



Community Development Department
Planning Services Division
300 Seminary Ave.
Ukiah, CA 95482
planning@cityofukiah.com

DATE: August 10, 2018

TO: Mendocino County Airport Land Use Commission

FROM: Craig Schlatter, Community Development Director

SUBJECT: Mendocino County Comprehensive Land Use Plan consistency determination for a two-phase project that would include 1) a new 7,671 sf retail shell building to house a Panda Express drive-thru restaurant and other retail space; and 2) future 5,500 sf retail building within the B1 Airport Compatibility Zone.

PROJECT OVERVIEW

OWNERS: Gary Akerstrom
Redwood Business Park of Ukiah

APPLICANT: Terry Johnson
Best Properties Group

REQUEST: Mendocino County Comprehensive Land Use Plan
consistency determination for Panda Express Restaurant
and Other Retail Space

LOCATION: ±600 ft south of Hastings Road, situated between Airport
Road and Airport Park Boulevard. Address: 1230 Airport
Park Boulevard; APN: 180-080-77

TOTAL ACREAGE: ±1.82 acres (Phase I: 1.14 acres; Phase II: 0.68 acres)

GENERAL PLAN: Master Plan Area (MPA)- Airport Industrial Park (AIP)
Planned Development

ZONING DISTRICT: Light Manufacturing/Mixed Use

**ENVIRONMENTAL
DETERMINATION:** Categorical Exemption, pursuant to CEQA Guidelines Article
19 Section 15332, Infill Development Projects, Class 32

PROJECT SUMMARY

An application was received from Terry Johnson of Best Properties Group by the City of Ukiah Community Development Department for approval of a Major Use Permit/Major Site Development Permit to allow the development of a two-phase project to develop commercial uses at 1230 Airport Park Boulevard (APN 180-080-77) in the City's Airport Industrial Park (AIP) Planned Development area. The parcel comprises 1.82 acres total that will be split into two parcels via a Minor Subdivision Tentative Map. The two phases of the project are described below:

1. The easterly parcel will be 1.14 acres and house the Phase I project consisting of:
 - A 7,671 sf 27-ft high retail shell building to house a 2,200 sf Panda Express restaurant and drive-thru, as well as 5,471 sf of other retail space.
 - Green building design features including: an area on the roof being reserved for future solar panels, building materials made of recycled-composite materials, etc.
 - 50 vehicle parking spaces.
 - 9,917 sf of landscaping improvements.
 - Supporting sidewalk improvements, signage, lighting, trash enclosures, etc.

2. The westerly parcel will be 0.68 acres and house the Phase II project consisting of:
 - A maximum of 5,500 sf of retail within one new building.
 - 22 vehicle parking spaces.
 - A minimum of 5,925 sf landscaping improvements.
 - No further detailed plans for improvement have been provided at this time.

The site plan and building elevations for the proposed project are included in Attachment 1.

SETTING

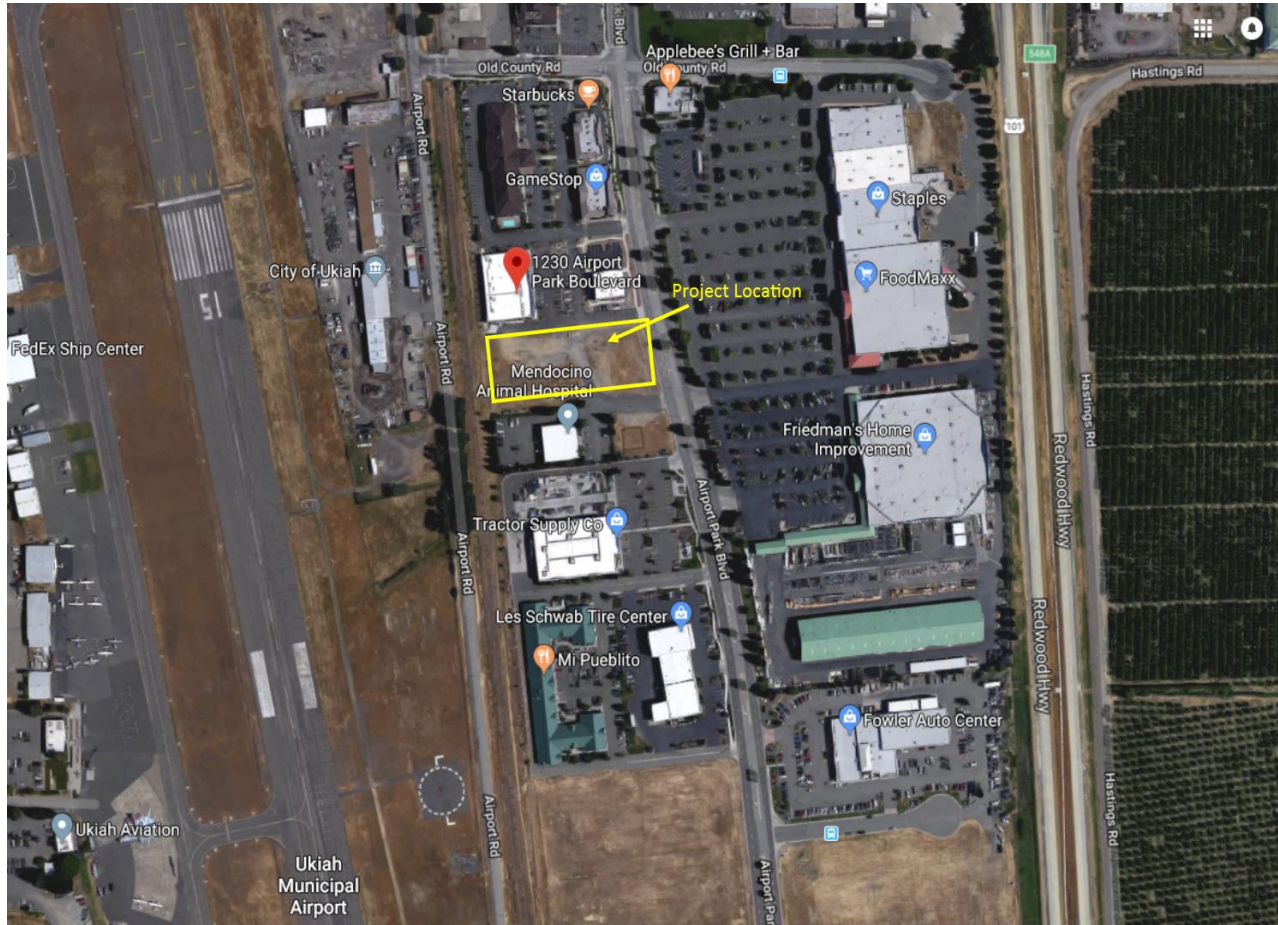
The project site is located on a vacant parcel in the Airport Industrial Park ("AIP") Planned Development area, a well-developed urban area with existing commercial uses. The project is surrounded by the following:

- North: Commercial including Sears, U.S. Cellular, Ukiah Valley Holistics Cannabis Dispensary, etc.; Light Manufacturing/Mixed Use zoning
- South: Commercial including Mendocino Animal Hospital; Light Manufacturing/Mixed Use & Industrial zoning
- East: Commercial including Friedman Brothers, Food Maxx, etc.; Retail Commercial zoning
- West: Ukiah Municipal Airport; Light Manufacturing/Mixed Use zoning



Community Development Department
Planning Services Division
300 Seminary Ave.
Ukiah, CA 95482
planning@cityofukiah.com

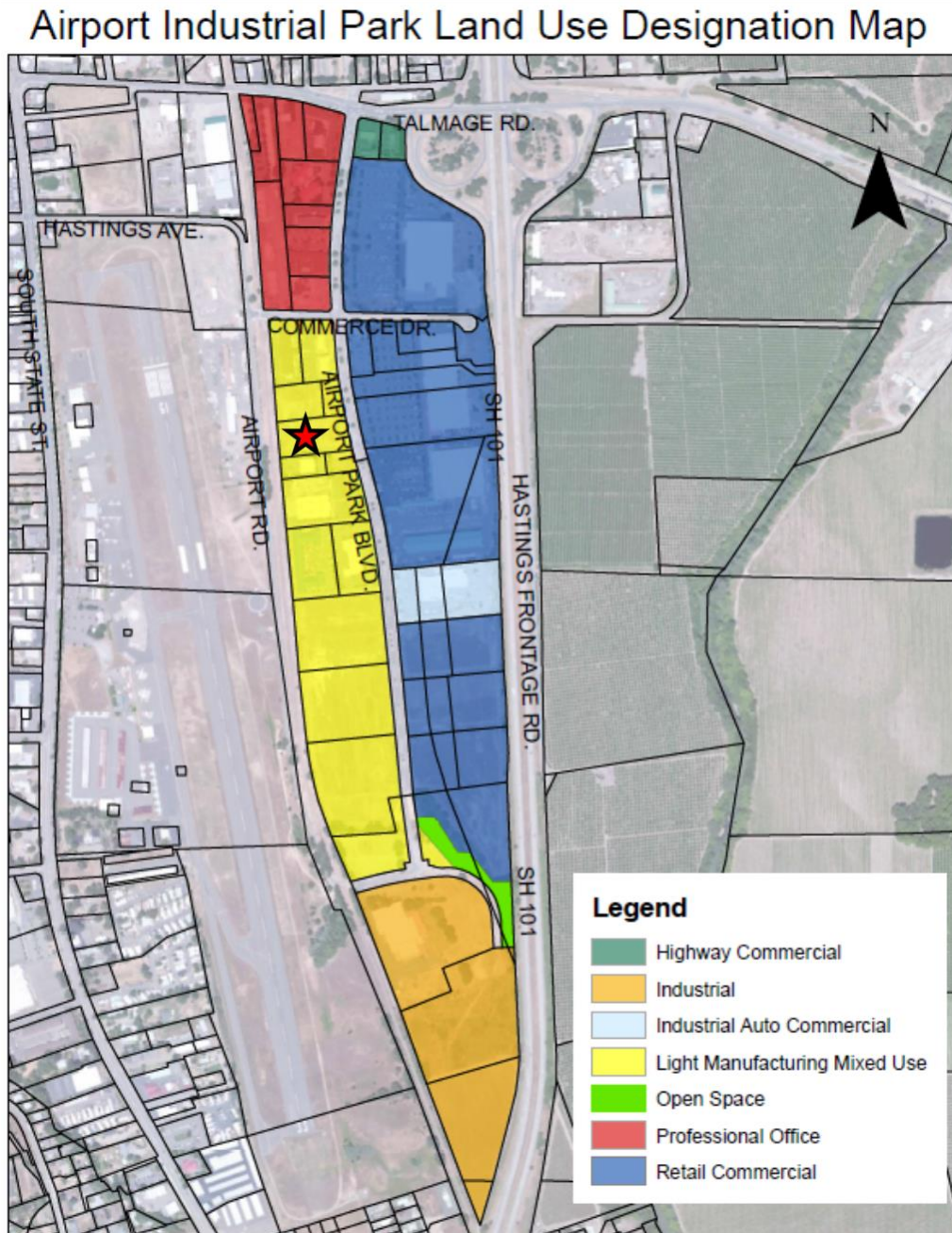
Figure 1. Aerial View





Community Development Department
Planning Services Division
300 Seminary Ave.
Ukiah, CA 95482
planning@cityofukiah.com

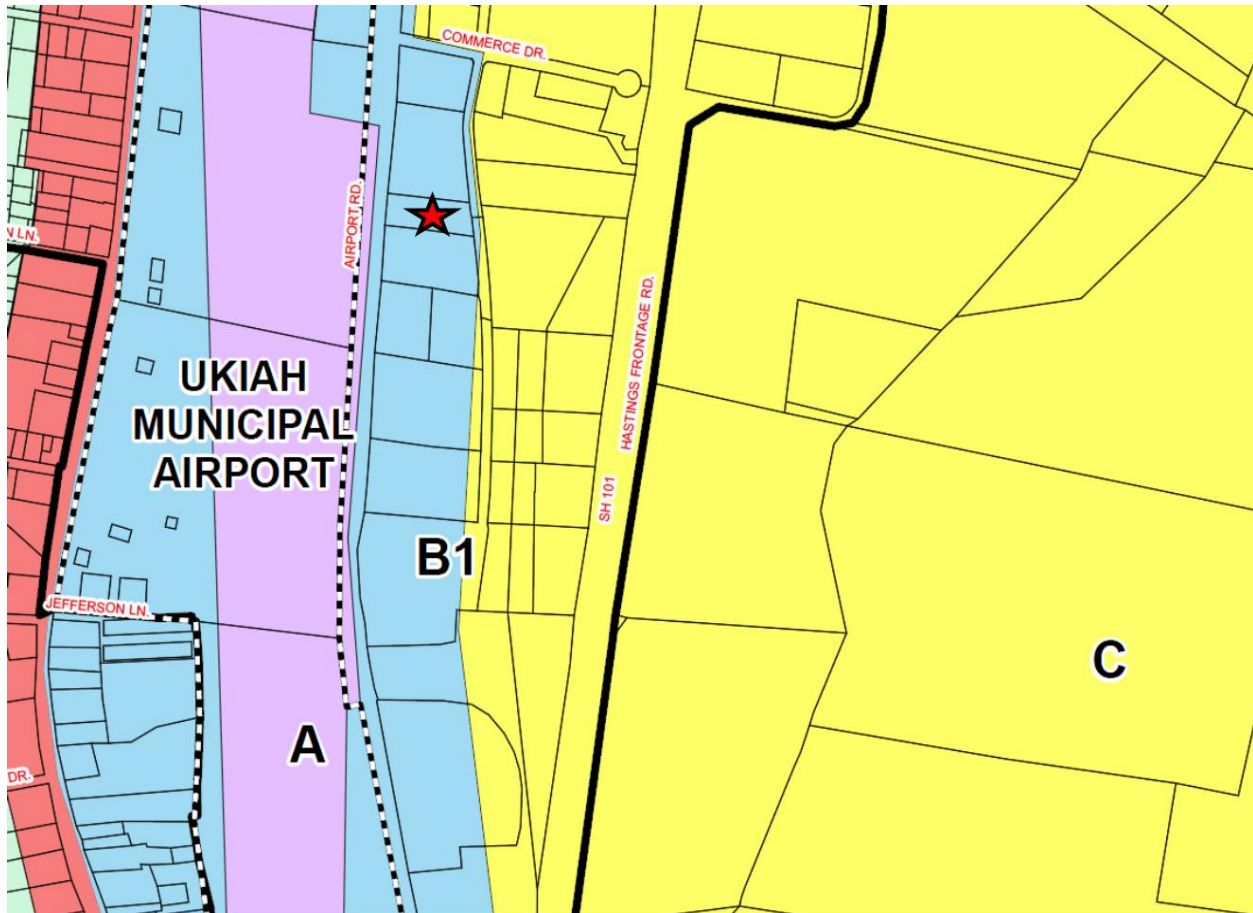
Figure 2. Zoning Designation





Community Development Department
Planning Services Division
300 Seminary Ave.
Ukiah, CA 95482
planning@cityofukiah.com

Figure 3. Airport Compatibility Zone



CITY OF UKIAH ZONING ORDINANCE

Development within the project site and area is regulated by the City of Ukiah Zoning Ordinance and regulations within the AIP Planned Development, adopted in January 2014 and last amended in June 2017 (Ordinance No. 1178). The AIP zoning of the subject property is Light Manufacturing/Mixed Use and requires a Major Use Permit/Site Development Permit for new commercial development. The applicant has provided a narrative of how the project complies with the zoning regulations as a part of their application (Attachment 2).

AIRPORT COMPATABILITY ANALYSIS

Per the Ukiah Municipal Airport Master Plan ("Ukiah Master Plan"), the entirety of the project site is located in Zone B1 of the July 1996 Ukiah Municipal Airport Master Plan Compatibility Zoning Map. This zone comprises land within the Approach/Departure Zone and Adjacent to the Runway.

Density. Table 7A of the Ukiah Master Plan (Table 2A of the CLUP) identifies a maximum density of 60 persons per acre for non-residential uses. Because the tenants of the other retail spaces of

the Phase I parcel and the future Phase II parcel are unknown at this time, density has been calculated and analyzed using the Parking Ordinance methodology described in Appendix C of the CLUP. The Parking Ordinance methodology states “The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles”.

Parking requirements are typically calculated by use and square footage per Ukiah City Code (UCC) Section 9198. Using the Parking Ordinance methodology and B1 criteria, the maximum density allowed would be 68 persons on the Phase I parcel (1.14 acres x 60 = 68.4) and 41 persons on the Phase II parcel (0.68 acres x 60 = 40.8). The total combined existing parcel density allowed is 112 persons (1.86 acres x 60 persons = 111.6). As shown below, using this methodology, the resulting density for Phase I would be 65.7 persons per acre, which is below the 68 persons allowed on-site. The resulting density for Phase II would be 49, which would be above the 41 persons allowed on-site. However, together the existing combined parcels would result in 59.3 persons per acre, which is below the 112 persons allowed on the existing site.

Proposed Phase I

Total parking spaces required per UCC: 50
Number of people per vehicle: 1.5
Total number of persons on-site: 75 (50 spaces x 1.5 persons)
Resulting density: 66 persons/acre (75 persons/ 1.14 acres = 65.7)

Proposed Phase II

Total parking spaces required (max) per UCC: 50
Number of people per vehicle: 1.5
Total number of persons on-site: 33 (22 spaces x 1.5 persons)
Resulting density: 49 persons/acre (33 persons/ 0.68 acres = 48.5)

Total Existing Parcel (Phase I and II combined)

Total parking spaces required per UCC:72
Number of people per vehicle: 1.5
Total number of persons on-site: 108 (72 spaces x 1.5 persons)
Resulting density: 59 persons (108 persons/ 1.86 acres = 59.3)

Open Land. Table 7A of the Ukiah Master Plan recommends 30 percent of open land per parcel in the B1 compatibility zone. The Phase I parcel is 49,658 sf in size. The project includes 7,671 sf of building area and 41,987 sf open area (including landscaping and parking), totaling 84.6 percent of open land, which is above the 30 percent recommendation.

Proposed Phase I

Parcel area: 49,658 sf
Total building area: 7,671 sf
Total open land area: 41,987 sf, or 84.6% of parcel

Proposed Phase II

Parcel area: 29,621 sf
Total building area: 5,500 sf max
Total open land area: 24,121 sf, or 81.4% of parcel

Total Existing Parcel (Phase I and II combined)

Parcel area: 79,279 sf
Total building area: 13,171 sf
Total open land area: 66,108 sf, or 83% of parcel

Height. The proposed building is 27 feet high and does not exceed the maximum height standard for buildings of this type/use in the B1 airport compatibility zone.

CONCLUSION

The project represents a well-planned commercial infill development, which is consistent with the Ukiah General Plan and fulfills major community objectives.

RECOMMENDATION:

City Staff recommends the Commission:

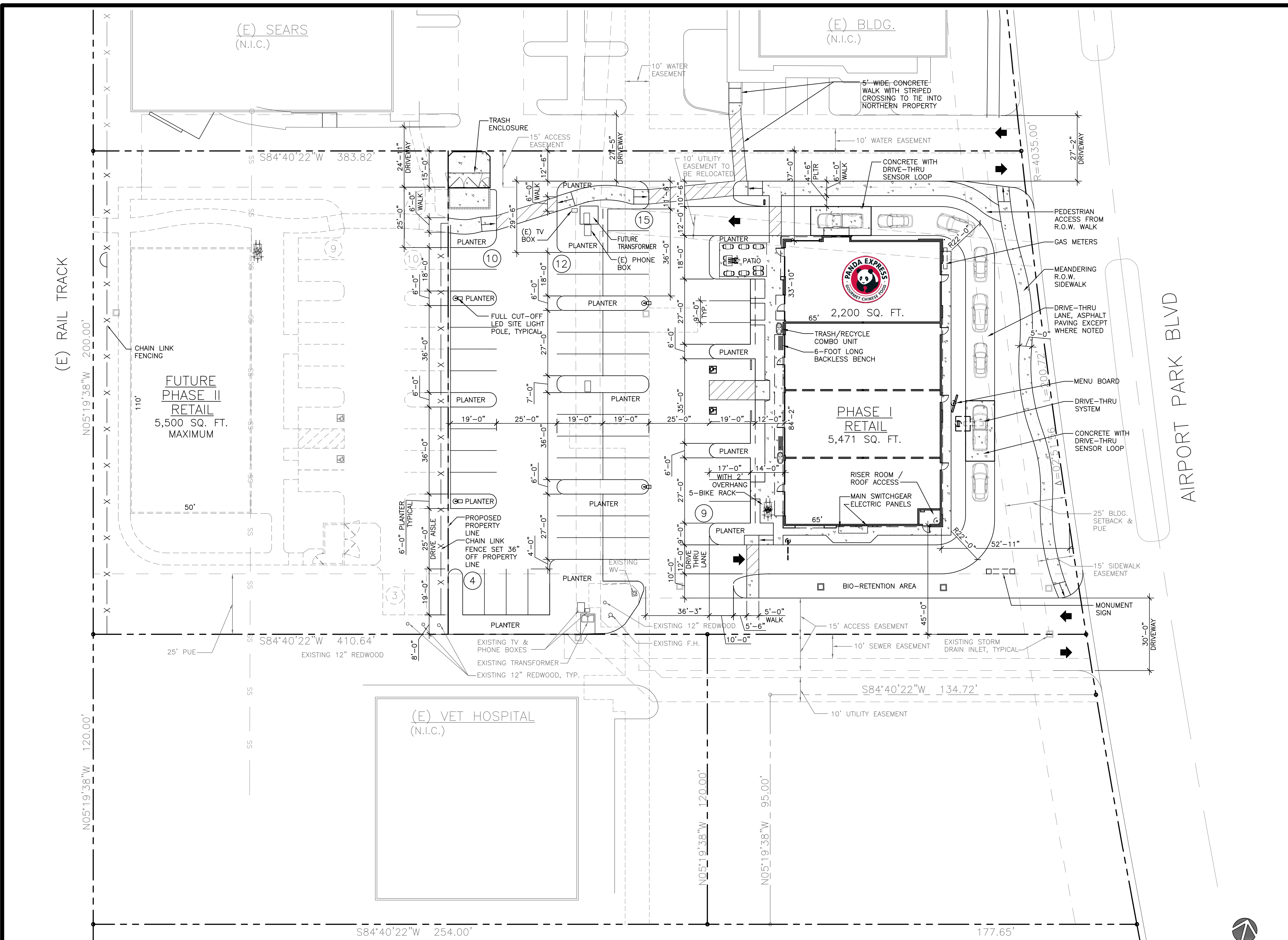
1. Consider the request for a consistency determination submitted by the Best Property Group for a new Panda Express restaurant and other commercial/retail space.
2. Consider the Findings 1-3 identified below.
3. Find the proposed project consistent with the Airport Comprehensive Land Use Plan.

FINDINGS FOR CONSIDERATION

1. The proposed project represents a well-planned commercial infill development, which is consistent with the Ukiah General Plan and fulfills major community objectives.
2. The proposed project will minimize the public's exposure to excessive noise and safety hazards associated with airport operations.
3. Based on calculations and analysis contained herein, the Panda Express project is consistent with the airport B1 Compatibility Zone density standard.

ATTACHMENTS

1. Panda Express Site Plan and Building Elevations
2. Panda Express Project Narrative



PROJECT DATA

A.P.N.:	180-080-77
ZONING:	PD-COMMERCIAL, PD-24 AIRPORT INDUSTRIAL PARK LIGHT MANUFACTURING / MIXED USE
LOT SIZE:	1.82 ACRES GROSS (79,279± S.F.)
NEW PARCEL 1 (PHASE I):	1.14 ACRES (49,658± S.F.)
NEW PARCEL 2 (PHASE II):	0.68 ACRES (29,621± S.F.)
PHASE I DATA	
BUILDING AREA:	7,671 SQ. FT./ 49,658 SQ. FT. = 15.4%
LANDSCAPE AREA (OPEN):	9,917 SQ. FT./ 49,658 SQ. FT. = 20.0%
HARDSCAPE AREA (OPEN):	32,070 SQ. FT./ 49,658 SQ. FT. = 64.6%
TOTAL OPEN AREA:	41,987 SQ. FT./ 49,658 SQ. FT. = 84.6% OPEN
OCCUPANCY GROUP:	A-2 / B OR M (A-2 IS MOST RESTRICTIVE)
TYPE OF CONSTRUCTION:	V-N, SPRINKLERED
HEIGHT (TABLE 504.3):	27'-0" (40' ALLOWED MAX. PER ORDINANCE NO. 1151, SECTION 13.F.5.b.1)
STORIES (TABLE 504.4):	1 STORY (2 STORIES ALLOWED MAX.)
GROSS BUILDING AREA:	7,671 S.F. (24,000 ALLOWED WITHOUT HEIGHT INCREASE)
OCCUPANCY SEPARATION:	A-2 TO B OR M = 1 HOUR (WITH SPRINKLERS)
FUTURE PHASE 2 DATA	
BUILDING AREA:	5,500 SQ. FT. MAXIMUM/ 29,621 SQ. FT. = 18.6%
LANDSCAPE AREA (OPEN):	5,925 SQ. FT. MINIMUM/ 29,621 SQ. FT. = 20.0%
HARDSCAPE AREA (OPEN):	18,196 SQ. FT. MAXIMUM/ 29,621 SQ. FT. = 61.4%
TOTAL OPEN AREA:	24,121 SQ. FT./ 29,621 SQ. FT. = 81.4% OPEN
OCCUPANCY GROUP:	B OR M (EQUALLY RESTRICTIVE)
TYPE OF CONSTRUCTION:	V-N, SPRINKLERED
HEIGHT (TABLE 504.3):	TBD (35' MAXIMUM)
STORIES (TABLE 504.4):	1 STORY
GROSS BUILDING AREA:	5,500 S.F. MAX (24,000 ALLOWED WITHOUT HEIGHT INCREASE)
OCCUPANCY SEPARATION:	B OR M TO B OR M = NO SEPARATION REQUIREMENT

PARKING ANALYSIS

(PER UKIAH CITY CODE SECTION 9198.B)

PHASE I

PANDA EXPRESS (RESTAURANT WITH DRIVE-THROUGH):
 1 SPACE PER 3 SEATS + 4 ADDITIONAL SPACES
 54 INTERIOR + 18 PATIO SEATS / 3 + 4 = 28 PARKING SPACES

RETAIL:
 1 SPACE PER 250 SQ. FT.
 5,471 SQ. FT. / 250 = 22 PARKING SPACES
 TOTAL PARKING SPACES REQUIRED/PROVIDED 50/50 PARKING SPACES

BICYCLE PARKING:
 1 SPACE PER 10 EMPLOYEES (APPROXIMATELY 40) 4 SPACES
 1 SPACE PER 50 PARKING SPACES 1 SPACE
 TOTAL BICYCLE PARKING SPACES REQUIRED/PROVIDED 4/5 SPACES

PHASE II

RETAIL:
 1 SPACE PER 250 SQ. FT.
 5,500 SQ. FT. / 250 = 22 PARKING SPACES
 TOTAL PARKING SPACES REQUIRED/PROVIDED 22/22 PARKING SPACES

BICYCLE PARKING:
 1 SPACE PER 10 EMPLOYEES (APPROXIMATELY 20) 2 SPACES
 1 SPACE PER 50 PARKING SPACES 1 SPACE
 TOTAL BICYCLE PARKING SPACES REQUIRED/PROVIDED 3/5 SPACES

DENSITY ANALYSIS

(PER CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, APPENDIX G)

DENSITY COMPATIBILITY ZONE: B1 = 60 PERSONS PER ACRE
 DENSITY ANALYSIS METHOD: PARKING COUNT

ENTIRE PARCEL

TOTAL PARKING SPACES REQUIRED: 72 PARKING SPACES
 PARKING SPACES X 1.5 PERSONS PER SPACE: 108 PERSONS
 DENSITY (PERSON / ACRES): 108/1.82 = 59.3 PERSONS/ACRE

PHASE I

TOTAL PARKING SPACES REQUIRED: 50 PARKING SPACES
 PARKING SPACES X 1.5 PERSONS PER SPACE: 75 PERSONS
 DENSITY (PERSON / ACRES): 75/1.14 = 65.7 PERSONS/ACRE

PHASE II

TOTAL PARKING SPACES REQUIRED: 22 PARKING SPACES
 PARKING SPACES X 1.5 PERSONS PER SPACE: 33 PERSONS
 DENSITY (PERSON / ACRES): 33/0.68 = 48.5 PERSONS/ACRE

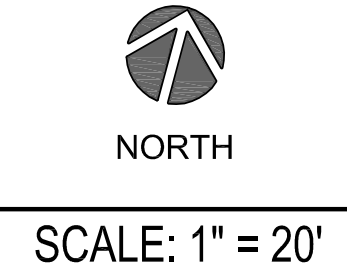
PROJECT DESCRIPTION

THIS PARCEL IS PROPOSED TO BE SUBDIVIDED INTO TWO PARCELS, PHASE I AND PHASE II. PHASE I OF THE PROPOSED PROJECT IS ON THE EASTERN HALF OF THE PARCEL FRONTING AIRPORT PARK BOULEVARD. IT WILL INCLUDE A 7,671 SQUARE FOOT RETAIL SHELL BUILDING WHICH WILL INCORPORATE THE CITY'S LIGHT MANUFACTURING/MIXED-USE DESIGN GUIDELINES AS OUTLINED IN THE ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH AMENDING THE AIRPORT INDUSTRIAL PARK PLANNED DEVELOPMENT - ORDINANCE NO. 1178.

THE PROJECT WILL ADD A PANDA EXPRESS RESTAURANT WITH A DRIVE-THRU AND ADDITIONAL COMMERCIAL RETAIL SPACES THAT WILL FURTHER ENHANCE THE SHOPPING EXPERIENCE FOR THE SURROUNDING COMMUNITY. ANTICIPATED JOB CREATION IS 15-20 PERMANENT POSITIONS FOR PANDA EXPRESS, AND 10-15 PERMANENT POSITIONS FOR THE BALANCE OF RETAIL.

PHASE II DEVELOPMENT WILL OCCUR UPON SECURING A TENANT COMMITMENT. AT THIS TIME, THERE IS NOTHING. DEVELOPMENT WILL INCLUDE A MAXIMUM 5,500 SQUARE FOOT RETAIL BUILDING ALONG WITH SUPPORTING PARKING AND LIGHTING, TRASH ENCLOSURE, SITE LANDSCAPE, AND IRRIGATION.

PRELIMINARY SITE PLAN



ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL & UNPUBLISHED WORK OF HMR ARCHITECTS AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF HMR ARCHITECTS



Best Properties Group
 Panda Express and Retail Center
 1230 Airport Park Blvd., Ukiah, CA

REVISIONS	
DELTA	DATE
PLANNING AND PUBLIC WORKS COMMENTS	4/24/2018
DESIGN REVIEW BOARD / PLANNING COMMENTS	7/18/2018

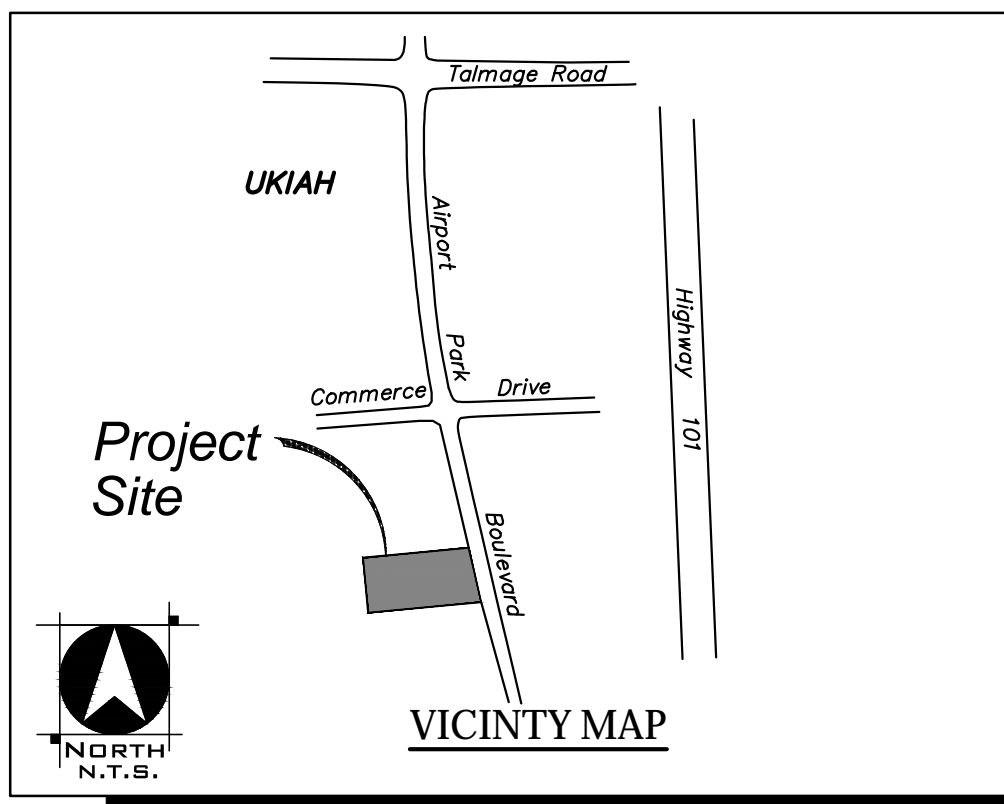
PRELIMINARY SITE PLAN

AUGUST 2, 2018

DRAWN BY: CC
 CHECKED BY: SP
 PROJECT NO: 18006

TENTATIVE PARCEL MAP PANDA EXPRESS & RETAIL CENTER

LOT B1-A PER PARCEL MAP M.S. 9-29
DRAWER 79, PAGE 65 & 66; MENDOCINO CO. UT
1230 AIRPORT PARK BLVD
CITY OF UKIAH, CA



LEGAL DESCRIPTION
THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF UKIAH, COUNTY OF MENDOCINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
TRACT ONE:
LOT B1-A AS NUMBERED AND DESIGNATED UPON THE MAP ENTITLED "PARCEL MAP M.S. 9-29" WHICH MAP WAS FILED FOR RECORD APRIL 5, 2010 IN MAPS, DRAWER 79, PAGES 65 AND 66, MENDOCINO COUNTY RECORDS.
APN 180-080-77
TRACT TWO:
A 15 FOOT WIDE NON-EXCLUSIVE ACCESS EASEMENT AS RESERVED BY REDWOOD BUSINESS PARK OF UKIAH, A CALIFORNIA LIMITED PARTNERSHIP IN THE DEED RECORDED JUNE 7, 2002 AS 2002-12913, MENDOCINO COUNTY RECORDS.

PROJECT SUMMARY

ASSESORS PARCEL NO
180-080-77

PROJECT ADDRESS
1230 AIRPORT PARK BLVD
UKIAH, CA 95482

OWNER
REDWOOD BUSINESS PARK OF UKIAH
425 TALMAGE ROAD
UKIAH, CA 95482

DEVELOPER/APPLICANT
BEST PROPERTIES GROUP
2580 SIERRA BLVD, SUITE E
SACRAMENTO, CA 95825
ATTN: TERRY JOHNSON

ENGINEER
TSD ENGINEERING, INC.
785 ORCHARD DRIVE, SUITE #110
FOLSOM, CA 95630
ATTN: CHRIS SCHULZE

EXISTING NUMBER OF LOTS
(1) ONE

EXIST PROPERTY AREA
±182 ACRES

PROPOSED NUMBER OF LOTS
(2) TWO

PROPOSED PROPERTY AREA

PARCEL 1
±15 ACRES (±50,097 SQ.FT.)

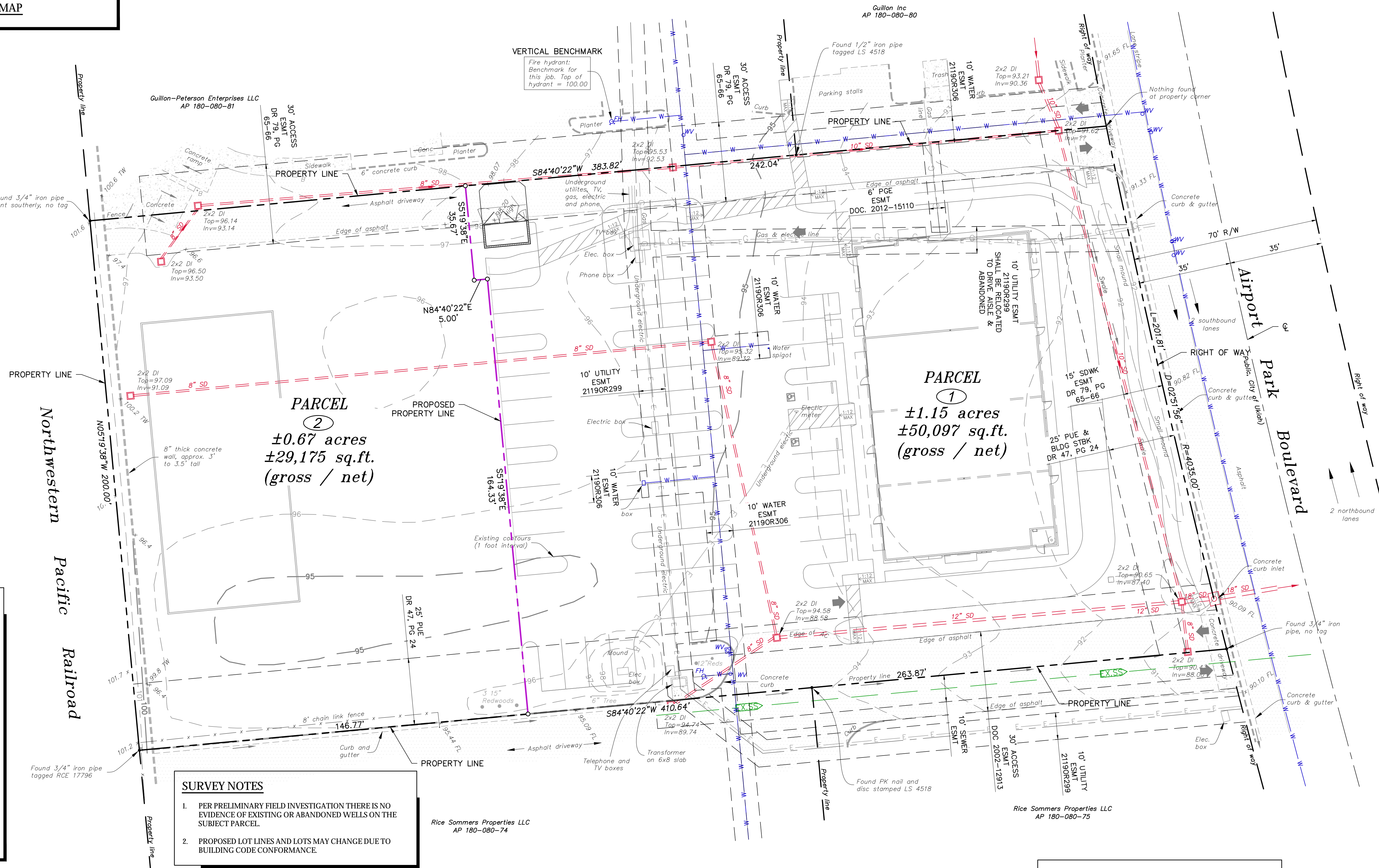
PARCEL 2
±0.67 ACRES (±29,175 SQ.FT.)

EXISTING USE
VACANT

PROPOSED USE
RETAIL COMMERCIAL

EXISTING ZONING/GENERAL PLAN
ZONING: PD - COMMERCIAL
GENERAL PLAN: AIRPORT INDUSTRIAL PARK MASTER PLAN AREA:
LIGHT MANUFACTURING/MIXED USE

PROPOSED ZONING/GENERAL PLAN
ZONING: PD - COMMERCIAL
GENERAL PLAN: AIRPORT INDUSTRIAL PARK MASTER PLAN AREA:
LIGHT MANUFACTURING/MIXED USE



UTILITY PROVIDERS:

WATER
CITY OF UKIAH

SANITARY SEWER
CITY OF UKIAH

STORM DRAIN
CITY OF UKIAH

FIRE
CITY OF UKIAH

ELECTRIC
CITY OF UKIAH

GAS
PG&E

TELEPHONE
AT&T

CABLE
COMCAST

REFUSE
CITY OF UKIAH

SURVEY NOTES

- PER PRELIMINARY FIELD INVESTIGATION THERE IS NO EVIDENCE OF EXISTING OR ABANDONED WELLS ON THE SUBJECT PARCEL.
- PROPOSED LOT LINES AND LOTS MAY CHANGE DUE TO BUILDING CODE CONFORMANCE.

BENCHMARK ASSUMED DATUM ELEV.=100.00'

THE BASIS OF ELEVATIONS FOR THIS SURVEY IS BASED ON AN ASSUMED DATUM BASED ON AN ALTA/ACSM SURVEY PREPARED ON OCTOBER 14, 2014. THE SITE BENCHMARK IS AN EXISTING FIRE HYDRANT AS SHOWN.

BASIS OF BEARING

BASIS OF BEARINGS IS PER FOUND MONUMENTS AS SHOWN ON THE PARCEL MAP RECORDED IN MAPS, DRAWER 79, PAGES 65-66, MENDOCINO COUNTY RECORDS.

FLOOD ZONE

PROPERTY IS LOCATED WITHIN FLOOD ZONE DESIGNATED AS ZONE X - AREA OF MINIMAL FLOOD HAZARD (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE OF FLOOD PLAIN) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NO. 06045C154IF, DATED JUNE 2, 2011.

CITY STANDARDS STATEMENT

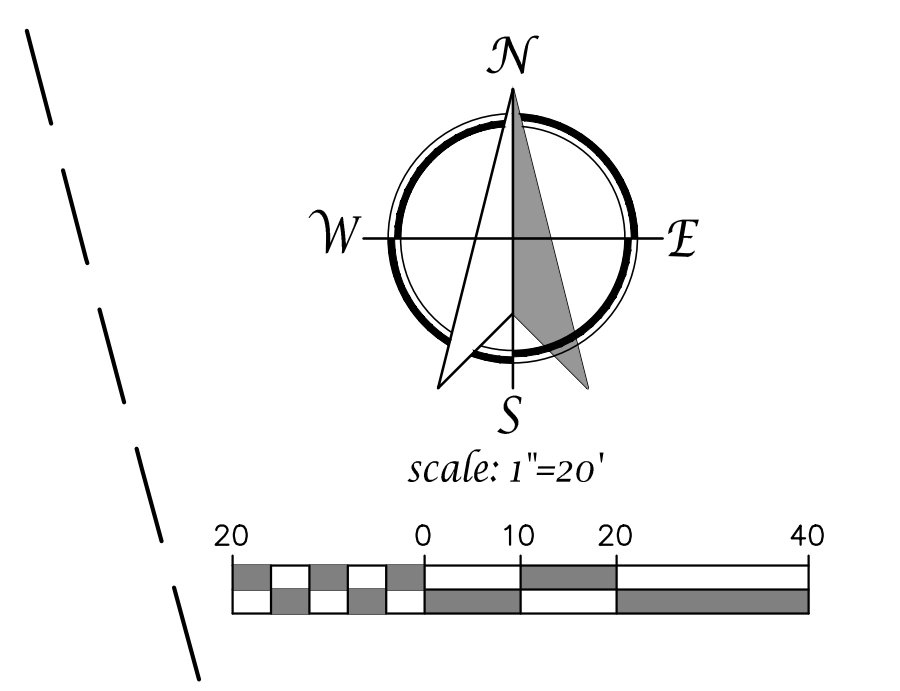
ALL PROPOSED IMPROVEMENTS ARE IN COMPLIANCE WITH CURRENT CITY OF UKIAH STANDARDS AT THIS TIME.

TENTATIVE MAP STATEMENT

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN THE REDWOOD EMPIRE TITLE COMPANY OF MENDOCINO COUNTY, PRELIMINARY TITLE REPORT NO. 2010181DN DATED AUGUST 14, 2014 HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUITCLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED ARE NOTED HEREON.

John E. Klean 6/4/2018
SIGN DATE

LICENSE REGISTRATION NO. 7375 EXPIRES: 12-31-2019

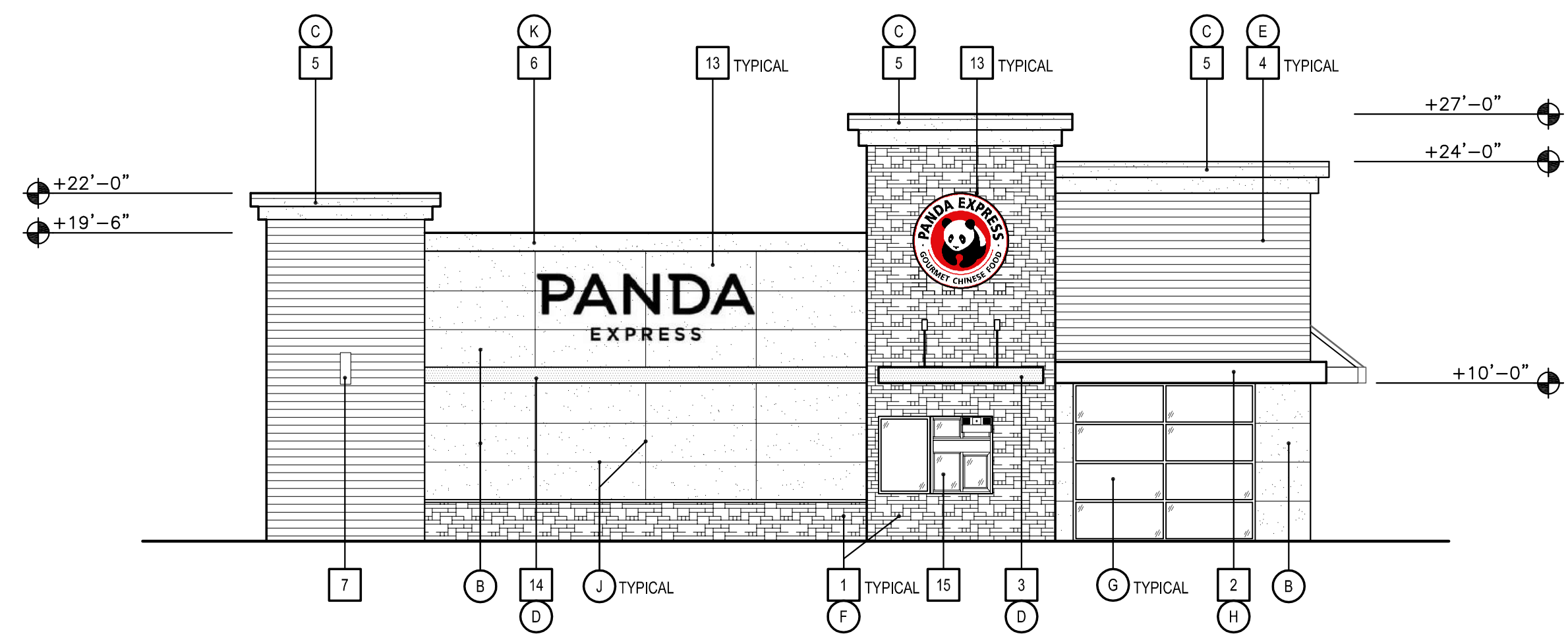


TENTATIVE PARCEL MAP
APRIL 4, 2018
REVISED JULY 26, 2018

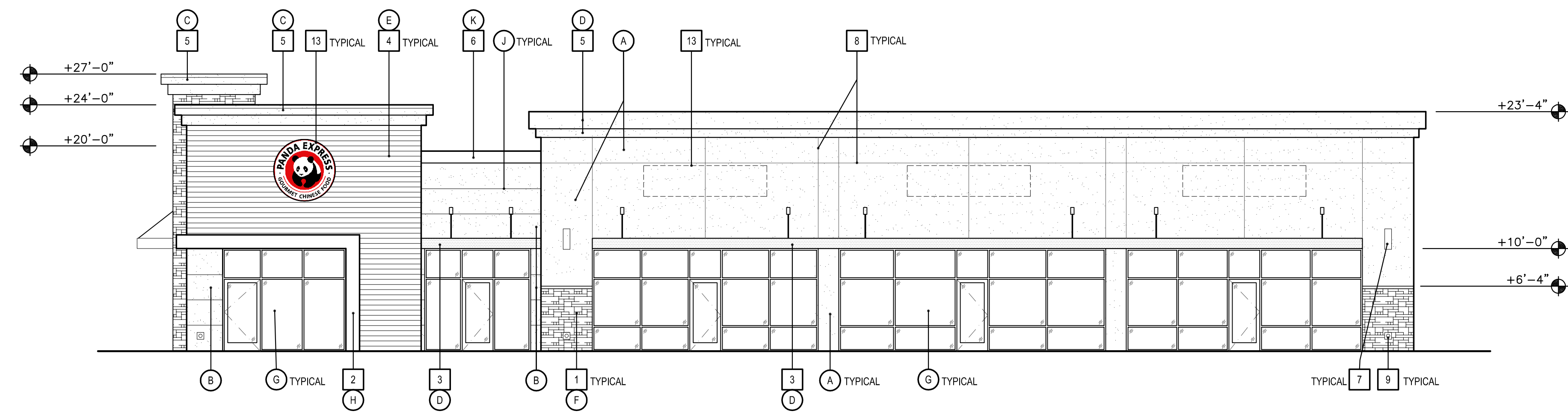
TSD ENGINEERING, INC.
expect more.

785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

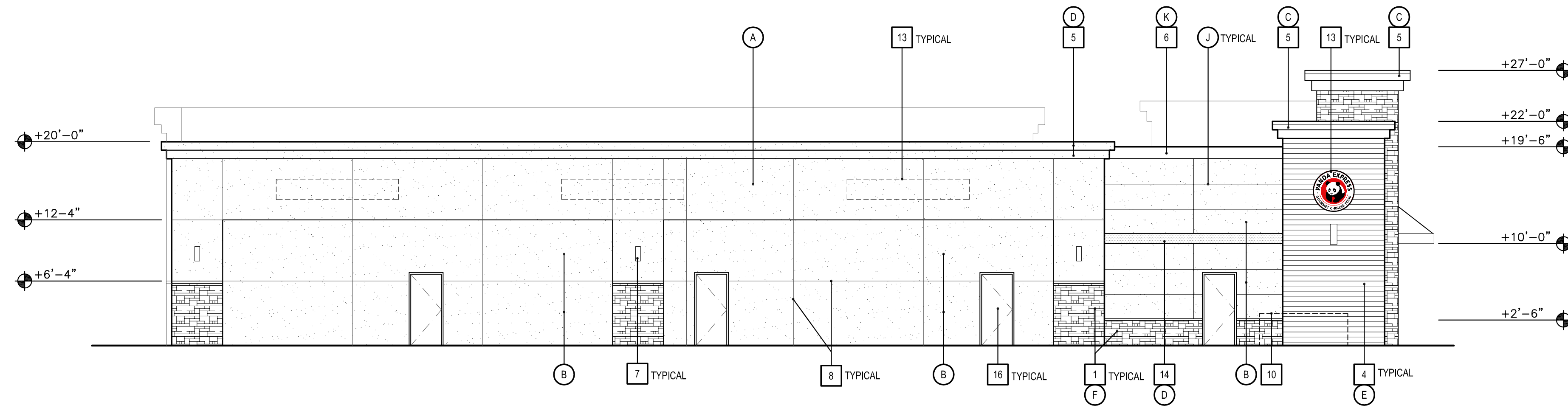
TPM-1



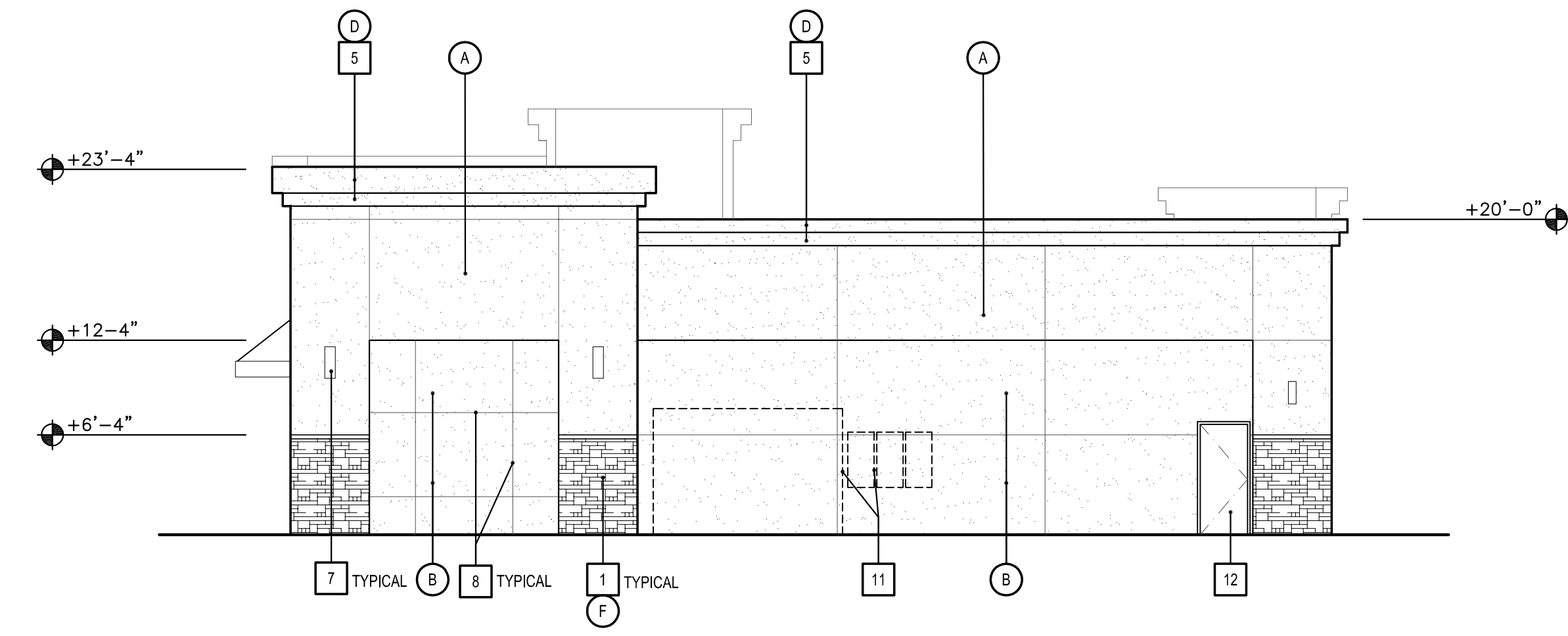
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

ELEVATION NOTES			
TAG	ITEM	TAG	ITEM
1	CULTURED STONE VENEER	9	OVERFLOW DISCHARGE
2	METAL EYEBROW ARCHITECTURAL FEATURE WITH DOWNLIGHTS	10	GAS METERS
3	METAL EYEBROW AWNING WITH DOWNLIGHT	11	MAIN SWITCHGEAR AND TENANT PANELS
4	COMPOSITE WOOD CLADDING	12	FIRE RISER ROOM AND ROOF ACCESS
5	PLASTER FINISH FOAM CORNICE	13	FUTURE SIGNAGE
6	METAL CORNICE CAP	14	METAL WALL TRIM BAND
7	SCONCE LIGHT FIXTURE	15	DRIVE-THROUGH WINDOW
8	CONTROL JOINT	16	HOLLOW METAL DOOR

MATERIAL COLOR LEGEND		
TAG	MATERIAL	COLOR
A	PLASTER FINISH	SHERWIN WILLIAMS 6148 'WOOL SKEIN'
B	PLASTER FINISH	SHERWIN WILLIAMS 7103 'WHITETAIL'
C	PLASTER FINISH	SHERWIN WILLIAMS 7069 'IRON ORE'
D	PLASTER FINISH	SHERWIN WILLIAMS 9112 'SONG THRUSH'
E	COMPOSITE DECKING	FIBERON HORIZON BLEND - 60% 'IPE', 40% 'TUDOR BROWN'
F	CULTURED STONE	CORONADO STONE INDUSTRIAL LEDGE 'SHALE GRAY'
G	STOREFRONT	ANODIZED ALUMINUM 'DARK BRONZE'
H	PAINTED METALWORK	SHERWIN WILLIAMS 7103 'WHITETAIL'
J	PLASTER REVEAL	MATCH FIELD COLOR
K	PAINTED METALWORK	SHERWIN WILLIAMS 7069 'IRON ORE'

EXTERIOR ELEVATIONS

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



REVISIONS	
DELTA	DATE

EXTERIOR ELEVATIONS	
AUGUST 2, 2018	
DRAWN BY: CC CHECKED BY: SP PROJECT NO. 18006	3

Best Properties
Panda Express/Commercial Retail Building
Airport Park Boulevard
Ukiah, CA

RECEIVED

APR 06 2018

CITY OF UKIAH
BUILDING/ PLANNING DEPARTMENT

PROJECT DESCRIPTION & DESIGN NARRATIVE

- **Opportunity:** The proposed project will include a 7,671 square foot retail shell building which will incorporate the City's Light Manufacturing/Mixed Use design guidelines as outlined in the Ordinance of the City Council of the City of Ukiah Amending the Airport Industrial Park Planned Development – Ordinance No. 1151.

The project will add a Panda Express restaurant with a drive-thru and additional commercial retail spaces that will further enhance the shopping experience for the surrounding community.

- **Existing Conditions:** The surrounding buildings are commercial retail buildings with stone veneer. The proposed building is very compatible with the adjacent buildings and utilizes similar materials and colors. The scale of this building is also well-suited with the overall scale of the adjacent structures and it is also very similar to the commercial corridor work that has been previously approved.
- **Project Scope:** The scope of this project is to build a Panda Express restaurant building with a drive-thru, along with additional retail commercial shell spaces within the same building. The scope also includes supporting parking and lighting, trash enclosure, and site landscape and irrigation.
- **Painting, Colors & Materials:** The scope of this project proposes to utilize materials that are consistent with those approved from previous projects in the adjacent area. This submittal package includes a colored elevation w/ the building paint colors noted, as well as a color board.

Summary

This project represents a building that will be designed to be consistent with the existing commercial retail built environment along Airport Park Boulevard. The scale of the building is in keeping with what has been previously approved and provides good pedestrian access and connectivity to Airport Park Boulevard. The project will continue to enhance the retail opportunities of the surrounding community as well as create a new element of the built environment that will be easily identifiable for future tenants and members of the community.



Best Properties
Panda Express/Commercial Retail Building
1230 Airport Park Boulevard
Ukiah, CA

PROJECT DESCRIPTION & DESIGN NARRATIVE

- **Opportunity:** This parcel is proposed to be subdivided into two parcels, Phase I and Phase II. Phase I of the proposed project is on the eastern half of the parcel fronting Airport Park Boulevard. It will include a 7,671 square foot retail shell building which will incorporate the City's Light Manufacturing/Mixed-Use design guidelines as outlined in the Ordinance of the City Council of the City of Ukiah Amending the Airport Industrial Park Planned Development – Ordinance No. 1178.

The project will add a Panda Express restaurant with a drive-thru and additional commercial retail spaces that will further enhance the shopping experience for the surrounding community. Anticipated job creation is 15-20 permanent positions for Panda Express, and 10-15 permanent positions for the balance of retail.

Phase II development will occur upon securing a tenant commitment. At this time, there is nothing. Development will include a maximum 5,500 square foot retail building along with supporting parking and lighting, trash enclosure, and site landscape and irrigation.

- **Existing Conditions:** The surrounding buildings are commercial retail buildings with stone veneer. The proposed building is very compatible with the adjacent buildings and utilizes similar materials and colors. The scale of this building is also well-suited with the overall scale of the adjacent structures and it is also very similar to the commercial corridor work that has been previously approved.
- **Project Scope:** The scope of this project is to build a Panda Express restaurant building with a drive-thru, along with additional retail commercial shell spaces within the same building. The scope also includes supporting parking and lighting, trash enclosure, and site landscape and irrigation. Anticipated grading needs will include ± 835 cubic yards of cut and $\pm 2,781$ cubic yards of fill for a net import of $\pm 2,781$ cubic yards of fill.

This project incorporates green design when looking at solar active and passive design and at building materials. An area on the roof will be reserved for future solar panels. The building is oriented with glazing facing west and is shaded with deciduous trees to shade in the summer and allow solar gain in the winter. Some of the building materials, like the composite siding which contains 94% recycled material and diverts 60,000+ tons of wood and plastics from landfills and incinerators each year, are green build materials.

Construction is anticipated to take seven months. The number of construction truck trips and employees anticipated varies by trade, but an average of 5 trucks and 5-10 employees per day



- **Painting, Colors & Materials:** The scope of this project proposes to utilize materials that are consistent with those approved from previous projects in the adjacent area. This submittal package includes a colored elevation with the building paint colors noted, as well as a color board.

Summary

This project represents a building that will be designed to be consistent with the existing commercial retail built environment along Airport Park Boulevard. The scale of the building is in keeping with what has been previously approved and provides good pedestrian access and connectivity to Airport Park Boulevard and adjacent parcels. The project will continue to enhance the retail opportunities of the surrounding community as well as create a new element of the built environment that will be easily identifiable for future tenants and members of the community.

BEST DEVELOPMENT GROUP

Real Estate Development
2580 Sierra Blvd., Suite E
Sacramento, CA 95825

TEL (916) 486-2694
FAX (916) 486-0559
info@bestprop.net

July 31, 2018

Michelle Irace, Planning Manager
Department of Planning and Community Development
City of Ukiah
300 Seminary Avenue
Ukiah, CA 95482-5400
(707) 463-6207

RE: Application # 18-3591 MaUP/MaSDP/Minor Sub-Panda Express
APN 180-080-077; 1230 Airport Park Boulevard, Ukiah, CA
Revised Application

Dear Ms. Irace,

We are in receipt of the comments with cover letter dated July 18, 2018. We have read the attached conditions of approval and revised the plans and offer the following in response:

Comments from Public Works Department

1. The Grading and Storm Water Plans show the entire parking lot drainage concentrating at the drive-in entrance and crosswalk at the southwest corner of the building, prior to discharge into the bio-retention basin. This will be a problem for pedestrians walking across this much surface water. Consider extending the bioretention basin under the sidewalk, so that storm water can enter the basin further to the west, and avoid the crosswalk area.
Response: The Preliminary Grading Plan and Bio-Retention Basin A have been revised. The basin now extends under the sidewalk and the grading has been revised to allow runoff to enter the basin without crossing the crosswalk. (See Sheet C1 – Preliminary Grading Plan)
2. The Utility Plan shows the grease interceptor manholes centered in the pavement drainage swale along west side of building. Adjust location to ensure that storm water does not enter the grease interceptor.
Response: The grease interceptor has been shifted 5-feet to the west to avoid the drainage swale. (See Sheet C3 – Preliminary Sewer and Water Plan)
3. On the tentative map, to accommodate a future connection to the Rail Trail, show a 15-foot wide public access easement along the westerly boundary of the property, adjacent to the railroad right-of-way, and a 22-foot wide public access easement along the northerly boundary of the property.
Response: Per the Preliminary Site Plan, Sheet 1, we have designed the continuous 6-foot wide pedestrian walkway along the north property line for access from Airport Park Boulevard to the west property line. We have shown Phase II parcel development intentions. We will not, however, also include a 22-foot easement along the north parcel line or a 15-foot

easement at the east parcel line as we have already designed in the access that these easements are intended for.

4. On the tentative map, indicate both gross and net areas for each parcel.

Response: The gross and net areas are equal for this site, which is now indicated on the tentative map. (See Sheet TPM-1 – Tentative Parcel Map)

- a. The Preliminary Storm Water LID submittal (and plans, if necessary) should be revised address the following issues:

- i. Storm Water Calculator indicates that Shed A has hydrologic soil type B, however, the narrative Section V indicates the project soil is type D.

Response: Onsite soils have a hydrologic designation of Type B. Section V on the narrative has been revised. (See revised Preliminary Storm Water Low Impact Development Report dated 7-26-2018)

- ii. Storm Water Calculator should include calculations for the entire project site including Shed B.

Response: Calculations for Shed B have been added. (See revised Preliminary Storm Water Low Impact Development Report dated 7-26-2018)

- iii. Storm Water Calculator shows a porosity of 0.33 was used for the BMP.

Confirm that the proposed Class 2 permeable base (per bio-retention basin detail) will provide this amount of void space.

Response: The porosity used to calculate the volume of the bio-retention basins was revised to 0.30 based on the value used in the California Phase II LID Sizing Tool Documentation Manual prepared for the State Water Resource Control Board by California State University, Sacramento Office of Water Programs.

http://www.owp.csus.edu/LIDTool/Content/PDF/LID_Tool_Manual.pdf

(See revised Preliminary Storm Water Low Impact Development Report dated 7-26-2018)

Please contact Ben Kageyama at (707) 463-6284 or

bkageyama@cityofukiah.com for more information. Additional information can be found online at <http://www.cityofukiah.com/stormwater-utility/>

1. See other comments to be included Conditions of Approval regarding circulation, sidewalks, street trees, etc. in the attached comment letter.

Response: We have reviewed the Conditions of Approval and will incorporate into final construction documents.

Comments from the Police Department

5. All perimeter fencing and gates constructed of decorative tubular steel, no climb type and allowing transparency, to enclose the patio area at a height of 6 ft. This will allow no entry after business closing hours. Gate shall meet locking and panic hardware requirements per current building/safety standards. (See preliminary site plan, page 4, Architectural details, and enlarged patio plan with railing detail). See example in comment letter. This comment will be included as a Condition of Approval.

Response: We do not agree with this condition and will continue this discussion with the Police Department regarding railing height and gate requirements.

6. Two benches on current plan should be removed and replaced with CPTED type seating. These can be benches with seat dividers to discourage long term usage, i.e. sleeping. (See preliminary site plan, page 4, Architectural details, Bench). This comment will be included as a Condition of Approval.

Response: See Sheet 4, Architectural Details, Bench, for revised specification showing center arm rest.

7. See security suggestions from the Police Department contained within the comment letters.

Response: We have reviewed and will consider implementation.

Comments from Ukiah Valley Fire Authority

8. Fire access must be maintained around building with a dedicated fire lane to the rear of the structure.

Response: All curbs not included as part of a parking space shall be designated as a no-parking/fire lane curb with red paint/white lettering, per City of Ukiah Fire Department standards.

9. Access will need to accommodate fire engines for ingress and egress.

Response: Understood and will comply. Final construction documents to accommodate.

10. Fire hydrants will need to be installed per the CFC. Location of hydrants will be determined at the building permit phase.

Response: Understood.

Comments from the Electric Utility Department

11. The project will be served from one of two existing Junction Pedestals, which are installed in two locations on the current lot and will/may serve multiple address/buildings in the immediate area. However, nowhere in the drawings does it show these 2 junction pedestals being incorporated into the parking lot plan. The junction pedestals are essential for isolation or sectionalizing 12KV primary distribution feeds in the immediate area. One or both of the junction pedestals will most likely feed the proposed parcel/s in the future.

Response: See Sheet 1, Site Plan, for proposed location of new transformer/pad, as well as revised planters over existing junction pedestals.

12. The conceptual drawings do not show where a utility transformer would/may be located in order to feed the customers Service Panel/Main Switch Board. The City will need an approximately 7' x 7' space for any substructure to include transformers and junction pedestals.

Response: See Sheet 1, Site Plan, for proposed location of new transformer/pad, as well as revised planters over existing junction pedestals.

13. The City Electric Utility Department will need to see how the 2 existing junction pedestals and the future transformers will be incorporated into the parking lot plans/civil plans. If the applicant has another alternative plan, they are welcome to submit.

Response: See Sheet 1, Site Plan, for proposed location of new transformer/pad, as well as revised planters over existing junction pedestals.

14. Developer shall provide projected load calculations, site plan electrical drawings to the City's Electric Utility Department in order to determine the size of the transformer.

Response: Understood. These items will be furnished upon application for service.

15. A 10' utility easement for any underground distribution extended into the parcel beyond the existing PUE will be required.

Response: Understood. Final easements will be determined during the construction document phase and application for service.

16. See other comments/Conditions of Approval outlined in comment letter.

Response: We have reviewed the comments/Conditions of Approval and will comply.

Comments from Air Quality Management District

17. A grading Permit will be required as a part of the Building Permit process. See comments to be incorporated as Conditions of Approval.

Response: Understood and will comply. We have reviewed the Conditions of Approval and will incorporate applicable items.

Comments from Mendocino County Airport Land Use Commission (ALUC) Staff Representative

18. Project is located in B1 Airport Compatibility Zone and may not be compatible with the County's Airport Comprehensive Land Use Plan. Therefore, the project requires ALUC review to determine consistency. The County's fee for this review is \$2,169. This review is facilitated through City Staff once all incomplete items have been addressed and your application is deemed complete.

Response: Understood and will comply.

19. Please provide total square footage of existing and proposed buildings, as well as a calculation for percentage of open land (everything but buildings, including parking lots, landscaping, etc.) for the Panda Express parcel. This information is needed for the ALUC review.

Response: See Sheet 1, Site Plan, under Project Data, for building area and open area calculations of both phases of project.

20. Please provide the maximum amount of employees that will be on-site for Panda Express at one time.

Response: Five employees

21. Please provide the Maximum Occupancy of the Panda Express building, as well as the other retail buildings.

Response: Since the Panda building contains 54 seats and assuming that all 54 seats are occupied, plus the 5 employees would make the maximum occupancy to be 59 people. As far as calculating the maximum occupancy of the other retail buildings it is unknown at this time as it will depend on the specific tenant. The parking spaces available and the City permitted uses will dictate the uses of the other buildings and each use will most likely have a different maximum occupancy.

Note: This site falls under FAA density requirement B1 Compatibility Zone = 60 persons per acre. We have reviewed the Airport density methods for determining concentrations of people and chose the parking ordinance method for calculation. Although this project is phased with a parcel subdivision, overall the required density will be met. The analysis below shows how the overall parcel density is just below 60 with Phase I six persons over the requirement and Phase II eleven persons under. Because of the parking requirements for the occupancies in Phase I, we cannot reduce the amount of parking. However, with consideration of the overall FAA density requirement, we limited the parking for Phase II, to meet the FAA requirements.

(PER CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, APPENDIX G)

DENSITY COMPATIBILITY ZONE: B1 = 60 PERSONS PER ACRE

DENSITY ANALYSIS METHOD: PARKING ORDINANCE

ENTIRE PARCEL

TOTAL PARKING SPACES REQUIRED:	72 PARKING SPACES
PARKING SPACES X 1.5 PERSONS PER SPACE:	108 PERSONS
DENSITY (PERSON / ACRES):	108/1.82 = 59.3 PERSONS/ACRE

PHASE I

TOTAL PARKING SPACES REQUIRED:	50 PARKING SPACES
PARKING SPACES X 1.5 PERSONS PER SPACE:	75 PERSONS
DENSITY (PERSON / ACRES):	75/1.14 = 65.7 PERSONS/ACRE

PHASE II

TOTAL PARKING SPACES REQUIRED (MAX.):	22 PARKING SPACES
PARKING SPACES X 1.5 PERSONS PER SPACE:	33 PERSONS
DENSITY (PERSON / ACRES):	33/0.68 = 48.5 PERSONS/ACRE

Comments from The Mendocino County Planning and Building Department

22. The Mendocino County Airport Comprehensive Lane Use Plan Section 3.3.2(a)(5) notes that direct or indirect light emissions may interfere with pilot visions. Consider reducing luminosity of proposed light fixtures "f1", in the western parking lot in order to deflect glare away from the Ukiah Airport. Ukiah Valley Area Plan Policy CD2.2a, Lighting Guidelines, recommends "reduced wattage, downward shielding and limited hours" as a few measures to reduce glare.

Response: We will take these guidelines into consideration for lighting. The proposed fixtures are lower-wattage, fully shielded fixtures.

Comments from Pacific Gas & Electric

23. PG&E has two easements for gas distribution facilities crossing this area with building restriction clauses. Per the plans, it appears that part of the building will be constructed over the existing gas line. If the applicant has not already done so, please submit an application to move the gas line to a new location prior to construction. Applications can be initiated by calling the PG&E Service Planning desk at (707)468-3914 or on the website at

https://www.pge.com/en_US/residential/customer-service/home-services/renovating-and-building/renovation-and-building.page. See attached comments.

Response: Will comply.

Please feel free to contact me with any question or concerns.

Thank you,



Terry Johnson
Best Development Group LLC

Attachment:

1. (3) sets of revised plans, 50/50 fold
2. Revised Preliminary Storm Water Low Impact Development Report

Ordinance No. 1178

Section Three.6: Project is Mixed-Use and complies with permitted uses.

Section Thirteen.F: Light Manufacturing / Mixed-Use Designation

1. Understood. This design conforms to the intents of this use.
2. General Requirements
 - a. Not applicable. This is not a light manufacturing or warehouse use.
 - b. Conforms, parking behind building cannot be seen from street.
 - c. Conforms, shared access is present.
 - d. Conforms, street trees and five-foot wide meandering walk present.
 - e. Conforms, see Section 5(f).
 - f. Conforms, compliments adjacent building designs/uses.
 - g. Not applicable.
3. Permitted Land uses
 - a. Understood.
4. Required Findings
 - a. Understood (all subsections)
5. Site Planning and Design Standards – Commercial Development
 - a. Yard setbacks
 1. Conforms, building setback minimum 25 feet from Right of Way.
 2. Conforms, setbacks shown on Civil and Architectural site plans.
 3. Not applicable.
 - b. Max building height
 1. Conforms, max height allowed is 40'-0". Building is 27'-0" at tallest.
 2. Understood. Unlikely will extend beyond parapets, but will screen if so.
 3. Not applicable.
 - c. Minimum Lot Area
 1. Conforms. Proposed parcel subdivision will create a 49,658 SF parcel on the east side and a 29,621 SF parcel on the west.
 - d. Maximum Lot Coverage
 1. Conforms, building coverage is 15.4%. 40% maximum allowed.
 2. Not applicable.
 - e. Building Orientation
 1. Main glazed areas face west to take advantage of winter sun.
 2. Building oriented with entries and glazing facing away from Airport Park Boulevard for privacy and noise reduction within center.
 - f. Architectural Design
 1. Conforms, building has pilasters, wainscoting, varying heights, varying finishes.
 2. Conforms, building has varying height parapets with cornice accents, various finishes, architectural awnings and eyebrows, and creates a unique building presentation.
 3. Conforms, glazing is present along the north and west elevations. Glazing has awning or eyebrow accents.
 4. Conforms, all four elevations have architectural elements listed above in some capacity. No elevations are flat or single finish.
 5. Conforms, the color theme is brown and grey neutrals. This color scheme blends with the adjacent properties' building finishes.
 6. Conforms, the refuse collection enclosure is fully screened in a decorative finish material that matches the building finishes. All roof-mounted items are

screened by the parapet walls. Temporary cyclone fencing is proposed to secure the adjacent Phase II parcel from vehicular travel or vagrancy.

g. Signs

1. Conforms, signage package compliments the building and site.
2. Conforms, see proposed monument and Panda Express signage designs.
3. Conforms, see proposed signage package.
4. Conforms, all signage to be on building face without projecting above roofline.
5. Not applicable.

h. Pedestrian Orientation

1. Conforms, site design includes a five-foot meandering walk with linking six-foot wide walkway on north side of property to building. The six-foot wide walkway continues westerly along the north property line for a future tie-in to the Phase II site. Additionally, a new crossing is proposed across the north drive aisle to tie into the north property walkway. On the southern side, the walk is continued across the drive-through entry to be tied into by future development on the parcel to the south.
2. Conforms, the walkways are landscaped. There is street furniture in front of the building for outdoor seating as well as an enclosed patio area for the Panda Express. Lighting on the building will light the walkways at the building. See Photometric plan.
3. Conforms. There is a five foot wide meandering walk running north to south on the east parcel line. Additionally, there is a pedestrian crossing linking to the parcel north of this project and a walk running towards the parcel south of the project to be linked into by future development.
4. Conforms. There is a continuous six foot wide pedestrian walk running along the north parcel line that will link to the western Phase II development and tie into the future bike/pedestrian path along the railroad.

i. Lighting

1. Conforms. See Photometric Plan for lighting levels and attached cut sheets.
2. Conforms. See Photometric Plan for lighting levels and attached cut sheets.
3. Conforms. Lights are on 15-foot high poles mounted on 36" high concrete pedestals. See Photometric Plan for lighting levels and attached cut sheets.
4. Conforms. See attached cut sheets and building elevations.
5. Conforms. See Photometric Plan for lighting levels and attached cut sheets.

j. Energy Conservation

1. Conforms. Building is oriented with glazing towards the west. Deciduous trees are planted along that elevation to provide shade during summer months and solar gain during the winter months. Additionally, there are continuous awnings to provide shade on the glazing.
2. Not applicable. The south side of the building does not have glazing.
3. Conforms. There is glazing on the north and west building elevations, allowing for daylighting into the spaces. In the winter months, the deciduous trees will allow for solar gain/heating in the afternoon.
4. Conforms. There will be a designated area on the flat roof to install future solar panels.

k. Outdoor Storage and Service Areas

1. Not applicable. There are no outdoor storage areas.
2. Not applicable. There are no outdoor storage areas.

3. Conforms. See Site Plan and Site Amenities Plan for trash enclosure designed to fully screen waste receptacles and harmonize with the building and landscaping.
- i. Landscaping
 1. Complies. See Landscape planting plans, irrigation plans, and plant types.
 2. Complies. See Site Plan for pedestrian benches along west side of building and enclosed patio for restaurant tenant.
- m. Ukiah Airport Master Plan
 1. This site falls under FAA density requirement B1 Compatibility Zone = 60 persons per acre. We have reviewed the Airport density methods for determining concentrations of people and chose the parking ordinance method for calculation. Although this project is phased with a parcel subdivision, overall the required density will be met. The analysis below shows how the overall parcel density is just below 60 with Phase I six persons over the requirement and Phase II eleven persons under. Because of the parking requirements for the occupancies in Phase I, we cannot reduce the amount of parking. However, with consideration of the overall FAA density requirement, we limited the parking for Phase II, to meet the FAA requirements.

(PER CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, APPENDIX G)

DENSITY COMPATIBILITY ZONE: B1 = 60 PERSONS PER ACRE
 DENSITY ANALYSIS METHOD: PARKING ORDINANCE

ENTIRE PARCEL
 TOTAL PARKING SPACES REQUIRED: 72 PARKING SPACES
 PARKING SPACES X 1.5 PERSONS PER SPACE: 108 PERSONS
DENSITY (PERSON / ACRES): 108/1.82 = 59.3 PERSONS/ACRE

PHASE I
 TOTAL PARKING SPACES REQUIRED: 50 PARKING SPACES
 PARKING SPACES X 1.5 PERSONS PER SPACE: 75 PERSONS
 DENSITY (PERSON / ACRES): 75/1.14 = 65.7 PERSONS/ACRE

PHASE II
 TOTAL PARKING SPACES REQUIRED (MAX.): 22 PARKING SPACES
 PARKING SPACES X 1.5 PERSONS PER SPACE: 33 PERSONS
 DENSITY (PERSON / ACRES): 33/0.68 = 48.5 PERSONS/ACRE

- n. Public Utility Easements, Public Streets, and Access Driveways
 1. Complies. The existing gas/electric easement running under the proposed building shall be relocated into the access driveway to the north. See Civil Plans.

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

Not applicable. This project is a Commercial Development and complies with section 5.

Section Thirteen.G: Open Space – NOT APPLICABLE

Section Thirteen.H: Nuisances

1. project complies with all subsections
2. Proposed use for this parcel does not fall under the list of prohibited uses.

Section Thirteen.I: Development Standards

1. Minimum Lot Requirement. Conforms. Lot is 1.82 ACRES (79,279± S.F.). Phase I develops 1.14 ACRES (49,658± S.F.) and Phase II develops 0.68 ACRES (29,621± S.F.). Frontage along Airport Park Boulevard is 200.72 feet. Access easements are in place.
2. Maximum Lot Coverage. Conforms.

PHASE I DATA	
BUILDING AREA:	7,671 SQ. FT./ 49,658 SQ. FT. = 15.4%
LANDSCAPE AREA:	9,917 SQ. FT./ 49,658 SQ. FT. = 20.0%
HARDSCAPE AREA:	32,070 SQ. FT./ 49,658 SQ. FT. = 64.6%
PHASE II DATA:	
BUILDING AREA (MAX):	FINAL TBD
LANDSCAPE AREA (MIN):	5,500 SQ. FT./ 29,621 SQ. FT. = 18.6%
HARDSCAPE AREA (MAX.):	5,925 SQ. FT./ 29,621 SQ. FT. = 20.0%
	18,196± SQ. FT./ 29,621 SQ. FT. = 61.5%
3. Minimum Building Setbacks. Conforms. Building is set back more than 25'. Monument Sign is set back 25' minimum.
4. Maximum building Height. Conforms. Building is 27'-0" at tallest.
5. Ukiah Master Plan.
6. Screening. Conforms. Building parapets screen all roof top equipment. Trash enclosure screens refuse area. Future transformer will be screened with landscaping.
7. Public Utility Easement. Conforms. Utility PUE shown on Civil plan.
8. Sidewalk Requirements. Conforms. See Site Plan for five-foot wide meandering walk within the front setback. This walks links the north and south parcels.
9. Bicycle Lanes. Not Applicable. However, along the north parcel line there will be a six-foot wide pedestrian walk that will link to the rear of the parcel with the completion of Phase II, and ultimately link to the future bike path along the railroad.
10. Development Integration. Conforms. Site design includes a five-foot meandering walk with linking six-foot wide walkway on north side of property to building. The six-foot wide walkway continues westerly along the north property line for a future tie-in to the Phase II site. Additionally, a new crossing is proposed across the north drive aisle to tie into the north property walkway. On the southern side, the walk is continued across the drive-through entry to be tied into by future development on the parcel to the south. The building design and colors integrate well with the adjacent properties.
11. Required Public Streets. Not Applicable. Streets are already existing. Access easements on the North and South parcel lines are existing for driveways between parcels.
12. Street Width Standards. Not Applicable. Streets are not part of this development.
13. Access Driveways and Deceleration Lanes
 - a. Conforms. Driveways are existing and between parcels. Existing radii conform to city standards.
 - b. Conforms. Driveways are existing and between parcels as common driveways.
 - c. Not applicable.
 - d. Not applicable.
 - e. Understood.
14. Minimum Parking and Loading Requirements
 - a. Conforms. No loading zone is on street. Sufficient area is given for maneuvering and loading/unloading.

- b. Conforms. There are two driveways, each between parcels for common access, and frontage is 200 linear feet.
- c. Conforms.

PARKING REQUIREMENTS PER UKIAH CITY CODE SECTION 9198.B

PHASE I

PANDA EXPRESS (RESTAURANT WITH DRIVE-THROUGH):

1 SPACE PER 3 SEATS +4 ADDITIONAL SPACES

54 INTERIOR + 18 PATIO SEATS / 3 + 4 = 28 PARKING SPACES

RETAIL:

1 SPACE PER 250 SQ. FT.

5,471 SQ. FT./ 250 =

22 PARKING SPACES

TOTAL PARKING SPACES REQUIRED/PROVIDED 50/50 PARKING SPACES

PHASE II

RETAIL:

1 SPACE PER 250 SQ. FT.

5,500 SQ. FT./ 250 =

22 PARKING SPACES

TOTAL PARKING SPACES REQUIRED/PROVIDED 22/22 PARKING SPACES

- d. Not applicable.
15. Signage. See signage program for proposed center signage guidelines.

Section Thirteen.J: Design Guidelines

1. Landscaping and Open Spaces

- a. Conforms. See Landscape plans, irrigation plans, and plant photos.
 - b. Conforms. There are four existing trees on the parcel. 12" diameter redwoods. They will remain.
 - c. Conforms. See Landscape plans for trees
 - d. Conforms. See Landscape plans. The trees at the south driveway are located so that the vision triangle is maintained for right turns looking left.
 - e. Conforms. See Landscaping plan along frontage.
 - f. Conforms. See Landscaping plan for plantings around building and in parking lot.
 - g. Conforms. Except for the grasses in the bio-retention area, the plant species are native and/or drought resistant species.
 - h. Conforms.
 - i. Conforms. All trees are deciduous except the existing redwoods to remain.
 - j. Conforms. Landscape planters are placed at maximum every 4 spaces. Note that the depth of the site and required parking did not allow for a continuous planting strip, but the proposed planters are large enough to accommodate an aesthetically pleasing design.
 - k. Conforms.
 - l. Conforms.
 - m. Not applicable.
 - n. Conforms. Both Phase I and Phase II are at least 20% landscape coverage.
 - o. Conforms. See irrigation plan.
 - p. Understood.
 - q. Understood.
2. Orientation and Location of Buildings
- a. Conforms. See site plan.

- b. Conforms. An area on the roof will be reserved for future solar panels. The building is oriented with glazing facing west. The west elevation is shaded with deciduous trees to shade in the summer and allow solar gain in the winter.
 - c. Conforms. The west elevation is shaded with deciduous trees to shade in the summer and allow solar gain in the winter.
 - d. Conforms. See site plan and elevations for extent and glazing and open areas.
 - e. Conforms. Building is oriented to front of parcel.
3. Architectural Design
- a. Conforms. See elevations.
 - b. Conforms. See elevations.
 - c. Conforms. See elevations.
4. Building Exteriors
- a. Conforms. See elevations, colored elevations, and materials/colors board.
 - b. Not applicable.
5. Lighting
- a. Conforms. See photometric and light cut sheets. All lighting is low-energy LED lighting conforming to dark-sky design.
 - b. Conforms. See lighting cut sheets.
 - c. Conforms.
6. Design Amenities
- a. Conforms. Bicycle parking is provided. See site plan and site amenities sheet.
 - b. Conforms. See site plan for seating areas on west side of building, and patio dining area at Panda Express.

Section Thirteen.K: Circulation Plan

Understood. Any easements dedicated for the railroad will be addressed during Phase II development.

Section Thirteen.L: Discretionary Review – Understood – all sections