary relief is requested in accordance with zoning provisions. Notably, public sidewalks are already present along the

Pomeroy and Perkins Street frontages, further supporting pedestrian access. Provision of short-term and long-term bike storage.

STREET TREE PLACEMENT: Staff supports City Engineer approval to allow street trees within on-site landscape areas rather than the public right-of-way along Pomeroy Street, given existing encroachments and visibility considerations. Coordination with the Community Services Department is encouraged to evaluate the potential for a street tree within the existing planter strip at the terminus of Pomeroy Street. The applicant shall also work with the City Engineer to expand the landscaped area along the Pomeroy Street sidewalk frontage, in place of the standard street tree requirement. This modification shall be incorporated into the Final Landscaping Plan.

LANDSCAPING COVERAGE AND MAINTENANCE: The project meets the required 20% landscaping coverage, with more than half of that area dedicated to live plantings, in compliance with applicable objective standards (**Attachment 3**). An automatic irrigation system will be installed in accordance with the State's Model Water Efficient Landscape Ordinance (MWELo). No substantive changes to exterior lighting are proposed, aside from signage illumination. Ongoing landscape maintenance will be ensured through standard conditions of approval. Prior to final occupancy, the applicant must demonstrate full compliance with MWELo by submitting a completed Landscape Documentation Package and a Certificate of Completion signed by a licensed landscape professional. A post-installation irrigation audit, conducted by a certified irrigation auditor, shall also be submitted to the City for review and approval as part of final compliance verification.

There are no on-site mature trees impacted by the project; nearby redwoods are located off-site. Given the adaptive reuse of the site and related constraints, staff finds that strict compliance with all landscaping standards is not feasible without disproportionate impact on site functionality. As proposed, the landscape improvements represent a substantial upgrade from existing conditions and are generally consistent with the intent of the City's zoning and design requirements.

PARKING AND ZONING: The project includes a reconfiguration of the site layout and parking area to comply with the City's off-street parking standards for drive-through and takeout restaurant uses. Per Ukiah City Code (UCC) §9198(D)(2), approximately 31 parking spaces would be required based on standard ratios for restaurant uses. Alternatively, under UCC §9086(A)(4), which specifically addresses drive-through facilities, a reduced requirement of 21 parking spaces is applicable based on the proposed 48-seat capacity and a maximum of 10 employees per shift.

The final draft site plan proposes 43 off-street parking spaces, including compact spaces and designated electric vehicle (EV) charging stations. Although this is a reduction from the approximately 71–72 spaces currently striped and historically associated with the previous restaurant use, the proposed parking supply exceeds both applicable code requirements.

In addition to updated parking counts, the circulation pattern has been reoriented to improve internal vehicle movement and reduce conflict points along Pomeroy Street and per the additional requirements of the C-1 zoning district, bicycle storage will be provided. As conditioned, the final site design will incorporate an increased number of compact parking stalls and expanded landscaped areas, balancing functional parking demand with improved site aesthetics and environmental performance. Staff notes that the Applicant does meet the minimum requirement for on-site parking and proposes to substantially reduce the number of existing parking spaces as part of the redesign of an existing parking lot.

ENVIRONMENTAL REVIEW

The proposed project at 105 Pomeroy Street is subject to the California Environmental Quality Act (CEQA) and qualifies for a Categorical Exemption under CEQA Guidelines, Article 19, Class 1, Section 15301 (Existing Facilities) (a), which applies to minor interior or exterior alterations of existing structures within an urbanized area.

The project involves renovations to an existing 3,100-square-foot commercial structure previously occupied by a sit-down restaurant, for reuse as a quick-service restaurant with a drive-through. The building's footprint will remain unchanged, with proposed improvements including interior remodeling, exterior façade upgrades, and the addition of a drive-through lane. No major site grading or disturbance to natural features is proposed with the exception.

The project is consistent with the site's Highway Commercial land use designation, community commercial zoning district, the 2040 Ukiah General Plan, and all relevant local planning policies. Staff has determined that the project will not impact sensitive environmental resources, including habitats for endangered species, geologically sensitive areas, or sites of historical or archaeological significance, nor will it result in a substantial change from the previous long-term restaurant operator.

PUBLIC NOTICE

- Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9263:
- Published in the Ukiah Daily Journal on April 5, 2025; and
- Posted on the Project site on April 4, 2025; and
- Posted at the Civic Center (glass case) on April 4, 2025; and
- Mailed to property owners within 300 feet of the Project parcels on April 5, 2025; and
- Emailed to all agencies having jurisdiction: April 4, 2025.

RECOMMENDATION

Staff recommends that the City of Ukiah Zoning Administrator:

- 1) Conduct a public hearing; and
- 2) Approve the Minor Site Development Permit to renovate and repurpose an existing commercial structure and utilize its previously approved signage allowance for continued restaurant use at 105 Pomeroy Street, Ukiah, CA; APN 002-247-02 as permitted under Ukiah City Code (UCC) §9081, and in compliance with the off-street parking requirements of UCC §9198(D).

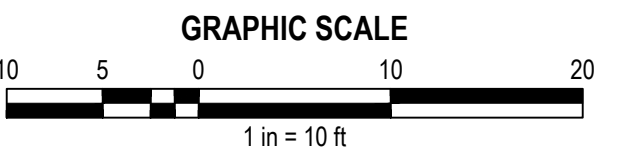
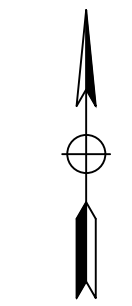
ATTACHMENTS

1. Draft Findings
2. Draft Conditions of Approval
3. Application Materials; Project Description; Site Plan; Landscape Plan; Architectural Details & Elevations; Maps
4. Historical Signage Documents (105 Pomeroy Street)
5. Agency Referral Responses
6. Design Review Board Draft Minutes – November 21, 2024

E. PERKINS STREET

UKIAH - 105 POMEROY

SITE PLAN



APN 002-247-02-00
PARCEL SIZE: 0.78 ACRES
OWNER/APPLICANT
UK 105 INVESTMENTS, LLC
4302 REDWOOD WHY, SUITE 200
SAN RAFAEL, CA 94903
916-7614-5602

EXISTING ZONING: C1 COMMERCIAL
PROPOSED ZONING: C1 COMMERCIAL
EXISTING GENERAL PLAN: HIGHWAY COMMERCIAL
PROPOSED GENERAL PLAN: HIGHWAY COMMERCIAL

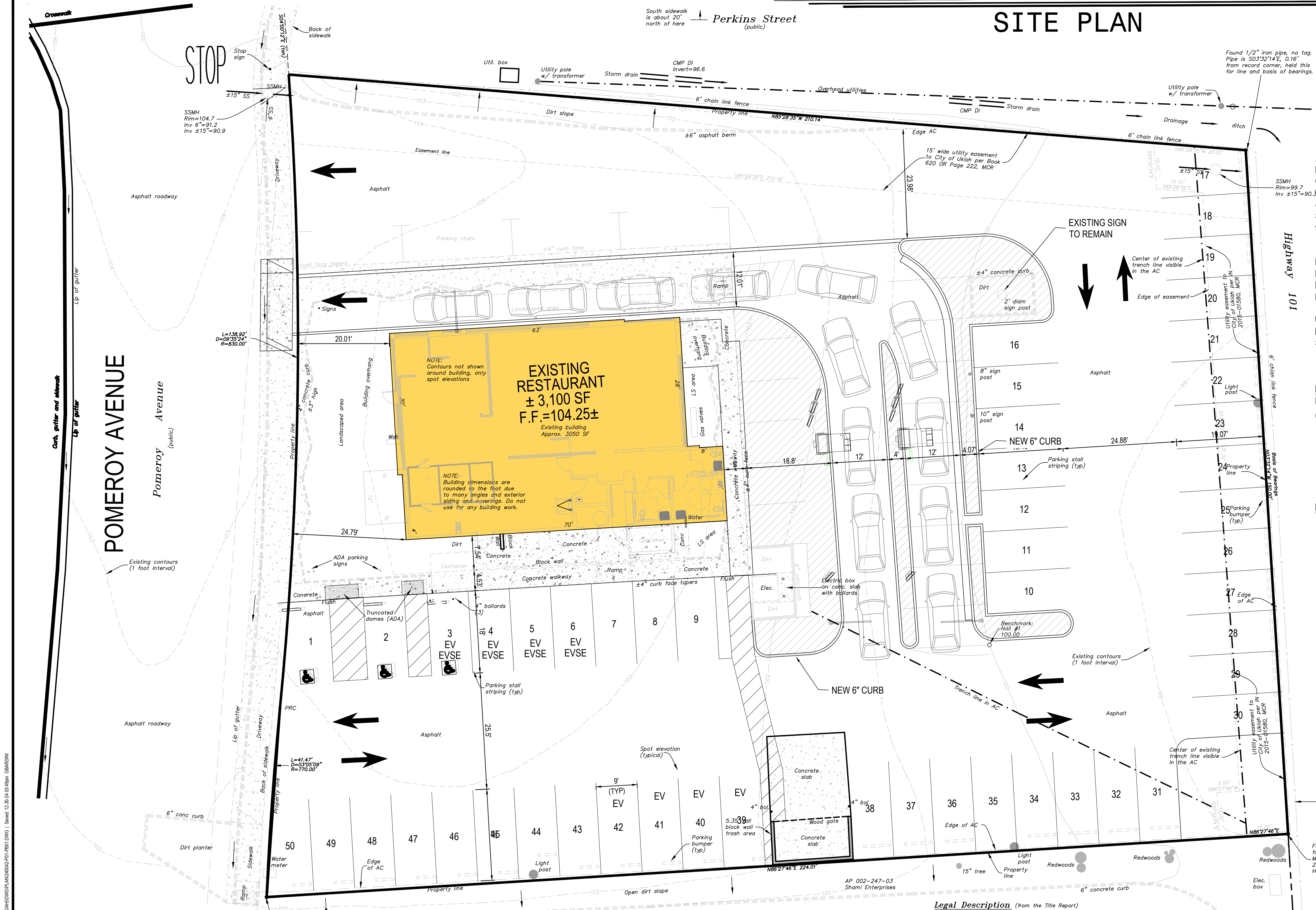
USE: RESTAURANT, ALLOWED USE
MAX. BUILDING HEIGHT: 50 FEET
SETBACKS:
FRONT: 5' R/W; 10 CORNER LOTS
REAR AND SIDE: NONE

PARKING:
DRIVE-THROUGH/TAKEOUT RESTAURANTS
($\frac{1}{3}$ SEATS)

RESTAURANT
REQUIRED: 20 SPACES
(48 SEATS + EMPLOYEES)
PROVIDED: 51 SPACES

STACKING AREA FOR DRIVE-THROUGH
REQUIRED: 8 SPACES
PROVIDED: 13 SPACES

PARKING STANDARDS: (90 DEGREE)
STALL WIDTH: 9 FEET
STALL LENGTH: 19 FEET
AISLE WIDTH: 24 FEET



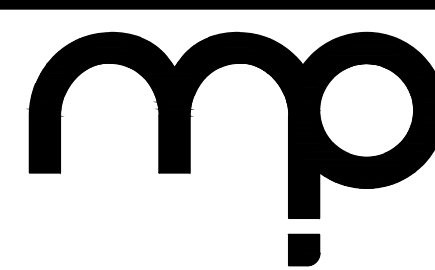
Legal Description (from the Title Report)

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SCALE:
HORIZ. 1" = 1"=10'
VERT. 1" = 1"=10'

BENCH MARK

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MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
Folsom • Fresno
7643 North Ingram Avenue, Suite #105
Fresno, CA 93711
phone: (559) 853-4505
web: www.mpengr.com

IMPROVEMENT PLAN FOR
105 POMEROY AVE.
THE HABIT BURGER GRILL
SITE PLAN
UKIAH, CALIFORNIA

DATE
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JOB NO. 24-0042-00

105 POMEROY AVE.

E. PERKINS STREET

DRB Draft - 03.27.2025

105 POMEROY STREET

SITE PLAN

APN 002-247-02-00
PARCEL SIZE: 0.78 ACRES
OWNER/APPLICANT
UK 105 INVESTMENTS, LLC
4302 REDWOOD WHY, SUITE 200
SAN RAFAEL, CA 94903
916-7614-5602

EXISTING ZONING: C1 COMMERCIAL
PROPOSED ZONING: C1 COMMERCIAL
EXISTING GENERAL PLAN: HIGHWAY COMMERCIAL
PROPOSED GENERAL PLAN: HIGHWAY COMMERCIAL

USE: RESTAURANT, ALLOWED USE
MAX. BUILDING HEIGHT: 50 FEET
SETBACKS:
FRONT: 5' R/W; 10 CORNER LOTS
REAR AND SIDE: NONE

PARKING:
DRIVE-THROUGH/TAKEOUT RESTAURANTS
($\frac{1}{3}$ SEATS)

RESTAURANT
REQUIRED: 20 SPACES
(48 SEATS + EMPLOYEES)
PROVIDED: 46 SPACES
STACKING AREA FOR DRIVE-THROUGH
REQUIRED: 8 SPACES
PROVIDED: 13 SPACES
PARKING STANDARDS: (90 DEGREE)
STALL WIDTH: 9 FEET
STALL LENGTH: 19 FEET
AISLE WIDTH: 24 FEET (TWO WAY)
AISLE WIDTH: 18 FEET (ONE WAY)
STALL WIDTH: 8.5 FEET (COMPACT)
STALL LENGTH: 16 FEET (COMPACT)

PROJECT DESCRIPTION
LOCATED ON THE SITE IS AN EXISTING 3,100 SQUARE FOOT RESTAURANT BUILDING, TRASH ENCLOSURE, FREEWAY HEIGHT SIGN POST AND ON SITE PARKING.

THE PROPOSED PROJECT IS FOR A REMODEL OF AN EXISTING 3,100 SQUARE FOOT ADD A DRIVE-THROUGH TO THE EXISTING RESTAURANT BUILDING IN AN AREA OF EXTRA PARKING AT THE BACK OF THE BUILDING. ADD A LARGE DOUBLE WIDE DRIVE-THROUGH QUEUING AREA IS PROPOSED TO PROVIDE AMPLE VEHICLE STACKING WITH ROOM FOR ABOUT 13 ± VEHICLES. ACCORDING TO THE CITY OF UKIAH CODE, FOR DRIVE-THROUGH/TAKEOUT RESTAURANTS, ONE PARKING SPACE PER THREE DINING ROOM SEATS. THE PROPOSED FACILITY WILL HAVE 48 SEATS AND IT IS ANTICIPATED THAT THE MAXIMUM SHIFT WILL HAVE 10 EMPLOYEES. THE REQUIRED PARKING WOULD BE $48/3 + 10/2 = 21$ PARKING SPACES. THE PROPOSED MODIFICATIONS TO THE SITE WILL PROVIDE 46 PARKING SPACES; ALL PARKING SPACES STANDARD SIZE EXCEPT FOR SIX COMPACTS ALONG THE DRIVE THRU. THE PARKING SPACES AROUND THE PERIMETER WILL HAVE A TWO-FOOT OVERHANG INTO THE LANDSCAPE STRIP, MAKING THESE STANDARD SPACES. THE SITE WILL RETAIN THE WIDE INGRESS AND EGRESS ENTRIES AND MAINTAIN A TWENTY-FOUR FOOT WIDE DRIVE AISLE.

TO BRING THE SITE INTO CONFORMANCE WITH CITY CODE, PROPOSE BOTH LONG TERM AND SHORT-TERM BICYCLE PARKING, PROVIDE A STRIPED PEDESTRIAN PATH OF TRAVEL FROM THE REAR PARKING AREA TO THE RESTAURANT AND FROM THE RESTAURANT TO THE TRASH ENCLOSURE, ADD LANDSCAPE PLANTERS IN AND AROUND THE PERIMETER TO ACCOMMODATE TREE PLANTING THAT WILL BREAK UP THE EXISTING SEA OF ASPHALT AND IMPROVE THE CIRCULATION AND FEEL OF WHAT IS CURRENTLY THERE.

HOURS OF OPERATION:
STANDARD HOURS: MONDAY-SUNDAY 10:30AM - 10:00PM
STANDARD D/T HOURS: MONDAY- SUNDAY 10:30AM - 11:00PM

DAYS AND HOURS OF SHIFTS:
MONDAY-SUNDAY: 9AM - 4PM MONDAY-SUNDAY: 4PM-12PM
NUMBER OF SHIFTS: 2 (OPENING & CLOSING)
NUMBER OF EMPLOYEES / SHIFT : 8-10 EMPLOYEES PER SHIFT (APPROX. 25-30 EMPLOYEES TOTAL)

DELIVERY HOURS: 2-3 DELIVERIES PER WEEK BEFORE THE RESTAURANT OPENS

Found 1/2" iron pipe, no tag, for southeast corner per Map Case 2, Drawer 25, Page 22, Mendocino County Records. Held this location for corner.

Highway 101

105 POMEROY STREET

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South sidewalk is about 20' north of here Perkins Street (public)

Util. box

Utility pole w/ transformer

Storm drain

CMP DI Invert=96.6

Overhead utilities

Storm drain

CMP DI

Drainage

ditch

Found 1/2" iron pipe, no tag, from record corner, held this for line and basis of bearings.

SSMH Rim=99.7 Inv ±15'=90.3

SSMH Rim=104.7 Inv 6'=91.2 Inv ±15'=90.9

STOP

Stop sign

Back of sidewalk

SSMH

±15" SS

6" SS

6" chain link fence

Property line

N85°28'35" W 210.14'

±6" asphalt berm

Dirt slope

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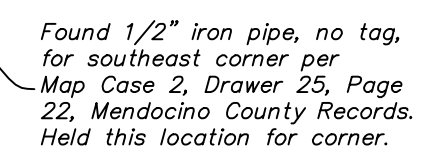
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DATE
APRIL 2, 2025

SHEET
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1 OF 2



AGENDA ITEM NO. 13B
 Department of Community Development
 Planning Division
 300 Seminary Ave.
 Ukiah, CA 95482

DATE: December 15, 2023

TO: Planning Commission

FROM: Jesse Davis, Chief Planning Manager

SUBJECT: Consideration of a Major Amendment to a previously approved Major Site Development Permit (File No. 22-7956) to demolish an existing $\pm 2,857$ sq. ft. car wash facility and construct a new $\pm 2,313$ sq. ft. automated car wash facility/tunnel, eight (8) vacuum stations, landscaping, and commercial signage at 162 Talmage Road, Ukiah, CA; APNs 003-140-49; 003-140-05; File No. 23-9045

SUMMARY

OWNER:	Santa Rosa Avenue Partners LLC
APPLICANT & AGENT:	Ramos & Associates, Inc.
LOCATION:	162 Talmage Road. (APNs 003-140-49; 003-140-05)
TOTAL ACREAGE:	± 0.47 acres
GENERAL PLAN:	Community Commercial (CC)
ZONING DISTRICT:	Heavy Commercial (C-2)
ENVIRONMENTAL DETERMINATION:	Categorical Exemption, pursuant to CEQA Guidelines Article 19, Section 15303, New Construction
RECOMMENDATION:	Conditional Approval, based on the Findings in Attachment 1 and Conditions of Approval in Attachment 2 .

PROJECT LOCATION

The ± 0.47 -acre commercial project site is situated within the City of Ukiah, approximately ± 0.5 miles west of U.S. Route 101 on Talmage Road. It is positioned immediately northwest of the intersection with Perry Street and has an address of 162 Talmage Road, Ukiah, CA, 95482. The associated Assessor Parcel Numbers (APNs) for the site are 003-140-49 and 003-140-05. **Figure 1** offers a location map depicting the project site.

EXISTING CONDITIONS

The subject property comprises two (2) parcels and currently features the former Redwood Plaza Car Wash. The existing car wash structure spans approximately $\pm 2,857$ square feet, featuring four (4) self-service wash bays and three (3) vacuum islands with a total of six (6) vacuum stations. Unmarked parking is situated on the south side of the wash bays, while striped parking is located near the northeast corner of the site. The property has two (2) encroachments, with access available from both Talmage Road and Perry Street. It is relatively flat and predominantly covered by structures or paving, with limited landscaping along the perimeters, including trees planted

along Talmage Road. A masonry wall along the northern property line obscures views, previously serving as a backdrop for the vacuum stations.

Since 2017, the project site has undergone significant deterioration, marked by the removal of much of the associated equipment. The automatic car wash tunnel has been fenced off to prevent unauthorized access. Notably, the existing structure is not listed on the City of Ukiah's Historic and Architectural Inventory Table, and it is not identified in any historical analysis conducted by the City.

The project parcels maintain an 'X Zone' or 0.2% Annual Chance flood designation according to FEMA, indicating a 0.2 percent annual chance of flooding. No base flood elevations or additional flood-protection requirements are mandated for new construction under this designation. While there are no watercourses on-site, Doolin Creek is underground nearby and surfaces on the eastern side of Perry Street, opposite the subject parcels.

APN 003-140-05 is recognized as a separate legal parcel. It remains undeveloped, lacking sidewalks, curb, gutter, and associated improvements. Historically, this parcel was not linked to Redwood Plaza Car Wash, as it was under separate ownership. In May 2022, the Owner/Applicant (Santa Rosa Avenue Partners LLC) acquired this parcel to facilitate the development of the proposed car wash facility.

SURROUNDING USES AND ZONING

The project site is located within the City of Ukiah, ±0.5 miles west of U.S. Route 101 on Talmage Road, immediately northwest of its intersection with Perry Street at 162 Talmage Road, Ukiah, CA, 95482; APNs 003-140-49; 003-140-05. The property is surrounded by a mixture of commercial, manufacturing and public uses that are reviewed in **Table 1**:

TABLE 1: SURROUNDING USES AND ZONING		
	ZONING:	USE:
NORTH	Heavy Commercial (C-2)	Vacant
EAST	Manufacturing (M)	Junk yards/Lumber yards
SOUTH	Public Facilities (PF)	Vacant - Airport
WEST	Heavy Commercial (C-2)	Commercial (Retail, Restaurants, Laundromat)

APPLICANT STATEMENT

Splash Express Carwash is proposing to improve the property located at 162 Talmage Road in Ukiah with a high-tech automated car wash. This property was previously a car wash station that is currently out of use and will be demolished for the new facility. This project was previously approved by the planning commission, Major Site Development Permit #22-7956. We will be amending this approval under the current application.

The demolition of the site will utilize an excavator to complete the demolition of the building and site features. All required dust, noise and erosion control measures will be utilized per the Best Management Practices set forth by state and local authorities including Mendocino Air Quality Management District. All debris will be sorted with recyclable materials being recycled and the rest being disposed of accordingly.

PROJECT DESCRIPTION

While the existing Major Site Development Permit (MaSDP #22-7956) was approved by the Design Review Board on April 27, 2023, and the Planning Commission on June 28, 2023, the Applicant is now requesting a Major Amendment to address an appeal that was submitted on July 10, 2023 and reviewed by the Ukiah City Council on October 18, 2023. The proposed Major Amendment aims to achieve the following:

1. Relocate the entire car-wash structure/tunnel to Compatibility Zone 2.
2. Reduce the height of free-standing signage (from ±18 feet to 7.5 feet).
3. Update the branding, appearance, and operation of the commercial facility from LUV Carwash to Splash Express Carwash.
4. Shorten the length of the car-wash tunnel from 85 feet to 80 feet.
5. Reduce the number of vacuum stations from nine (9) to eight (8).
6. Revise on-site circulation by providing an additional encroachment from Perry Street.

* During the Planning Commission hearing on June 28, 2023, a Special Condition of Approval (#33) was applied to *"Reduce the height and width of the 'Freestanding Sign' to a height similar to other signage within the vicinity of the intersection of Talmage and South State Street to the satisfaction of the Community Development Director."*

As previously communicated, the Applicant proposes to demolish and replace the existing car wash facility, originally constructed in 1988. In 1994, the car wash property was separated from the adjacent commercial center via a minor subdivision (#94-34). Although the request involves demolition, it is not subject to Ukiah City Code (UCC) §3016, which pertains to the demolition of structures greater than 50 years of age.

Exterior building materials include painted and galvanized corrugated metal panels, metal awnings, and a sloped roof above the car wash exit. A separate vacuum area with eight (8) vacuum stations, including one (1) ADA vacuum stall, will be provided. The vacuum stalls will feature shade awnings, complemented by the coverage provided by proposed perimeter trees. These vacuums are intended solely for customers exiting the car wash facility and are not considered 'Parking Spaces,' in accordance with UCC §9198(B)(5), which prohibits work or activity in designated parking spaces, such as vacuum stalls or automobile repair garage spaces.

Commercial signage has been revised and reduced to 7.5 feet in height, and the proposed car-wash tunnel has a maximum height of 25 feet. For reference, the proposed facility will be substantially shorter than the existing PG&E utility pole near the project site's Talmage Road encroachment, which stands at approximately 50 feet in height and is identified as 'Item #206' on the City's 2016 Airport Layout Plan at an elevation of 653 feet.

Commercial signage has been revised and reduced to 7.5 feet in height, and the proposed car-wash tunnel has a maximum height of 25 feet. For reference, the proposed facility will be substantially shorter than the existing PG&E utility pole near the project site's Talmage Road encroachment, which stands at approximately 50 feet in height and is identified as 'Item #206' on the City's 2016 Airport Layout Plan at an elevation of 653 feet.

Revised application materials, including site plans, architectural renderings, elevations, landscaping plan and signage plan are included as **Attachment 3**.

Figure 1: Location Map



Figure 2: Zoning Designation

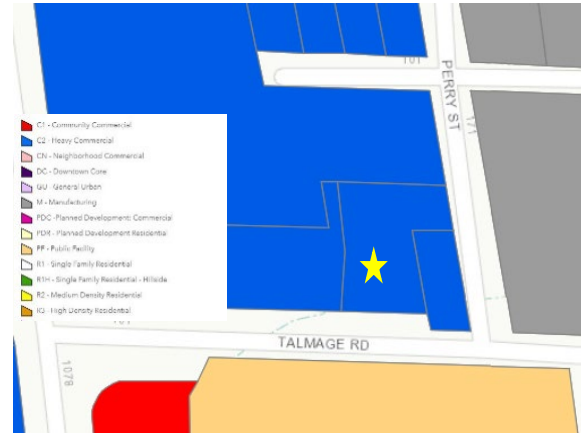
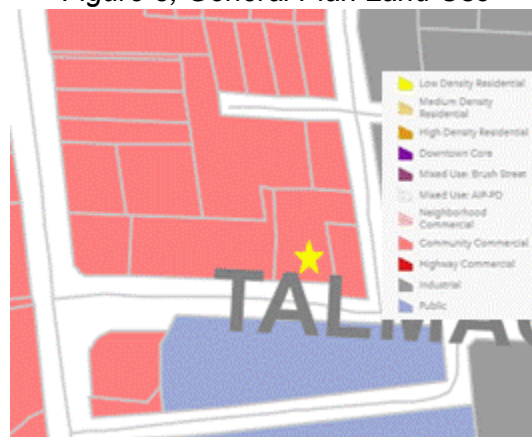


Figure 3, General Plan Land Use



RELATED APPLICATIONS ON-SITE

- **2023:** Major Site Development Permit (#22-7956)
 - Demolition of existing car wash and construction of a new $\pm 2,433$ sq. ft automatic car wash facility.
- **2004:** Minor Site Development Permit (#04-25)
 - Construction of 300 square foot addition/office and shade canopy.
 - While this request for a Minor Site Development Permit was approved by the Zoning Administrator, it was never constructed.
- **1994:** Minor Subdivision (#94-34)
 - Division of existing commercial lot to separate carwash and commercial center.
- **1987:** Major Use Permit (#87-75)
 - Development of a neighborhood commercial center and carwash.

BACKGROUND

Property Purchase & MaSDP Application Submittal, May 9, 2022 - December 15, 2022

On May 9, 2022, APNs 003-140-05 & 003-140-49 were purchased by the Owner/Applicant (Santa Rosa Avenue Partners LLC) to facilitate demolition of the existing car-wash structures and development of a new automatic car wash facility.

On December 9, 2022, the Applicant submitted a Major Site Development Permit (MaSDP 22-7956) to facilitate construction of a new automated car wash facility.

On December 15, 2022, Planning Division Staff notified the Applicant that the submitted Site Development Permit application was 'Incomplete', and that a 'Consistency Determination' 'Consistency Determination' was required from the Airport Land Use Commission (ALUC).

ALUC Application Review, February 9, 2023 - April 9, 2023

On February 9, 2023, after completing an aeronautical study and obtaining a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration (FAA), the Applicant applied to the Mendocino County ALUC for a 'Consistency Determination'.

ALUC Staff reviewed the request, determined that the Application was complete, and prepared a hearing packet for the review of the ALUC. ALUC Staff recommended that the proposed car wash facility be approved, as they determined that request was consistent with the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP)'s 's nonconforming use considerations and procedures. All components of this ALUC hearing packet are included with this agenda item (Attachments 2).

While ALUC Staff prepared and publicly noticed the item, the scheduled ALUC meetings for March 23, 2023 and April 6, 2023 were cancelled due to a lack of quorum.

On April 9, 2023, pursuant to UKIALUCP Chapter 2 –Procedural –Procedural Policies, Policy 2.3.4(a)(3-4), since the ALUC failed to make a determination within 60 days of the date of referral, the proposed major land use action was deemed consistent with the UKIALUCP per ALUC Staff.

City of Ukiah - Agency Referral, Design Review and Planning Commission, April 9, 2023 - June 28, 2023

Upon receiving notification from ALUC Staff that the requested project would be deemed consistent, Planning Division Staff referred the project to associated agencies and City Departments for review and input. Referral agencies included the Department of Public Works and the City of Ukiah Airport Manager. Their input was received, and the item was scheduled for a hearing before the Design Review Board (DRB) on May 25, 2023.

At the DRB Hearing on May 25, 2023, Planning Division Staff incorporated input from the DRB and the public, including alterations to the color massing on the car-wash structure, as well as reduction of the freestanding sign height from 30' to 22'. The reduction of sign height addressed suggestions and recommendations from the City of Ukiah Airport Manager.

On June 28, 2023, the item was reviewed by the City of Ukiah Planning Commission, where additional input was received and incorporated before receiving unanimous approval (3-0 Vote) with modified Conditions of Approval. The 'Final Conditions of Approval' feature modifications to the wording of Conditions of Approval #19 and #20. Additionally, the Final Conditions of Approval required further reduction of the height of the car wash structure (Condition of Approval #32), as well as further reduction of the height of the proposed freestanding sign similar to existing freestanding signage within the vicinity of the intersection of Talmage Road and South State Street to the satisfaction of the Community Development Director.

Appeal, July 10, 2023 – November 14, 2023

On July 10, 2023, a written appeal to the project was received from Eric Crane (Appellant). The Appellant's principal concern was that the location of a new structure was partially within Zone 1* of the UKIALUCP.

On August 16, 2023, the item was scheduled for review and consideration of the City Council but was deferred at the request of the City Manager's Office to allow for further discussion between the City, Applicant, and Appellant.

In September 2023, City Staff received feedback and input from the City Attorney regarding the validity and appropriateness of the ALUC's Consistency Determination, as well as a regulatory interpretation of the UKIALUCP. Per the City Attorney, due to UKIALUCP Policy 2.3.4(b), the provision of the 'Consistency Determination' by ALUC Staff was errant, as the requested analysis and evaluation by the ALUC was submitted as a 'Voluntary Referral'. Policy 2.3.4(b) of the UKIALUCP does not require that a review is completed within a 60-day time-frame when submitted as a 'Voluntary Referral', but rather that it be "...completed in a timely manner enabling the comments to be considered by decision-making bodies of the referring Local Agency." Furthermore, based on input from the City Attorney, the proposed car wash could not be considered an 'Existing Land Use' that could avail itself of Non-Conforming Use considerations. Instead, the proposed car wash was subject to 'Redevelopment' as suggested in the Planning Division's Incomplete Letter dated December 15, 2022.

In October 2023, Planning Division Staff and the City Manager's Office worked closely with the Applicant and Appellant to identify a compromise that would address concerns regarding the proposed project and satisfy all parties. Staff reached out to the Applicant to determine if the Project could be located fully within Zone 2 of the UKIALUCP. The Applicant was amenable to the idea, and on October 10, 2023, submitted a revised site plan that relocated the entirety of the carwash structure to within Zone 2, where it is considered a 'Conditionally Compatible' use per the UKIALUCP.

With information that the Applicant intended to submit an amended application to locate the entirety of the proposed carwash structure within Zone 2, Staff reached out to the Appellant. On October 13, 2023, the Appellant submitted correspondence supporting City staff's current recommendation for referral back to the Planning Commission along with support for relocating the building into Zone 2.

On October 18, 2023, the appeal was reviewed by the City Council, and it was determined that the Major Amendment should be re-evaluated by the Planning Commission. The Applicant submitted the Major Amendment on November 14, 2023, and Staff subsequently prepared the amendment for review by the Planning Commission.

AGENCY CONSIDERATIONS & REFERRAL

On November 17, 2023, revised project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project (**See Table 2**). Only limited comments from the Mendocino ALUC were received. All responding departments and agencies are included in **Attachment 4** and comments reflected within the Conditions of Approval, as appropriate.

Table 2: Agency Comments	
Agency	Comment

City Water & Sewer Utility	No Response
City Building Official	No Response
Ukiah Valley Fire Authority	No Response
Ukiah Police Department	No Response
City Manager's Office	No Response
City Electric Utility	Comment – Standard Conditions
Mendocino County Air Quality Management District (MCAQMD)	No Response
Mendocino County Environmental Health	No Response
Mendocino County Planning & Building Services	No Response
Mendocino County Airport Land Use Commission (ALUC)	Comment – UKIALUCP Background
Ukiah Municipal Airport	No Comment
Department of Public Works (DPW)	No Response

STAFF ANALYSIS

AIRPORT LAND USE CONSISTENCY: Upon reviewing the initial request in 2022, City Staff notified the Applicant that the Mendocino County Airport Land Use Commission (ALUC) would need to conduct a review due to questions regarding the project's compatibility with the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP). The project site is divided among several compatibility zones, including Airport Zone 1 (Runway Protection Zone), Airport Zone 1* (Runway Protection Zone), and Airport Zone 2 (Inner Approach/Departure Zone), each with various restrictions and prohibitions.

At the Applicant's request, the Federal Aviation Administration (FAA) conducted an aeronautical study under 49 U.S.C., Section 44718 and Title 14 of the Code of Federal Regulations, part 77, regarding the proposed project. The study determined that the original structure adhered to obstruction standards and posed no hazard to air navigation. The FAA stated that, based on their evaluation, marking and lighting were not necessary for aviation safety on the original structure and sign. However, if installed, the FAA recommended following FAA Advisory Circular 70/7460-1 M.

On April 9, 2023, the original application was deemed consistent with the UKIALUCP, pursuant to procedural policy 2.3.4(a)(4). It was conveyed by ALUC staff that the proposed project would not result in an expansion of the floor area or increase in the usage intensity (people per acre). It was further conveyed that the ALUC has no ability to reduce or remove nonconforming land uses from the airport environs, ALUC Staff recommended that the ALUC find the proposed project consistent and allow it to be reconstructed as proposed in the original application. Again, per the City Attorney, due to UKIALUCP Policy 2.3.4(b), the provision of the 'Consistency Determination' by ALUC Staff was errant, as the requested analysis and evaluation by the ALUC was submitted as a 'Voluntary Referral'.

From the date of submittal, substantial deference was given to the ALUC and its Staff to ensure that the requested use would not be detrimental to established plans for Ukiah Municipal Airport

(UKI). It is understood that the original structure would not have impacted current operations of UKI at its current runway length of 4,423 feet or its approved length of 4,888 feet, but that it posed a potential conflict should the UKI runway be extended to 5,000 feet in length.

It was subsequently determined that the project did not qualify as an 'Existing Land Use' eligible for non-conforming use considerations under the UKIALUCP. Instead, it fell under 'Redevelopment' and the current iteration of the UKIALUCP. According to the UKIALUCP;

“ALUC review of Redevelopment under [Policies 3.3.1 and 3.3.4] includes Redevelopment of a property for which the Existing Land Use is consistent with the general plan and/or specific plan, but Nonconforming with the compatibility criteria set forth in this UKIALUCP. This policy is intended to address circumstances that arise when a general plan or specific plan land use designation does not conform to UKIALUCP compatibility criteria but is deemed consistent with the UKIALUCP because the designation reflects an Existing Land Use. Proposed Redevelopment of such lands voids the consistency status and is to be treated as a new Land Use Action subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan.”

By submitting a Major Amendment to relocate the proposed structure entirely within Zone 2, concerns regarding airport compatibility are addressed, as a 'Car Wash' is considered a 'Conditionally Compatible' use per the UKIALUCP. Additionally, as part of the submitted Major Amendment, adjustments have been made to enhance compatibility. Signage has been reduced in height, the structure is now positioned at the maximum distance from the extended runway centerline, and there have been reductions in site coverage (from ±2,433 sq. ft to ±2,313 sq. ft) and intensity (from 9 vacuum stations to 8 vacuum stations). For comparison, the existing car wash facility, which is ±2,857 square feet in size, is situated on a smaller subject property closer to the runway. It's worth noting that the existing car wash facility does not utilize APN 003-140-05, unlike the proposed development. These modifications demonstrate a commitment to addressing airport compatibility concerns and aligning with the UKIALUCP guidelines.

Upon review, the project conforms to the maximum sitewide and single-acre intensity limits of Compatibility Zone 2. Calculated using the size of the proposed structure (±2,313 sq. ft), the projected intensity for the proposed car wash facility is 11.565 persons per acre.¹ As a portion of the subject parcels, Zone 2 comprises approximately 0.20 acres of the subject property and maintains a maximum sitewide intensity of 60 people per acre, equating to 12 persons for the project area. Therefore, it can be determined that the project complies with the Zone 2 intensity requirements.

HEAVY COMMERCIAL (C-2) ZONING:

The subject parcel falls within the Heavy Commercial (C-2) zoning district. The primary purpose of the C-2 zoning district is to offer opportunities for commercial services and activities that are generally deemed inappropriate for areas developed with professional offices and retail stores. Service (gas) stations, automobile repair, and car washing facilities are considered allowed uses within the C-2 Zoning district, meaning that no Use Permit is required. Despite the absence of a Use Permit requirement, any new commercial construction exceeding 150 square feet in size necessitates a Site Development Permit per UCC §9262.

According to Ukiah City Code, all development projects within the C-2 zoning district are required to include a proposed landscaping plan commensurate with the size and scale of the proposed

¹ Calculations for Personal and Miscellaneous Services: barbers, car washes, print shops, etc. are approximately 200 Square Feet per Person. (UKIALUCP Compatibility Criteria (Table 3A))

development project. Landscaping plans must be submitted as a mandatory component at the time of application filing. For this project, all proposed landscaping, as mandated by UCC §9101(C), has been found satisfactory by Staff. The landscape plan is included for review as part of **Attachment 3**:

- a) Landscape plantings shall be those which grow well in Ukiah's climate without extensive irrigation. Native species are strongly encouraged.
- b) Deciduous trees shall constitute fifty-one percent (51%) of the trees proposed along the south and west building exposures; non-deciduous street species shall be restricted to areas that do not inhibit solar access.
- c) Parking lots with twelve (12) or more parking stalls shall have a tree placed between every four (4) parking stalls within a continuous linear planting strip rather than individual planting wells, unless clearly infeasible. Parking lot trees shall primarily be deciduous species and shall be designed to provide a tree canopy coverage of fifty percent (50%) over all paved areas within fifteen (15) years of planting.
- d) Parking lots shall have a perimeter planting strip with both trees and shrubs.
- e) Parking lots with twelve (12) or more parking stalls shall have defined pedestrian sidewalks or marked pedestrian facilities of no less than three feet (3') in width within landscaped areas and/or separated from automobile travel lanes.
- f) Street trees may be placed on the property proposed for development instead of within the public right-of-way if the location is approved by the City Engineer, based upon safety and maintenance factors.
- g) All new developments shall include a landscaping coverage of twenty percent (20%) of the gross area of the parcel. A minimum of fifty percent (50%) of the landscaped area shall be dedicated to live plantings.
- h) Landscaping plans shall include an automatic irrigation system and lighting plan.
- i) All required landscaping for commercial development projects shall be maintained.
- j) All healthy existing mature trees on development project sites shall be preserved and incorporated into the proposed landscaping plan, if feasible.

Per UCC §9099, the requested development complies with the required 5' front yard setbacks, as well as the height limitations and parking/queuing requirements of this zoning district and requested use. Bicycle parking is not identified within the provided application materials, but per UCC §9100(A)(6), it can be determined that the requested use would not attract bicyclists, given the limited number of employees and the auto centric nature of the requested use.

While trees are now identified for removal, it is due to the need to relocate the proposed structure within Compatibility Zone 2 and revise on-site circulation. Upon review and consideration of the C-2 requirements, Staff included conditions of approval, as appropriate, to ensure that the project complies with these requirements. Required application materials are included within **Attachment 3**.

COMMERCIAL DESIGN GUIDELINES: In 2007, Staff was directed by the Planning Commission to prepare review checklists to aid in review of projects for consistency with the adopted design guidelines. On June 27, 2007, the Planning Commission adopted two (2) Project Review Checklists:

- One (1) checklist for commercial development outside of the Downtown Design District
- One (1) checklist for projects within the Downtown Design District

- These checklists were intended to assist developers, Staff, and policy boards in determining consistency with the design guidelines.

The Design Guidelines for Projects Outside of the Downtown Design District is included below:

Table 3 - Commercial Projects Outside Downtown Design District			
Yes	No	N/A	
X			Site Features: Site design is compatible with the natural environment, and incorporates the major existing features (<i>trees, landscaping, city creeks, riparian habitat, lot shape, size, relationship to surrounding area</i>).
X			Coordination: Facilities are shared and coordinated with adjacent properties.
X			Coordination: Setbacks are compatible with character of adjacent frontages.
X			Coordination: Setbacks are minimized to enhance the pedestrian environment.
X			Pedestrian Access: Site has pedestrian orientation, consistent with uses, design, and architecture.
X			Pedestrian Access: Pedestrian elements are attractive and functional (<i>walkways link parking to building entrances and other walkways; planters, street furniture, outdoor seating, pedestrian oriented signs, low level lighting provided</i>).
		X	Pedestrian access: Parking areas with 12 or more stalls: defined sidewalk or marked pedestrian facilities in landscaped areas or separated from traffic lanes required.
		X	Parking lots: Decrease visual prominence and reduce heat island effect (<i>locate behind buildings, divide into smaller lots, avoid large unbroken expanses of paving; emphasize screening, shading, landscaping</i>).
X			Landscaping: Scale and nature of landscape materials is appropriate to the site and structures.
X			Landscaping: 20% of gross lot area landscaped / 50% live plantings; landscape redevelopment or reuse projects to extent feasible (<i>Plants are of type, spacing and sizing to reach maturity within reasonable time. Hardy, drought tolerant, low maintenance species adapted to Ukiah climate are emphasized, parking lots trees also withstand heat, pollutants. Deciduous trees used on south and west. Automatic irrigation required for new commercial development</i>

		X	Landscaping: Parking areas with 12 or more stalls: 1 tree per 4 stalls within continuous linear strips. Perimeter planting strips use trees and shrubs. Focus on deciduous trees achieving 50% shading within 10 years
X			Landscaping: Parking lots generally: Perimeter planting strips, Street trees selected from Ukiah Master Tree List required
X			Signs: Signs are compatible with architectural character of buildings (<i>signage does not dominate site, uses compatible colors and material, lighting is restrained and harmonious, sandwich boards are creative/subdued co/or/minimal copy</i>).
X			Lighting: Lighting harmonizes with site, building design, architecture and landscaping (<i>lighting form, function, character, fixture styles, design and placement; lighting does not interfere with pedestrian movement</i>).
X			Energy Conservation: Active and passive solar and other renewable energy design and devices are used (<i>building orientation, landscaping, lighting, heating and cooling, photovoltaic system-ready or installed</i>).
X			Energy Conservation: Devices are unobtrusive and complement design (<i>solar panels flush with roof</i>).
X			Visual Appearance: Buildings are visually cohesive, compatible and complementary (<i>scale, proportion, design, style, heights, mass, setbacks</i>).
X			Visual Appearance: Buildings exhibit variety and distinctiveness (<i>but avoid overly obtrusive or overly monotonous designs, or strong contrast with adjacent buildings, creative use of natural and recycled materials; metal discouraged unless creative and consistent with Guidelines</i>)
X			Visual Appearance: Variety of architectural features encouraged tied to comprehensive design theme (<i>arches, raised parapets, cornices, eaves, windows, balconies, entry insets, roof angles and pitches, wall relief features</i>).
X			Visual Appearance: Building exteriors compatible with surrounding properties (<i>compatible materials, colors, quality, coordinated but not the same as surrounding properties, avoid strong or vivid colors unless they fit within local context, concrete block/exposed concrete on visible waifs finished in aesthetic manner</i>).
		X	Visual Appearance: Visible fences compatible with project and visually attractive (<i>compatible colors, materials, styles; wire fences, high barriers and use for advertising discouraged</i>).

X			Visual Appearance: Site and buildings are visually attractive from neighboring properties, traffic and corridors, and public spaces <i>(service areas and devices screened, integrated and compatible with site features; common mailboxes architecture consistent and located close to building; above criteria is applied to areas visible to public view; rear and side views are visually interesting, coordinated and well-maintained).</i>
X			Maintenance: Demonstrate consideration of site and building maintenance.
X			Walkable and bikeable communities: The project provides connections for walkers and bicyclists to the surrounding community <i>(provides walking/biking facilities on the site, connects to nearly walking/biking facilities, provides shortcuts for walkers/bikers, project is located within ¼ or ½ of other places to walk).</i>
X			Walkable and bikeable Communities: Sidewalks provide are convenient and safe access <i>(sidewalks sufficiently wide, without obstruction; curbs, shade, lighting provided; buffers between walkers and traffic provided; safe and direct street crossings for walkers).</i>
X			Walkable and bikeable communities: Entrances provide convenient access <i>(entrances adjacent to street, minimal setback, routes and accessways are well marked, sidewalks provided uninterrupted access to entrances, safe bike parking is located close to entrances).</i>
X			Green Building: Sustainable site
X			Green Building: Water efficiency
X			Green Building: Energy
X			Green Building: Materials and resources
		X	Green Building: Indoor environmental quality
X			Visitability and Universal Design: The site and its elements are accessible to people at differing stages, ages and circumstances: accessible primary and interior entrance and routes, accessible kitchen and bath space and devices, for dwellings accessible bedroom, common room, and devices).

GENERAL PLAN (2040): The Project site carries a General Plan designation of Community Commercial (CC). This designation identifies areas generally located along major corridors in the city including State Street, East Gobbi Street, and Talmage Road, with the intent of providing a transition between higher-intensity commercial uses along Highway 101 and residential neighborhoods on the western side of the city.

The proposed project would include redevelopment of a degraded commercial property along the Talmage Road corridor that was previously utilized for the commercial activity proposed. The proposed project incorporates input from Staff, other City departments, the general public, airport stakeholders, outside agencies and recommendations by the DRB to incorporate a high-quality design, landscape and pedestrian improvements to Talmage Road and Perry Street. The project will aid in enhancing a corner parcel and reutilizing a site that has few development opportunities due to restrictions associated with the UKIALUCP.

The project supports the following goals and policies contained within the Economic Development, Mobility, and Land Use elements of the General Plan.

Economic Development Element

- Goal ED-6: To maintain a supportive business climate and a healthy economy that leads to the expansion of existing businesses and the attraction of new ones.
- Goal ED-7: To grow the local economy and employment base by supporting efforts to retain, expand and attract local businesses.

Mobility Element

- Policy MOB-1.2: Multi-modal Access. The City shall require that all new development and redevelopment projects include provisions for multi-modal access provisions such as pedestrian and bicycle facilities, and vehicle and transit where relevant.
- Policy MOB-1.8: New Development and Complete Streets. The City shall require all new development to provide adequate access for pedestrians, bicyclists, motorists, transit users, and persons with disabilities, as well as facilities necessary to support the City's goal of maintaining a complete street network.
- Policy MOB-2.3: Pedestrian Facilities. The City shall encourage new development and redevelopment that increases connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the City.

Land Use Element

- Policy LU-4.1: High-Quality Building Design. The City shall encourage distinctive and high-quality commercial building design and site planning that respects the character of Ukiah.
- Policy LU-8.4: Reuse of Underutilized Property. The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.
- Goal LU-11: To ensure high-quality site planning, landscaping, and architectural design for all new construction, renovation, or remodeling.

ENVIRONMENTAL DOCUMENTATION

The proposed project is subject to the California Environmental Quality Act (CEQA). The project qualifies for a categorical exemption pursuant to CEQA Guidelines Article 19, Class 3 (C): New Construction of Commercial Structures. It is noted that this exemption can be applied to up to four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use, if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive. Staff has determined the exemption is appropriate, as the project is in an urbanized area and

zoned for heavy-commercial use; that it consists of commercial structures of less than 10,000 total square feet; that all needed public services and facilities are available; and that the surrounding area is not environmentally sensitive.

NOTICE

Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9264:

- Published in the Ukiah Daily Journal on December 31, 2023;
- Posted on the Project site on December 29, 2023;
- Posted at the Civic Center (glass case) 72 hours prior to the public hearing; and
- Mailed to property owners within 300 feet of the Project parcels on December 29, 2023.

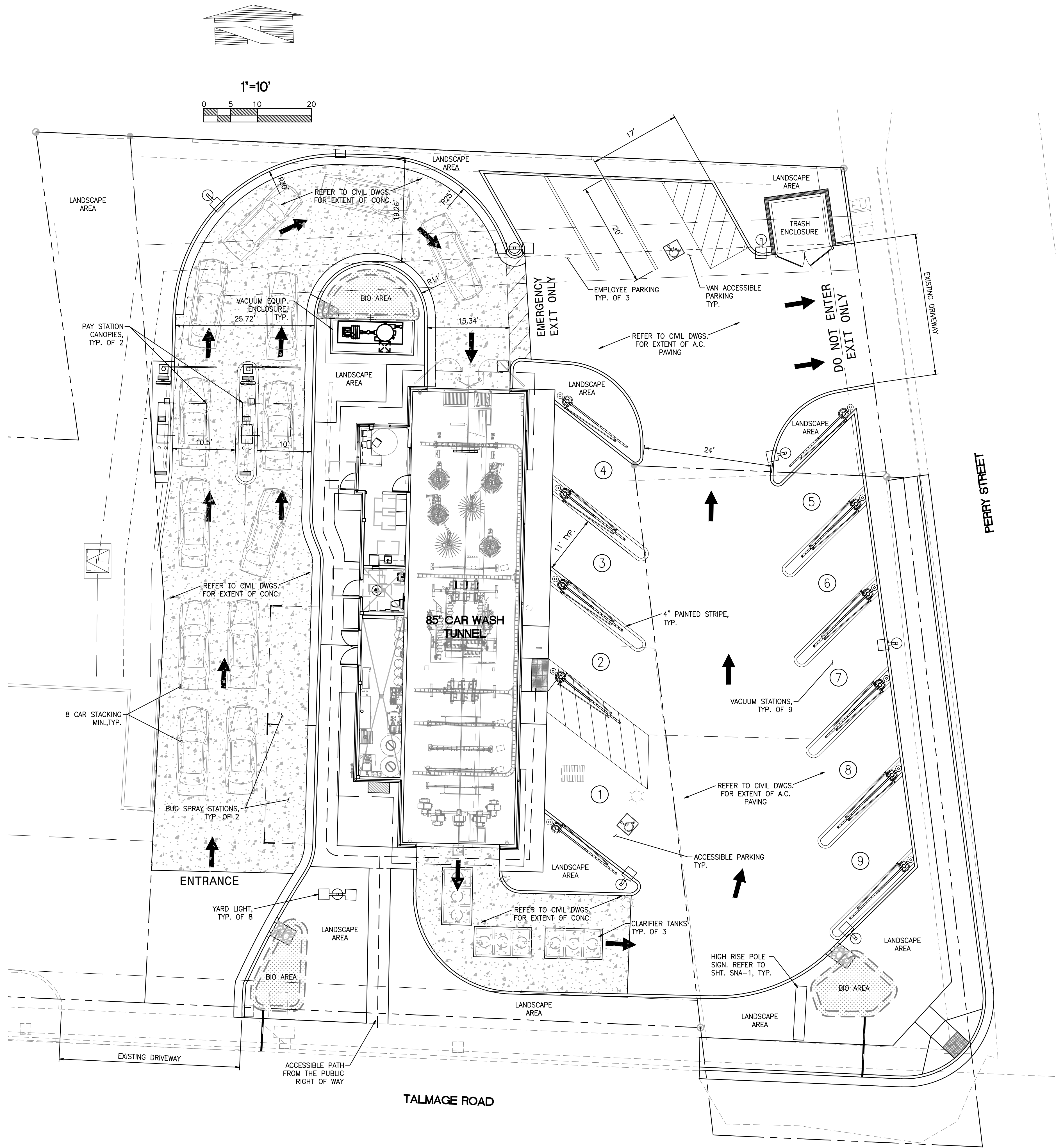
RECOMMENDATION

Staff recommends that the City of Ukiah Planning Commission:

- 1) Conduct a public hearing; and
- 2) Approve the Major Amendment to the previously approved Major Site Development Permit to demolish an existing car wash facility and construct a new automated car wash facility at 162 Talmage Road, Ukiah, CA; APNs 003-140-49; 003-140-05; File No. 23-9045, based on the Findings in **Attachment 1**, and subject to the Conditions of Approval in **Attachment 2**.

ATTACHMENTS

1. Draft Findings
2. Draft Conditions of Approval
3. Major Site Development Permit - Application Materials
4. Agency Referral Responses



GENERAL PROJECT NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE BUILDING CODES AND LOCAL RESTRICTIONS. CONTRACTOR'S MUST COMPLY WITH CONTRACTOR REGISTRATION REQUIREMENTS OF ALL GOVERNING AUTHORITIES. THE GENERAL BUILDING PERMITS SHALL BE PAID FOR BY THE OWNER. ALL OTHER PERMITS SHALL BE SECURED AND PAID FOR BY THE SUBCONTRACTOR DIRECTLY RESPONSIBLE. ALL REQUIRED CITY, COUNTY AND/OR STATE LICENSES SHALL BE ACQUIRED AND PAID FOR BY THE INDIVIDUAL SUBCONTRACTOR.
2. APPROVED PLANS SHALL BE KEPT IN A PLAN BOX AND SHALL NOT BE USED BY WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION. CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF PLANS ON THE PREMISES IN GOOD CONDITION AT ALL TIMES. THIS SHALL INCLUDE ALL ADDENDA AND CHANGE ORDERS.
3. DISCREPANCIES BETWEEN PORTIONS OF THE CONTRACT DOCUMENTS, DRAWINGS AND SPECIFICATIONS ARE NOT INTENDED. THE CONTRACTOR IS TO CLARIFY ANY SUCH DISCREPANCIES WITH THE ARCHITECT/CONSULTANT PRIOR TO COMMENCING WORK.
4. STATED DIMENSIONS TAKE PRECEDENCE OVER GRAPHICS. DO NOT SCALE DRAWINGS TO DETERMINE LOCATIONS. THE ARCHITECT/CONSULTANT SHALL BE NOTIFIED OF ANY SUCH DISCREPANCIES PRIOR TO CONTINUING WITH THE WORK.
5. GENERAL CONTRACTOR WILL REFER TO THESE DOCUMENTS AS WELL AS SPECIFICATIONS FOR IDENTIFICATION OF ALL OWNER SUPPLIED ITEMS, ALL ITEMS NOT MARKED AS "OWNER SUPPLIED" ARE TO BE SUPPLIED BY THE GENERAL CONTRACTOR, UNLESS NOTED OTHERWISE, ALL ITEMS ARE TO BE INSTALLED BY THE GENERAL CONTRACTOR.
6. FOR CONSTRUCTION DETAILS NOT SHOWN, USE THE MANUFACTURER'S APPROVED SHOP DRAWINGS/DATA SHEETS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE SITE WHILE THE JOB IS IN PROGRESS AND UNTIL THE BUILDING IS OCCUPIED.
8. ALL DEBRIS SHALL BE REMOVED FROM PREMISES AND ALL AREAS SHALL BE LEFT IN A CLEAN (BROOM) CONDITION AT ALL TIMES.
9. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE WORKERS AT ALL TIMES.
10. CONTRACTOR SHALL PROVIDE TEMPORARY WATER, POWER AND TOILET FACILITIES AS REQUIRED.
11. GENERAL CONTRACTOR IS RESPONSIBLE FOR RECEIVING, UNLOADING, UN-CRATING, INSTALLATION AND HOOKUP OF ALL FOOD SERVICE EQUIPMENT AND OTHER OWNER FURNISHED ITEMS.
12. GENERAL CONTRACTOR IS REQUIRED TO LABEL ALL ELECTRICAL PANELS, PLUMBING VALVES, AND ROOF TOP EQUIPMENT. PLASTIC PHENOLIC ENGRAVED PLATE SCREWED ON.
13. IT IS THE INTENT OF THE ARCHITECT THAT THIS WORK BE IN CONFORMANCE WITH ALL REQUIREMENTS OF THE BUILDING AUTHORITIES HAVING JURISDICTION OVER THIS TYPE OF CONSTRUCTION AND OCCUPANCY.
14. ALL DETAILS AND SECTIONS SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL BE CONSTRUED TO APPLY TO ANY SIMILAR SITUATION ELSEWHERE IN THE WORK EXCEPT WHERE A DIFFERENT DETAIL IS SHOWN.
15. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE ERECTION PROCEDURE AND SEQUENCE TO INSURE THE SAFETY OF THE BUILDING AND ITS COMPONENT PARTS DURING ERECTION.
16. MATERIALS LISTED IN DRAWINGS ARE BASED ON DESIGN INTENT. ALTERNATE SPECIFICATIONS MAY BE ACCEPTED PROVIDED THEY CLOSELY MATCH SPECIFIED MATERIAL. CONTRACTOR IS TO SUBMIT PROPOSED SAMPLES OF SUBSTITUTIONS, ALONG WITH SAMPLE OF THAT SPECIFIED IN DRAWINGS FOR REVIEW BY THE OWNER.
17. GENERAL CONTRACTOR WILL VERIFY WITH OWNER IN REGARD TO ANY SPECIFICATIONS NOT INCLUDED WITHIN IN THESE DOCUMENTS.
18. ALL WORK SHALL BE PERFORMED AS SHOWN ON THESE PLANS AND IN ACCORDANCE WITH SHELL SPECIFICATIONS.
19. WHERE LOCAL CODES, ORDINANCES OR REGULATIONS ARE MORE RESTRICTIVE THAN SHELL SPECIFICATIONS, THEIR LOCAL REQUIREMENTS SHALL GOVERN.
20. ANY DISCREPANCY BETWEEN FIELD CONDITIONS AND THESE PLANS ARE TO BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND/OR ARCHITECT. NO WORK SHALL BE PREFORMED ON THE ITEMS IN QUESTION UNTIL DIRECTED BY THE OWNER AND/OR ARCHITECT.

Title: PRELIMINARY ARCHITECTURAL SITE PLAN

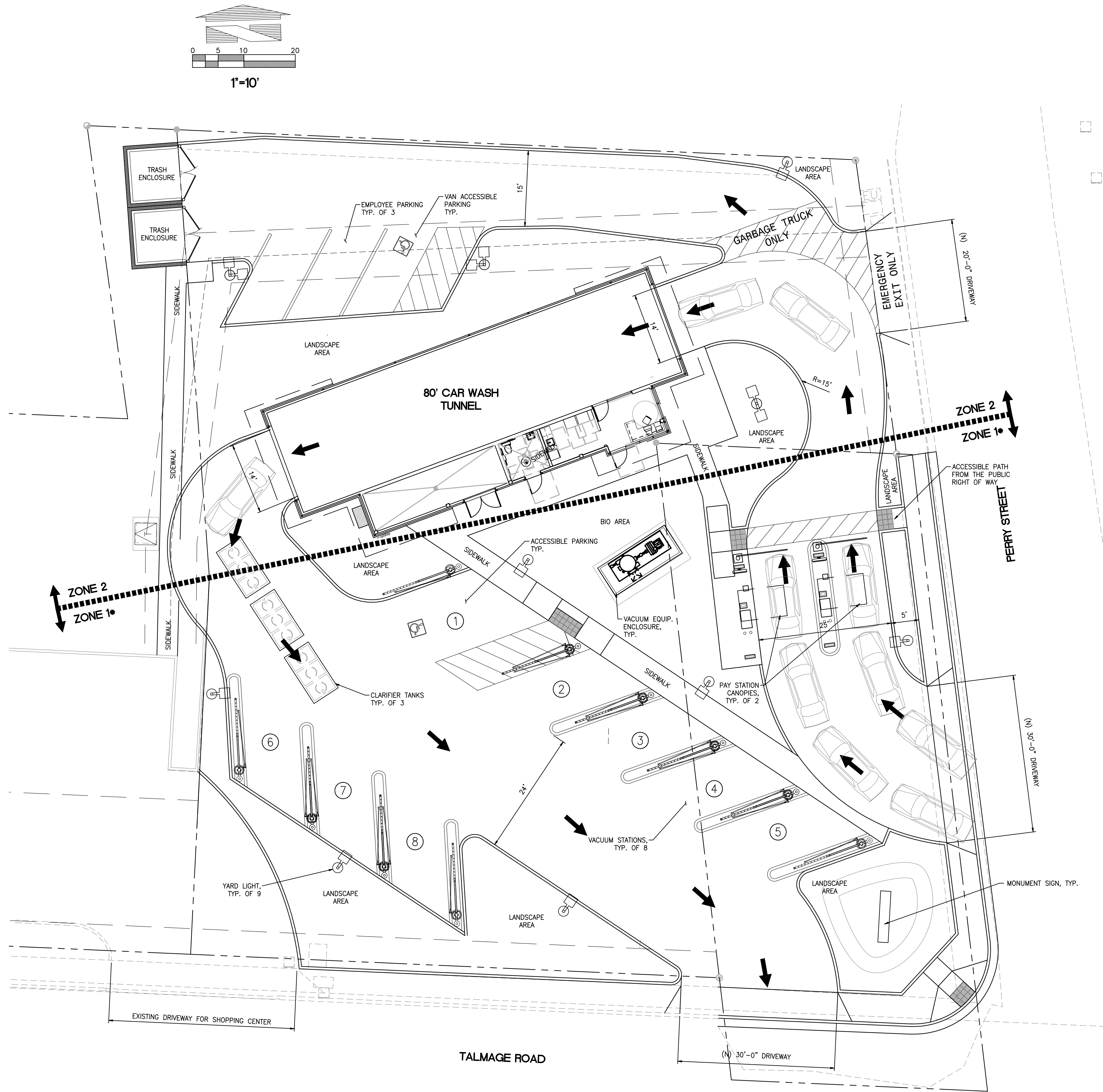
For: LUV CAR WASH
162 TALMAGE ROAD
UKIAH, CALIFORNIA

For:

Scale: Horizontal 1"=10' Vertical N/A
Designed JLR Draw JLR Checked JLR Approved JLR Date 10/02/22

RAMOS AND ASSOCIATES, INC.
804 FOURTH STREET
SANTA ROSA, CA 95404
DIRECT (707) 318-2990
FAX (707) 623-9181
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GENERAL PROJECT NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE BUILDING CODES AND LOCAL RESTRICTIONS. CONTRACTOR'S MUST COMPLY WITH CONTRACTOR REGISTRATION REQUIREMENTS OF ALL GOVERNING AUTHORITIES. THE GENERAL BUILDING PERMITS SHALL BE PAID FOR BY THE OWNER. ALL OTHER PERMITS SHALL BE SECURED AND PAID FOR BY THE SUBCONTRACTOR DIRECTLY RESPONSIBLE. ALL REQUIRED CITY, COUNTY AND/OR STATE LICENSES SHALL BE ACQUIRED AND PAID FOR BY THE INDIVIDUAL SUBCONTRACTOR.
2. APPROVED PLANS SHALL BE KEPT IN A PLAN BOX AND SHALL NOT BE USED BY WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION. CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF PLANS ON THE PREMISES IN GOOD CONDITION AT ALL TIMES. THIS SHALL INCLUDE ALL ADDENDA AND CHANGE ORDERS.
3. DISCREPANCIES BETWEEN PORTIONS OF THE CONTRACT DOCUMENTS, DRAWINGS AND SPECIFICATIONS ARE NOT INTENDED. THE CONTRACTOR IS TO CLARIFY ANY SUCH DISCREPANCIES WITH THE ARCHITECT/CONSULTANT PRIOR TO COMMENCING WORK.
4. STATED DIMENSIONS TAKE PRECEDENCE OVER GRAPHICS. DO NOT SCALE DRAWINGS TO DETERMINE LOCATIONS. THE ARCHITECT/CONSULTANT SHALL BE NOTIFIED OF ANY SUCH DISCREPANCIES PRIOR TO CONTINUING WITH THE WORK.
5. GENERAL CONTRACTOR WILL REFER TO THESE DOCUMENTS AS WELL AS SPECIFICATIONS FOR IDENTIFICATION OF ALL OWNER SUPPLIED ITEMS, ALL ITEMS NOT MARKED AS "OWNER SUPPLIED" ARE TO BE SUPPLIED BY THE GENERAL CONTRACTOR. UNLESS NOTED OTHERWISE, ALL ITEMS ARE TO BE INSTALLED BY THE GENERAL CONTRACTOR.
6. FOR CONSTRUCTION DETAILS NOT SHOWN, USE THE MANUFACTURER'S APPROVED SHOP DRAWINGS/DATA SHEETS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE SITE WHILE THE JOB IS IN PROGRESS AND UNTIL THE BUILDING IS OCCUPIED.
8. ALL DEBRIS SHALL BE REMOVED FROM PREMISES AND ALL AREAS SHALL BE LEFT IN A CLEAN (BROOM) CONDITION AT ALL TIMES.
9. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE WORKERS AT ALL TIMES.
10. CONTRACTOR SHALL PROVIDE TEMPORARY WATER, POWER AND TOILET FACILITIES AS REQUIRED.
11. GENERAL CONTRACTOR IS RESPONSIBLE FOR RECEIVING, UNLOADING, UN-CRATING, INSTALLATION AND HOOKUP OF ALL FOOD SERVICE EQUIPMENT AND OTHER OWNER FURNISHED ITEMS.
12. GENERAL CONTRACTOR IS REQUIRED TO LABEL ALL ELECTRICAL PANELS, PLUMBING VALVES, AND ROOF TOP EQUIPMENT. PLASTIC PHENOLIC ENGRAVED PLATE SCREWED ON.
13. IT IS THE INTENT OF THE ARCHITECT THAT THIS WORK BE IN CONFORMANCE WITH ALL REQUIREMENTS OF THE BUILDING AUTHORITIES HAVING JURISDICTION OVER THIS TYPE OF CONSTRUCTION AND OCCUPANCY.
14. ALL DETAILS AND SECTIONS SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL BE CONSTRUED TO APPLY TO ANY SIMILAR SITUATION ELSEWHERE IN THE WORK EXCEPT WHERE A DIFFERENT DETAIL IS SHOWN.
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Job Number
10053

Sheet
SP-2

of

For:
SPLASH EXPRESS CAR WASH
162 TALMAGE ROAD
UKIAH, CALIFORNIA

Title:
PRELIMINARY ARCHITECTURAL SITE PLAN

Scale:
Horizontal
1"=10'
Vertical
N/A

Designed
JLR
Drawn
JLR
Checked
JLR
Approved
JLR
Date
10/08/23

RAMOS AND ASSOCIATES, INC.
804 FOURTH STREET
SANTA ROSA, CA 95404
DIRECT (707) 318-2990
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