



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.

September 24, 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 27, 2025, a Regular Meeting.

Recommended Action: Approve the Minutes of August 27, 2025, a Regular Meeting.

Attachments:

1. 2025-08-27 PC 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 September 2025 Report and discuss questions with Staff.

Attachments:

1. Planning Division Projects Report (September, 2025)

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 the Airport Industrial Park Planned Development (AIP-PD) and Discussion with Staff.

Recommended Action: Receive training presentation on the Airport Industrial Park Planned Development (AIP-PD) and discuss questions with Staff.

Attachments:

1. Airport Industrial Park - Planned Development (Ordinance #1213)
2. Airport Industrial Park Land Use Designation Map
3. Agenda Summary Report - AIP Traffic Issues (09/20/2006)
4. Airport Industrial Park - Planned Development - Historical Maps & Images

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: 9/18/25



**CITY OF UKIAH
PLANNING COMMISSION MINUTES
REGULAR**

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

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

**August 27, 2025
5:15 p.m.**

1. CALL TO ORDER

The City of Ukiah Planning Commission held a Regular Meeting on August 27, 2025. The meeting was legally noticed on August 21, 2025. The meeting was held in person and at the following virtual link: <https://us06web.zoom.us/j/83128884939>. Chair De Grassi called the meeting to order at 5:17 p.m.

CHAIR de GRASSI PRESIDING

2. ROLL CALL

Roll was taken with the following **Commissioners Present**: Jacob Brown, Delvery Montano, Rick Johnson (*arriving at 5:26 p.m.*), Mark Hilliker, and Alex de Grassi. **Staff Present**: Craig Schlatter, Community Development Director; Jesse Davis, Chief Planning Manager; Kristine Lawler, City Clerk; and Kim Saylor, Deputy Clerk.

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Brown.

4. AB 2449 NOTIFICATIONS AND CONSIDERATIONS

No notifications or considerations received.

5. APPROVAL OF MINUTES

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

Motion/Second: Brown/Hilliker to approve the minutes of the August 13, 2025, a Regular Meeting, as submitted. Motion **carried** by the following Roll Call votes: AYES: Brown, Montano, and Hilliker. NOES: None. ABSENT: Johnson. ABSTAIN: de Grassi.

6. APPEAL PROCESS

Chair de Grassi stated the appeals deadline date is September 8, 2025, before 5:00 p.m.

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

The Clerk noted that the agenda was properly noticed.

10. PLANNING COMMISSIONERS' REPORTS

No reports received.

11. DIRECTOR'S REPORT

Presenter: Craig Schlatter, Community Development Director.

No public comment received.

Report was received.

12. CONSENT CALENDAR

No items on the Consent Calendar.

13. UNFINISHED BUSINESS

No items on Unfinished Business.

14. NEW BUSINESS

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).

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

No public comment received.

Presentation was received.

15. ADJOURNMENT

There being no further business, the meeting adjourned at 6:48 p.m.

Kristine Lawler, CMC
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 (September, 2025)

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:

- September 2025 Planning Division Projects Report (Attachment 1)
 - This is a monthly report produced on the first of each month. The September 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 27, 2025, will be provided verbally during the meeting.

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



**City of Ukiah
Submitted Planning Applications**

9/1/2025

Permit #	Site Address	Date Submitted	Summary of Project	Status
17-3069	1294 N. State St.	7/11/23	Resubmitted Site Development Permit to allow for construction two retail suites (including one drive-through), within the Community Commercial (C-1) zoning district at the "Old Tackroom" location. Original submittal 9/13/17; initial DRB evaluation on January 25, 2018; Resubmittal 8/29/25.	Initial Application Review.
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.	Review of additional application materials received 8/20/25.
PA25-000015	1201 Airport Park Blvd.	8/18/25	Minor Site Development Permit to facilitate façade and signage alterations to an existing restaurant in the Airport Industrial Park Planned Development (AIP-PD) Retail Commercial Land Use Designation	Initial Application Review.
PA25-000016	295 Brush St.	8/29/25	Director's Determination to facilitate parking lot improvements to an existing facility used for religious assembly in a Heavy Commercial (C-2) zoning district per Use Permit No. 01-29 (Eastern Catholic Mission of Ukiah), approved in 2001	Initial Application Review.

City of Ukiah
2040 General Plan Implementation - Status



9/1/2025

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 September or October 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. 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 met 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.
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 held 08/20/25. Adoption scheduled for 09/03/25.

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. Adoption scheduled for 09/03/25.
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



9/1/2025

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 the Airport Industrial Park Planned Development (AIP-PD) and Discussion with Staff.

DEPARTMENT: Community Development

PREPARED BY: Jesse Davis, Chief Planning Manager

PRESENTER: Jesse Davis, AICP

ATTACHMENTS:

1. Airport Industrial Park - Planned Development (Ordinance #1213)
2. Airport Industrial Park Land Use Designation Map
3. Agenda Summary Report - AIP Traffic Issues (09/20/2006)
4. Airport Industrial Park - Planned Development - Historical Maps & Images

Summary: Planning Commission will receive a training presentation on the Airport Industrial Park Planned Development (AIP-PD) and discuss questions with Staff.

Background: The purpose of this training is to orient Planning Commissioners to the Airport Industrial Park Planned Development (AIP-PD) (Attachment 1), including its history, regulatory evolution, environmental considerations, infrastructure commitments, and the recent projects approved. This context will help Commissioners apply AIP-PD standards consistently on future applications or regulatory amendments.

Background and Evolution: In 1979, the City proposed to annex the 138-acre Airport Industrial Park (AIP) area into the city limits. Prior to annexation approval, the City obtained a State grant to prepare a Specific Plan for the area. In 1981, the City Council approved the Specific Plan and associated zoning regulations, and shortly thereafter the annexation was approved on May 28, 1981. The AIP was formally approved by City Council Resolution and embodied in Use Permit No. 81-39. Originally, the Airport Industrial Park limited industrial uses to the area south of Commerce Drive, and office and commercial uses to the northwest near Talmage Road. Highway-oriented businesses like service stations and restaurants were allowed in the northeast, where Walmart and Jack-in-the-Box now stand.

In 1992, the City Council adopted Ordinance 929 and converted the regulatory framework for the AIP from a use permit to a Planned Development ordinance, which would be amended numerous times over the following years.

What Is a Planned Development? A Planned Development (PD) is a customized zoning approach adopted by the City Council via an ordinance. It sets the land use map, allowed and permit-required uses, development standards, and design guidelines for a defined geographic area, such as conveyed for the AIP-PD in Attachment 2. PDs are area-wide and enduring, meaning they remain in the code and apply to all parcels in the identified geography until amended by Council. By contrast, a Use Permit is a site-specific entitlement within an existing zoning district that authorizes a particular use with project-specific conditions; it runs with the land but can expire if unused and can be modified or revoked. Additionally, a Use Permit does not establish rules for neighboring parcels, nor does it typically allow for a variety of uses on undeveloped private parcels.

Environmental Review and Traffic Planning: In 1993, the City approved a 93,792-square-foot Walmart on a 14-acre site at Talmage Road and Airport Park Boulevard within the Airport Industrial Park. Approval required several coordinated actions, such as certifying the Environmental Impact Report (EIR), amending the AIP-PD, and issuing a Site Development Permit with traffic and visual mitigation measures. The project was controversial, with disputes over traffic operations, visual quality along the highway frontage, and economic impacts on existing retailers, especially concerns about shifting sales away from local businesses.

Prior to 1995, most development associated with Airport Park Boulevard was located near its intersection with Talmage Road. In 1995, however, the City Council certified an EIR for additional build-out of the Airport Business Park based on assumptions about land uses, building intensities, and projected development. Over time, changes to these assumptions required additional traffic studies and updates to the City's Capital Improvement Program (CIP).

An interim 2002 traffic study, prompted by rezoning a 32-acre area south of Commerce Drive and west of Airport Park Boulevard to mixed use allowing full commercial build-out, found that additional improvements were needed to handle increased traffic, most notably a traffic signal at Commerce Drive and Airport Park Boulevard. However, as documented in a 2006 staff summary to the City Council (Attachment 3), the study did not require a southern access route for traffic flow or safety, given the provision of emergency access via the Airport and other traffic improvements.

Recent Development and Infrastructure: Attachment 4 includes historical maps and imagery conveying the proposed and existing development pattern prior to 1994. Between 1995 and 2015, significant development occurred south of Commerce Drive within the AIP, including Mendocino Brewing/Emerald Sun Manufacturing, Friedman Brothers, Tractor Supply, Office Depot, and other large-format businesses. In 2014, to support regional growth and increased traffic from the Airport Industrial Park, the City initiated an environmental review for major improvements to the southbound U.S. 101/Talmage Road interchange.

Constructed in 2018–2019, the Talmage Road project replaced the existing off-ramp with a new signalized intersection and a partial cloverleaf design to reduce congestion, improve safety, and streamline access to Talmage Road and the AIP. Key upgrades included coordinated traffic signals, expanded turn lanes, and improved pedestrian infrastructure. In part, this infrastructure supported subsequent commercial development, including Costco at 1275 Airport Park Boulevard (2019), Panda Express at 1236 Airport Park Boulevard (2021), and Holiday Inn Express at 1270 Airport Park Boulevard (2022).

Surplus Property Action: On June 5, 2024, the Ukiah City Council adopted a resolution declaring surplus property and initiating potential disposition of real property within the AIP-PD (APNs 180-110-12, 180-120-15, and 180-120-16) in accordance with the Surplus Land Act. Given the limited municipal use of these parcels, the City has determined that they are best suited for new industrial or manufacturing activity. The City did conceptualize using these parcels for a municipal corporation yard, but in 2025 identified and purchased a separate property already developed with an industrial facility, which proved to be more cost-effective.

Great Redwood Trail – Phase 4: In 2025, the City commenced construction of the Great Redwood Trail (GRT) – Ukiah (Phase 4), a 1.9-mile multimodal trail segment in south Ukiah. Once completed, the trail will provide a walking and biking connection from the existing southern terminus of the GRT – Ukiah at Commerce Drive to improved municipal facilities at Plant Road, which will include a small parking area, trailhead, seating, and recreational amenities. In addition to safety and connectivity improvements, the trail will enhance access to the GRT, as Phase 4 will cross Airport Road and Norgard Lane and will add two pedestrian access points to Panda Express and the Holiday Inn parking lot within the Redwood Business Park.

Discussion: The AIP-PD functions as a separate but related zoning instrument. It establishes its own land use map, along with a set of use regulations, development standards, and design guidelines for approximately 138 acres along Airport Park Boulevard. For more technical considerations such as 'Parking and Loading Requirements', 'Variance, Site Development and Use Permit Procedures', 'Nuisances', and 'Signage

Standards', the AIP-PD defaults to the City's existing Municipal Code. While these standards are tied to the Municipal Code, the AIP-PD provides the Planning Commission with additional flexibility and discretion in their application of these requirements.

Entitlement Pathway: Amendments to the 'Airport Industrial Park - Planned Development' require City Council action and are effectively treated as 'Rezoning'. Day-to-day entitlements rely on discretionary permits to a greater extent than other parts of the city. For example, most new uses and substantial site or building changes require either a Site Development Permit or a Use Permit, which are typically heard by the Planning Commission for major actions, with minor actions decided by the Zoning Administrator and appeals of discretionary actions decided on by the City Council. The Planning (Community Development) Director also has authority to interpret unlisted uses consistent with the PD's purpose and General Plan.

Land Use Designations: Land use in the AIP-PD is organized into distinct, stand-alone designations, including (1) Professional Office, (2) Highway Commercial, (3) Retail Commercial, (4) Industrial, (5) Industrial/Automotive Commercial, (6) Light Manufacturing/Mixed-Use, and (7) Open Space, each mapped to specific geographies within the Planned Development. Each designation lists "allowed" uses and "permitted" uses, but they don't necessarily align with the more traditional zoning designations such as C-1 or C-2. Development and design standards are most prescriptive in the Light Manufacturing/Mixed-Use designation, which is also the area that features the most land available for development within the AIP-PD.

While the Light Manufacturing/Mixed-Use designation expressly allows residential improvements, developer interest in facilitating housing or residential growth within the AIP has been non-existent. This results in a practical disconnect between the mixed-use intent and actual build-out. The entitlement pathway remains available via Use Permit with specific design findings, but compatibility restrictions within the Ukiah Municipal Airport Land Use Compatibility Plan and market conditions have thus far steered most projects toward non-residential outcomes.

Design Guidelines (Section J): Used by the Planning Commission during Site Development/Use Permit review, the AIP-PD guidelines emphasize cohesive, high-quality design across the AIP. This section requires a comprehensive landscape plan with 20% site landscaping (≥50% live plantings), shade requirements, street trees, and a meandering sidewalk along Airport Park Boulevard. Per Section J, buildings should be oriented for solar efficiency and pedestrian access, avoid box-like massing through façade articulation on all elevations, and use colors/materials compatible with surroundings. Lighting must be shielded, non-glare, and directed away from Highway 101 and the airport.

Parcels fronting Airport Park Boulevard face heightened design expectations given their visibility. The Planning Commission's findings must bridge the evidentiary record to facilitate conclusions on compatibility, architectural variety, site planning, and overall cohesion, which can be difficult when considering individual projects. For example, in 2022, for a proposed Valvoline Quick Lube facility at 1280 Airport Park Boulevard, the Planning Commission elected not to allow for additional sign area for the building, but did allow for relief from parking requirements.

Auto-centric Development Pattern: From a planning and urban-design standpoint, the Airport Park Boulevard corridor exhibits hallmarks of the auto-centered, segregated land use development pattern common from the 1960s to the early 2000s, before the rise in popularity of the New Urbanist planning movement. Since the early big-box era, beginning with Walmart's approval in 1993, the area has evolved into an auto-dependent retail and industrial district. It is characterized by large parcels, limited residential proximity, single-story buildings with low floor area ratios, deep front setbacks, and expansive surface parking lots. Illustratively, Airport Park Boulevard functions as a high-capacity arterial that serves superblocks rather than a traditional street grid. This design leads to longer pedestrian crossings and funnels traffic into a few major intersections, which are common features of auto-centric development. The applicable AIP-PD standards and airport constraints reinforce this pattern, due to the limitations related to density and proximity to the airport. While the Light Manufacturing/Mixed-Use designation nominally allows housing, airport compatibility restrictions, and

limited market demand have yielded no residential development to date.

Moving Forward: As new development requests emerge or AIP standards are updated, the Planning Commission could consider strategies to modernize the AIP-PD. One approach is to promote or require cross-access easements and short secondary drives that link parcels and create smaller, walkable blocks. Connections to the GRT, similar to those mandated for Panda Express and Holiday Inn, could also have benefit. Additionally, oversized surface parking lots could be right-sized and targeted for redevelopment. These areas could be repurposed with active frontage, such as commercial or residential outbuildings, supporting the reuse of underutilized parking lots. The AIP-PD's flexible, district-specific parking standards could also allow required parking to shift to the sides or rear of existing large-format retail buildings. This would open up more visible areas for productive use and support suburban retrofits or potential housing opportunities along Airport Park Boulevard helping to inform a better mixture of residential and commercial uses.

Staff recommends Planning Commission receive this training presentation and discuss any questions with Staff.

Recommended Action: Receive training presentation on the Airport Industrial Park Planned Development (AIP-PD) and discuss questions with Staff.

ORDINANCE NO. 1213**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH AMENDING THE AIRPORT INDUSTRIAL PARK PLANNED DEVELOPMENT**

The City Council of the City of Ukiah hereby ordains as follows:

Section One

The purpose of this amendment to the Airport Industrial Park (AIP) Planned Development Ordinance No. 1141, adopted on May 15, 2013, amended by Ordinance No. 1146, adopted on January 15, 2014, as revised by Ordinance No. 1173, adopted as an urgency ordinance on November 16, 2016, and Ordinance No. 1178, adopted on June 21, 2017 is to change the Land Use Designation on ± 2.64 acres of land currently zoned designated "Professional Office" to "Industrial/Auto Commercial" to allow for development of an auto wash/detail facility and paved parking for auto sales inventory.

Section Two

The change in the land use designations will decrease the amount of land designated Professional Office by ± 2.64 acres and increase the land designated "Industrial/Auto Commercial" by ± 2.64 acres, to a total of ± 6.93 acres

Section Three

This amendment to the AIP Planned Development Ordinance is exempt from the requirements of the California Environmental Quality Act pursuant to CEQA Guidelines Section 15332, Class 32 In-fill Development Projects.

Section Four

The overall purpose of the AIP Planned Development is to provide for a coordinated development of compatible industrial, office, and commercial land uses, and to protect and preserve the pond and wetland area within the AIP. It details both allowed and permitted uses within each land use category, regulates nuisances, and provides development standards and design guidelines. The AIP Planned Development is consistent with the "Master Plan" land use designation for the property contained in the Ukiah General Plan.

Section Five

This Ordinance also formally amends the Land Use Map (Exhibit "A") that illustrates which land use designations are assigned to the various properties throughout the Airport Industrial Park. The map shows the approximate ± 2.64 acres located at 1117 Commerce Drive (APN 180-070-03) being re-designated from "Professional Office" to "Industrial/Auto Commercial". The land use designations apply to the 138- acre Airport Industrial Park in the following manner:

1. **Professional Office:** Applies to the northwest portion of the site, bounded by Talmage Road on the north, Airport Park Boulevard on the east, and Commerce Drive on the south, with the exception of 1117 Commerce Drive (± 9.67 acres).
2. **Highway Commercial:** Applies only to the northeastern portion of the site, bounded by Talmage Road to the north, Airport Park Boulevard to the west, Highway 101 to the east, and the existing large commercial retail store property to the south (approximately 1.4 acres).
3. **Retail Commercial:** Applies to 13.44 acres north of Commerce Drive, and approximately 38.71 acres south of Commerce Drive, bounded by Airport Park Boulevard on the west, and Highway 101 on the east (approximately 52.3 acres).

4. **Industrial:** Applies to the property situated at the southern end of the Airport Industrial Park (approximately 18.3 acres).
5. **Industrial/Automotive Commercial:** Applies to ±6.93 acres east of Airport Park Boulevard between Retail Commercial designated lands located on the north and south ends of the Airport Industrial Park Planned Development, and 1117 Commerce Drive. These ±6.93 acres include A PNs 180-070-03, 180-080-56, 180-080-60, 180-080-61.
6. **Light Manufacturing/Mixed -Use:** Applies to the lands west of Airport Park Boulevard south of Commerce Drive. Includes the (2) acres adjacent to and north of the existing Mendocino Brewing Company parcel, and the approximate one (1) acre west of and adjacent to the existing pond. It also includes the approximate 3.27 acres east of Airport Park Boulevard south of the Retail Commercial designated lands and north of the existing pond (approximately 32.8 acres).
7. **Open Space:** Applies to the +/- 2.47 acres of pond and wetlands east of Airport Park Boulevard in the southern portion of the Park.
8. **Roads and Landscaping:** Approximately 14.2 acres.
9. **Total Acreage AIP:** Approximately 138 acres.

Section Six

The AIP Planned Development was originally approved by City Council Resolution No. 81-59 on March 4, 1981, embodied in Use Permit No. 81-39. It was amended and further articulated in 1991 when the City Council adopted Resolution No. 91-4. In 1992, the City Council adopted a revised Ordinance (929) to allow "General Commercial" in addition to the approved "Highway Oriented Commercial" land uses in the area bounded by Talmage Road on the north, Highway 101 on the east, Commerce Drive on the south, and Airport Park Boulevard on the west. This Ordinance also created the Planned Development Ordinance out of what was previously a Use Permit. On June 19 1996, the City Council adopted Ordinance 964, which amended the AIP Planned Development to make it a more organized and useable set of regulations. On October 30, 1996, the Planned Development was amended again by the adoption of Ordinance 964, which created an Industrial/Automotive Commercial Land Use Designation for the 16 acres directly south of the home improvement center/hardware store facility east of Airport Park Boulevard. On April 2, 1997, the Planned Development was amended by the adoption of Ordinance 991, which permitted drive-thru restaurants on the lands designated as Highway Commercial. On November 3, 1999, the Ordinance was amended by Ordinance 1024 to designate the 32 acres south of Hastings Avenue and west of Airport Park Boulevard as Industrial/Mixed-Use. On September 6, 2000, the Ordinance was revised by Ordinance 1030 to list hotels and sit-down restaurants as "allowed" uses in the Professional Office Land Use Designation. On January 7, 2004, the Ordinance was amended by Ordinance 1051 to change the "Industrial Mixed Use" designation to "Light Manufacturing/Mixed Use," and to establish new standards for commercial, professional office, light manufacturing, and low density residential land uses in the Light Manufacturing/Mixed- Use area that are separate from those contained in Section "G" of this Ordinance. On August 1, 2007, the Ordinance was amended by Ordinance 1098 to change the land use designation on approximately 14.5 acres of land in the southern portion of the Airport Industrial Park Planned Development east of Airport Park Boulevard. Ordinance 1098 changed the land use designation of approximately 8 acres of land designated Industrial/Automotive Commercial to Light Manufacturing/Mixed Use, and changed the land use designation of approximately 6.5 acres designated Industrial to Light Manufacturing/Mixed Use. Ordinance 1146 adopted on January 15, 2014 changed the land use Designation on: 1) approximately 4.1 acres that was designated Industrial/Automotive Commercial to Retail Commercial; and 2) on approximately 11.2 acres of Light Manufacturing/Mixed Use to Retail Commercial in order to allow the development of the Costco Warehouse and Fueling Station Project. The change in the land use designations increased the amount of land designated Retail Commercial by +/- 15.3 acres and decreased the

amount of land designated Industrial/Auto Commercial by +/- 4.1 acre. It also decreased the amount of land designated Light Manufacturing/Mixed Use +/- 11.2 by acres respectively. Ordinance 1178, adopted on June 21, 2017 changed the land use designation for ±4.1 acres in the AIP from Industrial/Automotive Commercial land use designation and ±11.2 acres from the Light Manufacturing/Mixed Use land use designation, to the Retail Commercial land use designation.

Section Seven

AIP Planned Development, as amended herein, provides a mixture of industrial, commercial, low density residential, office, and open space land uses within a Planned Development (PD), consistent with the City of Ukiah General Plan Master Plan land use designation.

Section Eight

The Development Map (Generalized Land Use Map) for this Planned Development, as well as the design guidelines and development standards constitute the Concept Development Plan, as required by Article 14, Chapter 2 (Zoning), Division 9 of the Ukiah City Code. The Development Map (Generalized Land Use Map) attached as Exhibit "A", is approved.

Section Nine

Development standards not addressed in the Planned Development regulations shall be those specified in Chapter 2 (Zoning), Division 9 of the Ukiah City Code.

Section Ten

Amendment to this Ordinance requires City Council action. All Major Variance, Use and Site Development Permits for proposed developments within the AIP require City Planning Commission review and action. Minor permits are subject to the review and action by the City Zoning Administrator. Decisions on Major and Minor Variance, Site Development and Use Permits made by the City Planning Commission or Zoning Administrator are appealable to the City Council pursuant to Section 9266 of the Ukiah Municipal Code.

Section Eleven

Some small commercial land uses may be permitted on the Industrial designated land if they are primarily intended to provide commercial type services to employees within the Airport Industrial Park.

Section Twelve

This version of the Airport Industrial Park (AIP) Planned Development supersedes all past versions, and shall govern and regulate the growth and development within the AIP.

Section Thirteen

The regulations for this Planned Development, as required in Article 14, Chapter 2, Division 9, of the Ukiah City Code are as follows:

A. INDUSTRIAL DESIGNATION

1. Allowed Uses

The following industrial uses are allowed in the Industrial designation with the securing of a Site Development Permit.

- a. Manufacturing - activities or operations involving the processing, assembling, blending, packaging, compounding, or fabrication of previously prepared materials or substances into new products.
- b. Warehouse and Distribution Activities - includes warehousing, and storage not available to the general public; warehousing and distribution activities associated with manufacturing, wholesaling, or non-retail business uses; delivery and transfer services;

freight forwarding ; moving and storage; distribution terminals for the assembly and breakdown of freight; or other similar use involving shipping, warehousing , and distribution activities.

- c. Wholesaling and Related Uses - includes establishments engaged in wholesale trade or warehousing activities including maintaining inventories of goods; assembling, sorting, and grading goods into large lots; breaking bulk and redistribution in smaller lots; selling merchandise to retailers, industrial, commercial , institutional, or business users, or other wholesalers.
- d. Contractor's Offices - includes business office for building, plumbing, electrical, roofing, heating, air conditioning, and painting contractors including storage of incidental equipment and supplies.
- e. Agricultural - allowed as a continuation of the existing land use, including all necessary structures and appurtenances .
- f. Research and Development Laboratories, and computer and data processing.
- g. Accessory Uses and Structures - activities such as administrative offices and warehouses which are related and ancillary to an allowed use. Ancillary structures containing ancillary uses shall be located on the same parcel as the primary use/structure, and shall not exceed 25% of the gross floor area of structure(s) containing the primary use.

2. Permitted Uses

The following small commercial, business support, and repair service land uses may be permitted in the Industrial land use designation with the securing of a Use Permit, provided they are situated on a parcel no larger than one-half acre in size, and do not exceed 20 percent of the total land dedicated to the Industrial Land Use Designation:

- a. Delicatessen, sandwich shop, or small sit-down restaurant (no drive-thru restaurants shall be permitted).
- b. Small grocery or convenience store.
- c. Banking facility.
- d. Child day-care facility.
- e. Industrial and business support services - establishments primarily engaged in providing services to business and industry, such as blueprinting and photocopying, janitorial and building maintenance, equipment rental and leasing, medical labs, commercial testing laboratories and answering services.
- f. Public Facilities - includes all public and quasi-public facilities such as utility substations, post offices, fire stations, and government offices.
- g. Repair Services - includes repair services such as radio and television, furniture, automotive repair, body and fender shops.
- h. Communication Installations - includes radio and television stations, telegraph and telephone offices, cable T.V., and microwave stations.

B. PROFESSIONAL OFFICE DESIGNATION

1. Purpose

The purpose of the Professional Office Land Use Designation is to provide opportunity for a variety of business and professional offices, as well as a limited number of highway commercial land uses. Land uses such as child care facilities, delicatessens, and small retail stores and shops are intended to be ancillary components to professional office development projects, and the limited highway commercial land uses.

2. General Requirements

- a. Child care facilities, delicatessens, and small commercial retail stores and shops shall not exceed 20 percent of the total developable square footage of any one parcel. The resulting square footage that comprises this 20 percent shall only be developed with individual store/shop spaces that do not exceed 2,000 square feet in size.

3. Allowed Uses

The following uses are allowed in the Professional Office designation with the securing of a Site Development Permit:

- a. Professional and business offices such as accountants, engineers, architects, landscape architects, surveyors, attorneys, advertising, consultants, bookkeeping, medical and dental offices, and other similar activities.
- b. Business and office support services - includes services such as branch banks, savings and loan, credit unions, insurance brokers, real estate sales, blueprinting and photocopying and answering services.
- c. Child day-care facility.
- d. Retail commercial in the built-out northwest portion of this area outside the boundaries of the Redwood Business Park.
- e. Hotels and sit-down restaurants (no drive-thru restaurants).

4. Permitted Uses

The following uses are permitted in the Professional Office Designation with the securing of a Use Permit:

- a. Delicatessen and sandwich shop.
- b. Small grocery or convenience store.
- c. Small retail commercial stores and shops of 2,000 square feet or less, and in combination not exceeding 20 percent of the total developable square footage on a parcel.

C. HIGHWAY COMMERCIAL DESIGNATION

1. Allowed Uses

The following uses are allowed in the Highway Commercial designation with the securing of a Site Development Permit:

- a. Businesses such as motels, sit-down and drive-thru restaurants, service stations, and other similar uses that provide services and merchandise primarily to highway travelers.
- b. Retail commercial stores.

D. RETAIL COMMERCIAL DESIGNATION

1. Allowed Uses

The following uses are allowed in the Retail Commercial designation with the securing of a Site Development Permit:

- a. Retail commercial stores.
- b. Child day-care facility.
- c. Delicatessen, sandwich shop, and ice cream parlor.

2. Permitted Uses

The following uses are permitted in the Retail Commercial designation with the securing of a Use Permit:

- a. Restaurants (no drive-thru restaurants).
- b. Small grocery or convenience store.
- c. Banking facility.

E. INDUSTRIAL/AUTOMOTIVE COMMERCIAL DESIGNATION

1. Allowed Uses

The following uses are allowed in the Industrial/Automotive Commercial Land Use Designation with the securing of a Site Development Permit:

- a. All the allowed industrial uses listed in Item A (1) above.
- b. Automobile dealerships, except for those that exclusively sell used vehicles.

2. Permitted Uses

The following uses are allowed in the Industrial/Automotive Commercial Land Use Designation with the securing of a Use Permit:

- a. All the permitted industrial land uses listed in Item A (2) above.
- b. Delicatessen, sandwich shop, or small sit-down restaurant (no drive-thru restaurants).
- c. Automotive service (gas) station.
- d. Small grocery store, mini-market, or convenience store.
- e. Uses related to automobile dealerships such as tire stores, auto parts stores, car-washing facilities, automobile repair business, etc.

F. LIGHT MANUFACTURING/MIXED-USE DESIGNATION

1. Purpose and Intent

The purpose of the Light Manufacturing I Mixed-Use land use designation is to provide for a compatible mix of light manufacturing activities, commercial land uses, professional offices, and limited low-density residential uses. The intent is to provide an opportunity for a diversity of land uses to locate near each other that would typically be viewed as incompatible, but because of creative site planning and design, they can function in harmony without adversely impacting one another. For example, the Ordinance permits "live-work" land uses where small dwelling units can be incorporated into low intensity light manufacturing or warehousing

operations. There is also opportunity for low-density apartments to be situated above commercial shops and professional offices.

The purpose of the Light Manufacturing/Mixed-Use designation is also to promote Smart Growth and New Urbanism planning techniques. The Ordinance contains design standards that will lead to the development of office, light manufacturing, commercial, and residential uses in a pedestrian oriented, aesthetically pleasing, mixed-use neighborhood.

The Ordinance requires light manufacturing land uses, if proposed, to be situated along the railroad tracks on the rear of the parcels, and to develop other land uses along the front of the parcels on Airport Park Boulevard, except for the parcels east of Airport Park Boulevard where light manufacturing land uses can occur anywhere on the parcels with the required yard setbacks. The majority of parking facilities are required to be situated in-between the light manufacturing and commercial land uses in the middle of the parcels, rather than along the Airport Park Boulevard frontage.

The land uses along Airport Park Boulevard are held to a higher design and site planning standard than the light manufacturing land uses, because it is situated in the more visible location, and because light manufacturing land uses are highly desired and a lesser design standard provides an inherent incentive.

It is possible to develop full light manufacturing, office, or commercial land uses on a parcel, provided they are laid out and designed to be compatible with surrounding land uses. Professional office and commercial land uses, if proposed as stand along developments must adhere to a high site planning and design standard.

The regulations are intended to create a compatible mix of land uses with ample landscaping and strategic open areas, pedestrian walkways, and attractive architecture in an inviting scale, with hidden parking and practical functionality.

2. General Requirements

- a. Light manufacturing and warehousing land uses should be located along the railroad tracks on the western portion of the current parcels or anywhere on the designated parcels east of Airport Park Boulevard with the required yard setbacks. Light manufacturing and warehousing can be situated along Airport Park Boulevard if it conforms to the site planning and design standards for commercial development.
- b. The majority of parking spaces for mixed-use development shall be located in-between the light manufacturing/warehousing land uses and the land uses along Airport Park Boulevard. Every attempt shall be made to create parking that cannot be seen from public streets.
- c. Shared access is strongly encouraged between land uses on the same and adjacent parcels to reduce encroachments onto Airport Park Boulevard.
- d. Street trees and a meandering sidewalk are required along Airport Park Boulevard.
- e. The architectural facades for buildings situated along and facing Airport Park Boulevard shall be consistent with Section 5(f) of this Subsection, and shall be designed to soften height, bulk, and mass.
- f. The orientation, height, and design of buildings, as well as the theme for property development shall be based on creating compatibility between land uses.

- g. There is opportunity for low density residential land uses such as apartment units above offices or commercial spaces, but densities are limited west of Airport Park Boulevard because of airport constraints to a total of 60 people per acre on a given parcel.

3. Permitted Land Uses

- a. Notwithstanding Subsection "K", all light manufacturing, commercial, professional office, low density residential, and mixed-use projects require the securing of a Use Permit from the City Planning Commission. The Use Permit process shall include an analysis of site planning and architecture, pursuant to Section 9262 of the Ukiah Municipal Code.

4. Required Findings

- a. Prior to approving a Use Permit for a project situated on land in the Mixed-Use designation, the Planning Commission and/or the City Council shall make the following findings:
 - 1. The proposed land use is consistent with the goals and policies of the Ukiah General Plan, the provisions of the Airport Industrial Park Planned Development Ordinance, the Ukiah Municipal Code, and the Ukiah Airport Master Plan.
 - 2. The proposed land use is compatible with surrounding land uses and will not be detrimental to the public's health, safety and general welfare.
 - 3. There is sufficient variety, creativity, and articulation to the architecture and design of the structure(s) to avoid monotony and/or a box-like uninteresting external appearance.
 - 4. For all land uses other than light manufacturing, there is uniqueness and an exemplary approach to the site planning, design, and architecture, consistent with the Site Planning and Design Standards contained herein, that results in a quality and sophisticated development.
 - 5. The Findings shall not be vague. The findings shall be sufficiently detailed to apprise a reviewing court of the basis for the action by bridging the gap between the evidence and the decision-maker's conclusions, and shall be based upon evidence contained in the administrative record.

5. Site Planning and Design Standards - Commercial Development

The following site planning and design standards are specifically adopted for the Light Manufacturing/Mixed-Use Land Use Designation. They shall apply to all commercial, professional office, low-density residential, and mixed-use development projects not involving light manufacturing/ warehousing unless it is situated along the Airport Park Boulevard street frontage. The Development Standards contained in Section "G" and the Design Standards in Section "I" of this Ordinance shall apply to the Light Manufacturing/Mixed Use designation unless superseded by the following specific standards:

a. Yard Setbacks:

- 1. Front: 25 feet from the Airport Park Boulevard right-of-way.
Architectural features, such as bay windows, porches and landing spaces, column treatments, and similar features may extend up to two-feet into the required front yard setback.
- 2. Side and Rear: The side and rear yard setbacks shall be determined in the discretionary review process. Factors that shall be considered include, but are not

limited to Building Code requirements, traffic circulation, landscaping requirements, softening of the bulk and mass of structures, and compatibility with adjacent structures and land uses.

3. Relief: Relief from the front yard setback requirements may be granted through the approval of a variance pursuant to Chapter 2, Article 20 of the Ukiah Municipal Code.

b. Maximum Building Height:

1. The maximum height of any building or structure shall be 40 feet, provided it complies with the side-slope criteria for the Ukiah Airport.
2. Mechanical penthouse and equipment may extend an additional 10 feet beyond the maximum height provided it is adequately screened from view.
3. Relief: Relief from the height standards may be granted through the discretionary review process if a finding is made that the proposed height is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

c. Minimum Lot Area:

1. The minimum lot area for parcels in the mixed-use area shall be determined through the subdivision and/or discretionary review process. In no case shall lots be created that are less than 20,000 square feet in size.

d. Maximum Lot Coverage:

1. Commercial and mixed land uses may cover up to 40 percent of a lot provided that the site planning, architecture, parking, and landscaping are consistent with the requirements of the AIP Planned Development Ordinance.
2. Relief: Relief from the lot coverage standard may be granted through the discretionary review process provided a finding is made that the proposed lot coverage is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

e. Building Orientation:

1. Buildings shall be shaped and oriented to take advantage of passive solar energy and solar collection in the winter, and to control solar cooling loads in the summer.
2. Buildings shall be shaped and oriented to be compatible with surrounding land uses in terms of noise, visual privacy, and functionality.

f. Architectural Design:

1. Buildings shall incorporate projecting columns, exterior wainscoting, framed panels, and/or other features to provide relief to large open blank walls.
2. Architectural features such as arches, raised and decorative parapets, decorated and flared cornices, extended eaves and overhangs, balconies, entry insets, and a variety of roof angles and pitches are required to make buildings unique and interesting.
3. Windows shall be used to break up the mass and volume of buildings into smaller components. Buildings shall use different shaped and framed windows in a

coordinated theme. Awnings and other attractive window treatments are strongly encouraged.

4. All four elevations of buildings shall incorporate the architectural design requirements listed above in a reasonable and feasible manner.
5. The use of strong or loud colors as the dominant building color shall not be permitted. The dominant colors used on buildings shall be subdued and earth tone in nature. Colors of buildings shall be compatible with adjoining buildings.
6. Storage areas, loading docks and ramps, transformers, storage tanks, refuse collection areas, mechanical equipment, and other appurtenant items of poor visual quality shall be screened by the use of masonry walls, landscaping materials, or decorative fencing. All roof mounted electrical and mechanical equipment and/or ductwork shall be screened from view by an enclosure which is consistent with the building design. Fences exceeding six (6) feet in height may be appropriate for some commercial and industrial uses to screen the outdoor storage of building materials, supplies, construction equipment, etc. The Planning Commission may consider fences exceeding six (6) on a case-by-case basis during the review of Site Development and Use Permit applications.

g. Signs:

1. The colors, materials, and lighting of every sign on a site shall be restrained and harmonious with the building and site.
2. Freestanding signs shall be tastefully designed with an interesting base, and shall not exceed twelve feet in height from finished grade. If a freestanding sign is placed on a berm, the Planning Commission shall have the discretion to limit its height to less than twelve feet from finished grade. No pole signs are permitted. Freestanding signs shall have a decorative support base.
3. The size and amount of signs shall generally comply with the requirements of the Ukiah Municipal Code (UMC). The Planning Commission shall have the discretion to reduce the size and amount of signs to something less than permitted by the UMC if they make a finding that the proposed size and amount of signage is out of scale with the building and too dominating on the site.
4. Signs are not permitted on the roof or projecting above the roof of any building.
5. Relief: Relief from the sign standards may be granted through the discretionary review process provided a finding is made that the proposed sign is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

h. Pedestrian Orientation:

1. Pedestrian walkways shall be included that directly and safely link all parking areas with building entrances, off-site transportation facilities, established sidewalks, and adjacent public rights-of-way.
2. Outdoor pedestrian spaces shall be landscaped and include such features as planters along sidewalks, pedestrian oriented signs, attractive street furniture, low-level lighting, and outdoor seating areas.

3. Lots with frontages along the primary street shall provide a 5-foot wide meandering sidewalk located within the required front setback. The sidewalk may be located over the public utility easement. Every effort shall be made to link developments with attractive and accessible pedestrian facilities.
 4. Secondary streets accessing the rear portion of parcels shall include 5-foot wide sidewalks or alternative pedestrian facilities that link the development on the rear portion of the parcels with Airport Park Boulevard.
- i. Lighting:**
1. Exterior lighting shall be subdued and of low wattage. It shall enhance building design and landscaping, as well as provide safety and security.
 2. Exterior lighting shall not spill out and create glare on adjoining properties, and shall not be directed towards the night sky.
 3. Light standard heights shall be predicated on the lighting need of the particular location and use. Tall lighting fixtures that illuminate large areas shall be prohibited.
 4. Lighting fixtures, standards, and all exposed accessories shall be harmonious with building design, and innovative in style.
 5. All pedestrian and building access areas shall be adequately lighted to provide safety, security, and aesthetic quality, without violating number 2 above.
- j. Energy Conservation:**
1. Passive solar orientation is required. Active solar design is strongly encouraged.
 2. Deciduous trees and/or other vegetation shall be planted on the south side of buildings whenever feasible to increase energy efficiency.
 3. Sunlight shall be used for direct heating and illumination whenever possible.
 4. Solar heating equipment need not be screened, but shall be as unobtrusive as possible and complement the building design. Every effort shall be made to integrate solar panels into the roof design, flush with the roof slope.
- k. Outdoor Storage and Service Areas:**
1. Storage areas shall be limited to the rear of a site, and shall be screened from public view with a solid fence or wall using concrete, wood, stone, brick, or other similar material.
 2. All outdoor storage areas and enclosures shall be screened, when possible, with landscaping.
 3. If trash and recycling areas are required in the discretionary review process, they shall be designed to harmonize with the building and landscaping, and shall be consistent with the size and design requirements of the Ukiah Municipal Code.
- l. Landscaping:**
1. Landscaping shall comply with Section "l" of this Ordinance.
 2. Landscaping Plans shall include outdoor shaded sitting/resting areas for employees and the general public, unless infeasible.

m. Ukiah Airport Master Plan:

1. All development within the Airport Industrial Park shall comply with the Federal Aviation Administration side slope criteria, density requirements ("181" Compatibility Zone = 60 persons per acre Compatibility Zone = 150 people per acre) and all other applicable provisions of the Ukiah Airport Master Plan.

n. Public Utility Easements, Public Streets, and Access Driveways:

1. All Public Utility Easements, Public Streets, and Access Driveways shall comply with Section "H" of this Ordinance.

6. Site Planning and Design Standards for Light Manufacturing and Industrial Development

The Site Planning and Design Standards for Light Manufacturing and Industrial development are less demanding than those for commercial, professional office and mixed-use development. The lesser design standards are meant to encourage and promote light manufacturing and industrial development, particularly along the western portion of the parcels. The Following Site Planning and Design Standards shall apply to all Light Manufacturing and Industrial Development:

a. Yard Setbacks:

1. Front: 25 feet from the Airport Park Boulevard right-of-way if located along the frontage. If the development does not have frontage along Airport Park Boulevard, and is served by a private access easement, the front yard setback shall be determined in the discretionary review process. Architectural features, such as bay windows, porches and landing spaces, column treatments, and similar features may extend up to two-feet into the required front yard setback.
2. Side and Rear: The side and rear yard setbacks shall be determined in the discretionary review process. Factors that shall be considered include, but are not limited, to Building Code requirements, traffic circulation, landscaping requirements, softening of the bulk and mass of structures, and compatibility with adjacent structures and land uses.
3. Relief: Relief from the front yard setback requirements may be granted through the approval of a variance.

b. Maximum Building Height:

1. The maximum height of any building or structure shall be 50 feet, provided it complies with the side-slope criteria for the Ukiah Airport.
2. Mechanical penthouse and equipment may extend an additional 10 feet beyond the maximum height provided it is adequately screened from view.
3. Relief: Relief from the height standards may be granted through the discretionary review process if a finding is made that the proposed height is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

c. Minimum Lot Area:

1. The minimum lot area for light manufacturing and industrial development parcels in the mixed-use area shall be determined through the subdivision and/or discretionary

review process. In no case shall lots be created that are less than 20,000 square feet in size.

d. Maximum Lot Coverage:

1. Light manufacturing and industrial land uses may cover up to 60 percent of a lot provided that the site planning, architecture, parking, and landscaping are consistent with the requirements of the AIP Planned Development Ordinance.
2. Relief: Relief from the lot coverage standard may be granted through the discretionary review process provided a finding is made that the proposed lot coverage is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

e. Building Orientation:

1. Buildings shall be shaped and oriented to take advantage of passive solar energy and solar collection in the winter, and to control solar cooling loads in the summer.
2. Buildings shall be shaped and oriented to be compatible with surrounding land uses in terms of noise, visual privacy, and functionality.

f. Architectural Design:

1. Buildings shall incorporate projecting columns, exterior wainscoting, framed panels, and/or other features to provide relief to large open blank walls.
2. The use of strong or loud colors as the dominant building color shall not be permitted. The dominant colors used on buildings shall be subdued and earth tone in nature. Colors of buildings shall be compatible with adjoining buildings.

g. Signs:

1. The colors, materials, and lighting of every sign on a site shall be restrained and harmonious with the building and site.
2. Freestanding signs shall be tastefully designed with an interesting base, and shall not exceed eight feet in height from finished grade. If a freestanding sign is placed on a berm, the Planning Commission shall have the discretion to limit its height to less than eight feet from finished grade. No pole signs are permitted.
3. The size and amount of signs shall comply with the requirements of the Ukiah Municipal Code (UMC). The Planning Commission shall have the discretion to reduce the size and amount of signs to something less than permitted by the UMC if they make a finding that the proposed size and amount of signage is out of scale with the building and too dominating on the site.
4. Signs are not permitted on the roof of any building.
5. Relief: Relief from the sign standards may be granted through the discretionary review process provided a finding is made that the proposed sign is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

h. Lighting:

1. Exterior lighting shall be subdued. It shall enhance building design and landscaping, as well as provide safety and security.

2. Exterior lighting shall not spill out and create glare on adjoining properties, and shall not be directed towards the night sky.
 3. Light standard heights shall be predicated on the lighting need of the particular location and use. Tall lighting fixtures that illuminate large areas shall be prohibited.
- i. **Outdoor Storage and Service Areas:**
 1. Storage areas shall be limited to the rear of a site, and shall be screened from public view with a solid fence or wall using concrete, wood, stone, brick, or other similar material.
 2. All outdoor storage areas and enclosures shall be screened, when possible, with landscaping.
 - j. **Landscaping:**
 1. Landscaping shall generally comply with Section "I" of this Ordinance, although a lesser amount of landscaping may be approved depending upon the scale, intensity, and visibility of the development.
 - k. **Ukiah Airport Master Plan:**
 1. All development within the Airport Industrial Park shall comply with the Ukiah Municipal Airport Master Plan.
 - l. **Pedestrian Orientation:**
 1. Pedestrian walkways shall be included that directly link all parking areas with building entrances, off-site transportation facilities, established sidewalks, and adjacent public rights-of-way.
 2. Lots with frontages along the primary streets shall provide a 5-foot wide meandering sidewalk located within the required front setback. The sidewalk may be located over the public utility easement. Every effort shall be made to link developments with attractive and accessible pedestrian facilities.
 3. Secondary streets accessing the rear portion of parcels shall include 5-foot wide sidewalks or alternative pedestrian facilities that link the development on the rear portion of the parcels with Airport Park Boulevard.

G. OPEN SPACE

1. Purpose

The purpose of the Open Space land use designation is to provide for the protection and preservation of an existing pond and wetland area and its habitats, to provide contrast to the built environment, to preserve the existing scenic qualities of the area, and to preserve capacity and water quality of the storm water drainage system.

2. General Requirements

All areas designated "Open Space" shall be kept in their natural state except for areas already disturbed with drainage or utility infrastructure, in which case maintenance and repairs may occur. Otherwise, no development is allowed or permitted.

3. Allowed Uses

The following uses are allowed in the Open Space designation:

- a. Open Space

- b. Maintenance and repair of existing drainage and utility infrastructure.
 - c. Restoration of wetlands including, but not limited to removal of non-native vegetation and the replanting with native wetland plant species.
 - d. Trash removal
- 4. Permitted Uses**
The following uses are permitted in the Open Space designation with the securing of a Minor Use Permit:
- a. None
- 5. Minimum Lot Size Requirement**
- a. None
- 6. Prohibited Uses**
- a. Construction and development
 - b. Public Access
 - c. Off-Road vehicle activity, except for City vehicles
 - d. Application of pesticides and/or herbicides

H. NUISANCES

- 1. No lot shall be used in such a manner as to create a nuisance to adjacent parcels. Proposed uses shall comply with the performance criteria outlined below:**
- a. All activities involving the storage of flammable and explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion by adequate fire-fighting and fire suppression equipment and devices standard in industry. All incineration is prohibited.
 - b. Devices which radiate radio-frequency energy shall be so operated as not to cause interference with any activity carried on beyond the boundary line of the property upon which the device is located.
 - c. The maximum sound level radiated by any use of facility, when measured at the boundary line of the property upon which the sound is generated, shall not be obnoxious by reason of its intensity or pitch, as determined by standards prescribed in the Ukiah Municipal Code and/or City General Plan.
 - d. No vibration shall be permitted so as to cause a noticeable tremor beyond the property line.
 - e. Any use producing emissions shall comply with all the requirements of the Mendocino County Air Quality Management District.
 - f. Projects involving the use of toxic materials or hazardous substances shall comply with all Federal, State, and all local Laws and regulations.
- 2. Prohibited Uses or Operations**
Industrial uses such as petroleum bulk stations, cement batching plants, pulp and paper mills, lumber mills, refineries, smelting plants, rendering plants, junk yards, auto wrecking, and similar "heavy industrial" uses which typically create external and environmental effects are

specifically prohibited due to the detrimental effect the use may have upon the general appearance, function, and environmental quality of nearby uses.

I. DEVELOPMENT STANDARDS

The following standards have been established to ensure compatibility among uses and consistency in the appearance and character of development. These standards are intended to guide the planning, design, and development of both individual lots and the entire Airport Industrial Park. Projects shall be reviewed on a case-by-case basis for high quality design, efficient function, and overall compatibility with surrounding land uses.

1. Minimum Lot Requirement

The minimum lot area shall be 20,000 square feet. Each lot shall have a minimum frontage of 100 feet on a public street. Except for lots fronting on Airport Park Boulevard, or other public streets shown on the Land Use Map, access easements to a public street may be authorized in lieu of public street frontage in the discretion of the appropriate decision-maker and with the approval of the City Engineer. Proposed access easements shall be consistent with the standards contained in Table 4-1. The Planning Commission may approve a public street frontage of less than 100 feet for lots located on cul-de-sacs, street curves, or having other extraordinary characteristics.

2. Maximum Lot Coverage

No more than 40 percent of the lot shall be covered by buildings or structures. Above ground parking lots and landscaping areas shall not be included in the calculation of lot coverage. Industrial land uses may cover a maximum of 60 percent of a lot provided that the site planning, architecture, parking, and landscaping are consistent with the requirements of the AIP Planned Development Ordinance.

3. Minimum Building Setbacks

All buildings and structures shall be setback from the property line a minimum of 25 feet along the entire street frontage. Lots abutting U.S. Highway 101 shall maintain a minimum setback of 60 feet from the property line adjacent to the freeway. Side yard setbacks shall be determined in the Site Development or Use Permit review process.

4. Maximum Building Height

The maximum height of any building or structure shall be 50 feet. Mechanical penthouse and equipment may extend an additional 10 feet beyond the maximum building height.

5. Ukiah Airport Master Plan

All development within the Airport Industrial Park shall comply with the Federal Aviation Administration side slope criteria, density requirements "B1" Compatibility Zone = 60 persons per acre "C" Compatibility Zone = 150 people per acre) and all other applicable provisions of the Ukiah Airport Master Plan.

6. Screening

Storage areas, loading docks and ramps, transformers, storage tanks, refuse collection areas, mechanical equipment, and other appurtenant items of poor visual quality shall be screened by the use of masonry walls, landscaping materials, or decorative fencing. All roof mounted electrical and mechanical equipment and/or ductwork shall be screened from view by an enclosure which is consistent with the building design. Fences exceeding six (6) feet in height may be appropriate for some commercial and industrial uses to screen the outdoor storage of building materials, supplies, construction equipment, etc. The Planning Commission may consider fences exceeding six (6) on a case-by-case basis during the review of Site Development and Use Permit applications.

7. Public Utility Easement

All lots shall provide a 5-foot easement in the required front setback for the provision of utilities.

8. Sidewalk Requirements

Lots with frontages along the primary street shall provide a 5-foot curvilinear sidewalk located within the required front setback. The sidewalk may be located over the public utility easement. Every effort shall be made to link developments with attractive and accessible pedestrian facilities.

9. Bicycle Lanes

Class III Bicycle lanes shall be provided on all primary streets according to Caltrans standards.

10. Development Integration

Every effort shall be made to "master plan" development within the Airport Industrial Park. Applicants shall be encouraged to coordinate development proposals to ensure compatible architectural themes, high quality site planning, efficient and functional traffic circulation, coordinated pedestrian circulation, and compatible land uses.

11. Required Public Streets

Lot line adjustments, parcel maps, tentative and final subdivision maps, and Site Development and Use Permits shall not be approved, unless public streets identified on the Land Use Map serving the parcels covered by the lot line adjustment, map or permit have been or will be dedicated to the City of Ukiah upon approval of the lot line adjustment, map or permit.

12. Street Width Standards

The following street standards have been established by the Ukiah Department of Public Works. All primary and secondary streets shall be designed and constructed in accordance with these standards:

Table 4-1: Minimum Street Standards

Airport Park Boulevard and Commerce Drive

	Primary	Secondary	Access Easement
1. Right-of-way	66 feet	44 feet	32 feet
2. Pavement	64 feet	40 feet	30 feet
a. travel lanes (2)	14 feet	20 feet	15 feet
b. left turn lane	12 feet	12 feet	
3. Curbs (both sides)	1 foot	1 foot	
4. Cul-de-sac (turn-arounds)	100 feet diameter		
5. Curb Returns Radius	35 feet	35 feet	

13. Access Driveways and Deceleration Lanes

- a. Every effort shall be made to minimize access driveways along Airport Park Boulevard. All driveway and intersection radii shall be designed to accommodate heavy truck turning movements, consistent with the requirements of the City Engineer.
- b. Every effort shall be made to design common driveways for individual developments.
- c. No Talmage Road access shall be permitted for the parcel or parcels located at the southeast corner of Talmage Road and Airport Park Boulevard.

- d. All major driveways, as determined by the City Engineer, shall have left turn pockets in the median area where feasible.
- e. Deceleration and acceleration lanes shall not be required unless the City Engineer determines they are necessary to ensure safety and efficient traffic flow.

14. Minimum Parking and Loading Requirements

- a. No loading or unloading shall be permitted on the street in front of the building. A sufficient number of off-street loading spaces shall be provided to meet the needs of the approved use. Adequate apron and dock space also shall be provided for truck maneuvering on individual lots.
- b. The number of entrance/exit driveways shall be limited to one per every 100 feet of street frontage with a maximum curb cut of 40 feet. The Planning Commission may relax these standards when a comprehensive plan for an entire block has been prepared and presented to the City Planning Commission for review and approval.
- c. Adequate off-street parking shall be provided to accommodate the parking needs of employees, visitors, and company vehicles. The minimum number of off-street parking spaces shall generally be provided according to the requirements of the Ukiah Municipal Code.
- d. The Planning Commission may deviate from the parking requirements contained in the Ukiah Municipal Code on a case-by-case basis. Any deviation must be supported by findings related to a unique use, such as a Mixed-use development, or use not specifically described in the Ukiah Municipal Code, and findings that otherwise demonstrate no on-street parking congestion will result.

15. Signage

Except as indicated elsewhere in this Ordinance, building identification and other signs shall generally comply with the sign regulations for industrial, commercial and office land uses contained in the Ukiah Municipal Code. All proposed development projects shall include a detailed sign program.

J. DESIGN GUIDELINES

The following guidelines shall be used by the Planning Commission when approving a Site Development or Use Permit to ensure high quality design, and the coordination and consistency of development.

1. Landscaping and Open Space

- a. A comprehensive landscape plan shall be submitted for review and approval as a part of the Site Development or Use Permit process.
- b. Existing trees shall be retained whenever possible.
- c. A variety of tree species shall be used that provides diversity in form, texture, and color.
- d. Landscaping at corners should be arranged to maintain traffic visibility.
- e. Landscaping along an entire street frontage should be coordinated to achieve a uniform appearance.
- f. Landscaping shall be proportional to the building elevations.

- g. Landscape plantings shall be those which grow well in Ukiah's climate without extensive irrigation. Native species are strongly encouraged.
- h. All landscape plantings shall be of sufficient size, health and intensity so that a viable and mature appearance can be attained in three years.
- i. Deciduous trees shall constitute the majority 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.
- j. 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 50 percent over all paved areas within ten years of planting. Based upon the design of the parking lot, a reduced number of trees may be approved through the discretionary review process.
- k. Parking lots shall have a perimeter planting strip with both trees and shrubs.
- l. Parking lots with twelve (12) or more parking stalls shall have defined pedestrian sidewalks or marked pedestrian facilities within landscaped areas and/or separated from automobile travel lanes. Based upon the design of the parking lot, and the use that it is serving, relief from this requirement may be approved through the discretionary review process.
- m. 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.
- n. All new developments shall include a landscaping coverage of 20 percent (20%) of the gross area of the parcel, unless because of the small size of a parcel, such coverage would be unreasonable. A minimum of 50 percent (50%) of the landscaped area shall be dedicated to live plantings.
- o. Landscaping Plans shall include an automatic irrigation system.
- p. All required landscaping for commercial development projects shall be adequately maintained in a viable condition.
- q. The Planning Director, Zoning Administrator, Planning Commission, or City Council shall have the authority to modify the required elements of a Landscaping Plan depending upon the size, scale, intensity, and location of the development project.

2. Orientation and Location of Buildings

- a. The location of buildings shall be coordinated with other buildings and open space on adjacent lots, and should include design elements, oriented to pedestrian usage, such as, linked walkways and sidewalks.
- b. Buildings should be sited to preserve solar access opportunities, and should include passive and active solar design elements.
- c. Buildings should be oriented to minimize heating and cooling costs.

- d. Buildings should be creatively sited to provide open views of the site and surrounding environment.
- e. Buildings shall not be sited in the middle of large parking lots.

3. Architectural Design

- a. Individual projects shall exhibit a thoughtful and creative approach to site planning and architecture.
- b. Projects shall be designed to avoid the cumulative collection of large structures with similar building elevations and facades.
- c. Buildings shall be limited in height, bulk, and mass, and shall be designed to avoid a box-like appearance.

4. Building Exteriors

- a. Colors and building materials shall be carefully selected, and must be compatible with surrounding developments, and shall be finalized during the Site Development or Use Permit process.
- b. The Planning Commission may permit exterior walls of architectural metal where it is compatible with adjacent structures, and the overall appearance and character of the Airport Industrial Park.

5. Lighting

- a. A lighting plan shall be submitted for review and approval with all Site Development and Use Permit applications. All lighting plans shall emphasize security and safety, and shall minimize energy usage.
- b. Lighting for developments shall include shielded, non-glare types of lights.
- c. Lighting shall not be directed towards Highway 101, the Ukiah Municipal Airport, adjacent properties, or upwards towards the sky.

6. Design Amenities

- a. Bicycle parking facilities shall be provided near the entrance to buildings. One (1) bicycle space shall be provided for every ten (10) employees, plus one (1) space for every fifty (50) automobile parking spaces.
- b. Fountains, kiosks, unique landscape islands, outdoor sitting areas, and other quality design amenities are encouraged.

K. CIRCULATION PLAN

The Circulation Plan for the Airport Industrial Park is illustrated on the attached Exhibit "B". As shown, the plan includes points of access at Talmage Road at the north, Hastings Avenue at the northwest, and Airport Road at the southwest. In lieu of the originally envisioned southern access road (Airport Park Boulevard to Norgard Lane) an emergency access is provided through the airport to a future gated encroachment along the southern portion of Airport Road. Internal access includes an extension of Airport Road from the west into the southern portion of the site; Airport Park Boulevard from Talmage Road on the north, extending south to intersect with the Airport Road extension; and Commerce Drive from west to east in the northern portion of the AIP. All streets within the AIP shall be public. Property owners of parcels with frontage along the railroad right-of-way are encouraged to plan for possible future use of the railroad.

L. DISCRETIONARY REVIEW

The discretionary permit review process for development projects within the Airport Industrial Park (AIP) is the same as for discretionary permits elsewhere in the City. As articulated in Section 9 of this ordinance, a Site Development Permit or Use Permit is required for development projects proposed in the AIP.

1. Site Development Permits and Use Permits

- a. As articulated in Section 9 above, development projects within the Airport Industrial Park are subject to the Site Development or Use Permit process, depending upon the proposed use and its location. A Site Development Permit shall not be required for any development proposal requiring a Use Permit. Within the Use Permit review process, all site development issues and concerns shall be appropriately analyzed.
- b. All Major Use Permits, Variances, and Site Development Permits for proposed developments within the Airport Industrial Park require City Planning Commission review and action. Minor Use Permits, Variances, and Site Development Permits shall be subject to Zoning Administrator review and action.
- c. Decisions on Site Development and Use Permits made by the City Planning Commission and Zoning Administrator are appealable to the City Council pursuant to Section 9266 of the Ukiah Municipal Code.
- d. Major modifications to approved Site Development Permits and Use Permits, as determined by the Planning Director, shall require the filing of a new application, payment of fees, and a duly noticed public hearing before the Planning Commission. Minor modifications to approved Site Development Permits and Use Permits, as determined by the Planning Director shall require the filing of a new application, payment of processing fees and a duly noticed public hearing before the City Zoning Administrator.
- e. The Planning Commission's decision on major modifications to an approved Site Development Permit, Variance or Use Permit is appealable to the City Council. The Zoning Administrator's decision on minor modifications to an approved Site Development Permit, Variance or Use Permit is appealable directly to the City Council.

2. Building Modifications

- a. Exterior modifications to existing buildings shall be designed to complement and harmonize with the design of the existing structure and surrounding developments.
- b. A Site Development Permit shall be required for all substantial exterior modifications to existing structures, site design elements, and landscaping within the Airport Industrial Park. The application procedure shall be that prescribed in Article 20 the Ukiah Municipal Code.

Section Fourteen

Whenever a use is not listed in this Planned Development Ordinance as a permitted or allowed use in any of the land use designations, the Planning Director shall determine whether the use is appropriate in the land use designation where the subject property is situated, and make a decision as to whether or not it is an allowed or permitted land use. In making this determination, the Planning Director shall find as follows:

1. That the use would not be incompatible with existing nearby land uses, or the allowed and permitted land uses listed for the particular land use designation.
2. That the use would not be detrimental to the continuing development of the area in which the use would be located.

3. That the use would be in harmony and consistent with the purpose and intent of the Airport Industrial Park Planned Development Ordinance and Ukiah General Plan.
4. In the case of determining that a use not articulated as an allowed or permitted use could be established with the securing of a Use Permit, the Planning Director shall find that the proposed use is similar in nature and intensity to the uses listed as allowed uses. All determinations of the Planning Director regarding whether a use can be allowed or permitted in any land use designation within the Airport Industrial Park shall be final unless a written appeal to the City Council, stating the reasons for the appeal, and the appeal fee, if any, established from time to time by City Council Resolution, is filed with the City Clerk within ten (10) days of the date the decision was made. Appeals may be filed by an applicant or any interested party. The City Council shall conduct a duly noticed public hearing on the appeal in accordance to the applicable procedures as set forth in this chapter. At the close of the public hearing, the City Council may affirm, reverse, revise or modify the appealed decision of the Planning Director. All City Council decisions on appeals of the Planning Director's actions are final for the City of Ukiah.

Section Fifteen

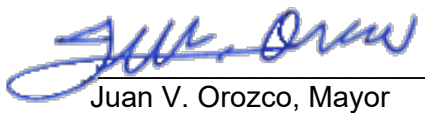
This Ordinance shall be published as required by law and shall become effective thirty (30) days after it is adopted.

Introduced by title only on March 17, 2021, by the following roll call vote:

AYES: Councilmembers Crane, Rodin, Duenas, Brown, and Mayor Orozco
NOES: None
ABSENT: None
ABSTAIN: None

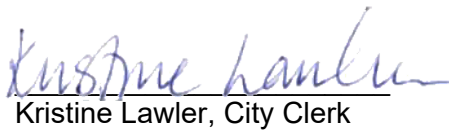
Passed and adopted on April 7, 2021, by the following roll call vote:

AYES: Councilmembers Crane, Rodin, Duenas, Brown, and Mayor Orozco
NOES: None
ABSENT: None
ABSTAIN: None



Juan V. Orozco, Mayor

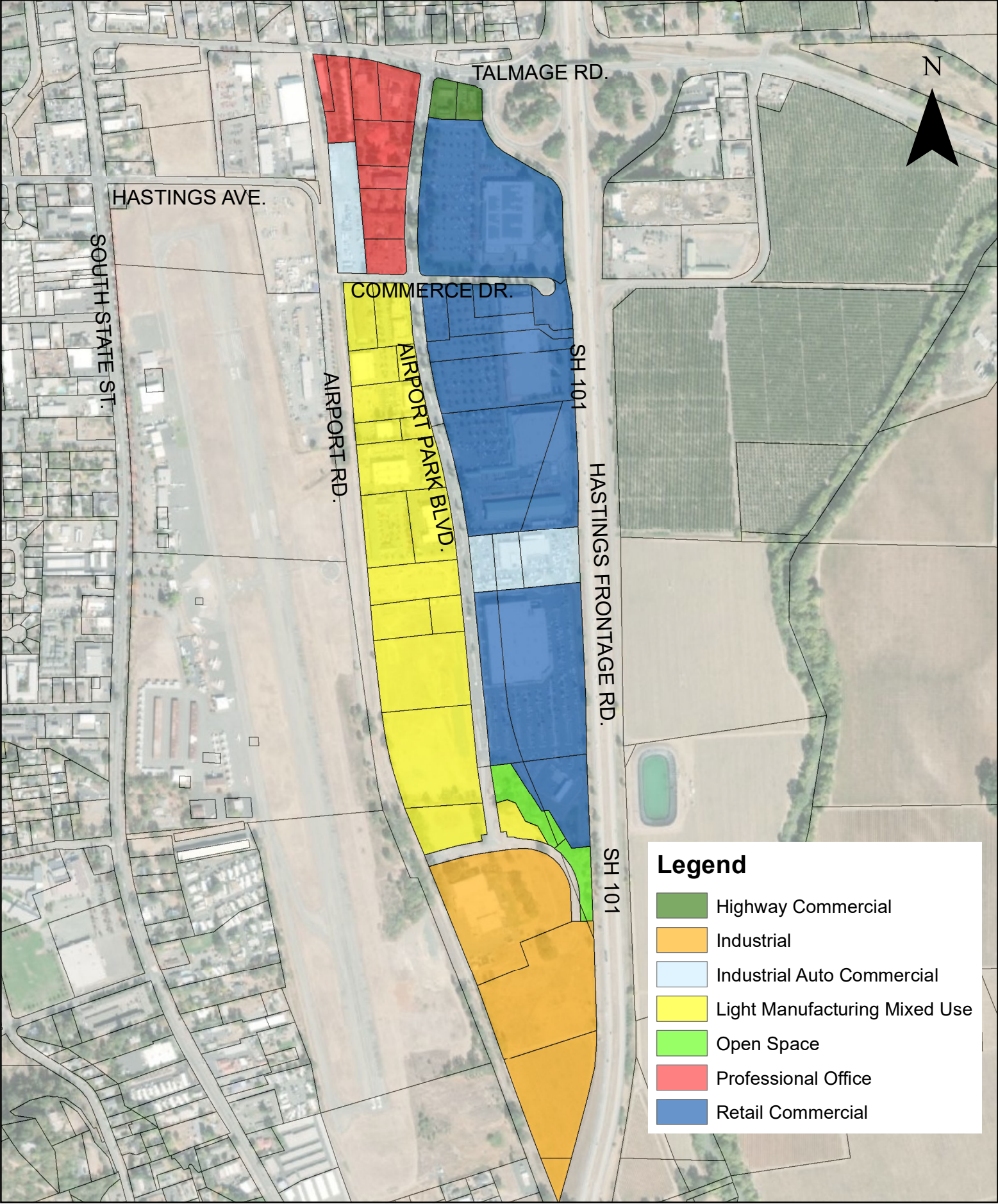
ATTEST:



Kristine Lawler, City Clerk

Exhibit A

Airport Industrial Park Land Use Designation Map



ITEM NO: 10c

DATE: September 20, 2006

AGENDA SUMMARY REPORT

SUBJECT: SUMMARY AND DISCUSSION OF TRAFFIC ISSUES ASSOCIATED WITH THE DEVELOPMENT OF THE AIRPORT BUSINESS PARK

SUMMARY: The City Council recently requested a summary report of the traffic issues associated with the development of the Airport Business Park. This Agenda item is intended to provide the Council with that summary and to initiate a discussion of the traffic issues, and how past decision makers acted to resolve or plan for the resolution of those issues.

HISTORICAL CONTEXT: In 1979, the City proposed to annex the 138-acre Airport "Industrial" Park area into the City limits. Prior to annexation approval, the City obtained a State grant to prepare a Specific Plan for the area. In 1981, the City Council approved the Specific Plan and Planned Development zoning regulations to implement the plan. Shortly thereafter, the annexation was approved.

The 1981 Planned Development allowed only industrial land uses south of Commerce Drive. Office commercial uses were allowed in the northwest corner of the site north of Commerce Drive and up to Talmage Road. Highway oriented commercial land uses (motels, service stations, and restaurants) were permitted in the northeast corner of the site where Walmart, Jack-in-the-Box and the Shell gas station are today.

The Planned Development regulations were modified many times over the ensuing years for a variety of reasons. These reasons included amendments to allow more retail land uses, amendments to establish a more comprehensive and clearer set of development standards, amendments to allow the mixing of land uses, etc. As a result, the Airport Business Park has evolved into a development of retail stores, visitor serving land uses, eateries, and professional offices. The Mendocino Brewing Company is the lone industrial land use in the Park.

(continued on page 2)

RECOMMENDED ACTION: Receive report and discuss the traffic issues associated with the development of the Airport Business Park.

ALTERNATIVE COUNCIL POLICY OPTION: N/A

Citizen Advised: N/A

Requested by: City Council

Prepared by: Charley Stump, Director of Planning and Community Development

Coordinated with: Candace Horsley, City Manager and Tim Eriksen, Public Works Director

Attachments: None

APPROVED:


Candace Horsley, City Manager

ENVIRONMENTAL IMPACT REPORT: In 1995, the City Council certified an Environmental Impact Report for the buildout of the Airport Business Park. Buildout was based on a series of development assumptions that included types of land uses and building intensities and square footages. The EIR identified a number of significant impacts that would result from buildout and included a comprehensive mitigation program to reduce or eliminate these impacts. Over the years, the City has relied on the EIR and has consistently imposed the mitigations on all development.

To mitigate Walmart traffic, the Business Park property owners, Walmart, and the City made a number of improvements to Talmage Road, Airport Park Boulevard, and Hastings Avenue. Additionally, a Traffic Impact (Capital Improvement) fee was adopted for all future development, so that additional required street and intersection improvements could be funded as buildout occurred.

TRAFFIC: Traffic circulation and safety has been an issue since the original Specific Plan and Planned Development were adopted. The Plan included a number of alternative street layouts. The primary alternative included a main north/south access road from Talmage Road south through the site, which was ultimately developed as Airport Park Blvd. It also included a west connection to State Street via Hastings Road, which was eventually developed as Commerce Drive.

As amendments were made to the Planned Development regulations, new traffic studies were required to determine if the changes would increase traffic volumes beyond those assumed in the 1995 EIR, and whether or not additional traffic mitigations would be required for future development. The most recent study was conducted in 2002 when the light manufacturing / mixed use area regulations were proposed for the 32-acres west of Airport Park Boulevard. A "worse case" traffic generation scenario of full commercial retail development in this area was evaluated, as well as a more balanced mixed use of retail, office, light manufacturing and residential land uses.

It was concluded that the mixed use scenario would not require additional mitigation measures beyond those already planned for, but that the full commercial buildout scenario would cause a new significant impact and require a new mitigation measure. Specifically, it would require a traffic signal or roundabout at the intersection of Airport Park Boulevard and Commerce Drive.

The following Table lists the intersections, the completed improvements, the planned improvements, and the required new improvements for buildout of the Airport Business Park. Many of the completed improvements resulted from the Walmart project. The City participated in the funding of many of these improvements.

INTERSECTION	COMPLETED IMPROVEMENTS	PLANNED IMPROVEMENTS	REQUIRED NEW IMPROVEMENTS
State Street and Hastings Avenue	Signal	Widening and adding new dedicated right turn lane	None
Hastings Avenue	Widened, repaved, curve realignment, sidewalks, bike lane, and stop sign	None	None
South State Street and Talmage Road	Southbound left turn lane, elimination of on-street parking	None	None
Airport Park Blvd and Talmage Road	Signal, road widening, two-way left out of park, left turn pocket lengthening	Widening and additional left lane into park	None

INTERSECTION	COMPLETED IMPROVEMENTS	PLANNED IMPROVEMENTS	REQUIRED NEW IMPROVEMENTS
Airport Park Blvd	Widening, and median modifications,	Repair and Repaving	None
Talmage Road	Widening, curbs, gutter and sidewalk on north side	Widening	None
Commerce Drive	Railroad crossing improvements	None	None
APB and Commerce Drive	4-way stop sign	None	Traffic signal or roundabout
Hwy 101 NB ramp and Talmage Road	None required	None	Traffic Signal*
Hwy 101 SB ramp and Talmage Road	Realigned and widened	Widening	None

*The City Public Works Director/City Engineer strongly questioned the need for a traffic signal at this intersection, and disputed the assumption that a significant amount of PM peak northbound traffic (+70 vehicles) would exit the highway, desire to turn left (westbound) onto Talmage Road and cause unacceptable delays. He recommended that the City reject this assumption and suggested impact, and not require a future traffic signal at this intersection. The City Council agreed and voted unanimously 4-0 (Councilmember Andersen absent) to adopt the Mitigated Negative Declaration and approve the new regulations for the 32-acre mixed use area.

THE SOUTHERN ACCESS CONNECTION: The original plan also included veering Airport Park Boulevard to the west to State Street somewhere between the southern end of the Airport and the residential development along Norgard Lane. This southern access was "necessary to accommodate the anticipated traffic load and to provide a second means of access for emergency vehicles." The plan stated that "the location of the southern access should be designed to avoid passing through the small residential community off Norgard Lane and to preclude interference with the Airport clear zone."

The 1995 EIR concluded that upon buildout of the AIP, cumulative PM peak hour traffic volumes could reach 295 vehicles. Based upon this volume, the southern access, while desirable for optimum circulation, would not be essential for overall traffic access and circulation. However, the City Engineer believed it would be important for a truck route and emergency vehicles.

The EIR evaluated this connection for a truck route and emergency vehicle access and concluded that it would cause significant noise and safety impacts to residents in the Norgard Lane neighborhood. Right-of-way and other property acquisition would be necessary, and noise attenuation measures would have to be taken. Additionally, the very steep point of connection between Norgard Lane and South State Street would have to be corrected in order for trucks to navigate the route.

The City found this southern access alternative infeasible, yet was obligated to provide a southern connection for trucks and emergency vehicles. The Department of Public Works addressed the issue by preparing plans for widening and making improvement to the Hastings Avenue - South State Street intersection to provide the truck route. The City Fire Department indicated that it would need a means to access the southern portion of the Business Park before the area south of Commerce Drive reached 50% buildout. It was agreed that a connection to the Airport property would be made to allow emergency vehicles access from South State Street to Airport Road before 50% of the parcels south of Commerce Drive were developed.

BUILDOUT STATUS: In a 1998 Airport Business Park Buildout Status Report, Staff determined that 50% buildout of the parcels south of Commerce Drive would occur when 440,750 square feet of buildings were constructed. As of August 2006, 370,295 square feet were constructed or under construction, leaving 70,455 square feet of construction before the 50% threshold is reached. In terms of acreage, as of August 2006, approximately 50 of the approximate 104 acres remain vacant in the Park south of Commerce Drive.

While a gate currently exists at the southern end of Airport Road, no access road to the Airport has been constructed. The concept of an access road has recently been discussed with the CDF during their design exercises for a new air attack base on the southeast portion of the Airport. Preliminary designs have shown an access route to the gate that would provide the emergency vehicle access to the southern portion of the Park.

CONCLUSION: Development of the Airport Business Park began in earnest with the Walmart project in 1993. A significant number of roadway and intersection improvements were made at that time to Talmage Road, Airport Park Boulevard, Hastings Avenue/Commerce Drive, and South State Street. Subsequent to Walmart, the City certified an Environmental Impact Report for the buildout of the Park, which identified a number of additional improvements that would be required as development occurred. The City then adopted a Capital Improvement Program which required future development to pay its fair share of the cost of future street and intersection improvements needed to accommodate the traffic generated by the developments. The City has been collecting these traffic impact fees from development as it has occurred over the past ten years.

The EIR found that a previously planned southern access route into the Park would not be required for traffic flow and safety, but would be desirable for public safety and emergency vehicle access. Because of the infeasibility of using Norgard Lane for such a connection, the City chose instead to access the southern end of the Park via the Airport property. This improvement will be necessary when the southern portion of the Park reaches 50% buildout.

Changes to the buildout assumptions contained in the EIR and CIP program have required additional traffic studies and modifications to the CIP program. The most recent traffic study, performed in 2002 was necessary because the 32-acre area south of Commerce Drive and west of Airport Park Boulevard was being rezoned to a mixed-use designation that would potentially allow full commercial buildout. The traffic study indicated that additional improvements would be necessary to handle the increase in traffic resulting from such buildout. The primary improvement was a traffic signal at Commerce Drive and Airport Park Boulevard. The 2002 traffic study did not find that a southern access route would be required for traffic flow and safety as a result of the rezoning.

Due to the sudden and significant increase in costs over the past two years, Staff is exploring additional funding options for supplementing the existing CIP funds. These options include, but are not limited to CDBG and EDA grants.

RECOMMENDATION: Receive report.

AIP SUBSEQUENT EIR

Summary of Southern Access Concept

1. When the City Council adopted the AIP Specific Plan in January of 1981, it included a circulation plan showing Airport Park Boulevard being constructed and extended to near the south end of the Airport industrial Park where it proceeded west and then south to Norgard Lane. However, it is indicated on the Specific Plan diagram that this alignment "is still being considered," and that a "final configuration has not been determined."
2. The improvements to Hastings Avenue resulting from the WalMart project were not contemplated or assumed in the original AIP Specific Plan. This westerly connection has provided a second access, and has improved traffic circulation from what was originally contemplated in the Specific Plan.
3. The traffic study component of the 1995 AIP Subsequent EIR assumed a southern connection via Norgard Lane and Airport Road that would essentially be a designated "truck route," per direction from the City Engineer.
4. The EIR concluded that upon buildout of the AIP, cumulative PM peak hour traffic volumes could reach 295 vehicles. Based upon this volume, the southern access, while desirable for optimum circulation, would not be essential for overall traffic access and circulation.
5. However, the AIP EIR also concluded that if the southern connection was not constructed, the Hastings Avenue/South State Street intersection would have to be widened to accommodate truck turning movements.
6. While the AIP EIR concluded that the southern connection would not be essential for overall traffic circulation, it did conclude that it would be necessary for the provision of adequate police and fire protection services.
7. The City Fire Department first indicated, during review of the Administrative Draft Subsequent EIR, that they needed the southern connection prior to any development south of Commerce Drive.
8. However, prior to production of the Draft Subsequent EIR, the City Fire Department revised their statement, indicating that the southern connection would be necessary when the AIP reached 50 percent buildout of the lots south of Commerce Drive (because the "A" lots have two access points).
9. With the *Food Outlet* project, we estimate that the AIP south of Commerce Drive will reach approximately 28 percent buildout. When the remaining 6.5 acres of Commercial Retail adjacent to the north are included, the AIP will approach 30 percent buildout.
10. Recent reevaluation of the southern access concept by City staff, including the Public Safety Department, has lead to a recommendation to eliminate the concept in favor of a access gate onto existing Airport Road from the Ukiah Regional Airport property.

AGENDA SUMMARY REPORT

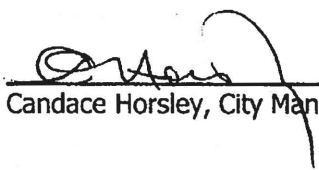
SUBJECT: SUMMARY AND DISCUSSION OF AIRPORT BUSINESS PARK CAPITAL IMPROVEMENT (TRAFFIC IMPACT FEE) PROGRAM AND SOUTHERN ROAD ACCESS ISSUE

SUMMARY: On September 20, 2006, the City Council discussed the traffic issues associated with the development of the Airport Business Park. At the conclusion of the discussion, the Council requested that Staff return with background and a summary of the adopted Capital Improvement (Traffic Impact Fee) Program. The Council also requested additional information regarding the southern access road issue. This Agenda item is intended to provide the Council with that information. The Public Works Department, with the assistance of former Public Works Director and current Public Works Project Manager Rick Kennedy, has prepared an historical summary of Airport Industrial Park (AIP) traffic impacts and the Capital Improvement Program (Attachment No. 1). He also provides additional information concerning the southern access road issue in this document.

RECOMMENDED ACTION: Receive report and discuss the traffic issues associated with the development of the Airport Business Park.

ALTERNATIVE COUNCIL POLICY OPTION: N/A

Citizen Advised: N/A
Requested by: City Council
Prepared by: Charley Stump, Director of Planning and Community Development and Rick Kennedy, Public Works Project Manager
Coordinated with: Candace Horsley, City Manager, David Rapport, City Attorney, and Tim Eriksen, Public Works Director
Attachments:
1. Historical Summary of AIP Traffic and Capital Improvement Program
1.A Airport Industrial Park Map
2. AIP Traffic Mitigation Comparison Table

APPROVED: 
Candace Horsley, City Manager

HISTORICAL SUMMARY OF THE PROJECTED AIRPORT INDUSTRIAL PARK GENERATED TRAFFIC IMPACTS AND THE CAPITAL IMPROVEMENT FEE

AIP Capital Improvement Fee Establishment

On May 7, 1997, the Ukiah City Council adopted resolution No. 97-70 establishing capital improvement fees which are imposed on undeveloped parcels within the Airport Industrial Park upon their development in accordance with the Mitigation Fee Act. The Airport Industrial Park comprises all land bounded on the north by Talmage Road, on the west by the Northwestern Pacific Railroad and on the east and south by the US 101 Freeway. Three distinct project areas within the AIP containing developable land have been designated: the Redwood Business Park, the Airport Business Park, and the Norgard Vineyard. Attachment 1.A depicts the lands contained within the Airport Industrial Park.

The capital improvement fees are imposed on development within the Airport Industrial Park for the purpose of financing the design and construction of street infrastructure improvements needed to mitigate traffic impacts to off-site intersections resulting from increased traffic generated by the new development within the AIP (project traffic impacts):

Identification of AIP Generated Traffic Impacts

The Revised Traffic Engineering Report contained in the 1995 Final Subsequent Environmental Impact Report for the Redwood Business Park and Airport Business Park, prepared by the Crane Transportation Group, identified thirteen (13) project traffic impacts resulting from the development within the AIP and recommended eleven (11) mitigations based on the assumption that the AIP would have three points of access at the project boundary. The assumed points of access were Airport Park Blvd at Talmage Road, Airport Road/Commerce Drive/ Hastings Ave at South State Street, and Norgard Lane via the future extension of Airport Road. The trip distribution pattern used in the traffic engineering report assigned 63 percent of the project traffic to the Airport Park Blvd at Talmage Rd, 31 percent to the Commerce Dr/Hastings Ave and 6 percent to the Norgard Ln/Airport Rd access points.

The first five identified project traffic impacts were unacceptable operating conditions at intersections and the remaining eight project traffic impacts were roadway impacts and safety concerns. The traffic impacts identified and the associated mitigations are listed in Attachment 2. With the adoption of the City's General Plan in December of 1995, the lower threshold for acceptable level of service (LOS) for intersections was set at level D from the former limit of LOS C. This change in the lower threshold for acceptable level of service nullified three of the five identified impacts related to unacceptable intersection operating conditions.

Regarding the Norgard Lane/Airport Road southern AIP access, it was acknowledged in the Revised Traffic Engineering Report that there was no established route for the southward extension of Airport Road or widening and realignment of Norgard Lane and, if Airport Road was extended, the existing residential neighborhood would be adversely affected by additional traffic especially by the noise that would be generated by the heavy truck component of traffic. It was also noted that the connection of Airport Road to Norgard Lane was not essential to the Redwood Business Park and

Airport Business Park traffic access and circulation. It was opined that if all traffic trips assigned to the Norgard access point were assigned to the South State Street/Hastings Ave access point, the Hastings/South State St intersection would operate acceptably if the road was widened and improved for heavy truck turning movements. It was also opined that in spite of the impacts to the existing Norgard residential neighborhood a provision of a southern access point to the AIP would represent good planning practice for overall circulation into and out of the AIP. At that time, it was estimated that the cost for road improvements alone could be as high as three million dollars. This did not include the cost of possible property acquisition, sound attenuation, and other associated costs.

As documented in the Final Subsequent Environmental Impact Report, the County of Mendocino Public Works Department opposed the connection of Airport Road to Norgard Lane, a county maintained road, and recommended that serious consideration should be given to annexation of Norgard Lane and the surrounding neighborhood by the City if the City pursued the southern extension of Airport Road. Given the opposition and the great expense involved in extending Airport Road and improving Norgard Lane including the required realignment of Norgard Lane at South State Street along with the expense of mitigating traffic noises for a small percentage of the anticipated traffic that would utilize the southern access, City staff recommended that the southern access be abandoned and that the Hastings/South State Street access be designated as the preferred truck route to the AIP. However, City public safety staff took exception to the proposed abandonment of the southern access because public safety staff believed that the southern access would serve as an emergency evacuation route for the southern portion of the AIP in the event of a catastrophe. A compromise was reached whereas an emergency exit route would be provided across the Airport property via the existing gate at the terminus of Airport Road.

The Redwood Business Park Developer took exception to many of the proposed traffic mitigation measures and City staff recommended that an independent traffic report be prepared. The City retained the services of Whitlock and Weinberger (W-Trans) and an independent traffic report dated March 1996 was produced. The independent evaluation considered alternatives to the level of service methodologies, level of service thresholds, and traffic projections from the Airport/Redwood Business Park EIR. The analysis focused on four study locations, South State Street/Talmage Rd, South State St/Hastings Ave, Talmage Road/Airport Park Blvd, and Talmage Rd/US 101 southbound ramps. Land uses identified for the AIP were restaurant, office retail, industrial park, and retail. The 1996 Traffic Analysis Report estimated that the proposed mixed use development would generate an average of 2,209 pm peak hour vehicle trips consisting of 1,310 new/diverted trips external to the project area, 398 new trips internal to the project, and 501 pass by trips from traffic already existing on South State Street and Talmage Road. It was estimated that the new generated traffic would reduce the level of service for the northbound through/right and the westbound approaches at South Street and Hastings Ave. from a level of service C and B, respectively, to a level of service F. At Airport Park Blvd and Talmage Road, the level of service for the left turn movements at the northbound and westbound approaches would be reduced from a level of service C to levels of E for the northbound and F for the westbound approaches. At the US 101 Southbound off ramp at Talmage, the level of service would be reduced from C to F for the right turn movement.

As a result of a proposed mixed use development within the AIP in 1997, a new Traffic Engineering Report was commissioned to re-analyze projected traffic and associated impacts resulting from a mixed land use consisting of office retail, industrial park, auto dealership, auto parts/auto care, retail, fast food restaurant, and gas station/mini-mart. In addition, an analysis of pass thru traffic was performed. The 1997 report estimated that the proposed mixed use development within the AIP would generate an average of 2,395 pm peak hour vehicle trips consisting of 1,568 new/diverted trips external to the AIP, 298 new internal trips and 529 pass by trips from traffic already existing on South State Street and Talmage Road. The estimated generated project traffic would reduce the level of service for the eastbound and westbound approaches at the South State

Street and Hastings Ave intersection from levels B and C, respectively, to levels of F. At Airport Park Blvd. and Talmage Road, levels of service for the northbound and westbound left turn movements would be reduced.

from levels of service C to levels of service F. At the US 101 Southbound off ramp at Talmage Road, the level of service for the right turn movement would be reduced from level of service B to level D. The information presented in the 1997 Report and in the subsequent cost estimates for the construction of the proposed mitigations was utilized to establish the AIP Capital Improvement Fees that were adopted in 1997 under Resolution No. 97-70.

1999 Revision to the AIP Capital Improvement Fees

On September 1, 1999, the Ukiah City Council adopted Resolution No. 2000-13 revising the AIP Capital Improvement Fees after receiving an Engineering Report describing changed circumstances and engineering assumptions. A new traffic analysis report had been prepared by Whitlock and Weinberger entitled "Airport Industrial Park Rezoning Traffic Analysis", dated June 1999, which presented an analysis of the potential traffic impacts as a result of proposed zoning changes for parcels located west and south of the AIP to a mixed use designation that would allow a mix of compatible retail commercial, professional office and industrial land uses. The 1999 Traffic Analysis Report presented a worse case scenario where a total of 31.78 acres south of Commerce Drive would develop as retail commercial with a 40 percent building coverage creating approximately 553,735 square feet of retail floor area. An area of 15.51 acres of land previously zoned for industrial uses had been rezoned to automotive commercial uses with 11.44 acres for auto dealership and 4.07 acres for automotive parts/auto care uses. It was estimated that the proposed mixed use development including the proposed rezone would generate an average of 2,696 pm peak hour vehicle trips consisting of 1,980 new/diverted trips external to the project boundary, 466 new internal trips and 716 pass-by trips from traffic already existing on South State Street and Talmage Road.

At the time the 1999 Traffic Analysis Report was prepared, several post Wal-Mart developments within the AIP were completed consisting of the Friedman Brothers Improvement Center, Shell Service Station and Mini-Mart, Jack in the Box, Food for Less, Staples, La-Z-Boy Furniture Gallery, and the Mendocino Brewery and Bottling Plant. Existing pm peak traffic created by the AIP development in place at the time of the 1999 Report was measured at 1030 vehicles. By combining the existing vehicle count with the estimated new project pm peak traffic to be generated by future development within the AIP, it was estimated that 3,727 vehicle trips would result from a completely developed AIP. The study intersections included the South State Street at Hastings Ave./Washington St, Airport Park Blvd at Talmage Road, the US 101 southbound off-ramp at Talmage, and the US 101 northbound off-ramp at Talmage.

Subsequent to the establishment of the capital improvement fees, the City modified the traffic signal at Talmage and Airport Park Blvd. and re-stripped the northbound approach to create two left turn lanes and an exclusive right turn lane by eliminating the former northbound traffic movement. This improvement reduced the impact to the left and right turn movements created by the AIP development and it was proposed that the City's financial effort in the signal modification be reimbursed by the AIP Capital Improvement Fund.

The saturation flow rate for the westbound approach on Hastings Ave at South State Street, the 32 percent markup for engineering administration and project inspection, and the 20 percent markup for contingencies were modified as a result of a challenge from the Redwood Business Park Developer. In the interest of compromise and the intent of resolving a legal dispute, the saturation flow rate was increased creating a substantial change to the previous planned improvement for the

Hastings westbound approach, thereby, substantially reducing the estimated cost to construct the mitigation improvement. The markups for engineering/project inspection and for contingency were reduced to 15 and 10 percent, respectively.

As a result of Caltran's position that minimum lane widths be 11 feet and adequate shoulder width be provided for bicycle traffic, the cost to construct the planned exclusive right turn lane for the US 101 southbound off-ramp movement increased because of the need to expand the proposed widening of the north side of Talmage Road between the off-ramp and Airport Park Blvd.

Subsequent to the establishment of the capital improvement fees, a more detailed development analysis of the southern portion of the Airport Business Park was performed for the purpose of identifying developable acreage. As a result of the analysis, wetlands were identified and delineated and the boundaries established with the approval of the Corps of Engineers. As a result, a smaller portion of the southern parcel available for development than what was previously assumed was identified. The reduced developable acreage affected the capital improvement distribution.

The AIP Capital Improvement Fees were originally established with the assumption that the mitigation improvements would be constructed in the year 2002, five (5) years from the establishment of the fees. As a result of the slower pace of development within the Industrial Park, a new projection for the completion of the mitigation improvements was set to 2004. This affected the future value of the estimated cost to construct the planned mitigation improvements.

The net result of the above described changed circumstances and engineering assumptions reduced the estimated total cost to construct the planned mitigation improvements at the three impacted off-site intersections necessitating an appropriate reduction in the capital improvement fees. As a result of the revision, reimbursements from the AIP Capital Improvement Fund were made to five developers who had completed development projects within the AIP and had paid the fees that were in effect prior to the 1999 fee revision.

The recommended mitigation improvements described in the 1999 Traffic Analysis Report are the adopted mitigation improvements to be financed by the AIP Capital Improvement Fees. The planned mitigation improvements for the Hastings Ave./Washington St. and South State Street intersection include land acquisitions on the north and south side of the westbound approach to accommodate a new exclusive left turn lane and an existing through/right turn lane and the construction of larger curb returns to accommodate turning truck traffic, the re-striping of the eastbound approach to accommodate an exclusive left turn lane on Washington St., and extending the two northbound through lanes on South State Street north of Hastings Ave./Washington Street. The planned mitigation improvements for the Talmage/Airport Park Blvd. intersection include the widening of the north side of Talmage Road to accommodate a second left turn lane for westbound traffic and the planned mitigation improvement for the US 101 off-ramp at Talmage Road involves the widening of the north side of Talmage to accommodate the construction of an exclusive lane for right turning vehicles.

Adoption of Ordinance No. 1051

On January 7, 2004, the Ukiah City Council adopted Ordinance No. 1051 amending the Airport Industrial Park Planned Development for the purpose of revising the regulations for and re-designating the Industrial/Mixed Use land use designation to Light Manufacturing/Mixed Use. The land use re-designation permits land uses including commercial, professional office, light manufacturing, and limited low density residential within an approximately 32 acre portion of the AIP generally located south of Commerce Drive and west of Airport Park Blvd. As identified in a

traffic analysis report prepared by Whitlock and Weinberger Transportation, Inc. entitled "Airport Industrial Park Rezoning Traffic Analysis" dated September 2002, (2002 Traffic Report) a traffic impact to the on-site intersection of Commerce Drive and Airport Park Blvd. was identified as a

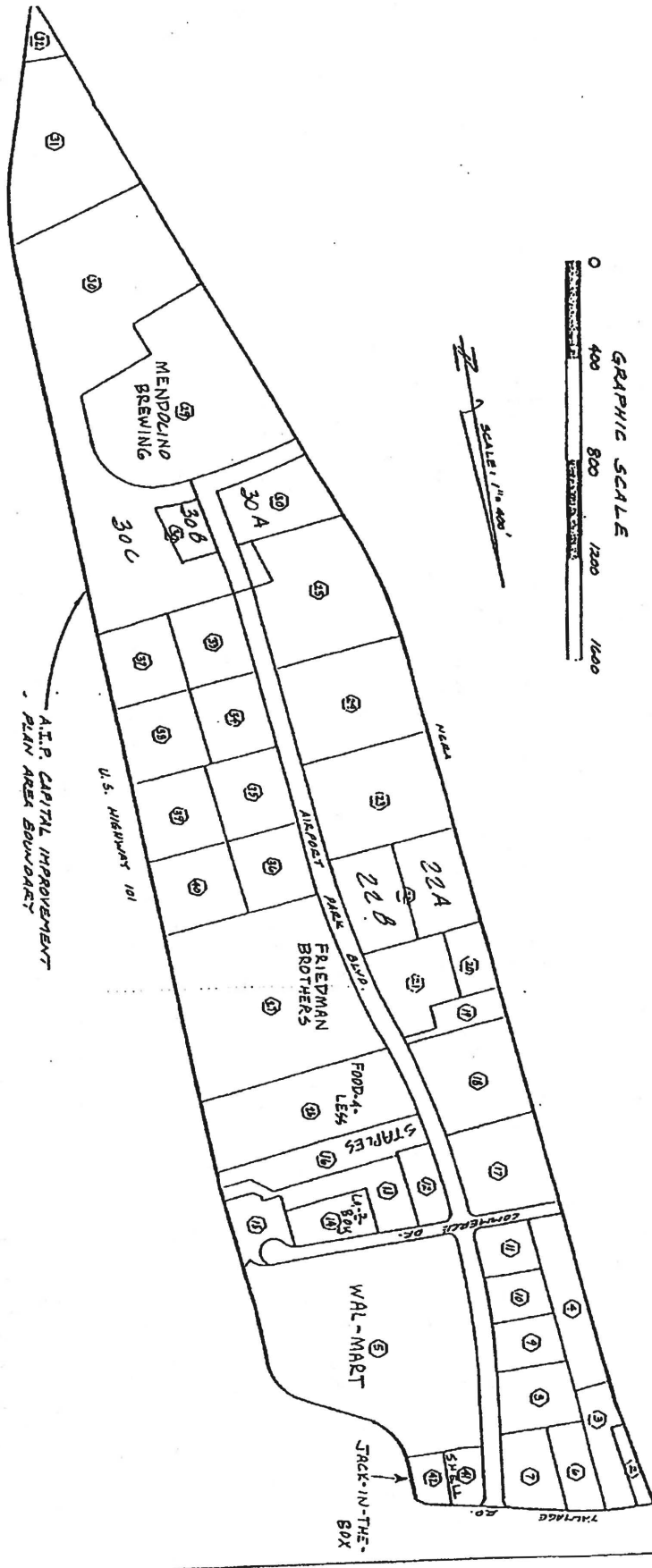
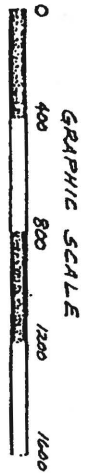
result of the land uses permitted within the area rezoned as Light Manufacturing/Mixed Use. A recommendation for the installation of either a traffic signal or a traffic roundabout under a condition where the rezoned area develops completely as commercial is presented in the traffic analysis report.

AIP Capital Improvement Fee Account Fifth Fiscal Year Report

On October 6, 2004, a report entitled "Airport Industrial Park Capital Improvement Fee Account Fifth Fiscal Year Report" was presented to the City Council after a review period of not less than 15 days was provided to the public in accordance with the Mitigation Fee Act. Presented in the Fifth Fiscal Year Report, were revised cost estimates for the planned mitigation improvements and an estimate that the planned improvements may need to be constructed in 2006 even though it was estimated that complete development within the AIP would take approximately 10 years based on an observed average development rate of 5.3 acres per year. The 2002 Traffic Analysis Report presented traffic data showing that the LOS for the westbound approaches for both Hastings Ave and Talmage Road at Airport Park Blvd. had reached or were approaching the lowest acceptable LOS of D at only 53 percent of build out within the AIP.

Any potential deficit in the amount of revenue collected through the imposition of capital improvement fees would likely be funded through STP d(1), gas tax, EDA grants, and/or the City general fund. To prevent an under funded situation, it was recommended that the AIP Capital Improvement Fees be revised once again to reflect a traffic light or roundabout at Commerce Drive. A current developer has agreed to construct this improvement if they proceed with the project.

ATTACHMENT "A" AIP CAPITAL IMPROVEMENT FEE MAP



LEGEND
CIRCLED NUMBERS ARE IDENTIFICATION NUMBERS.

NOTES
1. REFER TO ATTACHMENT "A" FOR THE LISTING OF A.I.P. NUMBERS AND FEE CONTRIBUTION BY PARCEL.

REVISED: 2-3-97, 4-18-97,
9-11-02

CITY OF UTAH	
AIRPORT INDUSTRIAL PARK (A.I.P.)	
CAPITAL IMPROVEMENT FEE MAP	
Scale: 1/8" = 400'	Drawn By: [Signature]
Sheet: 8-27-76	Revised: 97-10

**CITY OF UKIAH
AIRPORT INDUSTRIAL PARK
MITIGATION COMPARISON TABLE**

Offsite Mitigation Description	Recommended Mitigations RBP/ABP FSEIR and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 97-70 and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 2000-13 and Estimated Cost (2004 Dollars)
1. Widen South State St. northbound approach to Talmage Rd for dedicated right turn lane	YES \$44,163	NO	NO
2. Provide two westbound left turn lanes on Talmage at Airport Park Blvd. Will require modifications to Talmage Rd at US 101 southbound on ramp	YES \$23,870 (allowance)	YES \$71,500 Modified to widen the north side of Talmage at US 101 southbound off ramps	YES \$225,040 Modified to widen Talmage Rd from Airport Park Blvd to the US 101 southbound off ramp
3. Re-stripe northbound approach on Airport Park Blvd at Talmage to provide three lanes; one dedicated left, one through, and one right	YES \$597	YES \$35,560 Modified to require three lanes; one left, one combined left/through, one exclusive right. Split traffic phasing at Airport Park Blvd for the northbound and the southbound approaches	YES Completed by City. Cost apportioned to AIP Development
4. Signalize Talmage Rd and US 101 southbound off ramp and widen southbound ramp to two lanes. Construct second westbound lane at the ramp intersection and extending through to Airport park Blvd	YES \$310,835	NO Item No. 2 above replaced this mitigation	NO Item No. 2 above replaced this mitigation
5. Signalize Talmage Rd and US 101 northbound off ramp	YES \$236,330 Includes minor realignment of northbound US 101 off ramp	NO	NO

Offsite Mitigation Description	Recommended Mitigations RBP/ABP FSEIR and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 97-70 and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 2000-13 and Estimated Cost (2004 Dollars)
6. Provide second through lane for northbound approach on South State Street at Hastings Ave	YES \$1,314	YES \$1,314	YES Cost included in Item No. 7 below
7. Provide exclusive right turn lane on westbound Hastings Ave approach to South State Street. Requires widening on the north side of Hastings Ave and acquisition of property.	YES \$537,115	YES Modified to provide three lanes for westbound Hastings Av; one left turn lane, one through lane, and one exclusive right turn. Taper southeast curb return to accommodate turning trucks. Re-stripe eastbound approach at Washington to provide exclusive left turn lane \$584,917	YES Modified to provide two lanes for westbound Hastings Ave; one left turn lane and one combination through/right lane. Scope of land acquisition reduced. Widen returns for truck traffic and re-stripe eastbound Washington for exclusive left turn lane \$307,610
8. Construct flashing warning lights on Talmage Rd over crossing of US 101	YES \$23,870	NO Speed limit reduced to 35 mph	NO
9.a. Construct left turn and right turn deceleration lanes on South State Street approaches to Norgard	YES \$314,385	NO	NO
9.b. Provide left turn and right turn lanes for westbound Norgard at South State Street	YES \$30,406	NO	NO
9.c. Construct new vertical alignment for Norgard Lane approach to South State Street. Provide acceptable access to Adjacent properties	YES \$29,362	NO	NO
9.d. Provide traffic signal at South State St and Norgard Lane to facilitate slow moving outbound trucks from Norgard Lane onto South State Street	YES \$226,781	NO	NO

Offsite Mitigation Description	Recommended Mitigations RBP/ABP FSEIR and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 97-70 and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 2000-13 and Estimated Cost (2004 Dollars)
9.e. Extension of Airport Rd and the redesign of Norgard Lane to two lanes and sufficient width to accommodate heavy truck turning movements. Alignment should be such that it is least disruptive to existing residents	YES \$602,354	NO	NO
TOTAL COST	\$2,381,382	\$693,291	\$532,649

The estimated costs for the 2000-13 Mitigation Program are as reported in the 5th Fiscal Year Report. The cost estimates for the mitigations contained in the FSEIR and Resolution 97-70 Mitigation Program have been adjust to 2004 costs in accordance with the CPI-All Urban Consumers Index US City Average

AIRPORT BUSINESS PARK



Leonard Charles
& Associates

DRAFT SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT

1995

IMPACT DISCUSSION

3. The existing stopping sight distance safety concern at the stop sign controlled S.R. 101/Talmage Road southbound-to-westbound offramp intersection would receive low levels of additional traffic due to the proposed project. However, even small additions of existing traffic would slightly aggravate this existing safety concern. This would be a significant impact.

4. With the connection of Airport Road to Norgard Lane, the South State Street/Norgard Lane intersection turning movements would operate acceptably at LOS C/A during the PM peak traffic hour (see Table 1). However, as the designated heavy truck route, the lack of left or right turn deceleration lanes on the South State Street approaches to this intersection would create significant safety concerns, as would the gradient on the westbound Norgard Lane approach. The existing steep grade would present significant problems for large trucks to accelerate from Norgard Lane to turn left or right onto South State Street. The degree of difficulty for trucks to accelerate and complete this turn would, of course, depend upon the steepness of the grade at the location of the future Norgard Lane connection to South State Street. These would be significant impacts.

✓ Note: The connection of Airport Road to Norgard Lane is not essential to Airport Business Park traffic access and circulation. If all traffic projected to use Norgard Lane were shifted to the South State Street/Hastings Avenue intersection, the intersection could function acceptably (although it would require improvements [widening] to accommodate the increased traffic volume and heavy truck turning movements). However, provision of this third major access to the business/industrial area represents good planning practice for overall circulation into and out of the Business Park. It is recognized, however, that construction of this roadway connection would introduce to Norgard Lane existing-plus-project PM peak hour two-way traffic volumes as high as 90 vehicles, many of which would be heavy trucks. Cumulative traffic volumes would be 295 vehicles during the peak hour. These volumes would be added to an existing residential area with very low level traffic volumes. This volume of traffic, especially the truck component, would raise noise and traffic safety concerns for residents of the neighborhood. These would be significant impacts.

There is no established route for the southward extension of Airport Road or the widening and realignment of Norgard Lane. Wherever the extensions occur, existing housing will be adversely affected by the additional traffic, especially by the noise and traffic safety concerns presented by the heavy truck component of traffic. These would be significant impacts.

5. Based upon the generalized category of land use, expected traffic volumes, and types of vehicles anticipated, the following impacts have been identified:

For many businesses within the Airport Business Park, heavy truck traffic would be a component of the overall volumes generated by the development.

If the southern portion of Airport Park Boulevard is designed to the same dimensions as the northern (in-place) portion, significant problems will result from: 1) vehicles stacking in the high speed lane to turn left at median breaks lacking left turn lanes, 2) curb lane through traffic being forced to slow due to right turning vehicles entering and exiting at numerous driveways along the boulevard, and 3) large trucks slowing through traffic while making turns in and out of driveways -- these turns would require use of both through lanes, unless adequate curve radii are provided. These would be significant impacts.

15. For Lot A1A of the Redwood Business Park (the property between Wal-Mart and Talmage Road where a restaurant is proposed in the Redwood Business Park), the location of driveways and internal roadways cannot be analyzed as no site plan is available. However, there are several site planning considerations that should be addressed at this initial stage. If the primary site entrance is located at the southwest corner of the lot, it would share the Wal-Mart driveway near the Talmage Road/Airport Park Boulevard intersection. This would further add to turning movements at this driveway, introducing the potential for disruption of through traffic flow on Airport Park Boulevard in close proximity to the Talmage intersection. This would be a significant impact. Also of concern is the need for more than one access driveway for Lot A1A for safety reasons, such as emergency access. It would not be advisable to introduce driveway turning movements directly onto Talmage Road for the same reasons as have been detailed for Airport Park Boulevard. A driveway onto Talmage Road at this location would obstruct traffic accelerating onto the S.R. 101 southbound on-ramp. It would also promote left turn in- and outbound movements, even if signed as illegal. This would be a significant impact. If a second driveway is provided along the southern perimeter of Lot A1A, opening onto the Wal-Mart parking lot, while it would affect the Wal-Mart site plan it would provide the least disruptive secondary connection from a traffic standpoint.

C. Mitigation Measures

The mitigation measures recommended below specify the numbered impact to which the mitigation applies.

Existing-Plus-Project Conditions

Table 4 shows mitigated intersection levels of service.

1. The South State Street northbound approach to the Talmage Road intersection should be changed from a single through lane and a combined through-right lane, to two through lanes and a separate right turn lane. Resultant existing-plus-project PM peak hour operation would be LOS B/C (V/C .70). This would mitigate impact No. 1.
2. Signalization of the Talmage Road/S.R. 101 Southbound-to-westbound offramp intersection would also mitigate the viewing and stopping sight distance safety concern identified in impact #3. It is recommended that flashing warning lights and signs be posted on the overcrossing to alert westbound drivers to the upcoming signal. However, the City will have to perform detailed signal warrant studies to determine when to signalize the intersection. As an interim measure (until a signal is installed), it is recommended that warning lights and signs be posted on the overcrossing to alert westbound drivers to the upcoming offramp intersection. These measures would mitigate impacts Nos. 2 and 3.
3. When Airport Road is extended to Norgard Lane, left and right turn deceleration lanes should be provided on the South State Street intersection approaches to accommodate heavy truck turning movements. In addition, Norgard Lane should have a two lane approach to South State Street, one for left turns and one for right turns. The vertical alignment of the Norgard Lane approach to South State Street

should also be changed to provide a minimum of 100 feet of grade level with the South State Street intersection. (Note: There would be an impact resulting from this mitigation: If constructed along the present Norgard Lane right-of-way, the fronting lots along Norgard Lane near the intersection would be below (at a lower elevation than) Norgard Lane. Acceptable access to these lots would have to be considered in the planning stages of the Norgard Lane improvements).

Depending upon the prominence of the Norgard Lane access to the Business Park (i.e. freeway signing, signs on South State Street, etc.), actual traffic volumes could be higher or lower than are projected in this study. Although not warranted by existing-plus-project traffic volumes projected for this intersection, consideration could be given to provision of a signal at the South State Street/Norgard Lane intersection. The signal could be actuated by Norgard Lane traffic approaching South State Street. This would facilitate the slow movement of outbound trucks turning onto South State Street, increasing safety at this intersection by stopping relatively high speed through traffic on South State Street while trucks are turning from Norgard Lane. This would provide additional mitigation for the safety concerns cited under impact No. 4 regarding truck turning movements at the Norgard Lane/South State Street intersection.

It is recommended that a route be chosen for the Airport Road extension and Norgard Lane relocation and widening that is least disruptive to existing residential areas, such as adjacent to and paralleling the existing California Northern Railroad tracks. This alignment would minimize the number of homes directly impacted by the Airport Road portion of the route. The alignment and design of the route should emphasize measures that would protect pedestrians, bicyclists, and children at play. These measures would reduce the safety concerns identified in impact No. 4. However, the increased traffic along Norgard Lane would continue to pose a significant safety issue.

4. Throughout the Airport Business Park, provide driveway and intersection curve radii to accommodate heavy truck turning movements, consistent with the requirements of the City Engineer. Separate right and left turn deceleration lanes should be installed on access roadways at major driveway intersections. At intersections where U-turns would occur, the roadway should be widened to facilitate these movements (including the turning movements of large trucks). These measures would mitigate impact No. 5.
5. The extension of Airport Road, and the redesign of Norgard Lane should be constructed as wide, two-lane facilities of sufficient width to accommodate heavy truck turning movements. The design principles listed in mitigation measure No. 4 should be applied to the planning and design for these facilities. These measures would mitigate the safety concerns raised under impact No. 6.

Cumulative Conditions

6. The South State Street northbound approach to the Talmage Road intersection should be changed as described for the proposed project: two through lanes and a separate right turn lane. Cumulative volumes would require addition of a second westbound left turn lane. The resultant PM peak hour intersection operation would be LOS C (V/C .73). This would mitigate impact No. 7.
7. Two westbound left turn lanes should be provided at the Talmage Road/Airport Park Boulevard intersection. The second lane should be as long as the existing

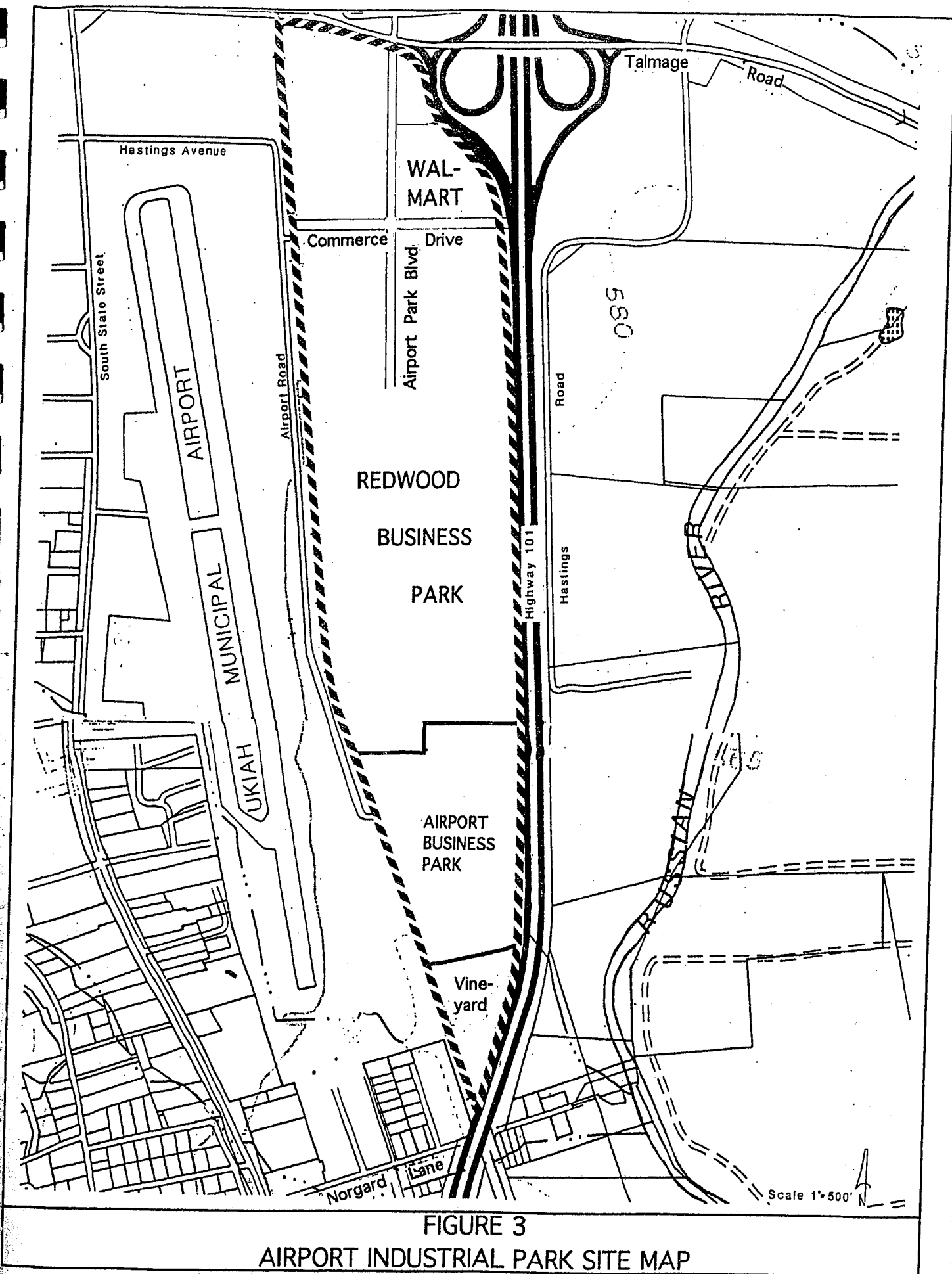


FIGURE 3
AIRPORT INDUSTRIAL PARK SITE MAP

Redwood Business Park of Ukiah

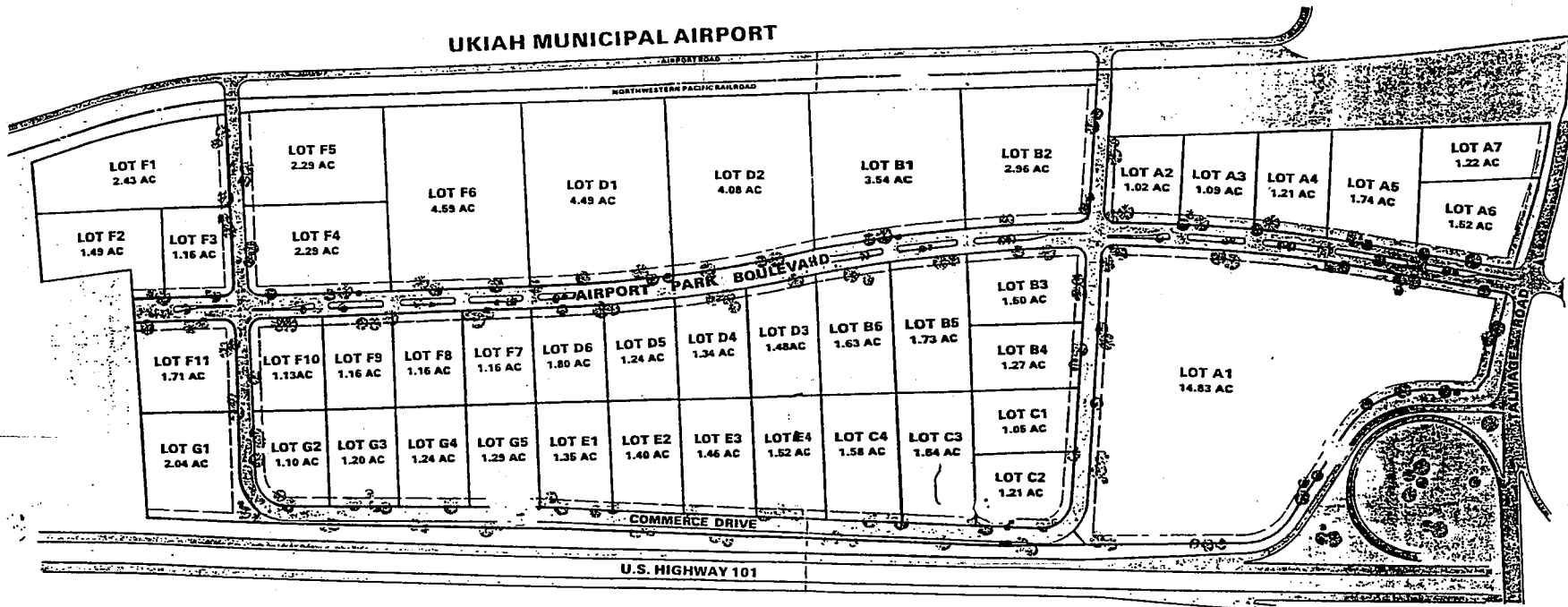


FIGURE 4: REDWOOD BUSINESS PARK (RBP) APPROVED SUBDIVISION MAP

N
SITE PLAN

Ukiah Redevelopment Area

