

## **ORDINANCE NO. 1146**

### **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 is to change the Land Use Designation on: 1) approximately 4.1 acres currently 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.

#### **Section Two**

The change in the land use designations will increase the amount of land designated Retail Commercial by +/- 15.3 acres and will decrease the amount of land designated Industrial/Auto Commercial by +/- 4.1 acre and decrease the amount of land designated Light Manufacturing/Mixed Use +/- 11.2 by acres respectively.

#### **Section Three**

The mitigation measures included in the Costco Wholesale Project EIR mitigation and monitoring reporting program are incorporated herein by reference and are included as Exhibit "C." These mitigation measures are conditions of approval for development of the land that is the subject of this amendment to the Airport Industrial Park Planned Development Land Use Designation Map (Exhibit A) as described in Section 1 above.

#### **Section Four**

The overall purpose of the Airport Industrial Park Planned Development is to provide for a coordinated development of compatible industrial, office, and commercial land uses. 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* that illustrates which land use designations are assigned to the various properties throughout the Airport Industrial Park. The map shows the approximate +/-15.3 acres east of Airport Park Boulevard in the southern portion of the Park being redesignated from "Industrial/Automotive Commercial" and "Light Manufacturing/Mixed Use" to "Retail 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 (approximately 12.6 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 approximately 3.9 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. These approximately 3.9 acres include APNs 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 35.3 acres).

7. **Roads and landscaping:** Approximately 14.2 acres.

8. **Total Acreage AIP:** Approximately 138 acres.

### **Section Six**

The Airport Industrial Park 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.

**Section Seven**

Airport Industrial Park Planned Development, as amended herein, provides a mixture of industrial, commercial, low density residential, and office 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) of the Ukiah Municipal Code. The Development Map (Generalized Land Use Map) attached as Exhibit "A", is approved. The Traffic Circulation Plan for this Planned Development is discussed in Section "I" on page 24, and the Circulation Map, attached as Exhibit "B", is approved.

**Section Nine**

Development standards not addressed in the Planned Development regulations shall be those specified in the City of Ukiah Zoning Code.

**Section Ten**

Amendment to this ordinance requires City Council action. All Major Variance, Use and Site Development Permits for proposed developments within the Airport Industrial Park 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.

**Thirteen**

The regulations for this Planned Development, as required in Article 14, Chapter 2 (Zoning), of the Ukiah Municipal 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 / 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 U.M.C. 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 "I" 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 (B1" Compatibility Zone = 60 persons per acre / C1" 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 U.M.C. 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.

i. 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.

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.

l. 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.

m. Ukiah Airport Master Plan

1. All development within the Airport Industrial Park shall comply with the Ukiah Municipal Airport Master Plan.

n. 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. 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.

**G. 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 / C1 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.

**I. 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.
- a. 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.

**J. 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.

**K. 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 December 18, 2013, by the following roll call vote:

**AYES:** Councilmembers Crane, Thomas, Landis, and Mayor Baldwin  
**NOES:** None  
**ABSENT:** None  
**ABSTAIN:** None

Passed and adopted on January 15, 2014, by the following roll call vote:

**AYES:** Councilmembers Scalmanini, Crane, Thomas, Landis, and Mayor Baldwin  
**NOES:** None  
**ABSENT:** None  
**ABSTAIN:** None



Philip E. Baldwin, Mayor

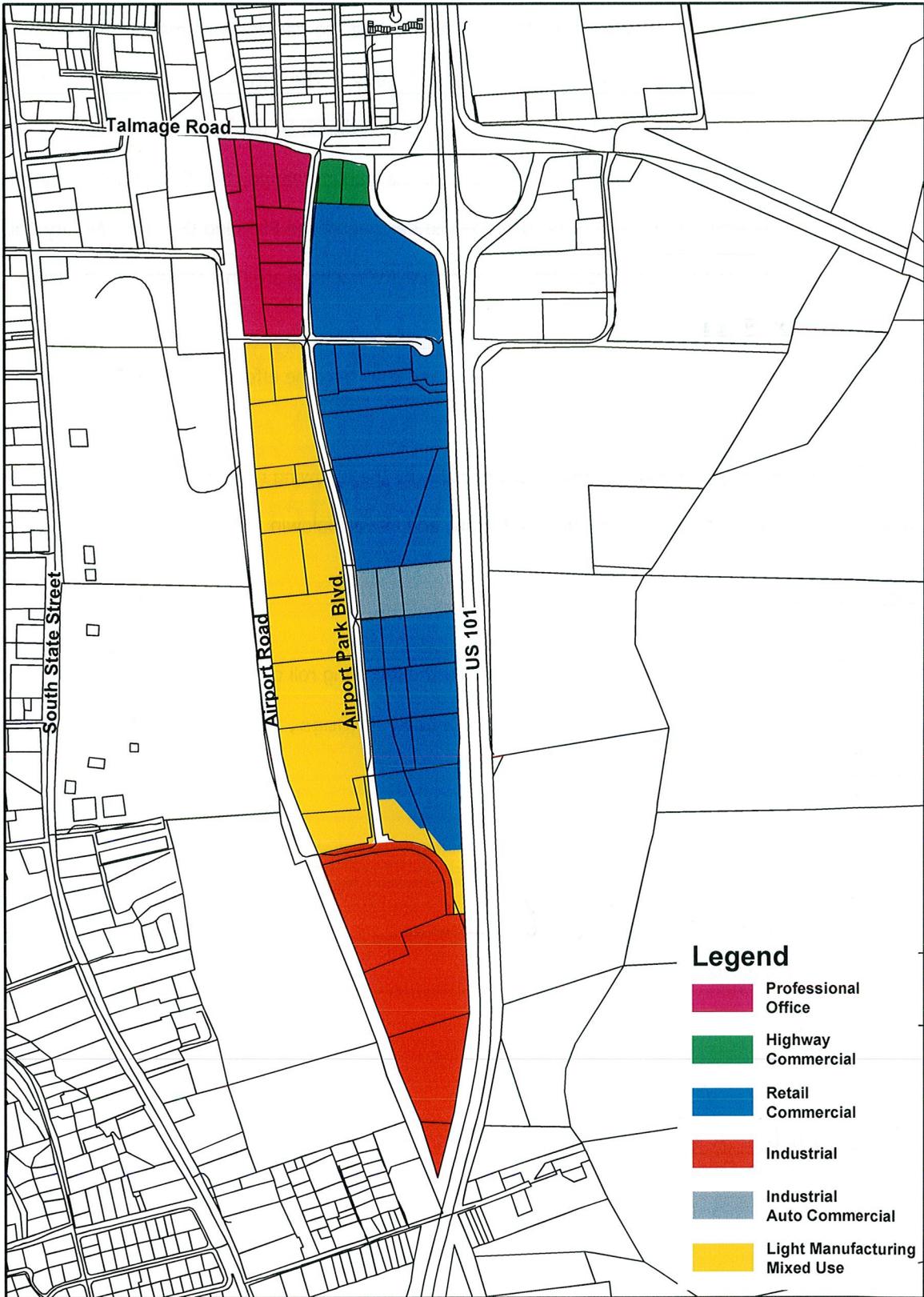
ATTEST:



Kristine Lawler, City Clerk

# Exhibit A

## Airport Industrial Park Land Use Designation Map



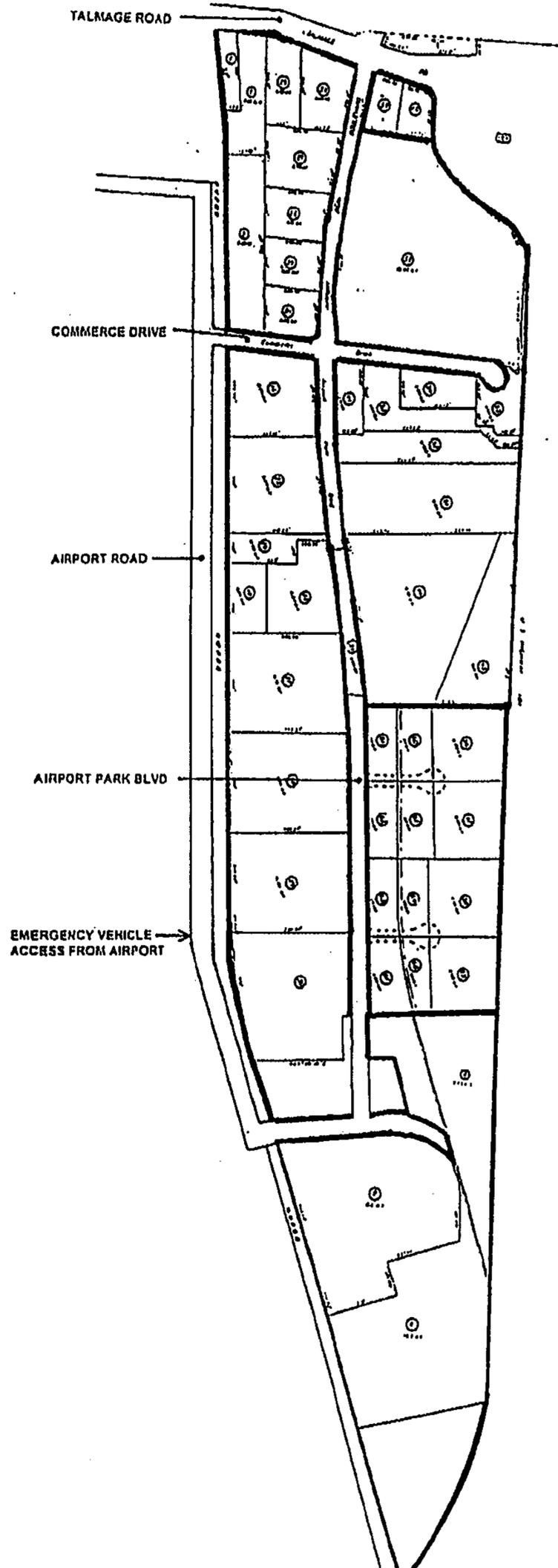
### Legend

- Professional Office
- Highway Commercial
- Retail Commercial
- Industrial
- Industrial Auto Commercial
- Light Manufacturing Mixed Use



SCALE 1" = 600'

EXHIBIT "B"  
AIRPORT INDUSTRIAL PARK  
CIRCULATION PLAN



## Exhibit C

**The following mitigation measures from the Costco Wholesale Project EIR are conditions of approval for the rezoning of the property that is the subject of this amendment to the AIP PD Land Use Designation Map as described in Section One of this ordinance.**

1. **Aesthetics: Measure 3.1.2:** : All outdoor light fixtures shall be located, aimed or shielded so as to minimize stray light trespassing across property boundaries. Fixtures shall be full cut-off and nighttime friendly, consistent with LEED goals and Green Globes criteria for light pollution reduction. The project applicant will be required to prepare a photometric plan demonstrating that lighting will not spillover onto adjacent properties. Furthermore, the Project will adhere to all City regulations relating to signage and the shielding of light in order to reduce any potential negative effects from new light sources (per Building Code Sections §3225, §3226, §3227). The revised light plan shall demonstrate an average light level no greater than 4 footcandle (fc) at grade (ground surface), and shall not exceed 10 fc in any location. Light trespass onto adjacent private property shall not exceed 0.2 fc (at the property line). Light trespass onto adjacent public rights of way or private roadway easements shall not exceed 0.2 fc measured at the centerline of the right of way. Pole-mounted parking lot lighting shall be turned off one hour after the store closes. Alternatively, 50% of pole-mounted lighting may be turned off if the City or store operator requests additional security lighting. These standards shall be included in the Project conditions of approval as well as the mitigation monitoring and reporting program.
  
2. **Air Quality: Measure 3.2.2a:** The Project will incorporate sustainability features in building and site design with the goal of reaching a building efficiency rating that is greater than the Title 24 requirement, in order to reduce energy consumption and associated GHG emissions. As set forth in the "Project Description," the project will incorporate the following sustainability features:
  - A. Parking lot light standards are designed to provide even light distribution and use 20% less energy compared to a greater number of fixtures at lower heights. The use of metal halide lamps provide a color corrected white light and a higher level of perceived brightness with less energy than other lamps such as high pressure sodium.
  - B. Locally extracted and manufactured building materials will be utilized where feasible.
  - C. Pre-manufactured building components, including structural framing and metal panels, are designed to minimize waste during construction.
  - D. Pre-manufactured metal wall panels with insulation are designed to conserve energy by increasing R-value and solar reflectivity. Building heat absorption is reduced by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.
  - E. Reflective roof material will meet the requirements for the USEPA's Energy Star energy efficiency program. Reflective roofs produce lower heat absorption and thereby lower energy usage during the summer months.
  - F. Skylights are used on the roof to reduce the need for interior lighting. A "daylight harvesting" system monitors and adjusts the mechanical and lighting systems in order to conserve energy. The system includes the skylights, light monitors, energy efficient lighting fixtures, and associated control systems. On a typical sunny day, fewer than one third of the interior lights are needed.
  - G. Tree plantings to reduce summer heat gain within the parking field.
  - H. Planting to incorporate a substantial amount of drought tolerant species.
  - I. Irrigation system to incorporate the use of deep root watering bubblers for parking lot shade trees to minimize water usage and ensure that water goes directly to the intended planting areas.

3. **Air Quality Measure 3.2.2b:** The applicant shall implement the following measures, to the extent feasible and appropriate, to reduce motor vehicle trips and emissions associated with Project operations:
  - A. Promote the use of alternative fueled vehicles and equipment (i.e., CNG, electric, etc.) for Project operations. The applicant shall implement two or more of the following measures:
    - Warehouse equipment, including forklifts, will be electric powered.
    - Landscaping equipment will be electric powered.
    - Preferred parking for zero emission vehicles.
    - Retail fueling station will include a CNG refueling station.
    - Customer parking will include a minimum of one (1) electric recharge station.
  - B. Provide commute incentives for employees to utilize alternative transportation, such as carpool/vanpool, transit, cycling, or walking. A Costco carpool and alternative transportation manager shall be designated to oversee the implementation of these TDM measures. Costco will provide its employees the following incentives:
    - Four carpool parking spaces reserved for Costco employees;
    - Bicycle parking as required by City standards;
    - Employee locker rooms;
    - Rideshare Program, including recognition of rideshare participants at monthly staff meetings and an annual update of rideshare benefits and incentives provided to employees;
    - A Rideshare Bulletin Board to be located in the employee break room, which will contain information about the Rideshare Program, transit, bike routes, and other alternate commute information;
    - A Rideshare Newsletter to be published and posted on the Rideshare Bulletin Board on a quarterly basis;
    - Costco employees commuting to work in a rideshare program will be eligible for a guaranteed ride home program in the event of an emergency or unexpected situation (such as unscheduled overtime) on the days they rideshare.
    - The applicant shall increase transit accessibility. Such measures could include the purchase of transit passes for employees. Also, implement Mitigation Measure 3.10.2a.
  - C. The applicant shall improve the pedestrian and bicycle network. Implement Mitigation Measure 3.10.2b and 2c.
4. **Air Quality Measure 3.2.2c:** Use low VOC architectural coatings.
5. **Geology and Soils Measure 3.4.1a** (For Seismic Ground Shaking): Prior to the issuance of a building permit for any portion of the Project site, the Project sponsor shall:
  - A. Submit to the City Building Services Division a site-specific, design level geotechnical investigation prepared for each development parcel by a registered geotechnical engineer. The investigation shall comply with all applicable state and local code requirements and:
    - Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies;
    - Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults;

- Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvement.
  - B. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site specific investigations.
  - C. The Project structural engineer shall review the site specific investigations, provide any additional necessary mitigation to meet Building Code requirements, and incorporate all applicable mitigations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements.
  - D. A registered City geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits.
  - E. The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.
- 6. **Geology and Soils: Measure 3.4.1b** (For liquefaction and earthquake induced settlement): Prior to the issuance of a building permit for any portion of the Project site, the Project sponsor shall:
  - A. Submit to the City a site-specific, design level geotechnical investigation prepared for each building site or installed facility location by a registered geotechnical engineer. The investigation shall comply with all applicable state and local code requirements and:
    - Provide site specific engineering requirements for mitigation of liquefiable soils;
    - Specify liquefaction mitigations that shall use proven methods, generally accepted by registered engineers, to reduce the risk of liquefaction to a less than significant level such as:
      - subsurface soil improvement,
      - deep foundations extending below the liquefiable layers,
      - structural slabs designed to span across areas of non-support,
      - soil cover sufficiently thick over liquefaction soil to bridge liquefaction zones,
      - dynamic compaction,
      - compaction grouting,
      - jet grouting,
      - mitigation for liquefaction hazards suggested in the California Geological Survey's Geology (CGS) Guidelines for Evaluating and Mitigating Seismic Hazards (CGS Special Publication 117, 1997) including edge containment structures (berms, dikes, sea walls, retaining structures, compacted soil zones), removal or treatment of liquefiable soils, modification of site geometry, lowering the groundwater table, in-situ ground densification, deep foundations, reinforced shallow foundations, and structural design that can withstand predicted displacements.
  - B. The geotechnical investigation shall evaluate these mitigations and identify the most effective and practicable mitigation methods for inclusion in the Project plans. These identified mitigations shall be reviewed to ensure compliance with the CGS Geology Guidelines related to protection of the public safety from liquefaction.

- C. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site specific investigations.
  - D. The Project structural engineer shall review the site specific investigations, provide any additional necessary mitigation to meet Building Code requirements, and incorporate all applicable mitigations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements.
  - E. A registered City geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits.
  - F. The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.
7. **Hazards and Hazardous Materials: Measure 3.5.2: Hazards Remediation.** If contaminated soil and/or groundwater are encountered or suspected contamination is encountered during Project construction activities, work shall be halted in the area, and the type and extent of the contamination shall be identified in accordance with coordination of the overseeing agency (RWQCB, DTSC, and/or MCEHD). A qualified professional, in consultation with regulatory agencies (RWQCB, DTSC, and/or MCEHD) shall then develop an appropriate method to remediate the contamination, and determine the appropriate disposal method of any contaminated soil and/or groundwater. At this time, the available studies suggest that no contaminated soil or groundwater will be found on site. Nevertheless, this mitigation measure would require remediation procedures in the unlikely event that contamination is encountered. Additionally, if required by an overseeing agency, a remediation plan shall be implemented either before or in conjunction with continued Project construction.
8. **Hydrology and Water Quality: Measure 3.6.2:** In the event that construction period dewatering is required, The Project Applicant will coordinate with the City concerning dewatering activities and compliance with the provisions in the permit, such as the effluent limitations in the permit, prior to discharge. The applicant will:
- A. Submit a Report of Waste Discharge and Application for NPDES Permit along with a feasibility study of reuse of the groundwater to the RWQCB.
  - B. Discharge flows only upon receipt of the Discharge Authorization Letter from the RWQCB.
9. **Hydrology and Water Quality: Measure 3.6.4:** The Applicant shall prepare and submit to the City engineer and the North Coast Regional Water Quality Control Board for approval a Final Drainage Plan. The Final Drainage Plan shall include design/plan level depiction of the proposed stormwater drainage facilities on site, including the proposed storm drainage system, vegetated swales, and the water quality features. The following measures shall be implemented within the Final Drainage Plan, based on modeled runoff volumes and flow rates specific to with-Project conditions:
- A. The applicant shall design, implement, and maintain a stormwater system such that there would be no net increase in project condition downstream peak flows; and/or, with respect to the additional impervious surface area proposed for the project, the [applicant] shall design and implement volume- and/or flow-based Treatment Control Best Management Practices (BMPs) as defined in Attachment 4 (pages 5-6) of the State Water Resources Control Board (SWRCB) small

municipal separate storm sewer systems (MS4s) General Permit (Small MS4 General Permit) (SWRCB Order 2003-0005-DWQ).

- B. The Final Drainage Plan is not required to include retention and/or retention features if such features are not necessary to satisfy the above requirements.
  - C. Prior to implementation, design drawings and any related documents or specifications with respect to these required mitigation measures shall be submitted to the City of Ukiah and the North Coast Regional Water Quality Control Board.
  - D. Modification of storm drain facilities within the State right-of-way (U.S. 101), may require an encroachment permit, and shall be submitted to the California Department of Transportation.
10. **Traffic and Circulation: Measure 3.10.1:** The City shall construct Talmage Road Interchange improvements, including the provision of two left-turn lanes on the westbound Talmage Road approach to Airport Park Blvd. The improvements include the following components:
- Closure of the existing stop-controlled US 101 Southbound Off-Ramp right-turn to westbound Talmage Road
  - All US 101 Southbound Off-Ramp traffic would be redirected to access Talmage Road via a new full access intersection where the current loop ramp connects with Talmage Road so that all off-ramp traffic would utilize the off-loop ramp.
  - The existing US 101 Southbound Off-Ramp loop would be reconfigured to a more standard 90-degree angle.
  - The intersection of the loop ramp with Talmage Road would be controlled by a new traffic signal.
  - Both the eastbound Talmage Road and northbound US 101 Southbound Off-Ramp right-turn lanes will have right-turn overlap phasing, while the westbound Talmage Road approach would include protected left-turn phasing.
  - The design would also provide for two left-turn lanes on the westbound Talmage Road approach to Airport Park Boulevard, which should extend the entire distance to the adjacent intersection.
  - Since the left-turn lanes would extend all the way to the intersection, signs and markings on the off-ramp are provided to direct drivers to the correct lane for their destination.
  - Intersection markings should be incorporated that provide guidance so as not to create a trap-lane situation for drivers in the far northbound left lane.
  - Removal of the existing northbound right-turn overlap phasing at Airport Park Boulevard/Talmage Road.

The City shall coordinate with the California Department of Transportation regarding improvements to state facilities. The traffic mitigations shall be completed before Costco is issued a certificate of occupancy. The City shall establish a funding mechanism to pay for the cost of the improvement.

11. **Traffic and Circulation: Measure 3.10.2a:** Provide a concrete pad suitable for future location of bus shelter on the northern frontage of the Project site, adjacent to the proposed sidewalk.
12. **Traffic and Circulation: Measure 3.10.2b:** The Project Applicant shall implement the following measures to reduce potential pedestrian impacts associated with the Project:
- A. Install sidewalks along the project frontage on Airport Park Boulevard as identified in the project site plan.
  - B. Install high visibility crosswalk markings across driveway entrances to the project including the existing cul-de-sac on the north side of the project to increase visibility of pedestrians.

Airport Industrial Park Planned Development  
Ordinance \_\_\_\_, Exhibit C  
Conditions of Approval

- C. Install ADA compliant curb ramps at driveway crossings and transition points along the project frontage. Also, ensure that the existing curb ramps at the existing cul-de-sac intersection with Airport Park Boulevard are compliant with current ADA standards.
  - D. Provide an adequate pedestrian connection from the street frontage and main parking area to the retail store entrance (per Ordinance 1098).
13. **Traffic and Circulation: Measure 3.10.2c:** The Project Applicant shall implement the following measures to reduce potential bicycle impacts associated with the Project:
- A. Install Class III bike lanes along the Project frontage on Airport Park Boulevard.
  - B. The Project Applicant shall comply with Ordinance 1098, Airport Industrial Park Planned Development, requirements to install the required number of bicycle parking spaces (long-term spaces [bicycle lockers or covered parking spaces to reduce exposure to the elements and vandalism] for Project employees and short-term spaces for Project patrons and employees [at a convenient location adjacent to the store's primary entry points]). Bicycle racks should be an appropriate design and installed correctly to ensure proper function.
14. **Traffic and Circulation: Measure 3.10.4:** In addition to the planned City-constructed left-turn lane on the westbound approach of Airport Road, the City shall construct a left-turn lane on the eastbound Hastings Avenue approach should be installed at South State Street/Hastings Avenue-Airport Road. Implementation of the recommended improvements at Talmage Road/Airport Park Boulevard would result in acceptable operating conditions during both the a.m. and p.m. peak hours.
15. **Biological Resources: Measure 3.12.1:** The following measures shall be implemented to reduce potential impacts on nesting birds:
- A. If construction-related activities are to occur during the nesting bird season (February 15 through August 31), a qualified biologist shall conduct a preconstruction survey of all potential nesting habitats within 30 days prior to the start of activities (grubbing, dirt-moving, mobilization, or other construction-related activities) and within 500 feet of construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. The results of these surveys shall be documented in a technical memorandum that shall be submitted to the California Department of Fish and Game (if nesting birds are documented) and the City of Ukiah.
  - B. If an active nest is found during the preconstruction survey, a no-work buffer of 500 feet will be established unless otherwise approved by the California Department of Fish and Game (DFG). The qualified biologist will coordinate with DFG to determine the appropriate nest avoidance, monitoring, and protective measures appropriate for the species and site conditions. In addition to establishment of a no-work buffer, these measures may include daily or spot-check monitoring of the nesting activity as deemed appropriate by DFG.
  - C. If the preconstruction survey indicates that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by birds or that are located more than 500 feet from active nests may be removed (500 feet is the distance regularly recommended by DFG to prevent impacts to active avian nests).
16. **Cultural Resources: Measure 3.14.2:** If cultural resources are encountered, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native

American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the City of Ukiah. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.

In considering any suggested mitigation proposed by the archaeologist and Native American representative, the City will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.

17. **Cultural Resources: Measure 3.14.3:** If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.
18. **Global Climate Change: Implement Air Quality Mitigation Measures 3.2.2a through 3.2.2c:** The project shall implement Air Quality Mitigation Measures 3.2.2a through 3.2.2c above. These measures include incorporation of sustainability features in the building and site design in order to reduce energy consumption and exceed the Title 24 building efficiency ratings (Measure 3.2.2a), implementation of a carpool/vanpool program, promotion of the use of alternative fueled vehicles, and increased transit accessibility (measure 3.2.2b), and use of low VOC architectural coatings (Measure 3.2.2c).