



# City of Ukiah, CA Design Review Board

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## MINUTES

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Regular Meeting

September 24, 2015

Ukiah Civic Center, 300 Seminary Avenue

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1. **CALL TO ORDER:** Chair Liden called the Design Review Board meeting to order at 3:00 p.m. in Conference Room #3.

2. **ROLL CALL Present:** Chair Liden, Howie Hawkes, Alan Nicholson, Colin Morrow

**Absent:** Nick Thayer

**Staff Present:** Kevin Thompson, Principal Planner  
Michelle Johnson, Assistant Planner

**Others present:** Jerry Martyn

3. **CORRESPONDENCE:**

4. **APPROVAL OF MINUTES:** The minutes from the September 17 meeting will be available for review and approval at the October 8, 2015 meeting.

5. **AUDIENCE COMMENTS ON NON-AGENDA ITEMS**

The DRB is required by the City Code to review and make a recommendation on all Site Development Permit applications.

6. **NEW BUSINESS:**

6A. Request for Major Site Development Permit for the renovation of the existing Redwood Tree Carwash at 859 North State Street, APN 002-091-17, File No.: Munis 1257-SDP-PC.

**Principal Planner Thompson:**

- Gave a project description as provided for on page 1 of the staff report where the intent is to renovate/upgrade the existing 1,152 square foot carwash to a more automated operation that would include site improvements to include landscaping and equipment.

Member Thayer submitted project comments that are incorporated into the minutes as attachment 1.

**Ed Blair, Tunnel Vision dba Blair Engineering:**

- Attachment 1 of the staff report provides for a comprehensive detail of the project with regard to project description, technical aspects, building elevations/architectural details, signage, and site layout.
- Referred to attachment 2 of the staff report that addresses the project description and request for additional information from City Planning staff and noted the scope of the project is to remodel the existing vehicle wash detail bay and upgrade into an automated conveyor wash bay using state of the art construction and wash equipment technologies.

- 1 • Currently the carwash is located in a building that is self-operating. The intent is to  
2 improve the wash site by moving the hand wash out of the self-serve wash bay and  
3 corresponding property to the adjoining site and provide for more of a mechanical  
4 operation. Currently there are five wash bays on the site. The proposal is to remove one  
5 wash bay. Three remaining hand wash bays will remain.  
6

7 **Chair Liden:**

- 8 • Will the existing southern stalls remain or will they be disassembled?  
9 • Requested clarification the existing hand wash bay will become like the other two bays  
10 next to it?  
11 • Will employees presently doing the hand washing of cars now be doing the detailing?  
12 • Does every car get detailed or is this process added on by individual choice?  
13 • Asked about the exterior materials on the bay building?  
14 • Related to security, will the carwash close its doors at night?  
15

16 **Member Hawkes:**

- 17 • How will the stacking of cars occur on the site waiting to be washed?  
18 • Asked about circulation on the site with regard to the carwash and how this works.  
19

20 **Member Morrow:**

- 21 • Will customers be driving their own cars through the carwash?  
22 • Requested clarification the southern 2/3 of the existing wash bar area would remain in  
23 use?  
24 • Are there plans to renovate the existing structure on the site with the new?  
25 • Will there be lighting on the structure?  
26

27 **Member Nicholson:**

- 28 • Asked for clarification regarding the renovation with regard to site and building  
29 layout/orientation.  
30 • The Ukiah Planning Commission has been working to 'unify' State Street. It was fairly  
31 controversial when Taco Bell and Colonial Sanders were developed on N. State Street.  
32 The design of the proposed renovated carwash does not architecturally fit with the other  
33 buildings associated with the Redwood Tree gas station facilities. Is of the opinion this is  
34 the opportunity to 'unify' the design/architecture of the associated Redwood Tree gas  
35 station buildings whether it be color coordination, textures, overhangs, etc. The design  
36 concept is a 'box' structure. Architecturally speaking, the design is confusing. It may be  
37 all associated buildings be painted the same color to provide for aesthetic continuity.  
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39 **Ed Blair:**

- 40 • Initially the intent for the Redwood Tree Car Wash was to have three self-serve carwash  
41 bays, but ended up using one bay as a hand carwash. What is being proposed is to  
42 migrate from the three-bay carwash and utilize an existing two-wash bay in the rear of the  
43 property and eliminate one bay. At present, there are five wash bays on the site. What is  
44 being proposed is the removal of 540 sq. ft. from the north wash bay and equipment  
45 room and saving/reusing the existing 540 sq. ft. south bay structure and increase the bay  
46 by 360 sq. ft.  
47 • Confirmed the existing hand wash bay would become operational like the two bays next  
48 to it where the equipment/apparatus inside will be eliminated/abandoned.  
49 • Stacking is referred to as 'cars waiting' for the wash process where the design intent is to  
50 mitigate certain stacking parameters. The carwash, as proposed, is located outside the  
51 purview of the City's Commercial Development Design Guidelines. Stacking begins at the  
52 point of the wash process and extends to the street where the question is how many cars  
53 can be standing in reserve? To define/clarify, the cars that have gone behind pay post  
54 after the transaction are in queue such that the computer has that particular wash in its

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memory. The cars that are waiting from the street to the pay point are really ‘the stacking.’ Related to stacking is of the opinion there is sufficient room for the stacking of eight cars. The project description regarding reconstruction of the carwash operation involves the addition of the wash lane entrance with stacking space for seven cars.

- Explained how circulation works on the site with regard to the carwash operation and stacking. What will occur is a car would enter the driveway and go through the wash process out to the detail operation and then out to the street. The detail area will remain the same as it presently operates.
- What currently occurs with regard to the dynamics of the crew pit is that there are approximately three employees that receive cash payment and prep cars to go through the wash process, where two of these three people will migrate to the detail side of the operation. There still has to be an employee that monitors/manages the entrance of the conveyor.
- The matter of detailing is essentially a marketing tool. The configuration of how car washing blends with detailing is called an ‘express wash’ where a car goes through the carwash process and leaves. The carwash and detail operations are compatible with one another and blend together.
- Confirmed customers will drive their own cars through the carwash. Customers are encouraged to stay in the car. It used to be customers got out of their cars and it was determined this causes problems, including an increase in stacking. Presently there is much better/more efficient equipment for carwash operations so customers are encouraged to stay in their cars through the process. Carwash operations have come into a new era of capability with regard to equipment and washing materials. It is a whole new and positive experience for customers.
- Related to the proposed renovation and building layout, the proposed plan is to remove the north wash bay and equipment room and use the existing south wash bay structure as the primary entrance and add 20 feet to the back side of the structure.
- Referred to the site plans related to the self-serve wash bay and noted this would return to its original form of three total self-serve wash bays. There are currently three wash bays and explained how the carwash and detail operations are occurring. The proposed renovation will blend the two operations into a more cohesive/efficient process and again explained what is occurring with the north and south bays.
- Confirmed the business owner has no plans at this time to renovate existing structures on the site to match new. There are no changes to any other buildings on the site.
- The bay building will be a *Basalite* stone wall material, which is an adaptive product particularly for a carwash structure as it pertains to moisture content/issues.
- Confirmed there will be lighting on the structure, primarily for security purposes. The carwash will not operate 24 hours.
- The business owners/operators will make the decision whether or not to have doors. Doors on carwash establishments are used, but not always. Ukiah has many carwash establishments that do not have doors.
- Related to the proposed design, all that is being done is re-siding the existing building where the intent is to architecturally tie the buildings together. For example, under the pretense of a remodel the intent was to break up the surface to include the redwood trellis which is consistent with the Redwood Tree gas station theme. The carwash is approximately 150 feet from the back of the sidewalk so the building is set back far enough not to stand out visually. Also, there is really no other view of the building from any other angle. The existing trees will be retained/maintained along the south property line and is of the opinion this is a great ‘living wall.’ While it may be challenging to add solar power later since the trees are big this is a concept the applicant would like to consider where a determination will be made in this regard once the building is in place. The intent of the design concept is for the customer to have a great experience and that their needs are sufficiently met.

1 Discussion of comments submitted by Member Thayer where specific modifications were made to  
2 the landscape plan:

- 3     ▪ Applicant's planting plan does not reflect a knowledge of mature plant sizes,  
4     plant nomenclature or thorough suitability to our climate.
- 5     ▪ Specifically: "Lagerstomia" and "Pisacia" should read Lagerstroemia and  
6     Pistachia.
- 7     ▪ The Chinese Pistache is a fine tree, there are just too many in the small space at  
8     the back of the property. Suggest two trees for this space. And place two trees  
9     at the entry to the car wash. The Crape Myrtles are not effective shade trees for  
10    the large amount of paving on the project.
- 11    ▪ The Miscanthus transmorrisonensis is overplanted for the mature size of this  
12    grass.
- 13    ▪ The Boston Ivy is vastly overplanted for the scale of the structure. One vine can  
14    be as much as 50' x 50'. The plan shows 5 in a 10' (?) stretch.
- 15    ▪ The Phormium 'Yellow Wave' will burn in this type of high summer heat, paved  
16    location. It is also far too large at maturity for the narrow planting  
17    strip. Applicant could try Phormium 'Duet' for similar effect, but no guarantee  
18    this selection will not sun burn as well.
- 19    ▪ The Xylosma congestum is entirely unsuitable for the location drawn. It is a  
20    small tree is left unpruned, and has rather vicious thorns. It would need to be  
21    pruned twice a month to keep it from blocking view through the driving  
22    lanes. Suggest a more suitable small shrub selection of Caryopteris x  
23    clandonensis or Rhapsiolepis x 'Georgia Petite'.

24  
25 **Member Nicholson:**

- 26     • Member Thayer is good at knowing what works and does not work for landscaping. The  
27     aforementioned comments should be part of the record.
- 28     • Asked if the owner has any concerns about over planting of landscaping in terms of tree  
29     canopy and shade.

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31 **Ed Blair:**

- 32     • Related to the landscaping recommendations from Member Thayer, noted the  
33     aforementioned is basically the same plant list for a similar-type project he was involved  
34     with in Santa Rosa where the landscaping for this project is beautiful.
- 35     • Discussed the issue of shade trees and location.

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37 **Member Morrow:**

- 38     • Asked if the applicant representative consulted with an arborist for the Santa Rosa  
39     project?
- 40     • Asked about the origin of the landscape plan for the Santa Rosa project.

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42 **Ed Blair:**

- 43     • Consulted with no arborist. Landscaping selection was from a plant list from another  
44     project where the plant species selected were quantified relative to number and size in  
45     gallons necessary.
- 46     • The landscape plan for the Santa Rosa gas station project came from the original site  
47     design of 2011.

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49 **Jerry Martyn:**

- 50     • Related to landscaping, the intent is to comply with City landscaping standards.  
51     Acknowledged the importance of having a landscape architect that understands what  
52     vegetative species works and what does not and that takes into consideration the drought  
53     conditions.

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55 **Member Nicholson:**

- 1 • Recommends landscaping consideration be given to the future on the site rather than  
2 base/focus on past practices for a project done in Santa Rosa. Related to tree plantings,  
3 do not want to overcrowd the site.
- 4 • Supports the Planning Commission review the landscaping plan and design aspects of  
5 the project. It is not the purview of the DRB to require applicants 'scrape off their  
6 properties and propose architectural masterpieces.' While the proposed renovation will  
7 improve the operation of the carwash from a design perspective the project does not fit  
8 architecturally with the other buildings associated with the business.
- 9 • Is of the opinion the applicants/property owner should respond to the DRB comments  
10 and/or acknowledge the comments thereof so that the Planning Commission has this  
11 information/feedback.
- 12 • Asked about signage for the project? Is the proposed signage located on the site plans?

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14 **Member Hawkes:**

- 15 • It appears most of the suggestions made are that fewer trees get planted to avoid  
16 potential 'overcrowding' in a few years.
- 17 • Will self-serve bays be an option for customers?
- 18 • Requested clarification the carwash will feature metal siding and roofing and 'split-face  
19 block?'

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21 **Chair Liden:**

- 22 • Asked about the existing signage on the street.

23  
24 **Ed Blair:**

- 25 • Acknowledged the landscaping needs to be adequately maintained and managed.
- 26 • Related to landscaping, preference is to consider the line-of-sight and to keep customers  
27 focused on what they need to focus on and that is driving ahead within the radius curb  
28 and without distraction/impairment of line-of-sight from landscaping.
- 29 • Would be fine with responding to the DRB's comments. The focus is to make certain the  
30 product is right for the customer.
- 31 • Confirmed that self-serve bays are available.
- 32 • Referred to the staff report, attachment 1, section 5 regarding the sign details, that  
33 exhibits examples of signs proposed for the carwash operation and explained how  
34 signage would work and provided a detail on the different fixtures.
- 35 • Acknowledged the proposed signage complies with the City sign ordinance.
- 36 • Confirmed the carwash building will have metal siding and roofing and split-face block.

37  
38 The applicant indicated the location of the sign is documented on the topographical site plans, but  
39 staff was unable to confirm this information.

40  
41 **Ed Blair:**

- 42 • The street signage will remain the same. The intent relative to most of the signage is how  
43 to effectively direct customers on the site and this would be accomplished through the  
44 use of directional signs, etc.
- 45 • The applicant is required to submit a sign package for approval by the City Building and  
46 Planning Department that will disclose the total square footage for the signage.

47  
48 **Member Nicholson:**

- 49 • The square footage for the signage would not likely be an issue.
- 50 • Again has concern about the color scheme not matching/well-coordinated with the other  
51 buildings on the site.
- 52 • Likes the project.

1 There was discussion concerning the signage and whether or not it is possible and/or necessary  
2 to calculate the square footage for all of the signage since the type of signage varies some of  
3 which is customized to fit the need of a carwash protocol with regard to the selling of individual  
4 products to self-clean cars and the like while other signs are for informational/directional  
5 purposes.

6  
7 There was discussion concerning the color scheme for the carwash.  
8

9 **Member Morrow:**

- 10 • It appears the overall site with be a bit eclectic with the historical Redwood Tree site, the  
11 new carwash bays and other service station repair operations on the site. Does not have  
12 knowledge whether or not the existing service station repair shop will remain the same.
- 13 • Would like to see some effort made to architecturally tie the whole parcel together.
- 14 • It may be the carwash needs to be better advertised using effective/tasteful signage  
15 because he was not aware of a carwash operating on the site since the building is  
16 setback considerably from State Street.

17  
18 **DRB consensus:**

- 19 • The site is eclectic with the different uses and corresponding design differentials  
20 regarding the buildings on the parcel. Would like to see some effort made to  
21 architecturally unify the parcel and/or provide for some design continuity/harmony with  
22 regard to the existing historical Redwood Tree gas station/ proposed new carwash and  
23 existing gas station repair operation whether it is a paint palate or some other design  
24 feature made to the structures that better unifies the parcel architecturally.
- 25 • Planning Commission to review and consider Member Thayer's recommended  
26 landscaping proposals and make a determination concerning the landscaping plan.
- 27 • Would like to see more effort made to aesthetically unifying the existing signs with those  
28 of the self-car wash.

29  
30 **Jerry Martyn:**

- 31 • There are plans to better unify the south end of the property with the existing canopy for  
32 the former Redwood Tree Service station that was obviously designed for a major oil  
33 company and presently used for parking purposes.

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35 **M/S Nicholson/Hawkes** to recommend approval of the proposed major site development permit  
36 with consideration given to the aforementioned DRB comments.  
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38 **7. MATTERS FROM THE BOARD:**

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40 **8. MATTERS FROM STAFF:**

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42 **9. SET NEXT MEETING**

43 The next regular meeting will be Thursday, October 8, 2015.  
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45 **10. ADJOURNMENT**

46 The meeting adjourned at 4:13 p.m.  
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Cathy Elawadly, Transcriptionist  
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Cathy Elawadly

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**From:** Nicholas Thayer <mail@lateafternoon.com>  
**Sent:** Saturday, September 19, 2015 12:10 PM  
**To:** Michelle Johnson  
**Cc:** Tom Liden; colin@morrowlegal.com; Howell Hawkes (howie@pacific.net); alan@andesignstudio.com  
**Subject:** Re: DRB Packets 09242015  
**Importance:** High

Thanks Michelle,

Apologies that I will not be able to attend.

Here are a few thoughts and corrections on the submittal from a planting plan perspective. No comments on the architecture or site development components.

+ Applicant's planting plan does not reflect a knowledge of mature plant sizes, plant nomenclature or thorough suitability to our climate.

+ Specifically:

+ "Lagerstomia" and "Pisacia" should read Lagerstroemia and Pistachia.

+ The Chinese Pistache is a fine tree, there are just too many in the small space at the back of the property. Suggest two trees for this space. And place two trees at the entry to the car wash. The Crape Myrtles are not effective shade trees for the large amount of paving on the project.

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+ The Boston Ivy is vastly overplanted for the scale of the structure. One vine can be as much as 50' x 50'. The plan shows 5 in a 10' (?) stretch.

+ The Phormium 'Yellow Wave' will burn in this type of high summer heat, paved location. It is also far too large at maturity for the narrow planting strip. Applicant could try Phormium 'Duet' for similar effect, but no guarantee this selection will not sun burn as well.

+ The Xylosma congestum is entirely unsuitable for the location drawn. It is a small tree is left unpruned, and has rather vicious thorns. It would need to be pruned twice a month to keep it from blocking view through the driving lanes. Suggest a more suitable small shrub selection of Caryopteris x clandonensis or Raphiolepis x 'Georgia Petite'.

Best, N

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