



**COUNTY OF MENDOCINO**  
**DEPARTMENT OF PLANNING AND BUILDING SERVICES**

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November 6, 2023

NOTICE OF PUBLIC HEARING AND AVAILABILITY OF DRAFT MITIGATED NEGATIVE  
DECLARATION FOR PUBLIC REVIEW AND NOTICE OF INTENT  
TO ADOPT A MITIGATED NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN THAT the Mendocino County Planning Commission, at their regular meeting to be held on Thursday, December 7, 2023, at 10:00 a.m., will conduct a public hearing on the following project, Draft Mitigated Negative Declaration and intent to adopt a Mitigated Negative Declaration, at the time listed or as soon thereafter as the item may be heard. This meeting will take place in the **Board of Supervisors Chambers, 501 Low Gap Road, Ukiah California**, and Virtual attendance will be available via Zoom. Meetings are live streamed and available for viewing online on the Mendocino County YouTube page, at <https://www.youtube.com/MendocinoCountyVideo>. In lieu of personal attendance, the public may participate digitally in meetings by sending comments to [pbscommissions@mendocinocounty.gov](mailto:pbscommissions@mendocinocounty.gov) or via Telecomment. The telecomment form may be found at: <https://www.mendocinocounty.gov/government/planning-building-services/meeting-agendas>.

**CASE#:** U\_2021-0016 & V\_2021-0005

**DATE FILED:** 10/28/2021

**OWNER/APPLICANT:** FAIZAN CORPORATION & 898 MAIN STREET LLC

**AGENT:** RICHARD RUFF & ASSOCIATES INC.

**REQUEST:** Minor Use Permit to establish and operate a gas station with ten (10) gas pumps, two (2) separate illuminated canopies, twenty-eight (28) new parking spaces, landscaping, and convert part of an existing structure to a convenience store. A concurrent Variance is requested for a sixty-five (65) foot tall business identification sign.

**ENVIRONMENTAL DETERMINATION:** MITIGATED NEGATIVE DECLARATION

**LOCATION:** 1.6± miles southwest of Redwood Valley center, on the north side of North State Street (CR 104), 600± feet east of its intersection with U.S. Route 101 (US 101), located at 9621 & 9601 North State St, Redwood Valley; APNs 162-100-58 & 162-100-59.

**SUPERVISORIAL DISTRICT:** 1 (McGourty)

**STAFF PLANNER:** LIAM CROWLEY

A copy of the Draft Mitigated Negative Declaration, Staff Report and Notice will be available for public review 30 days prior to the hearing at 860 North Bush Street, Ukiah, California, and at 120 West Fir Street, Fort Bragg, California. The staff report, draft mitigated negative declaration, and notice will also be available on the Department of Planning and Building Services website at <https://www.mendocinocounty.gov/government/planning-building-services/meeting-agendas/planning-commission>.

Your comments regarding the above project(s) and/or Draft Mitigated Negative Declaration are invited. Written comments may be submitted by mail to the Department of Planning and Building Services Commission Staff, 860 North Bush Street, Ukiah, California. The public may participate digitally in meetings in lieu of personal attendance by sending comments to [pbscommissions@mendocinocounty.gov](mailto:pbscommissions@mendocinocounty.gov) by December 6, 2023, or orally via telecomment. All public comment will be made immediately available to the Planning Commission, staff, and the general public as they are received and processed by staff, and can be viewed as attachments to this meeting agenda at <https://www.mendocinocounty.gov/government/planning-building-services/meeting-agendas/planning-commission>.

The Planning Commission's action regarding this item shall be final unless appealed to the Board of Supervisors. The last day to file an appeal is the 10th day after the Planning Commission's decision. To file an appeal of the Planning Commission's decision, a written statement must be filed with the Clerk of the Board with a filing fee prior to the expiration of the above noted appeal period. If you challenge the project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Department of Planning and Building Services or the Planning Commission at, or prior to, the public hearing. All persons are invited to present testimony in this matter.

**ATTACHMENT E (2026)**

Additional information regarding the above noted item may be obtained by calling the Department of Planning and Building Services at 707-234-6650, Monday through Friday, 8:00 a.m. through 5:00 p.m. Should you desire notification of the Planning Commission's decision you may do so by requesting notification in writing and providing a self-addressed stamped envelope to the Department of Planning and Building Services.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE. Mendocino County complies with ADA requirements and upon request, will attempt to reasonably accommodate individuals with disabilities by making meeting material available in appropriate alternate formats (pursuant to Government Code Section 54953.2). Anyone requiring reasonable accommodation to participate in the meeting should contact the Department of Planning and Building Services by calling 707-234-6650 at least five days prior to the meeting.

JULIA KROG, Director of Planning and Building Services



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**PLANNING COMMISSION  
STAFF REPORT- MINOR USE PERMIT  
& VARIANCE**

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**DECEMBER 7, 2023  
U\_2021-0016/ V\_2021-0005**

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**SUMMARY**

**OWNER/APPLICANT:** FAIZAN CORPORATION  
390 E GOBBI ST.  
UKIAH, CA 95482

898 MAIN STREET LLC  
1460 N LOVERS LANE  
UKIAH, CA 95482

**AGENT:** RICHARD RUFF & ASSOCIATES INC.  
100 WEST STANDLEY ST  
UKIAH, CA 95482

**REQUEST:** Minor Use Permit to establish and operate a gas station with ten (10) gas pumps, two (2) separate illuminated canopies, twenty-eight (28) new parking spaces, landscaping, and convert part of an existing structure to a convenience store. A concurrent Variance is requested for a sixty-five (65) foot tall business identification sign, to increase the allowable sign area, and to reduce the front yard setback.

**LOCATION:** 1.6± miles southwest of Redwood Valley center, on the north side of North State Street (CR 104), 600± feet east of its intersection with U.S. Route 101 (US 101), located at 9621 & 9601 North State St, Redwood Valley; APNs 162-100-58 & 162-100-59.

**TOTAL ACREAGE:** 2.54± Acres

**GENERAL PLAN:** Commercial (C)

**ZONING:** Limited Commercial (C-1)

**SUPERVISORIAL DISTRICT:** 1 (McGourty)

**ENVIRONMENTAL DETERMINATION:** MITIGATED NEGATIVE DECLARATION

**MINOR USE PERMIT RECOMMENDATION:** APPROVE WITH CONDITIONS

**SIGN HEIGHT VARIANCE RECOMMENDATION:** DENY

**SIGN AREA AND SETBACK VARIANCE RECOMMENDATION:** APPROVE WITH CONDITIONS

**STAFF PLANNER:** LIAM CROWLEY

## **BACKGROUND**

**PROJECT DESCRIPTION:** Minor Use Permit to establish and operate a gas station with ten (10) gas pumps, two (2) separate illuminated canopies, twenty-eight (28) new parking spaces, landscaping, and conversion of part of an existing structure to a convenience store (“the Project”). A concurrent Variance is requested for a sixty-five (65) foot tall business identification sign, to increase the allowable sign area, and to reduce the front yard setback. The Project would also include the installation of a fuel price pole sign and underground fuel storage tanks. The proposed fuel canopies would be located within the required twenty (20) foot front yard setback and the proposed freestanding signs would exceed the maximum sign area allowable per Mendocino County Code Chapter 20.184. The Project has been referred to the Planning Commission for consideration by the Zoning Administrator (see *Memo dated 7/13/23 to Planning Commission - Attachment*).

**APPLICANT’S STATEMENT:** The application describes the Project as follows:

*“Add 10 bay automobile fueling islands in front of existing 12,000 square foot multi-tenant commercial building. Domestic water and private sewer systems exist on the parcel. The topography of the site is near flat. The site of the proposed improvements open and mostly paved. Currently used for outside storage or parking. Minimal grading will be required. Vegetation will be added in the form of landscape planting. New commercial driveway openings will be created for direct access from North State Street. The new driveway openings will be shared with the restaurant to the east, directly, but will be available to either adjacent properties [sic] use. A new business identification sign will be added with updated graphics, and a 65” [sic] sign variance.”*

## **RELATED APPLICATIONS:**

### **On-Site**

- APN 162-100-58:
  - U\_2015-0009 – Minor Use Permit for a gasoline service station, including a 3,000 square foot office and convenience store, 6 fueling pumps under a 4,000 square foot fueling canopy, 30,000-gallon underground fuel storage tank, and a parking waiver to reduce the required 37 off-street parking spaces to 30 spaces. Approved 09/15/2016, expired 09/15/2018.
  - V\_2015-0001 – Concurrent Variance with U\_2015-0009 to allow a 2-foot front yard setback where 20 feet is required for the fueling canopy. Approved 09/15/2016, expired 09/15/2018.
  - B 90-93 – Boundary Line Adjustment which created the current parcel configuration, finalized 03/01/1994
- APN 162-100-59:
  - CFBL\_2019-0017 – Cannabis Facilities Business License for a Retailer/Dispensary, finalized 03/22/2019.

### **Neighboring Property**

- APN 162-100-55
  - CFBL\_2021-0016 – Cannabis Facilities Business License for a Retailer/Dispensary, finalized 12/10/2021.
  - R\_2019-0004 – Rezone from Limited Commercial (C-1) to General Commercial (C-2), finalized 09/20/2019.
  - U\_2019-0015 – Minor Use Permit for a Cannabis Non-Volatile Manufacturing and Distribution Facility, approved 12/12/2019.
- APNs 162-100-41, 60, & 61
  - R 16-88 – Rezone from Limited Commercial (C-1) to General Commercial (C-2)
  - U 22-97 – Minor Use Permit for a small private school, approved 09/25/1997.

**SITE CHARACTERISTICS:** The site consists of two adjacent parcels with frontage along North State Street (CR 104). The site can be accessed from a paved driveway at the southeastern end of the lot and a

driveway that runs across APN 162-100-55 to the west. A grassy area and shallow channel run along the North State Street frontage, separating it from paved areas abutting the commercial structures. APN 162-100-58 contains an existing 12,000 square foot commercial structure with leased spaces occupied by several businesses. A parking area is located behind the structure and is accessed from the west. Parking is also located along the front of the building. APN 162-100-59 contains an existing 1,740 square foot restaurant building with parking along the front. Staff conducted a site visit on June 13, 2023.

**SURROUNDING LAND USE AND ZONING:**

	<b>GENERAL PLAN</b>	<b>ZONING</b>	<b>LOT SIZES</b>	<b>USES</b>
<b>NORTH</b>	Commercial (C)	General Commercial (C-2)	4.5± Acres	Residential/Commercial
<b>EAST</b>	Commercial (C)	General Commercial (C-2)	4.1± Acres	Residential/Commercial
<b>SOUTH</b>	N/A (U.S. 101)	N/A (U.S. 101)	N/A (U.S. 101)	N/A (U.S. 101)
<b>WEST</b>	Commercial (C)	General Commercial (C-2)	1.6± Acres	Commercial

**PUBLIC SERVICES:**

Access: North State Street (CR 104)  
 Fire District: Redwood Valley/Calpella  
 Water District: Redwood Valley Water District  
 Sewer District: None  
 School District: Ukiah Unified

**AGENCY COMMENTS:** On December 20, 2021, project referrals were sent to the following agencies with jurisdiction over the Project. Any comment that would trigger a project modification, denial, conditions of approval, or required permits are discussed in full in the following section.

<b>REFERRAL AGENCIES</b>	<b>COMMENT</b>
Planning Division (Fort Bragg)	No Comment
Department of Transportation (DOT)	Comments
Environmental Health	Comments
Building Inspection	Comments
Assessor	No Response
Agriculture Commissioner	No Comment
Sonoma State University	Comments
Archaeological Commission	Comments
Caltrans	Comments
CAL FIRE	Comments
California Dept. of Fish & Wildlife	No Response
California Highway Patrol	No Comment
Cloverdale Rancheria	No Response
Redwood Valley Rancheria	Comments
Sherwood Valley Band of Pomo Indians	No Response
Redwood Valley Water District	No Comment
Redwood Valley/Calpella Fire District	Comments
Redwood Valley Municipal Advisory Council	No Response

CAL FIRE responded on December 27, 2021 with letter #336-21, including fire safe regulations conditions to be incorporated into the project. Staff recommends a condition of approval memorializing these conditions from CAL FIRE to be implemented prior to finalization of a building permit for the project.

CALTRANS submitted several comments and letters based on traffic studies and impacts associated with the Project. These comments are discussed in the Transportation section below.

The Building Division responded on January 3, 2022, noting that the project must comply with the California Building Code. This is reflected in the recommended conditions of approval below.

Redwood Valley Rancheria responded on December 24, 2021, recommending that the project be denied (“*sign too high*”), and stating that the project “*should require charging stations.*”

Environmental Health responded on January 11, 2022, stating that the applicant “*must submit complete plans and associated fees to the CUPA.*” This is reflected in the recommended conditions of approval below.

Redwood Valley Calpella Fire District (RVCFD) letter 2021-020 was submitted, which noted that RVCFD has accepted the plans for the project as of September 16, 2021.

### KEY ISSUES

**General Plan Consistency:** Both parcels are within the Commercial (C) land use designation defined in Chapter 3 of the Mendocino County General Plan. The Commercial land use classification is intended...

*“...to be applied to lands appropriate for a variety of commercial uses. Lands classified Commercial should be within or contiguous to developed areas, such as near the boundaries of cities and in Community Planning Areas, and should be served by the publicly-maintained circulation network and should be situated in locations where future growth is anticipated. Residential uses in the commercial classification shall require County findings that the site need not be reserved for future commercial uses, and that the residential use is compatible with existing or anticipated commercial uses.*

*General Uses: General commercial, mixed uses, public facilities, public services, public assemblies, residential developments, utility installations.”*

The proposed fuel station and convenience store are commercial uses. The Project site is accessed from public roads. As the site has been classified by the General Plan as land appropriate for a variety of commercial uses, staff finds that the fuel station and convenience store are compatible with the intent of the Commercial land use designation. The commercial use is also supported by General Plan Policy DE-48. Use of the existing commercial structure for a convenience store is supported by Policy DE-95.

The proposed fuel price sign and business identification sign are accessory uses subordinate to the fuel station and convenience store. The fuel price sign is typical of fuel stations and appropriate as an accessory structure. According to the submitted plans, the business identification sign would include space for multiple business. This would reduce the need for multiple single-purpose signs for each business, which is supported by General Plan Policy DE-87 and DE-88. As accessory uses, staff finds that the signs are compatible with the intent of the Commercial designation.

**Zoning Consistency:** Both parcels are within the Limited Commercial (C-1) zoning district defined in Chapter 20.088 of the Mendocino County Code (MCC). The Limited Commercial district is intended...

*“...to create and enhance areas where public facilities and services are available. It is also intended to facilitate a balance between jobs and housing, provide for the possibility of live/work spaces, and provide additional opportunities for affordable housing. A limited number of retail commercial goods and services are desired primarily to meet day to day needs of local residents and to facilitate livable/walkable communities and live/work opportunities. Typically this district would be applied in conjunction with residential uses and would permit only those uses which do not significantly increase traffic, noise or other impacts.”*

The proposed fuel station most resembles the “Automotive and Equipment – Gasoline Sales” use type as defined in MCC Section 20.024.025. This use type is permitted in the C-1 district upon issuance of a Minor Use Permit. The proposed convenience store most resembles the “Food and beverage retail sales” use

type as defined in MCC Section 20.024.075. This use type is permitted in the C-1 district by right. The existing commercial structures occupy a large portion of the buildable area on each lot. Therefore, the opportunity for future residential uses is limited unless the structures were to be demolished or altered. The lots abut property which was rezoned to the General Commercial (C-2) district. This indicates that the surrounding lots have been identified as an area for commercial growth. The Project may significantly increase traffic, but mitigation measures are available to reduce the significance of such impacts as described in the associated Mitigated Negative Declaration. As the opportunity for live/work space is limited under existing conditions, impacts can be sufficiently mitigated, and the proposed uses are permitted, staff finds that the proposed fuel station and convenience store would not undermine the integrity of the C-1 district.

The Project is also subject to the applicable C-1 development standards, including the 35 foot Building Height Limit and 20 foot Minimum Front Yard. As the project site abuts lots within commercial zoning, there would be no Minimum Side or Rear Yard. No expansion of height or floor area is proposed for the existing commercial structure, which has a maximum height of 16 feet, 6 inches. The proposed fuel canopy would have a maximum height of 19 feet. However, the fuel canopy would encroach into the minimum front yard by approximately 18 feet (see *Plans Attachment*). Therefore, a variance would be required to allow the fuel canopy to be located within the front yard. Staff analyzed the project to determine whether such a variance is warranted as shown below.

**Minimum Front Yard Variance:** In accordance with MCC Chapter 20.200, a variance may be granted when strict and literal interpretation of the zoning ordinance creates practical difficulties, unnecessary hardships, or results inconsistent with the general purposes of the ordinance. Before any variance may be granted, findings must be made pursuant to MCC Section 20.200.020. A similar variance was approved for this site under V\_2015-0001 to allow a minimum front yard of two (2) feet where twenty (20) feet is required. However, that variance subsequently expired. Staff reviewed the previously approved variance, the current request, and conducted a site visit of the property. It was determined that the requisite findings can be met to allow a minimum front yard of two (2) feet where twenty (20) is required as discussed below.

*(A) That there are special circumstances applicable to the property involved, including size, shape, topography, location, or surrounding;*

As discussed in the Staff Report for V\_2015-0001, a 55-foot-wide easement<sup>1</sup> and overlapping 40-foot-wide easement<sup>2</sup> are located on the property (see U\_2015-0009 / V\_2015-0001 *Staff Report Attachment*). The easements run laterally through the parking area in front of the existing commercial buildings (see *Plans Attachment*). Combined with the required 20 foot front yard, the easements create a constrained area in which the fueling stations and canopy may be located. If the fueling stations were required to meet the 20 foot setback, the structure would encroach upon the easements. The only other place in which the fueling stations could be located would be the parking area behind the commercial structure, but adequate access is not available to accommodate this. The easements span the width of the property, thereby creating a special circumstance.

*(B) That such special circumstances or conditions are not due to any action of the applicant subsequent to the application of the zoning regulations contained in the Division;*

The easements and commercial structures were in place prior to current ownership of the property. As such, their limiting influence on the proposed development was not due to any action of the applicant. As "Automotive and Equipment-Gasoline Sales" are a permitted use in the C-1 district upon issuance of a Minor Use Permit, it is reasonable for an applicant to seek establishment of this use and associated structures, including fueling stations and a canopy. The buildable space between the front yard setback line and the edge of the easements (approximately 6 feet) would not allow reasonable development of this use.

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<sup>1</sup> "55' non-exclusive easement for roadway and utility purposes granted to Beielenberg on Mar 18, 1986, in Book 1549, Official Records, Page 627, Mendocino County Records."

<sup>2</sup> "40' non-exclusive easement for roadway and utility purposes granted to Rawles on Nov 18, 1975 in Book 1064, Official Records, Page 471, Mendocino County Records."

(C) *That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property in question;*

The adjacent lots are within a different zoning district (C-2), which has a Minimum Front Yard of 10 feet. However, the lot west of the site is subject to the same 55 foot access easement. As discussed in the staff report for V\_2015-0001, the circumstances applicable to the subject property are not typical of C-1 lots in Mendocino County when considering the establishment of a fueling station and canopy.

(D) *That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.*

Granting of the variance would allow the fueling stations and canopy to be positioned within two (2) feet of the property boundary. The proposed project would include a commercial driveway approach adjacent to the structures. Provided the recommendations from DOT are adopted as conditions of approval, the placement of these structures would not be expected to create a hazard or other materially detrimental impact within the meaning of this finding.

(E) *That the granting of such variance will not adversely affect the General Plan.*

As noted above, staff has found the Project to be consistent with the intent of the General Plan Commercial designation. This variance is not expected to conflict with applicable General Plan goals and policies as conditions of approval are recommended to account for anticipated impacts.

**Parking Requirements:** The Project is subject to Off-Street Parking requirements per MCC Chapter 20.180. The commercial structure housing the convenience store most resembles a general retail store subject to Section 20.180.020(A). At 12,000 square feet, this use would require forty (40) parking spaces. The existing restaurant is subject the Section 20.180.020(K). The application states that the restaurant has a capacity of forty (40) occupants. Therefore, this use would require 13 spaces. The total number of parking spaces required for the site is fifty-three (53). In accordance with Section 20.180.010(K), three (3) spaces have been designated as ADA accessible. According to the submitted site plan, fifty-six (56) parking spaces would be provided. Therefore, the proposed project would meet County parking requirements.

**Sign Regulations:** APN 162-100-58 contains three (3) existing wall signs along the parapet of the commercial structure and four (4) existing freestanding signs. The Project includes plans for two (2) additional on-site, freestanding signs (see *Plan Attachment*). The first sign would display fuel prices and includes a "Chevron" logo. The sign would be thirty feet six inches (30'-6") in height and have a total area of approximately 155 square feet. The second sign is a business identification sign. Though the plans state that the sign would be 79 feet in height, the application states that the sign would be 65 feet in height. Besides the supporting poles, the sign would have a total area of approximately 584 square feet.

Both signs would exceed the height (25 feet) and square footage (64 square feet) requirements of Section 20.184.020. However, "*in order to reduce practical difficulties and unnecessary hardships inconsistent with the objectives of this chapter*", variances may be granted pursuant to Chapter 20.200 with respect to height and area of signs. Therefore, staff reviewed the proposal to determine whether variances were warranted with respect to the proposed signs as discussed below.

**Sign Variances:** Pursuant to MCC Section 20.184.045, staff reviewed the project against the required findings of Chapter 20.200 to determine whether variances for the proposed signs are appropriate. The applicant submitted a response to each finding in support of the requested variance (see *Variance Response Attachment*). The applicant submitted an additional letter requesting that the sign height variance be granted (see *Variance Letter Attachment*). After reviewing the application materials and required variance findings, staff has determined that a variance for increased sign height is not warranted, but that a variance for increased sign area is warranted as discussed in response to each finding below. Staff used Google Maps Street View to display street-level photos of the various other signs discussed in the applicant's letter, as well as the views of the project site from US 101 (see *Street Views Attachment*).

*(A) That there are special circumstances applicable to the property involved, including size, shape, topography, location, or surrounding;*

In response to this finding, the applicant noted that *“historically, businesses have had trouble succeeding in this location. At least part of the problem is communication with the travelling public and getting them to slow and turn off the highway.”* Due to its location at the terminus of North State Street and proximity to the highway, the project is expected to serve a large proportion of visitors traveling at high speeds along US 101. Traveling northbound along US 101, the existing site is easily visible because the approach is mostly flat (see *Street View 3 Attachment*). Of the fueling stations in the vicinity of US 101, the most comparable site is the Coyote Valley Casino gas station (see *Street View 7 & 8 Attachment*). Other stations in Mendocino County are either too far from the US 101 corridor or within core community areas with lower speed limits. Though the exact area and height of the associated fuel price sign at the Coyote Valley Casino gas station is unknown, it appears to be greater than 64 square feet in area and less than 25 feet in height.

When traveling southbound along US 101, the site is obscured by the highway gradient until about 1,000 feet northwest of the intersection of North State Street/Uva Drive (see *Street View 1 & 2 Attachment*). Though left turning movements may be restricted as explained elsewhere in this report, a visible sign from this area may still be desirable as travelers may use the West Road interchange. Though the adjacent properties are similarly obscured by the highway gradient, the gradient does appear to create a special circumstance because other commercial areas along the US 101 corridor, particularly those in the Redwood Valley area further south, are not obscured in this way. In addition, the high-speed travel along US 101 and the additional setback from the US 101 corridor due to North State Street creates a special circumstance whereby smaller signs and lettering may not be seen by passersby. Therefore, finding (A) can be made for an increased sign height and total sign area.

*(B) That such special circumstances or conditions are not due to any action of the applicant subsequent to the application of the zoning regulations contained in the Division;*

The topography northwest of the project site, the highway gradient, the highway itself, and the configuration of the subject lots were present prior to the current owner purchasing the property. As such, these circumstances were not caused by any action of the applicant. Finding (B) can be made for an increased sign height and increased sign area.

*(C) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property in question;*

The adjacent lots are not within the same zone as the property in question (C-2). However, the sign area and height regulations apply equally in all zoning districts within the jurisdiction of Mendocino County. In addition, staff does not view the ability to attract traffic from southbound US 101 as a substantial property right, and as such a 65-foot-tall sign is not necessary. The existing signs on the property can be seen clearly from northbound US 101.

The applicant's letter mentions signs for the Super 8 Motel, Starbucks, Jensen's Truck Stop, and the Coyote Valley Casino (see *Street View 4-8 Attachment*). As the other signs are located in the Ukiah area, staff only considers the Coyote Valley Casino to be within the same vicinity as the project site. The Ukiah area has a greater degree of urbanization along the US 101 corridor (see *Mitigated Negative Declaration / Initial Study, Section 3.1*). Two of the signs mentioned in the applicant's letter are within the Ukiah city limits (Super 8 & Starbucks). The factors which may determine what height of a sign may constitute a "substantial property right" are fundamentally different in the Ukiah area. A greater amount of commercial land is available along the US 101 corridor in Ukiah. Therefore, a greater number of businesses must compete. The geometry of the US 101 corridor may also be a determining factor, including the overpasses present in the Ukiah area. In addition, the Coyote Valley Casino gas station sign does not appear to exceed the twenty-five (25) foot height limit, though that property is not within the jurisdiction of Mendocino County. Therefore, finding (C) cannot be made for an increase in height because a substantial property right has not been denied to the property in question.

The adjacent APNs 162-100-55 and 162-100-68 contain one (1) commercial business each. APN 162-100-58 contains an existing commercial structure with six (6) lease spaces. If the maximum total sign area were to be interpreted literally per Section 20.184.020(D), the multiple commercial businesses on this lot may be denied the opportunity to construct a sign that could otherwise be constructed if the businesses were on separate lots. In addition, the fuel price sign at the nearby Coyote Valley Casino gas station appears to exceed County requirements for sign area (though this lot is not within the jurisdiction of the County). The proposed sign would consolidate advertising for multiple businesses within one sign. Therefore, staff finds that it would be appropriate to allow an increased maximum sign area. To determine the appropriate maximum sign area for the project, staff multiplied the maximum 64 square feet for freestanding signs per MCC Section 20.184.020(2)(c) by six (6) lease spaces, then added the maximum 128 square feet of sign area for APN 162-100-59 for a total sign area of 512 square feet. Staff recommends a condition of approval requiring the applicant to submit a sign plan showing that existing and proposed signs on the site will not exceed 512 square feet in area.

*(D) That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located;*

Granting of a variance for an increased maximum sign area would allow consolidation of multiple business advertisements on a single sign. Such a sign may attract additional traffic to the commercial area. As the sign would be located in an existing commercial area and would not be granted an increase in height, it is not expected to create aesthetic impacts or other detriments to residential areas. Finding (D) can be made.

*(E) That the granting of such variance will not adversely affect the General Plan*

Granting of a variance for an increase maximum sign area is supported by General Plan Policy DE-48 which encourages business expansion and is consistent with Policy DE-87 which states that “*signage should enhance the visual appearance of developments, unify streetscapes, and reduce visual clutter often associated with multiple, single-purpose signs.*” Therefore, finding (E) can be made for an increased sign area.

**Transportation:** More information regarding transportation impacts can be found in the Initial Study/Mitigated Negative Declaration prepared for this project. The application included a traffic study completed in 2016, which was originally submitted under the previous project (U\_2015-0009). The traffic study analyzed the impacts of a gas station with six (6) gasoline pumps under a new canopy. The study concluded that the project would have less than significant impacts at the study intersection (US 101/North State Street/Uva Drive) and that the onsite circulation pattern is “*adequate and typical of a commercial development.*” Conditions of approval were included in U\_2015-0009 to require the applicant to obtain an encroachment permit from DOT, to complete an ordinance amendment restricting left-turn and through movements at the North State Street and US 101 intersection in accordance with Caltrans recommendations, and obtain an encroachment permit from Caltrans for work done within the State right of way.

The application was referred to County DOT and Caltrans. On December 29, 2021, County DOT responded with recommended conditions for the proposed project (see *DOT Comments 12-29-21 Attachment*). These included: the establishment of, and modifications to, the commercial driveway approaches to comply with County Road and Development standards, including any required encroachment permits; the submittal of a circulation plan for fuel delivery truck turn movements; documentation of access easements for access to the site across the neighboring parcel; submittal of a site plan for a culvert or swale for the driveway approach and post-construction drainage; requirements for signing and striping; and an ordinance amendment restricting left-turn and through movements at the North State Street and US 101 intersection.

On February 18, 2022, Caltrans responded with a request that the traffic study be updated due to the expanded scope of the project and amount of time passed. Additional comments were included explaining the general study requirements, encroachment permit process, and previous comments from Caltrans regarding U\_2015-0009 (see *Caltrans Comments 2-18-22 Attachment*).

After discussion between County staff, Caltrans, and the consultant retained by the applicant, an updated traffic study was submitted on January 18, 2023 (available on file at Planning & Building Services). When developing the assumptions for the traffic study, Caltrans noted that the project poses significant safety concerns, as the increased number of fueling stations resemble a “Highway Service Commercial Zoning” rather than “Neighborhood Commercial”. It was noted that Caltrans is developing a project to install a median barrier approximately 600 feet to the south of the North State Street/Uva Drive intersection with US 101. Caltrans determined that should the proposed service station be developed, it will be necessary to pursue closure of the median at North State Street/Uva Drive. As such, the traffic study was conducted under the assumption that the median would be closed.

The January 18, 2023 traffic study recommended that consideration be given to installing all-way stop controls at the intersection of West Road and the US 101 South Ramps, and that acceleration and deceleration lanes be installed at the intersection of US 101 North and North State Street per Caltrans design standards. County DOT did not have concerns regarding the study. Under the assumption that the median would be closed, the County DOT-recommended restriction of turning movements would become unnecessary.

Caltrans submitted comments regarding the traffic study on March 3, 2023 (see Caltrans Comments 3-3-23 Attachment). Caltrans noted that the previously mentioned median barrier project, which was proposed to be extended beyond the North State Street/Uva Drive intersection, could not be extended through the project site. Instead, the project would end a few hundred feet south of the intersection. However, Caltrans maintained that the median must be closed to mitigate traffic impacts. Caltrans did not support the recommended all-way stop controls at the West Road interchange.

County DOT submitted revised recommendations on March 14, 2023 (see *DOT Comments 3-14-23 Attachment*). The only change was an additional requirement that the applicant send notification letters to applicable addresses that access North State Street informing them of the initial hearing, should an ordinance amendment be necessary.

On July 5, 2023, a revised traffic study was submitted, which included an analysis of traffic impacts without the assumption that the median would be closed (available on file at Planning & Building Services). The revised traffic study continued to recommend all-way stop controls at the West Road interchange and the installation of acceleration and deceleration lanes at the intersection of US 101 North and North State Street. Staff referred the revised traffic study to County DOT and Caltrans. DOT responded on July 7, noting that regardless of traffic flows, the study does not change DOTs recommendations. Staff received comments from Caltrans on August 14, 2023 (see *Caltrans Comments 8-11-23 Attachment*). To summarize, Caltrans had several concerns regarding the methods and conclusions discussed in the revised traffic study. Caltrans noted that without a median closure, the number of left-turns from southbound US 101 to North State Street would increase, and the increased volume of left-turn traffic would result in a higher probability of collisions when compared to the existing conditions. “*Due to the prevailing freeway speeds along US 101 at this location, any collision runs the risk of being a high-severity or fatal collision.*” Caltrans could not accept the conclusions of the study, noting that the recommendations in the study are “*in conflict with the State’s Safe Systems Approach and Vision Zero Goals, where even one fatality is unacceptable.*”

Caltrans continued to request that the County condition the project with a median closure to prevent significant impacts to traffic safety and to avoid conflict with a Caltrans policy and program.

Based on the comments from both agencies, staff recommends conditions of approval requiring the applicant to obtain an encroachment permit from Caltrans to close the US 101 median at this intersection prior to construction of the project to ensure that transportation impacts, including safety concerns, are appropriately addressed. In addition, staff recommends including County DOTs recommendations as conditions of approval, with additional language noting that the requirement to obtain an ordinance amendment to restrict turning movements can be considered satisfied should the closure of the US 101 median be completed.

**Archaeological & Cultural Resources:** The project was referred to Sonoma State University, who noted that the project area is adjacent to an archaeological site with undetermined boundaries. It was recommended that an archaeological study be conducted for the project. At their meeting on February 9, 2022, the Mendocino County Archaeological Commission voted to require that a survey be conducted. The applicant subsequently submitted an archaeological survey report in April 2022. No cultural constituents, features, or artifacts were identified as a result of the survey. The Archaeological Commission reviewed and accepted the report at their meeting on July 13, 2022. Staff recommends a condition of approval notifying the applicant of the 'Discovery Clause' pursuant to MCC Section 22.12.090.

**Use Permit Findings:** Pursuant to MCC Section 20.196.020, the following findings must be made before any use permit may be granted:

*(A) That the establishment, maintenance or operation of a use or building applied for is in conformity to the General Plan;*

As noted in the General Plan Consistency section of the staff report, the proposed fuel station and convenience store are commercial uses. The Project site is accessed from public roads. As the site has been classified by the General Plan as land appropriate for a variety of commercial uses, staff finds that the fuel station and convenience store are compatible with the intent of the Commercial land use designation. The commercial use is also supported by General Plan Policy DE-48. Use of the existing commercial structure for a convenience store is supported by Policy DE-95.

The proposed fuel price sign and business identification sign are accessory uses subordinate to the fuel station and convenience store. The fuel price sign is typical of fuel stations and appropriate as an accessory use. According to the submitted plans, the business identification sign would include space for multiple business. This would reduce the need for multiple single-purpose signs for each business in compliance with General Plan Policy DE-87 and DE-88. As accessory uses, staff finds that the signs are compatible with the intent of the Commercial designation.

*(B) That adequate utilities, access roads, drainage and other necessary facilities have been or are being provided;*

Upon completion of the recommended conditions of approval, the site would be provided with adequate access in compliance with County DOT and Caltrans standards. Conditions of approval also require the applicant to comply with any applicable Environmental Health and Building Division standards for modifications to the existing structure, construction of fueling stations, installation of underground storage tanks, and sign construction. The project is subject to applicable local, state, and federal regulations regarding drainage. Conditions of approval are recommended which would require the applicant to construct a culvert or swale for post-construction drainage to DOT standards.

*(C) That such use will not, under the circumstances of that particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county;*

The project is not expected to result in a nuisance or otherwise be detrimental within the meaning of this finding. The proposed commercial activities would occur within an existing commercial area. Compliance with recommended conditions of approval and applicable regulatory standards would ensure that potential detriments have been avoided or reduced.

*(D) That such use preserves the integrity of the zoning district.*

As noted in the Zoning Consistency section of the staff report, the proposed uses are either permitted by right in the C-1 district, or upon issuance of a Minor Use Permit. The lots abut property within the C-2 district, an area identified for commercial growth. Mitigation measures have been included to reduce the significance of traffic impacts. The opportunity for live/work space is limited under existing conditions. The proposed project would not undermine the integrity of the zoning district.


**Environmental Determination:** An Initial Study for the proposed project was completed in accordance with the California Environmental Quality Act (CEQA). Some potentially significant impacts were identified, but mitigation measures were recommended that would reduce potential impacts to less than significant levels. As such, a Mitigated Negative Declaration was prepared. Those mitigation measures have been recommended as conditions of approval. Impacts related to the requested Variance to allow a sixty-five (65) foot tall freestanding sign where twenty-five (25) feet is required were not addressed because staff recommends denial of the Variance. In accordance with 14 CCR §15270, CEQA does not apply to projects which a public agency rejects or disapproves.

**RECOMMENDATION**

By resolution, adopt a Mitigated Negative Declaration and (1) grant the requested Minor Use Permit, (2) grant a Variance to allow a maximum sign area of 512 square feet where 128 square feet is required, (3) grant a Variance to allow a minimum front yard setback of 2 feet where 20 feet is required, and (4) deny the requested Variance for a 65-foot tall freestanding sign where 25 feet is required.

11/2/23

DATE



LIAM CROWLEY  
PLANNER II

Appeal Period: 10 Days  
Appeal Fee: \$2,674.00

**ATTACHMENTS:**

- A. Plans
- B. Maps
- C. Variance Response
- D. Variance Letter
- E. Street Views
- F. DOT Comments 12-29-21
- G. Caltrans Comments 02-18-22
- H. Caltrans Comments 03-03-23
- I. DOT Comments 03-14-23
- J. Caltrans Comments 08-11-23
- K. Site Photos
- L. Memo to PC 07-13-23
- M. U\_2015-0009 / V\_2015-0001 Staff Report

**RESOLUTION AND CONDITIONS OF APPROVAL (Exhibit A):**

**MITIGATED NEGATIVE DECLARATION / Initial Study available online at:**

<https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas/planning-commission>

### GENERAL NOTES

**REGULATORY AGENCIES**

- ALL WORK SHALL CONFORM TO THE MOST CURRENT APPLICABLE CALIFORNIA CODE OF REGULATIONS (TITLE 24) PART 51-12, INCLUDING BUT NOT LIMITED TO: CALIFORNIA ADMINISTRATIVE CODE, 2019 CALIFORNIA BUILDING CODE, 2019 CALIFORNIA RESIDENTIAL CODE, 2019 CALIFORNIA ELECTRICAL CODE, 2019 CALIFORNIA MECHANICAL CODE, 2019 CALIFORNIA PLUMBING CODE, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA HISTORICAL BUILDING CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE, & 2019 CALIFORNIA REFERENCED STANDARDS CODE.
- SEPARATE DRAWINGS, CALCULATIONS AND SUBMITTAL MATERIALS SHALL BE PROVIDED FOR REVIEW AND APPROVAL OF SIGNAGE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AS HOLDER OF PERMITS TO NOTIFY THE BUILDING OFFICIAL WHEN WORK IS READY FOR INSPECTION. INSPECTION REQUESTS SHALL BE IN ACCORDANCE WITH REGULATORY AGENCIES' REQUIREMENTS. INSPECTORS SHALL HAVE COMPLETE ACCESS TO ALL WORK.
- A RECORD OF INSPECTIONS SHALL BE MAINTAINED ON THE JOB SITE IN ACCORDANCE WITH REGULATORY AGENCY REQUIREMENTS.
- APPROVED PLANS SHALL BE KEPT IN A PLAN BOX AND SHALL NOT BE USED BY ANY WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION. THE CONTRACTOR SHALL ALSO MAINTAIN IN GOOD CONDITION, ONE COMPLETE SET OF PLANS WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS, ON THE PREMISES AT ALL TIMES WHICH ARE TO BE UNDER THE CARE OF THE JOB SUPERINTENDENT. A REPRODUCIBLE AS-BUILT SET SHALL BE PROVIDED TO THE OWNER WHEN COMPLETE.

**PREPARATION FOR CONSTRUCTION**

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COMPLETELY FAMILIARIZE HIMSELF/HERSELF WITH THESE DRAWINGS AND THE SITE CONDITIONS, AND TO VERIFY ALL DETAILS WITH THE OWNER PRIOR TO THE START OF CONSTRUCTION.
- DO NOT SCALE DRAWINGS.
- DIMENSIONS ARE TO FACE LINE OF STUD (F.O.S.) UNLESS OTHERWISE NOTED. WHERE REQUIRED, MINIMUM CLEAR DIMENSIONS HAVE BEEN NOTED. SEE COVER SHEET FOR GRAPHIC EXPLANATION.
- ANY DISCREPANCY OR ERROR IN DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT AND OWNER PRIOR TO THE COMMENCEMENT OF WORK.
- THE DRAWINGS DO NOT ILLUSTRATE EVERY CONDITION. THE DRAWINGS INDICATE LOCATIONS, DIMENSIONS, AND TYPICAL DETAILS OF CONSTRUCTION. WORK NOT EXPRESSLY DETAILED SHALL BE OF CONSTRUCTION SIMILAR TO PARTS THAT ARE DETAILED.
- THE CONTRACT DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE UNLESS OTHERWISE SHOWN. THEY DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE GENERAL CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND HE/SHE SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES. OBSERVATION VISITS TO THE SITE BY FIELD REPRESENTATIVES OF THE ARCHITECT AND HIS CONSULTANTS DO NOT INCLUDE INSPECTION OF THE PROTECTIVE MEASURES OR THE PROCEDURES FOR SUCH METHODS OF CONSTRUCTION. ANY SUPPORT SERVICES PROVIDED BY THE ARCHITECT AND HIS CONSULTANTS DURING CONSTRUCTION SHALL BE DISTINGUISHED FROM CONTINUOUS AND DETAILED INSPECTION SERVICES WHICH ARE FURNISHED BY OTHERS. THESE SUPPORT SERVICES, WHICH ARE FURNISHED BY THE ARCHITECT AND HIS CONSULTANTS, WHETHER OF MATERIAL OR WORK AND WHETHER PERFORMED PRIOR TO, DURING, OR AFTER COMPLETION OF CONSTRUCTION, ARE PERFORMED SOLELY FOR THE PURPOSE OF ASSISTING IN QUALITY CONTROL, AND IN ACHIEVING CONFORMANCE WITH CONTRACT DRAWINGS AND SPECIFICATIONS, BUT THEY DO NOT GUARANTEE CONTRACTOR'S PERFORMANCE AND SHALL NOT BE CONSTRUED AS SUPERVISION OF CONSTRUCTION.
- THE ARCHITECT AND OWNER WILL NOT BE RESPONSIBLE FOR AMBIGUITIES AND OMISSIONS NOT BROUGHT TO THEIR ATTENTION.
- BY SUBMITTING A BID, THE BIDDER AGREES AND WARRANTS THAT HE/SHE HAS EXAMINED THE DRAWINGS AND FOUND THAT THEY ARE ADEQUATE FOR COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING FIELD MEASUREMENTS BEFORE ORDERING MATERIALS AND PREFABRICATED ITEMS. ANY NECESSARY ADJUSTMENTS BETWEEN FIELD MEASUREMENTS AND DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE DECISION OF THE ARCHITECT AND/OR OWNER.
- CONTRACTOR'S SCOPE OF WORK: ALL LABOR, MATERIALS, FABRICATION, EQUIPMENT, APPLIANCES, APPURTENANCES, TRANSPORTATION AND SERVICES REQUIRED FOR CONSTRUCTION, ERECTION, AND INSTALLATION OF ALL OF THE VARIOUS WORK INDICATED ON THE DRAWINGS AND/OR SPECIFIED UNDER EACH OF THE SPECIFICATION SECTIONS. ANY SITE DEMOLITION AND REMOVAL OF ANY MATERIAL, RUBBISH, OR DEBRIS ABOVE OR BELOW GRADE; ALL EARTHWORK AND FOUNDATION WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THE WORK IN ACCORDANCE WITH THE PROPERTY LINES AND ELEVATIONS PER THE SURVEY DRAWING AND GRADING/DRAINAGE PLAN.
- CONTRACTOR TO COORDINATE ALL PLUMBING, GAS, ELECTRICAL, SPRINKLER, AND HVAC SYSTEMS FOR COMPATIBILITY WITH THE PROPOSED DESIGN PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- CONTRACTOR TO VERIFY ALL ELECTRICAL, PLUMBING, AND HVAC REQUIREMENTS FOR EXISTING OR SPECIFIED EQUIPMENT PRIOR TO CONSTRUCTION. ADDITIONALLY, CONTRACTOR SHALL CONFIRM EQUIPMENT LIST WITH THE ARCHITECT BEFORE COMMENCEMENT OF WORK.
- RUFF + ASSOCIATES, INC. SHALL HAVE NO RESPONSIBILITY FOR THE DISCOVERY, HANDLING, PRESENCE, DISPOSAL, REMOVAL OF, OR EXPOSURE OF PERSONS TO HAZARDOUS MATERIALS IN ANY FORM AT THE PROJECT SITE, INCLUDING BUT NOT LIMITED TO ASBESTOS, ASBESTOS PRODUCTS, POLYCHLORINATED BIPHENYL (PCB), OR OTHER TOXIC SUBSTANCES. SUCH WORK, IF REQUIRED, SHALL BE COMPLETED UNDER SEPARATE CONTRACT.

### DRAWING INDEX

**ARCHITECTURAL**

- T1.1 PROJECT TITLE SHEET
- T1.2 CONSTRUCTION WASTE MANGEMENT PLAN
- A1 SITE PLAN
- A2.0 EXISTING FLOOR PLAN
- A2.1 PROPOSED LANDSCAPING PLAN
- A3.0 EXISTING ELEVATIONS
- A3.1 FUELING ISLANDS PROPOSED ELEVATIONS A
- A3.2 FUELING ISLANDS PROPOSED ELEVATIONS B

### GENERAL NOTES

**QUALITY AND JOB MANAGEMENT**

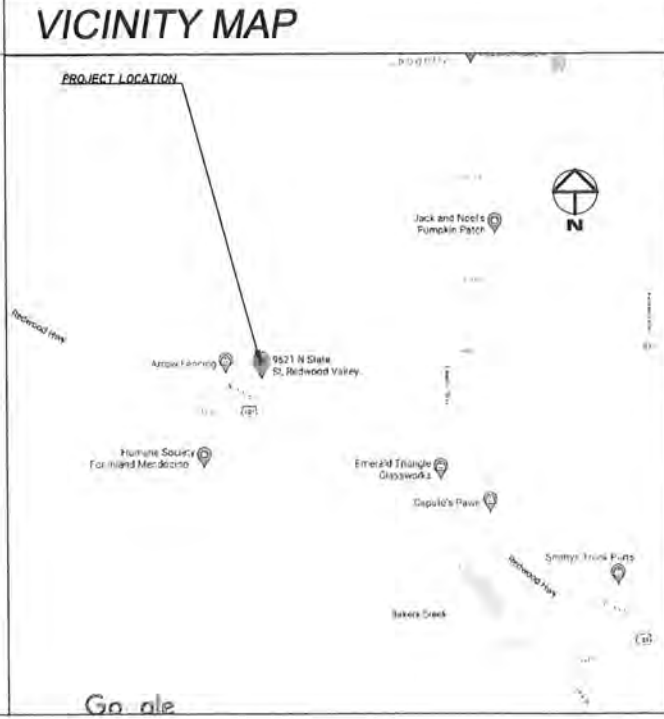
- THE CONTRACTOR SHALL CONSULT THE INTERIOR FINISH SCHEDULE FOR ALL INTERIOR MATERIALS COORDINATION, CABINETS, ETC.
- ALL ITEMS OF MILLWORK SHALL BE CAREFULLY ERECTED WITH TIGHT-FITTING JOINTS, CAREFULLY CUT AND SECURED. EXPOSED NAILS OR SCREWS SHALL BE SET IN PUTTY. BACK PRIME ALL MILLWORK BEFORE INSTALLATION AND PROTECT AGAINST DAMPNESS, MOLDS AND FACES SHALL BE CLEAN CUT AND TRUE PATTERN. ALL WORK SHALL BE THOROUGHLY CLEANED AND SANDED TO RECEIVE THE FINISH. SHARP CORNERS OF SMALL MEMBERS OF FINISH WOODWORK SHALL BE SLIGHTLY ROUNDED.
- ALL FRAMING SHALL BE INSTALLED CLOSELY FITTED, ACCURATELY SET IN PLACE TO THE REQUIRED LINES AND LEVELS, AND SHALL BE OF THE DIMENSIONS SHOWN ON DRAWINGS. DO NOT IMPAIR STRUCTURAL MEMBERS BY CUTTING OR DRILLING - CONSULT ARCHITECT.
- ALL PROPRIETARY PRODUCTS NOTED ON THE DRAWINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND HAVE PRIOR APPROVAL FROM THE LOCAL GOVERNING AGENCIES.
- THE ARCHITECT AND THE ENGINEER WILL MAKE PERIODIC VISITS TO THE JOB SITE TO OBSERVE THE PROGRESS OF THE WORK. THE ARCHITECT AND ENGINEER SHALL NOT HAVE CONTROL OR CHARGE OF, AND SHALL NOT BE RESPONSIBLE FOR, CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES, FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, FOR ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS OR ANY PERSONS PERFORMING ANY OF THE WORK OR FOR FAILURE OF ANY OF THOSE PARTIES TO CARRY OUT THE WORK IN CONFORMANCE WITH CONTRACT DOCUMENTS.
- CUTTING & PATCHING: AVOID DAMAGING ADJACENT EXISTING WORK. REPAIR OR REPLACE AT NO COST TO OWNER ANY DAMAGE CAUSED BY CONSTRUCTION.
- TEMPORARY SHORING: STRUCTURALLY BRACE AND SUPPORT ALL MATERIALS REQUIRING THE SAME FOR THE WORK TO OCCUR SAFELY AND IN COMPLIANCE WITH JURISDICTIONAL REGULATIONS.

**CHANGES TO WORK & SUBMITTALS**

- CHANGES OR MODIFICATIONS TO THE WORK DURING CONSTRUCTION SHALL BE RECORDED WITH THE APPROPRIATE REGULATORY AGENCIES, AND APPROVALS FROM SUCH AGENCIES SHALL BE OBTAINED PRIOR TO MAKING SUCH CHANGES. REGULATORY AGENCIES SHALL BE NOTIFIED BY THE CONTRACTOR OF ALL SUCH CONSTRUCTION CONTRACT CHANGES AFTER PERMITS ARE ISSUED.
- THE ARCHITECT SHALL BE INFORMED, IN WRITING, OF ALL CHANGES OR SUBSTITUTIONS MADE TO THESE PLANS AND SPECIFICATIONS. THE ARCHITECT SHALL HAVE NO IMPLIED OR ASSUMED RESPONSIBILITY FOR CHANGES IMPLEMENTED WITHOUT THE ARCHITECT'S PRIOR APPROVAL.
- SHOP DRAWINGS: SHOP DRAWINGS ARE AN AID FOR FIELD PLACEMENT AND ARE SUPERSEDED BY THE ARCHITECTURAL DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO MAKE CERTAIN THAT ALL CONSTRUCTION IS IN FULL AGREEMENT WITH THE LATEST ARCHITECTURAL DRAWINGS. THE CONTRACTOR SHALL SUPPLY THE ARCHITECT/ENGINEER WITH A MINIMUM OF TWO (2) COPIES OF CHECKED SHOP DRAWINGS BEARING THE CONTRACTOR'S STAMP OF APPROVAL AND SIGNATURE. A MINIMUM OF THREE (3) WEEKS PRIOR TO FABRICATION, THE REVIEW OF SHOP DRAWINGS AND SPECIFICATIONS BY THE ARCHITECT/ENGINEER IS ONLY FOR GENERAL COMPLIANCE WITH THE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS AND SPECIFICATIONS. THIS REVIEW DOES NOT GUARANTEE IN ANY WAY THAT THE SHOP DRAWINGS ARE CORRECT, COMPLETE, NOR DOES IT INFER THAT THEY SUPERSEDE THE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS.
- SUBSTITUTIONS: PROPRIETARY ARTICLES MAY BE SUBSTITUTED IF, IN THE OPINION OF THE ARCHITECT AND OWNER, THE MATERIAL OR ARTICLE IS EQUAL TO THAT SPECIFIED. REQUEST FOR SUBSTITUTIONS SHALL NOT DELAY WORK. CONTRACTOR SHALL COORDINATE ACCEPTED SUBSTITUTIONS WITHOUT ADDITIONAL COST TO OWNER. ALL SUBSTITUTIONS MUST HAVE WRITTEN PERMISSION. COLOR SAMPLES OF ALL MATERIALS THAT AFFECT THE AESTHETICS OF THE DESIGN MUST BE SUBMITTED, WHEN A MANUFACTURED PRODUCT IS NOT SPECIFIED, CONTRACTOR WILL UTILIZE THE HIGHEST QUALITY PRODUCT AVAILABLE ON THE MARKET IN THE MIDDLE PRICE RANGE. CONTRACTOR SHALL ON NO ACCOUNT USE LOWER-END PRODUCTS AT THE BOTTOM PRICE RANGE WHEN BETTER QUALITY PRODUCT IN THE MIDDLE PRICE RANGE EXISTS.
- ONLY DRAWINGS, SPECIFICATIONS, ADDENDA AND CHANGE ORDERS BEARING APPROVAL OF OWNER SHALL BE USED IN THE EXECUTION OF WORK PERMITTED ON JOB SITE.
- ADDENDA WILL BE ISSUED DURING BIDDING TO CLARIFY DRAWINGS (AND SPECIFICATIONS) AS REQUIRED. THESE WILL BECOME A PART OF THE CONTRACT - CONSULT ARCHITECT.
- THERE SHALL BE NO DEVIATIONS WHATSOEVER FROM THE CONTRACT DOCUMENTS WITHOUT THE ARCHITECT'S WRITTEN APPROVAL THEREOF. THE CONTRACTOR AGREES TO DEFEND, INDEMNIFY AND HOLD THE ARCHITECT HARMLESS FROM ALL CLAIMS ARISING AS A RESULT OF UNAPPROVED CHANGES.

**COMPLETION**

- ALL WORK SHALL BE CLEAN AND READY FOR USE UPON COMPLETION. EXPOSED AND SEMI-EXPOSED SURFACES BE DUSTED, MOPPED, WASHED, WIPED AND BUFFED AS NECESSARY TO LEAVE WORK IN A NEW, CLEAN, IMMACULATE CONDITION.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING OWNERS WITH RECORD CONSTRUCTION/AS-BUILT SET OF DRAWINGS AND ALL WARRANTIES FOR PRODUCTS USED AFTER COMPLETION OF PROJECT.



### SYMBOLS AND ABBREVIATIONS

ABBREVIATION TERM:	DESCRIPTION	ABBREVIATION TERM:	DESCRIPTION
F.F.L.	FINISH FLOOR	P.T.	PRESSURE TREATED
AND		PTD.	PAINTED
ANGLE		PTM.	PARTITION
AT		R	RISER
A.B.	ANCHOR BOLTS	R.D.	ROOF DRAIN
ABV.	ABOVE	REF.	REFRIGERATOR
A.C.	AIR CONDITIONING	REG.	REGISTER
A.C.T.	ACOUSTICAL CEILING TILE	REQ.	REQUIRED
ACOUS.	ACOUSTIC	RM.	ROOM
ADJ.	ADJUSTABLE OR ADJACENT	R.O.	ROUGH OPENING
A.F.F.L.	ABOVE FINISHED FLOOR	R.S.	ROUGH SAWN
AL.	ALUMINUM	RWD.	REDWOOD
ALT.	ALTERNATE	R.W.L.	RAIN WATER LEADER
A.P.	ACCESS PANEL	SCH.	SCHEDULE
APPL.	APPLIANCE	SECT.	SECTION
APPROX.	APPROXIMATELY	S.F.	SQUARE FEET
ARCH.	ARCHITECT	SH.	SHelf
BD.	BOARD	SHR.	SHOWER
BLOG.	BUILDING	SHTG.	SHEATHING
BLKG.	BLOCKING	SHT.	SHEET
BM.	BEAM	SIM.	SIMILAR
B.N.	BOUNDARY NAILING	SPEC.	SPECIFICATION
BOT.	BOTTOM	SO.	SQUARE
C.G.	CORNER GUARD	STD.	STANDARD
C.J.	CONTROL JOINT	STL.	STEEL
C.L.	CENTER LINE	S.S.	STAINLESS STEEL
CLG.	CEILING	S.S.D.	SEE STRUCTURAL DRAWINGS
CLO.	CLOSET	STOR.	STORAGE
CLR.	CLEAR	STR.	STRUCTURE
C.M.U.	CONCRETE MASONRY UNIT	SUSP.	SUSPENDED
CNTR.	COUNTER	S.W.	SHEAR WALL
COL.	COLUMN	T	TREAD
CONC.	CONCRETE	T.B.	TOWEL BAR
CONST.	CONSTRUCTION	T.B.D.	TO BE DETERMINED
CONT.	CONTINUOUS	TEMP.	TEMPERED
CPT.	CARPET	T.O.C.	TOP OF CURB
CTR.	CENTER	T&G.	TONGUE AND GROOVE
CTS&K.	COUNTERSINK	THK.	THICK
DBL.	DOUBLE	T.N.	TOE NAIL
DK.F.	DRINKING FOUNTAIN	T.O.B.	TOP OF BEAM
DIA.	DIAMETER	T.O.CONC.	TOP OF CONCRETE
DIM.	DIMENSION	T.O.P.	TOP OF PAVEMENT
DISP.	DISPENSER	T.O.PL.	TOP OF PLATE
DIST.	DISTANCE	T.O.W.	TOP OF WALL
DN.	DOWN	TYP.	TYPICAL
D.F.	DOUGLAS FIR	U.N.O.	UNLESS NOTED OTHERWISE
DR.	DOOR		
DS.	DOWNSPOUT		
DTL.	DETAIL	VERT.	VERTICAL
DWG.	DRAWING	V.I.F.	VERIFY IN FIELD
(E)	EXISTING	WT.	WEIGHT
EA.	EACH	W/	WITH
ELEC.	ELECTRICAL	W.C.	WATER CLOSET
ELEV.	ELEVATION	WD.	WOOD
EMRGY.	EMERGENCY	WDW.	WINDOW
ENG.	ENGINEERED	W.H.	WATER HEATER
E.P.	ELECTRICAL PANELBOARD	W/I.	WITHIN
EQ.	EQUIPMENT	W/O.	WITHOUT
EQIP.	EQUIPMENT	W.P.	WATER PROOF
EXC.	EXCEPT	W.R.	WATER RESISTANT
EXT.	EXTERIOR	WSC.	WAINSCOT
F.B.D.	FURNISHED BY OTHERS		
F.D.	FLOOR DRAIN		
FDN.	FOUNDATION		
F.F.	FINISH TO FINISH		

### PROJECT TEAM

**ARCHITECT**

RUFF + ASSOCIATES INC.  
ARCHITECTURE & PLANNING  
RICHARD P. RUFF ARCHITECT C-0736  
100 WEST STANDLEY STREET,  
UKIAH, CA 95482  
707-472-0525 FAX 707-472-0527

### PROPOSED PARCEL DATA

LOCATION: 9621 NORTH STATE STREET  
REDWOOD VALLEY, CA, 95470

APN: 162-100-58 AND 59  
LOT SIZE: C-12K LOT 2.54 ACRES  
EXISTING RESIDENCE: 12,000 S.F.

**CODE ANALYSIS**

OCCUPANCY TYPE: GROUP R-1  
CONSTRUCTION TYPE: V-B

**PROPERTY LINE CONSTRUCTION: PROPOSED (ALLOWED)**

NORTH SETBACK: 0'-0"±  
SOUTH SETBACK: 1'-0"±  
WEST SIDE SETBACK: 0'-0"±  
EAST SIDE SETBACK: 0'-0"±

**SITE SUPPORT DATA**

FIRE DISTRICT: REDWOOD VALLEY FIRE DISTRICT  
SEWER: SEPTIC  
WATER: WELL  
GAS: PROPANE  
ELECTRIC: PG&E

### SCOPE OF WORK

**NEW FUELING STATION ( CHEVRON ) AND CONVIENENCE STORE**

### PARKING ANALYSIS

9621 North State Street Redwood Valley Parking Requirements  
12,000 sq ft retail space 12,000 / 300 = 40 spaces

2 ADA Parking Spaces and 38 Regular Spaces

9601 North State Street Redwood Valley Parking Requirements  
40 Occupant Seating Capacity 40 / 3 = 13 spaces

1 ADA Parking Space and 12 Regular Spaces

**TOTAL PARKING SPACES = 53**  
3 ADA AND 50 Regular Spaces

**Sec. 20.180.020 - Retail, Commercial and Service Uses.**

(A)  
Retail stores, offices, commercial banks, savings and loans, food stores, drug stores and other similar uses not specifically mentioned in this section; one (1) parking space for each three hundred (300) square feet of gross floor area. Any of the above uses having drive-thru or drive-up facilities shall have a stacking area for five (5) vehicles. When developing commercial and residential mixed use projects, shared parking arrangements are allowed.

(K)  
Restaurants, bars, including those with dancing; one (1) parking space for every three (3) persons based on capacity of fixed or movable seating area as determined by the Uniform Building Code.

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

REVISIONS: \_\_\_\_\_

**RUFF + ASSOCIATES**

Architecture Planning Development  
100 West Standley Street, Ukiah, CA 95482  
Phone: 707-472-0525 Fax: 707-472-0527  
e-mail: richard@ruffarchitect.com

CA License # C11736 - B592717

**LICENSED ARCHITECT**  
RICHARD RUFF  
NO. C11736  
EX. 11-30-21  
STATE OF CALIFORNIA

FAISAN CORPORATION  
CHEVRON GAS STATION USE PERMIT  
9621 NORTH STATE STREET  
REDWOOD VALLEY, CA 95470

SHEET TITLE

**TITLE SHEET**

DRAWN BY: PSM  
CHECKED BY: RPR  
DATE SUBMITTED: 10-20-2021  
DATE CREATED: 10-20-2021  
SCALE: AS NOTED

PAGE  
**T1.1**  
SHEET 1 OF 8



**Water Pollution Prevention Program**  
Clean Water. Healthy Community



**Materials & Waste Management**

**Non-Hazardous Materials**

Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.

Use (but don't overuse) reclaimed water for dust control.

**Hazardous Materials**

Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil and antifreeze) in accordance with city, county, state and federal regulations.

Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.

Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.

Arrange for appropriate disposal of all hazardous wastes.

**Waste Management**

Cover waste disposal containers securely with tarps at the end of every work day during wet weather.

Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.

Clean or replace portable toilets, and inspect them frequently for leaks and spills.

Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc).

Dispose of liquid residues from paints, thinners, solvents, glues and cleaning fluids as hazardous waste.

**Construction Entrances and Perimeter**

Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.

Sweep or vacuum and street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

**Recycling**

Non-Residential Mandatory Measure section 5.408 for construction waste management of recycling or reuse of a minimum of 65% of non-hazardous demolition waste.  
Meet a local construction & demolition waste management ordinance, whichever is more stringent.

# Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.



**Equipment Management & Spill Control**

**Maintenance and Parking**

Designate an area, fitted with appropriate BMPs for vehicle and equipment parking and storage.

Perform major maintenance, repair jobs and vehicle and equipment washing off site.

If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.

If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains or surface waters.

Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.

**Spill Prevention and Control**

Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.

Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.

Clean up spills or leaks immediately and dispose of cleanup materials properly.

Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).

Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.

Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.

Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).



**Earthwork & Contaminated Soils**

**Erosion Control**

Schedule grading and excavation work for dry weather only.

Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.

Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.

**Sediment Control**

Protect storm drain inlets, gutters, ditches and drainage courses with appropriate BMPs, such as gravel bags, fiber rolls, berms, etc.

Prevent sediment from migrating off-site by installing and maintaining sediment controls, such as fiber rolls, silt fences or sediment basins.

Keep excavated soil on the site where it will not collect into the street.

Transfer excavated materials to dump trucks on the site, not in the street.

**Contaminated Soils**

If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:

- Unusual soil conditions, discoloration or odor
- Abandoned underground tanks
- Abandoned wells
- Buried barrels, debris or trash



**Paving / Asphalt Work**

Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.

Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.

Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.

Do not use water to wash down fresh asphalt concrete pavement.

**Sawcutting & Asphalt/Concrete Removal**

Completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters or gravel bags to keep slurry out of the storm drain system.

Shovel, absorb or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).

If saw-cut slurry enters a catch basin, clean it up immediately.



**Concrete, Grout & Mortar Application**

Store concrete, grout and mortar under cover, on pallets and away from drainage areas. These materials must never reach a storm drain.

Wash out concrete equipment/trucks offsite or in a contained area, so there is no discharge into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.

Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal offsite.

**Dewatering**

Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Divert run-on water from offsite away from all disturbed areas or otherwise ensure compliance.

When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank or sediment trap may be required.

In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.



**Painting & Paint Removal**

**Painting Cleanup**

Never clean brushes or rinse paint containers into a street, gutter, storm drain or surface waters.

For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.

For oil-based paints, paint out brushed to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of residue and unusable thinner/solvent as hazardous waste.

**Paint Removal**

Chemical paint stripping residue and chips and dust from marine paints or paints containing lead or tributyltin must be disposed of as hazardous waste.

Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.



**Landscape Materials**

Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.

Stack erodible landscape material on pallets. Cover or store these materials when they are not actively being used or applied.

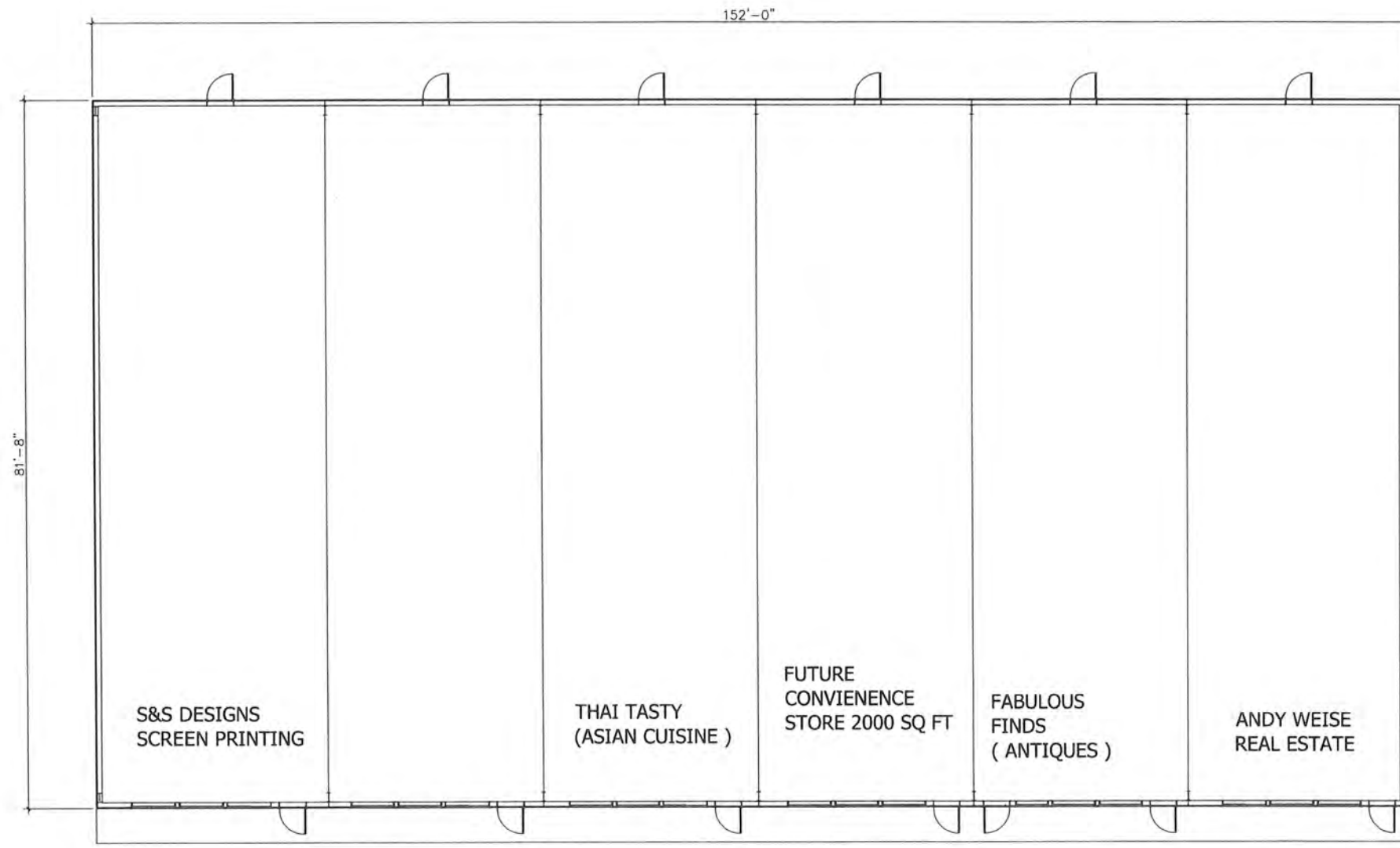
Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

**Storm Drain polluters may be liable for fines up to \$10,000 per day!**

REVISIONS	DATE	BY
RUFF + ASSOCIATES		
RUFF + ASSOCIATES Architecture Planning Development 100 West Standley Street, Ukiah, CA 95482 Phone: 707-472-0525 Fax: 707-472-0527 e-mail: ruff@ruffassociates.com COPYRIGHT © BY RUFF + ASSOCIATES. ALL RIGHTS RESERVED.		
CA License # C11736 - 8597217 		
FAISAN CORPORATION CHEVRON GAS STATION USE PERMIT 9621 NORTH STATE STREET REDWOOD VALLEY, CA 95470		
SHEET TITLE		
Construction Waste Management		
DRAWN BY	PSM	
CHECKED BY	RPR	
DATE SUBMITTED	10-20-2021	
DATE CREATED	10-20-2021	
SCALE	AS NOTED	
PAGE	T1.2	
SHEET	2 OF 8	



ATTACHMENT A



1 ————— EXISTING FLOOR PLAN  
SCALE 1/8" = 1'

REVISIONS	DATE	BY

**RUFF + ASSOCIATES**  
 Architecture Planning Development  
 100 West Standley Street, Ukiah, CA 95482  
 Phone: 707-472-0525 Fax: 707-472-0527  
 e-mail: richard@ruffarchitect.com  
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FAISAN CORPORATION  
 CHEVRON GAS STATION  
 9621 NORTH STATE STREET  
 REDWOOD VALLEY, CA 95470

SHEET TITLE  
 EXISTING FLOOR PLAN

DRAWN BY PSM  
 CHECKED BY RPR  
 DATE SUBMITTED 10-20-2021  
 DATE CREATED 10-20-2021  
 SCALE AS NOTED

PAGE  
**A2.0**  
 SHEET 4 OF 8

**ATTACHMENT A**

NEW LANDSCAPE WITHIN CURB ISLAND AREAS TO BE VARIGATED LOW GROUND COVER WITH RANDOM SHRUB, RIVER ROCK AND DRIP IRRIGATION

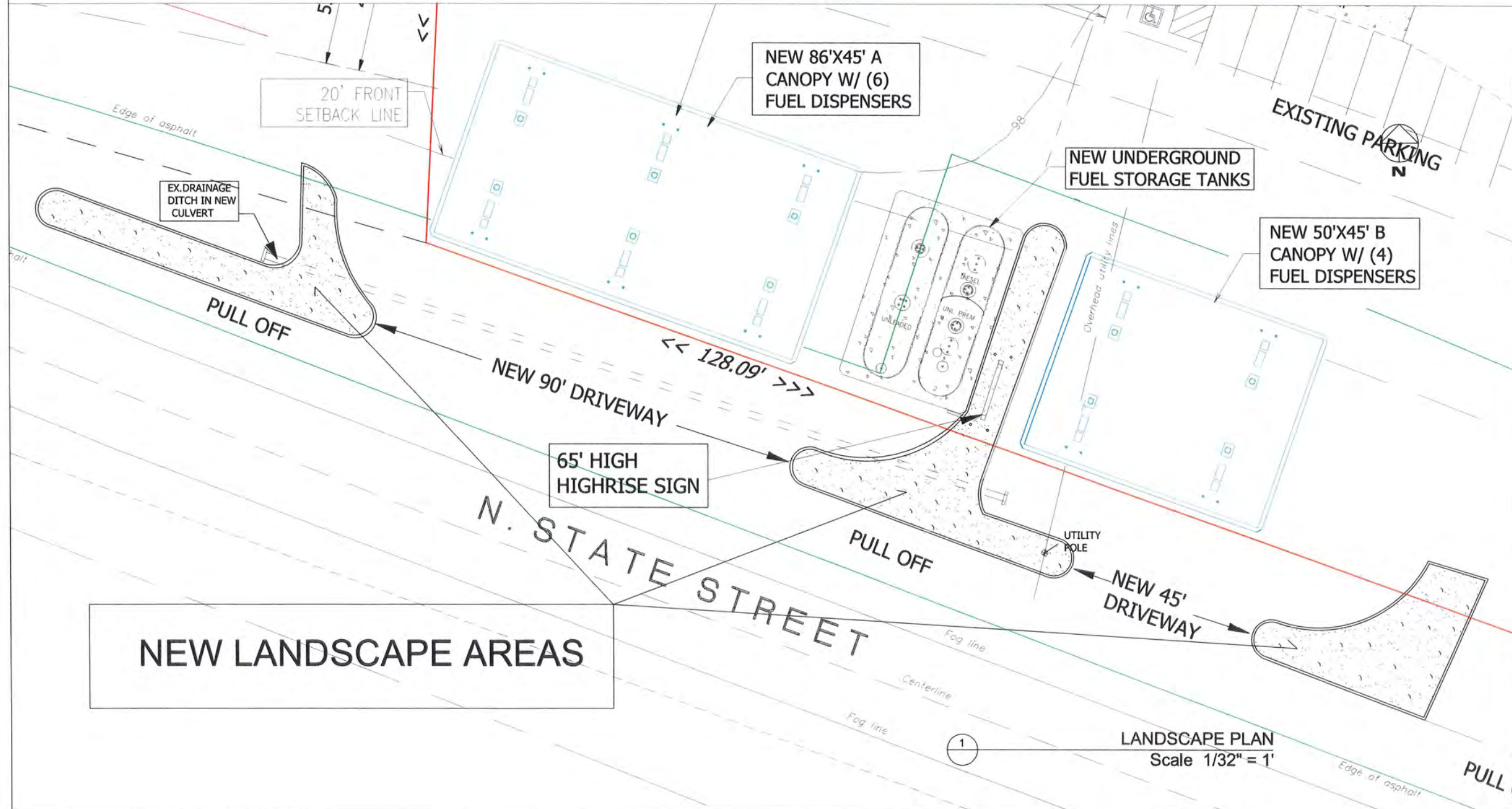
ROCK CRESS PURPLE  
(AUBRIETA DELTOIDEA)



GREEN MOUND JUNIPER  
(JUNIPERUS PROCUMBENS 'NANA')

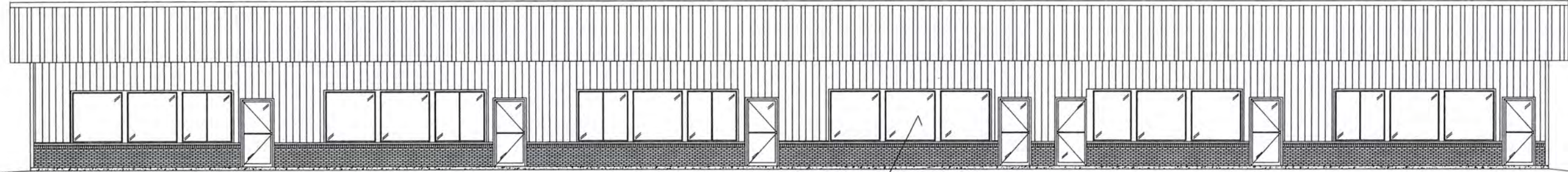


PARSON'S JUNIPER  
(JUNIPERUS SQUAMATA EXPANSA 'PARSONII')



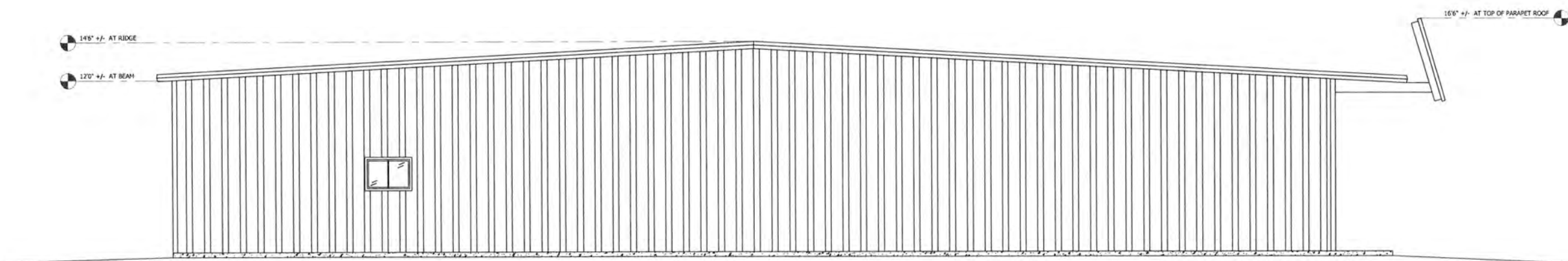
REVISIONS	DATE	BY
<b>RUFF + ASSOCIATES</b> Architecture Planning Development 100 West Standley Street, Ukiah, CA 95482 Phone: 707-472-0525 Fax: 707-472-0527 e-mail: ruff@ruffassociates.com COPYRIGHT © BY RUFF + ASSOCIATES. ALL RIGHTS RESERVED.		
<b>FAISAN CORPORATION</b> CHEVRON GAS STATION USE PERMIT 9621 NORTH STATE STREET REDWOOD VALLEY, CA 95470		
SHEET TITLE <b>LANDSCAPE PLAN</b>		
DRAWN BY	PSM	
CHECKED BY	RPR	
DATE SUBMITTED	10-20-2021	
DATE CREATED	10-20-2021	
SCALE	AS NOTED	
PAGE	<b>A2.1</b>	
SHEET	5 OF 8	

ATTACHMENT A



FUTURE CONVIENENCE STORE 2000 SQ FT

1 EXISTING SOUTH ELEVATION SCALE 3/16" = 1'



2 EXISTING WEST ELEVATION SCALE 1/4" = 1'

REVISIONS	DATE	BY

**RUFF + ASSOCIATES**

RUFF + ASSOCIATES  
 Architecture Planning Development  
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 Phone: 707-472-0525 Fax: 707-472-0527  
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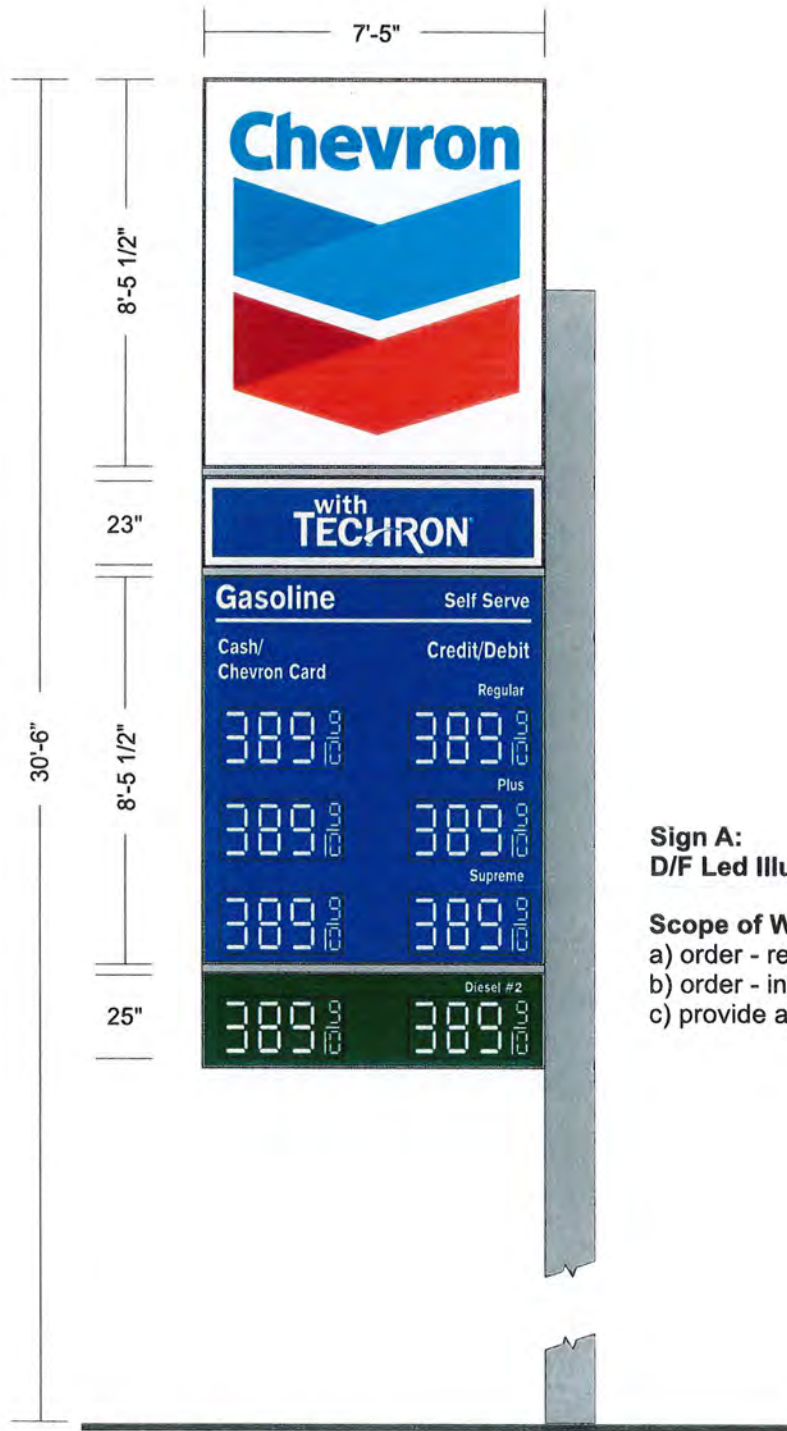
**LICENSED ARCHITECT**  
 RICHARD RUFF  
 NO. C11736  
 REN. 11-30-21  
 STATE OF CALIFORNIA

FAISAN CORPORATION  
 CHEVRON GAS STATION USE PERMIT  
 9621 NORTH STATE STREET  
 REDWOOD VALLEY, CA 95470

SHEET TITLE  
 EXISTING ELEVATIONS 1

DRAWN BY PSM  
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 DATE SUBMITTED 10-20-2021  
 DATE CREATED 10-20-2021  
 SCALE AS NOTED

PAGE  
**A3.0**  
 SHEET 6 OF 8




**Sign A:  
D/F Led Illum. C-78 Fuel Price Pole Sign**

**Scope of Work:**

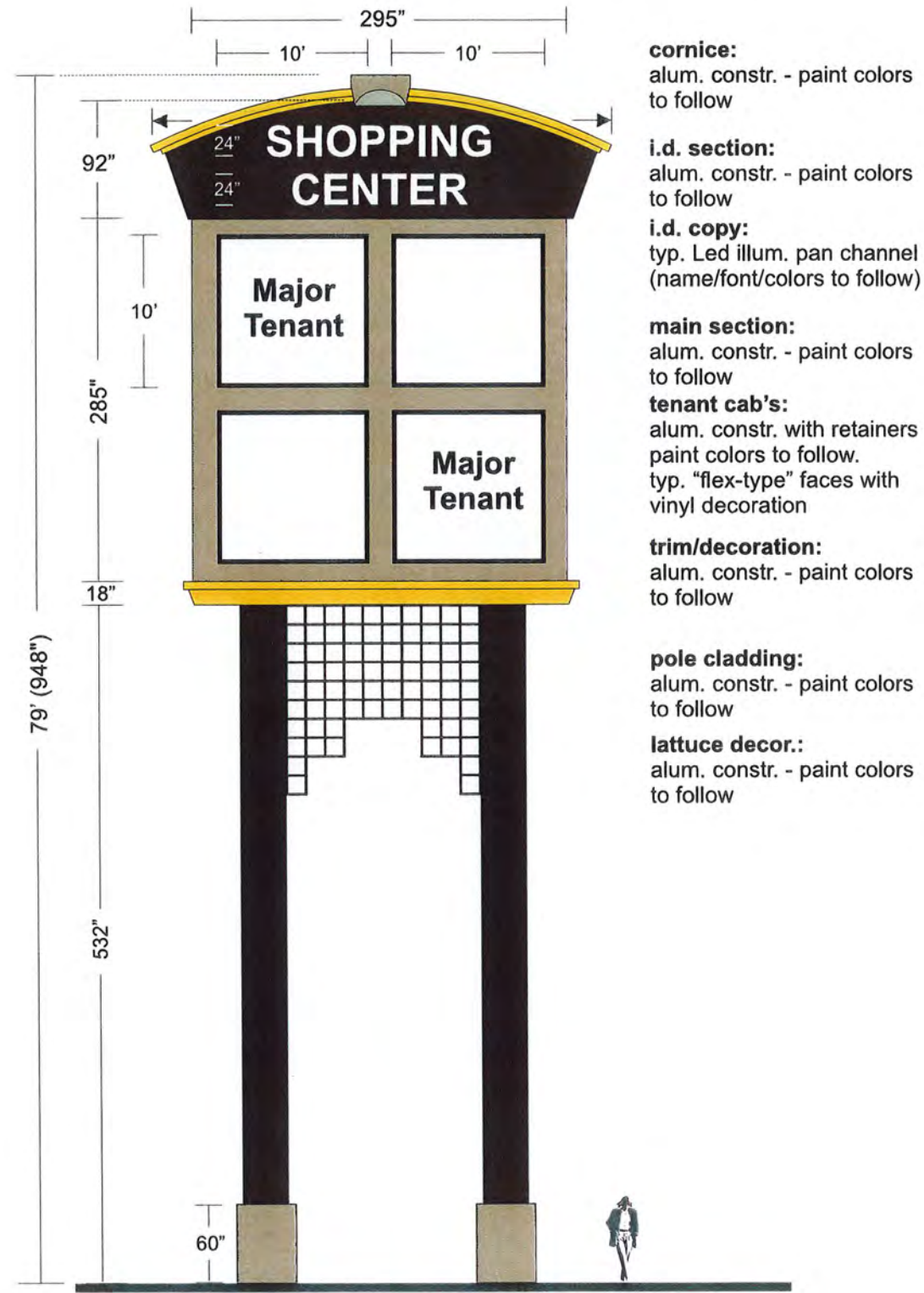
- a) order - receive - install sign cabinets/faces
- b) order - install mount column
- c) provide approved footing

**Proposed Illum. C-78 Fuel Price Pole Sign**

- 1) This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.
- 2) The location of the disconnect switch after installation shall comply with the Srtical 600.6 (A)(1) of the National Electrical Code

 C.S.C.L. # 718965 DESIGN MANUFACTURING INSTALLATION MAINTENANCE	5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326	<b>JOB INFO</b> JOB #: 000 CLIENT: CHEVRON CONTACT: DATE: 10-18-21 PROJECT LOCATION: REDWOOD VALLEY, CA	SALESPERSON: BRIAN CAMPBELL DRAWN BY: BAM PAGE 1 OF 4 CLIENT APPROVAL _____ DATE _____ LANDLORD APPROVAL _____ DATE _____	<b>FILE</b> REVISIONS: 00-00-00 SCALE: NOTED FILE NAME: CHEVRON redwood valley pylon C78	<b>ELECT.</b> 120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="text"/> one box above MUST be checked prior to any mfg.	<b>SPECIFICATIONS</b> See Drawing for Specifications
	This Design Layout is specific to 120 volt electrical power. For approved electrical specifications for this job, please refer to the job specifications. An extra charge will be an extra charge. Copyright 2000 USS United Sign Systems This artwork/design is sole property of USS United Sign Systems and cannot be reproduced without written permission of Johnson Sign Systems.					

**ATTACHMENT A**



**Sign B: D/F Illum. I.D./Multi-Tenant Pole Sign**

**cornice:**  
alum. constr. - paint colors to follow

**i.d. section:**  
alum. constr. - paint colors to follow

**i.d. copy:**  
typ. Led illum. pan channel (name/font/colors to follow)

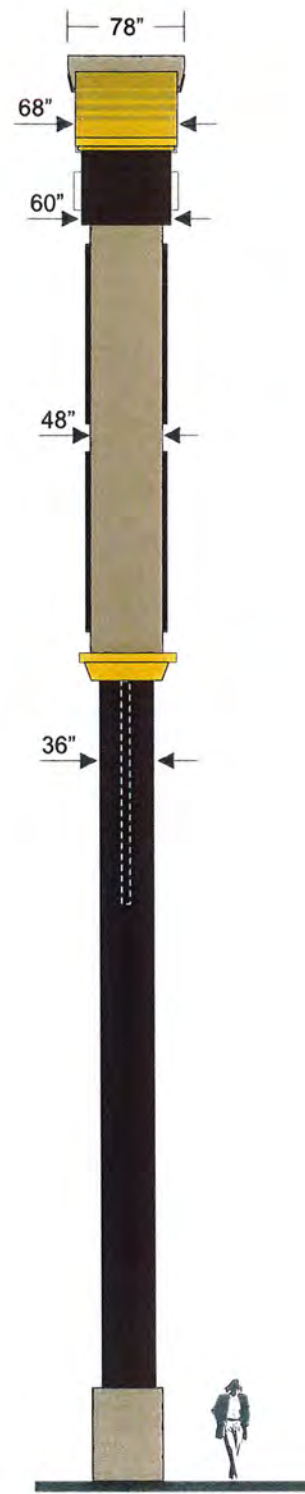
**main section:**  
alum. constr. - paint colors to follow

**tenant cab's:**  
alum. constr. with retainers - paint colors to follow.  
typ. "flex-type" faces with vinyl decoration

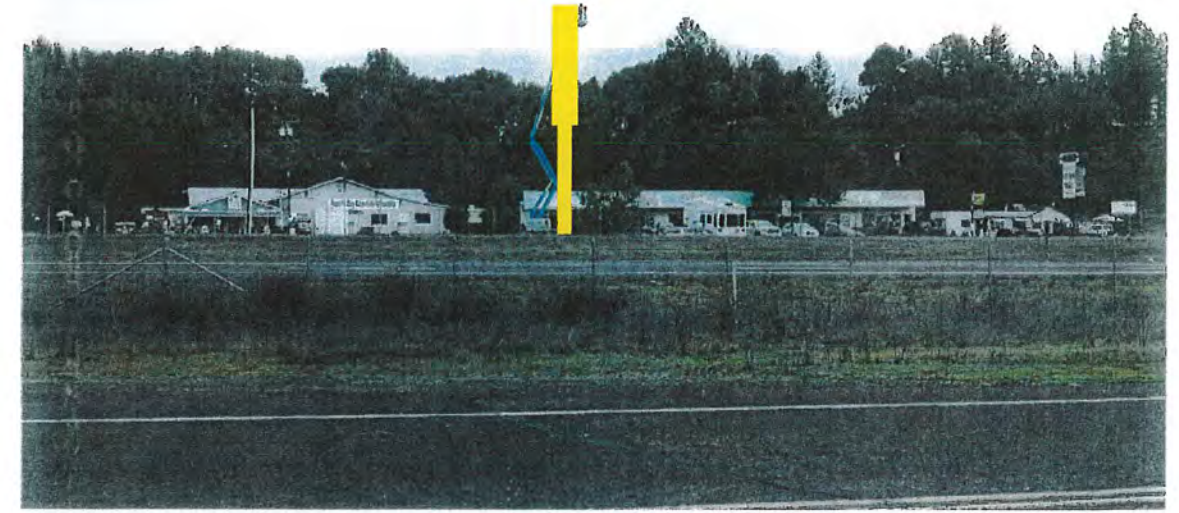
**trim/decoration:**  
alum. constr. - paint colors to follow

**pole cladding:**  
alum. constr. - paint colors to follow

**lattice decor.:**  
alum. constr. - paint colors to follow



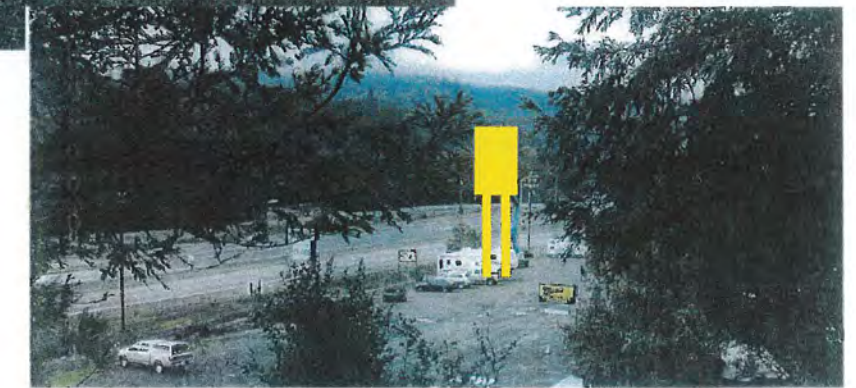
**End View**



**sign from hwy (view #1)**



**sign from hwy (view #2)**



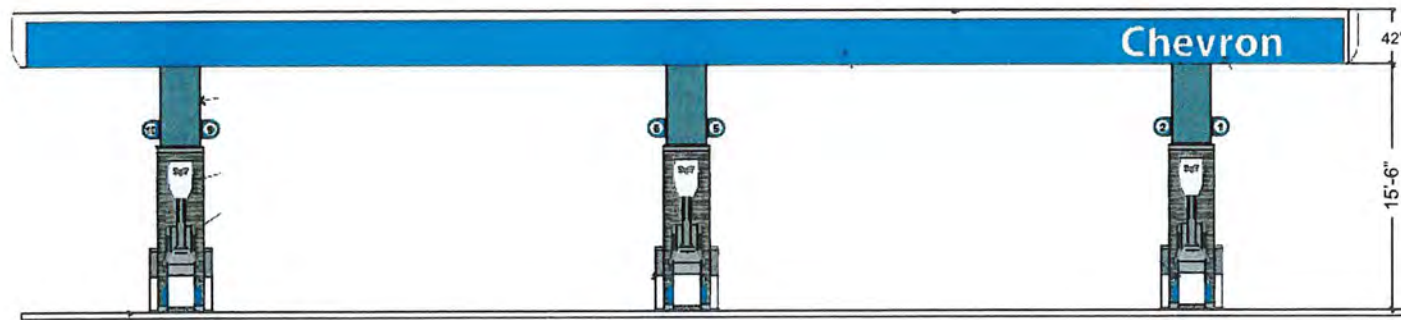
**sign from hwy (view #3)**

1) This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.  
2) The location of the disconnect switch after installation shall comply with the Srtical 600.6 (A)(1) of the National Electrical Code

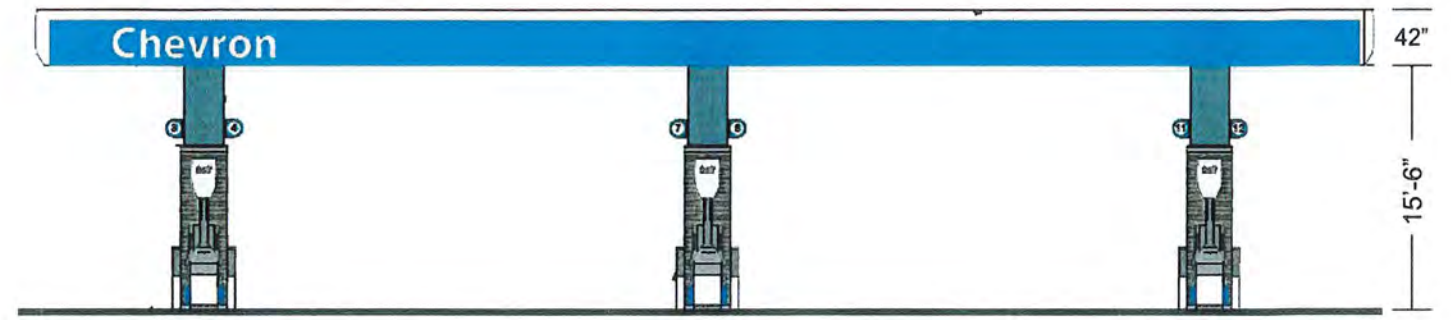
<p>5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326 C.S.C.L. # 718965</p>	<p><b>JOB #:</b> 000 <b>CLIENT:</b> CHEVRON <b>CONTACT:</b> <b>DATE:</b> 10-18-21 <b>PROJECT LOCATION:</b> REDWOOD VALLEY, CA</p>	<p><b>SALESPERSON:</b> BRIAN CAMPBELL <b>DRAWN BY:</b> BAM PAGE 2 OF 4</p> <p>CLIENT APPROVAL _____ DATE _____ LANDLORD APPROVAL _____ DATE _____</p>	<p><b>REVISIONS:</b> 00-00-00</p> <p><b>SCALE:</b> NOTED</p> <p><b>FILE NAME:</b> CHEVRON redwood valley pylon C78</p>	<p><b>ELECT.</b></p> <p>120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/></p> <p>one box above MUST be checked prior to any mfg.</p>	<p><b>SPECIFICATIONS</b></p> <p>See Drawing for Specifications</p>

**ATTACHMENT E (2026)**

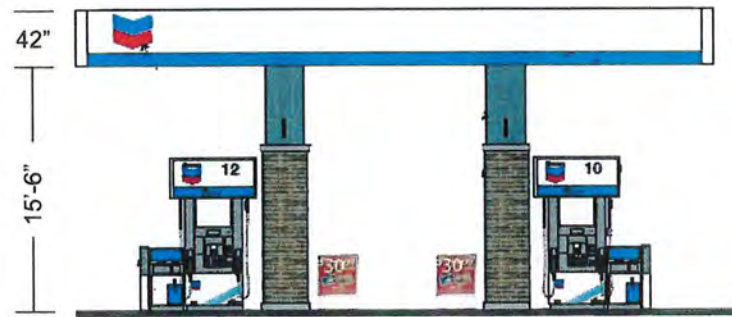
**ATTACHMENT A**



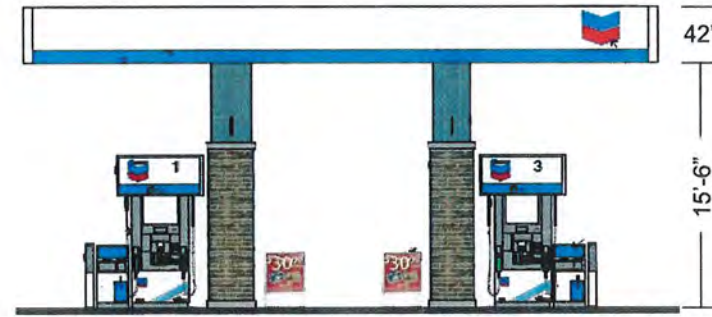
CANOPY ELEVATION (side 1)



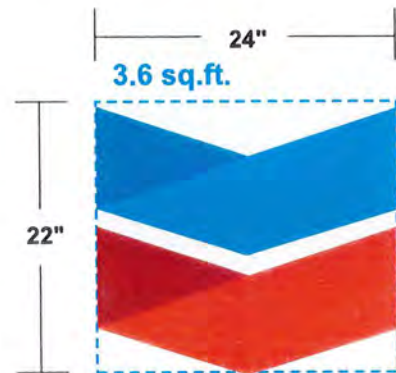
CANOPY ELEVATION (side 2)



CANOPY ELEVATION (front)

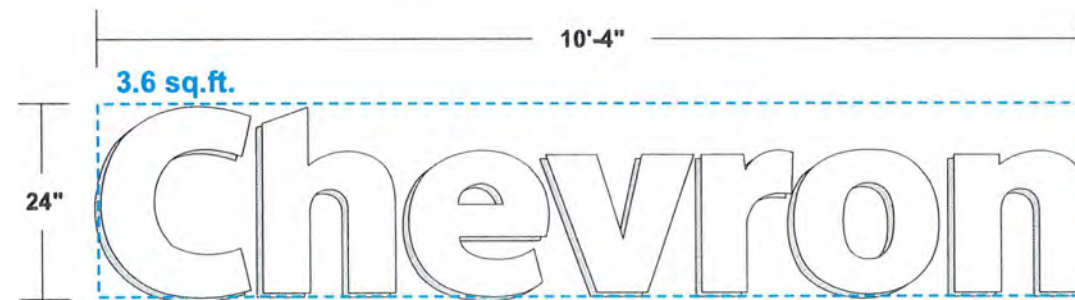


CANOPY ELEVATION (back)



Signs C, D:  
Illum. 21" Hallmark Logos


Scope of Work:  
order - receive - install (x2 signs)

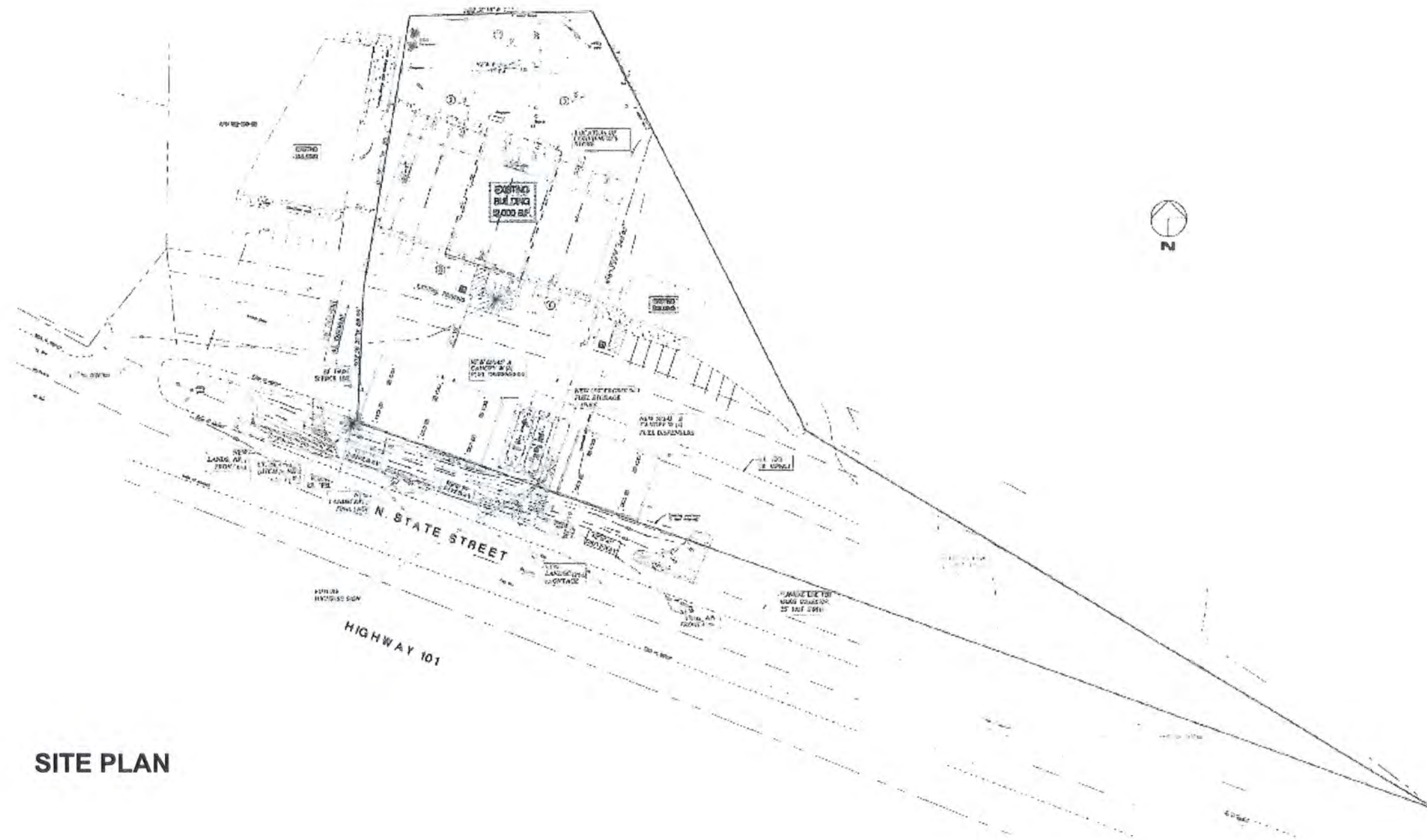


Signs E, F:  
Illuminated 24" Wordmark Signs

Scope of Work:  
order - receive - install (x2 signs)


- 1) This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.
- 2) The location of the disconnect switch after installation shall comply with the Srtical 600.6 (A)(1) of the National Electrical Code

JOB INFO		FILE	ELECT.	SPECIFICATIONS	
 5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326 C.S.C.L. # 718965 DESIGN MANUFACTURING INSTALLATION MAINTENANCE	JOB #: 000 CLIENT: CHEVRON CONTACT: DATE: 10-18-21 PROJECT LOCATION: REDWOOD VALLEY, CA	SALESPERSON: BRIAN CAMPBELL DRAWN BY: BAM PAGE 3 OF 4 CLIENT APPROVAL _____ DATE _____ LANDLORD APPROVAL _____ DATE _____	REVISIONS: 00-00-00 SCALE: NOTED FILE NAME: CHEVRON redwood valley pylon C78	120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/> one box above MUST be checked prior to any mfg.	See Drawing for Specifications
	<p style="text-align: center;"><b>ATTACHMENT E (2026)</b></p> <p><small>This Design Layout is specific to 120 volt electrical power for approval. Installation of this sign will be an extra charge. Copyright 2000 USS United Sign Systems. This artwork is the property of USS United Sign Systems and cannot be reproduced without the permission of Johnson Sign Systems.</small></p>				



SITE PLAN

- 1) This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.
- 2) The location of the disconnect switch after installation shall comply with the Srtical 600.6 (A)(1) of the National Electrical Code

 C.S.C.L. # 718965 DESIGN MANUFACTURING INSTALLATION MAINTENANCE	5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326	<b>JOB INFO</b> JOB #: 000 CLIENT: CHEVRON CONTACT: DATE: 10-18-21 PROJECT LOCATION: REDWOOD VALLEY, CA	SALESPERSON: BRIAN CAMPBELL DRAWN BY: BAM PAGE 4 OF 4 CLIENT APPROVAL _____ DATE _____ LANDLORD APPROVAL _____ DATE _____	<b>FILE</b> REVISIONS: 00-00-00 SCALE: NOTED FILE NAME: CHEVRON redwood valley pylon C78	<b>ELECT.</b> 120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/> one box above MUST be checked prior to any mfg.	<b>SPECIFICATIONS</b> See Drawing for Specifications
	ATTACHMENT E (2026)					

**BUILDING AND SAFETY DEPARTMENT NOTES**

**ABOUT US:**

CALCRAFT originated in 1993 as a canopy supplier to the Oil Industry. Since that beginning, CALCRAFT CORPORATION has evolved into a "COMPLETE" manufacturer of not only canopies, but an array of ordinary and extraordinary structures and re-image components. Couple the manufacturing capabilities in a 30,000 SQ. FT. facility on 3 1/2 acres with a fully-licensed and experienced contractor, and you have a TOTAL IMAGE COMPANY.

CALCRAFT is centrally located in the Inland Empire near the I 10 freeway at  
1426 South Willow Avenue, Rialto, CA 92376  
ph 909.879.2900 fax 909.879.2910, www.calcrafft.com

**LICENSES AND CERTIFICATIONS:**

Los Angeles Fabricator License Number 1612 as a type I fabricator of light weight steel (LWS)  
California State License No. 872310, Classification(s) B C43, C45, C33, C51.  
California Certificate of Workers Compensation Insurance: State Compensation Insurance Fund, P.O. Box 420807, San Francisco, CA 94142-0807.  
Group: 000044, Policy Number: 0028817-2008, Certificate ID: 68.  
Nevada State License 0070032, Classification(s) B2-Residential & Small Commercial.  
Arizona State License 228688, Classification(s) B-01 General Commercial.  
Idaho State License RCE-24022 Contracting.

<b>BASS OF DESIGN:</b>	
I. Code:	2019 CBC
II. Use and Occupancy Classification: Business, Professional, Car wash, etc. Mercantile, Markets, Motor fuel-dispensing Storage, Motor Vehicle Repair Utility, Corports, Sheds etc.	Group: B Group: M Group: S-1 & S-2 Group: U
III. Type of construction: N. Roof Live Loads a. Relqd	Type II-N  20 psf (Reducible)
Roof Snow Load a. Ground Snow Load b. Snow Importance Factor c. Snow Exposure Coefficient d. Thermal Exposure Coefficient e. Roof Snow Load v. Wind Loads a. Wind Velocity (3 Second Gust) b. Exposure Type	Pg = 0 psf Is = 1.0 Ce = 1.0 Cl = 1.0 Pt = 0.7*Ce *Cl * Is * Pg = 0 psf  110 mph C
VI. Seismic Loads a. Short Period Mapped Spectral Acceleration b. Soil Site Class c. Short Period Site Coefficient d. 5% Damped Design Spectral Response Acceleration e. Seismic Importance Factor f. Response Modification Coefficient g. Seismic Response Coefficient h. W i. Building Seismic Design Category j. System Overstrength Factor k. Deflection Amplification Factor l. Base Shear	SS = 2.645 D Fa = 1.2 SDS = 2/3 * Fa * SS = 1.481 (regular structure) Ie = 1.00 R = 1.25 Ca = SDS * Ie / R Dead Loads of Structure E 1.25 1.25 V= CS * W = 1.185 W (Strength Design)

<b>WORKMANSHIP:</b>	
1. Workmanship and methods of fabrication shall conform to 2013 CBC requirements and the AISC Manual of Steel Construction Thirteenth Edition. 2. The design, fabrication and erection of structural steel for buildings and structures shall be in accordance with AISC 360 as per CBC section 2205.	

<b>STEEL:</b>	
<b>STRUCTURAL STEEL:</b> 1. Structural steel shapes shall conform to ASTM A992, Gr. 50 for W shapes or ASTM A-36 for other shapes 2. Structural steel tubing "HSS" (square and rectangular) shall conform to ASTM A500, grade B 3. Structural steel pipe shall conform to ASTM A53, grade B. 4. Structural steel design shall be done in accordance with the requirements of the California Building Code and the AISC Manual of Steel Construction. 5. Structural steel fabrication and erection shall be done in accordance with the AISC Code of Standard Practice for Steel Buildings and Bridges.	
<b>LIGHT GAUGE STEEL:</b> 1. Light gauge structural steel shall conform to ASTM A653 SQ Gr 40 OR 50, grade B or D as designated on the shop drawings or calculations. 2. Light gauge structural tubing (square and rectangle) shall conform to ASTM A513, grade MF-1010, Fy = 30 ksi, as a minimum. 3. Design and fabrication of structural light gauge steel shall be done in accordance with the ASI Cold Formed Steel Design Manual.	
<b>SHEET METAL ROOF DECK AND WALL PANELS:</b> 1. Light gauge sheet metal used for roof deck and wall panels shall conform to ASTM A653 SQ, grade 40 or 50. 2. Roof deck and wall panels shall be continuously rolled formed or locked formed on a press broke.	

<b>WELDING:</b>	
<b>STRUCTURAL STEEL WELDING:</b> 1. Welding shall conform to AWS D1.1 2. Structural welding shall be done by a qualified welder in CALCRAFT'S licensed fabricator shop. 3. Structural field welding shall be done by a licensed certified welder under the direction of a licensed welding inspector. 4. AWS E70XX electrodes shall be used for structural welds.	
<b>LIGHT GAUGE STEEL WELDING:</b> 1. Light gauge welding shall conform to AWS D1.3 2. Structural light gauge welding shall be done by a qualified welder in CALCRAFT'S licensed fabricator shop. 3. All light gauge structural field welding shall be done by a licensed certified welder under the direction of a licensed welding inspector. 4. AWS E70XX electrodes or inert gas shielded arc shall be used for light gauge structural welds.	

<b>FASTENERS:</b>	
<b>BOLTS:</b> 1. All bolts shall be 1/2" diameter, ASTM A307 machine bolts unless noted otherwise on plans and coated for corrosion resistance with nuts fully engaged. (no special inspection required) 2. High strength bolts shall be ASTM A325H, bearing type bolts with hardened washers, unless noted otherwise on plans. 3. Stainless steel bolts shall be 1/2" diameter ASTM A320 or A193 grade B8 or B8M, Fu = 75 ksi.	
<b>ANCHOR BOLTS:</b> 1. Anchor bolts shall be provided by the general contractor unless noted otherwise on the drawings. 2. Anchor bolts shall be of ASTM A307 materials unless otherwise called out on calculations. 3. Installation of anchor bolts shall be in accordance with the AISC Code of Standard Practice, Section 7.5.	
<b>SCREWS:</b> 1. Sheet metal screws shall be of a type as Approved in ICC Report #ESR-1976, ESR-2196 and LA Research report #25294 for DARTS Brand self-drilling/self-tapping steel screws as manufactured by Compass International or ICC Report #ER-5617 "YS" Brand. 2. Size and spacing shall be indicated on plans.	
<b>POPPRIVETS:</b> 1. All pop rivets shall be the break Mandrell blind rivet type and shall conform to #1 Standard 114. 2. Finishes shall be zinc cadmium plated or stainless steel. 3. Pop rivets shall not be used in structural applications unless specifically called for by the design calculations.	

<b>CONCRETE:</b>	
<b>FOOTING DESIGN:</b> 1. The allowable soil pressure on spread footing is assumed to be 1,500 psf unless a soils report is provided. 2. The allowable lateral bearing pressure on wind column footings is assumed to be 100 psf per foot of depth unless a soils report is provided. 3. Bottoms of all load bearing footings are to be 12" minimum below top of undisturbed natural grade, 90% compacted fill or frost line. 4. Concrete used for foundations and footings shall be machine mixed with a minimum compressive strength of 2,500 psi at 28 days. Higher strength will be used when required by the design calculations or by local codes. (NOTE: FOR 3,000 PSI SPECIAL INSPECTION IS REQUIRED) 5. Reinforcing steel shall be deformed bars conforming to ASTM A615 grade 60. Lap all bars a minimum of 30 bar diameters unless noted otherwise. 6. All vertical form work shall be braced and held in place for a minimum of three (3) days after concrete placement. 7. Drypack shall be Quikrete Non-Shrink Precision Grout (No. 1585) or one part cement, three parts sand, mixed as dry as possible. 8. No steel shall be set or erected on the footings until the concrete has cured for a minimum of three (3) days. 9. All materials and work shall conform to ACI 318-B, Specifications for the Design and Placement of Concrete.	
<b>CONCRETE SLAB DESIGN:</b> 1. Concrete slab thickness shall be a minimum of 4", unless shown otherwise on the drawings. 2. Concrete shall be machine mixed with a minimum compressive strength of 2,500 psi at 28 days or as required by the design drawings. 3. Welded wire fabric reinforcement shall conform to ASTM A185 and be 6x6-W1.4xW1.4 or deformed reinforcing bars as specified in calculations (See plans) 4. All material and work shall conform to the ACI 318, Specifications for the Design and Placement of Concrete.	
<b>MASONRY:</b> 1. All material and work shall conform to ACI 531, specification for the design and erection of masonry units. 2. Grout shall have a fluid pouring consistency and conform to ASTM C143 with a compressive strength equal to the units being grouted. 3. Masonry unit strength shall conform to ASTM C140. Masonry joints shall not exceed 1/8" thickness. 4. Reinforcing steel shall be an intermediate grade deformed bars as per ASTM A615.	

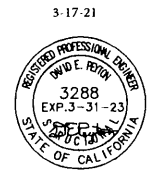
<b>OIL CANNING:</b>	
Oil canning can be defined as a perceived waviness in the flat areas of panels. Oil canning is an inherent characteristic of light-gauge, coldform metal products with broad flat areas. It can be stress in the coil, fabrication, sub-structure and installation. Normally, structural integrity is not affected. However, structural integrity must be reviewed if the distortion results from an extreme external influence. <b>OIL CANNING IS NOT GROUNDS FOR PANEL REJECTION.</b>	

<b>SPECIAL INSPECTION and QUALITY ASSURANCE:</b>	
Special inspection and quality assurance, as required by Chapter 17 of the CBC shall be provided by an independent agency employed by the OWNER unless waived by the building official. The contractor shall coordinate and cooperate with the required inspections. All testing and inspection reports shall be sent within 24 hours of the test to the architect, engineer and contractor for review. Unless requested by local building official SPECIAL INSPECTION during fabrication shall not be required in Calcrafft Corporation's Los Angeles approved fabricator shop, License Number 1612 as a type I fabricator. Items requiring special inspection and quality assurance are:	
1. Soils (CBC 1705.6) a. Prior to placement of the prepared fill, the special inspector shall determine that the site has been prepared in accordance with the soils report. b. During placement and compaction of the fill material, the special inspector shall determine that the material being used and the maximum lift thickness comply with the soils report. c. The special inspector shall determine that the in-place dry density of the compacted fill material complies with the soils report. d. Continuous Footing Backfill: At each compacted backfill layer, at least one test for each 25 linear feet or less of wall length, but no fewer than 2 tests. II. Spot Footing Backfill: Minimum of one compaction test for each lift for each spot footing.	
2. Concrete placement (CBC Section 1705.3) a. Continuous special inspection shall be provided b. Cylinders, slump, temperature and air-entrainment shall be done for every 50 cubic yards or each day's production if the day's production is less than 50 cubic yards. c. Protection of concrete during cold and hot weather.	
3. Bolts installed in concrete (CBC Section 1705.3) a. All bolts shall be special inspected prior to and during concrete placement.	
4. Concrete reinforcing steel placement (CBC Section 1705.3) a. All Reinforcing shall be special inspected prior to concrete placement.	
5. Structural field welding, (When required) (CBC 1705.2) a. Periodic special inspection of single pass fillet welds less than or equal to 1/8". b. Continuous special inspection of single pass fillet welds greater than 1/8" and multi-pass fillet welds. c. Continuous special inspection of complete and partial penetration welds.	
6. Drilled pier construction (CBC Section 1705.8) a. Continuous special inspection shall be performed.	
7. Epoxy Anchors (If Occur) (CBC Section 1705.3) a. Special inspection shall verify all drilled holes size and depth prior to installation of epoxy and anchor rod.	
<b>STATEMENT OF SPECIAL INSPECTIONS:</b> Section 1704.3 The permit applicant shall submit a statement of special inspections prepared by the registered design professional in responsible charge in accordance with Section 107.1 as a condition for permit issuance.	

<b>INSPECTIONS</b>	
It shall be the duty of the holder of the building permit or their duly authorized agent to notify the building official when work is ready for inspection.	

<b>STRUCTURAL OBSERVATION:</b>	
CBC Section 1704.5 1. Structural Observation shall not be required unless specifically required by local jurisdiction's building official or as specified on plans as stated in section CBC Section 1704.5. The structures do not meet the required conditions #1, 2 or 3 of Section 1709.2 and table 1604.A5 2. Calcrafft Corporation's Engineer of record hereby waives the need for Structural Observation. 3. If Structural Observation is required, Owner shall notify Calcrafft to arrange for Observation and the Owner will pay all cost incurred.	

Type of Structure: 45'-0" x 85'-0" (6) COLUMN CANOPY												
<b>SHEET INDEX</b>												
<table border="1"> <thead> <tr> <th>SHEET NO.</th> <th>SHEET TITLE:</th> </tr> </thead> <tbody> <tr> <td>GN1</td> <td>General Notes and Specifications</td> </tr> <tr> <td>CS1</td> <td>Canopy Elevations</td> </tr> <tr> <td>CS2</td> <td>Structural Framing Plan</td> </tr> <tr> <td>CF1</td> <td>Typical Sections</td> </tr> <tr> <td>CF1</td> <td>Foundation Plan and Footing Section</td> </tr> </tbody> </table>	SHEET NO.	SHEET TITLE:	GN1	General Notes and Specifications	CS1	Canopy Elevations	CS2	Structural Framing Plan	CF1	Typical Sections	CF1	Foundation Plan and Footing Section
SHEET NO.	SHEET TITLE:											
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CS2	Structural Framing Plan											
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CF1	Foundation Plan and Footing Section											



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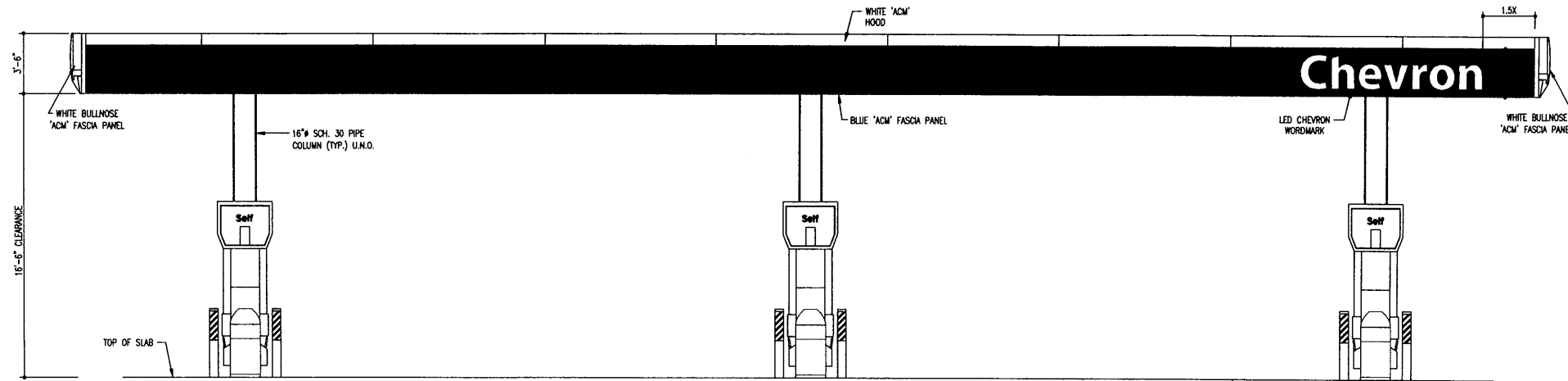
REV.	DATE	DESCRIPTION	BY

1426 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910  
 www.calcrafft.com - State contractor license #872310

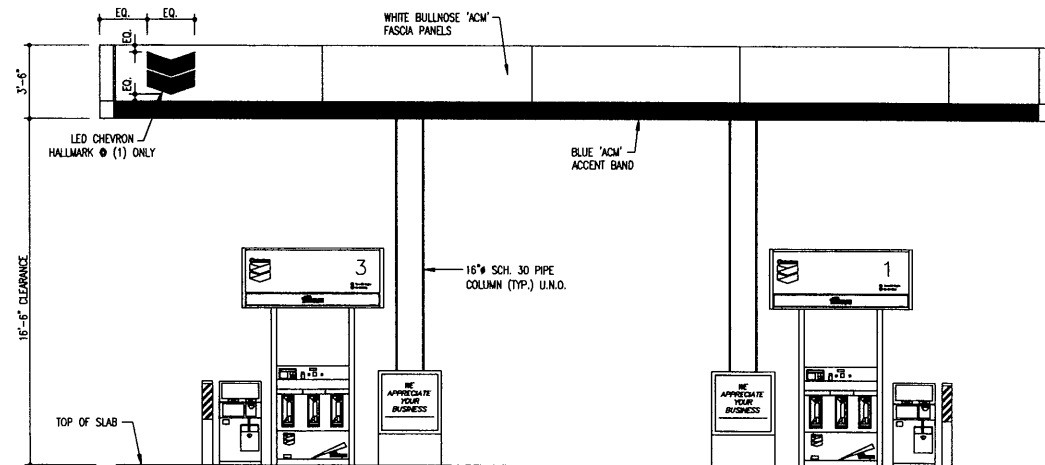
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LOCATION: 9621 N. STATE STREET REDWOOD VALLEY, CA.
DRAWN BY: HARRINGTON
DATE: 2-25-17
CHECKED BY:
DATE:

LOCATION: 9621 N. STATE STREET REDWOOD VALLEY, CA.	HAND SHN.	JOB NO. D17015
TITLE: Faizan Corporation 45'-0" x 85'-0" (6) Column Canopy GENERAL NOTES	DRWG. NO. GN1	REV. OF

**ATTACHMENT A**



**SOUTH ELEVATION** (SHOWN)  
**NORTH ELEVATION** (SIM. NO LITEHOOD OR WORDMARK. FLAT ACM AND LITEHOOD DECAL)



**EAST ELEVATION** (SHOWN)  
**WEST ELEVATION** (SIM.)

3-17\*21



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REV.	DATE	DESCRIPTION	BY



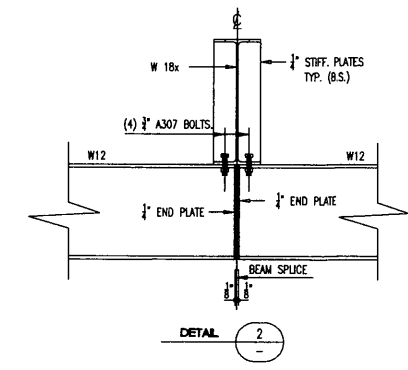
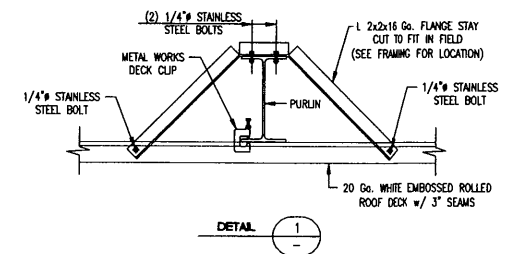
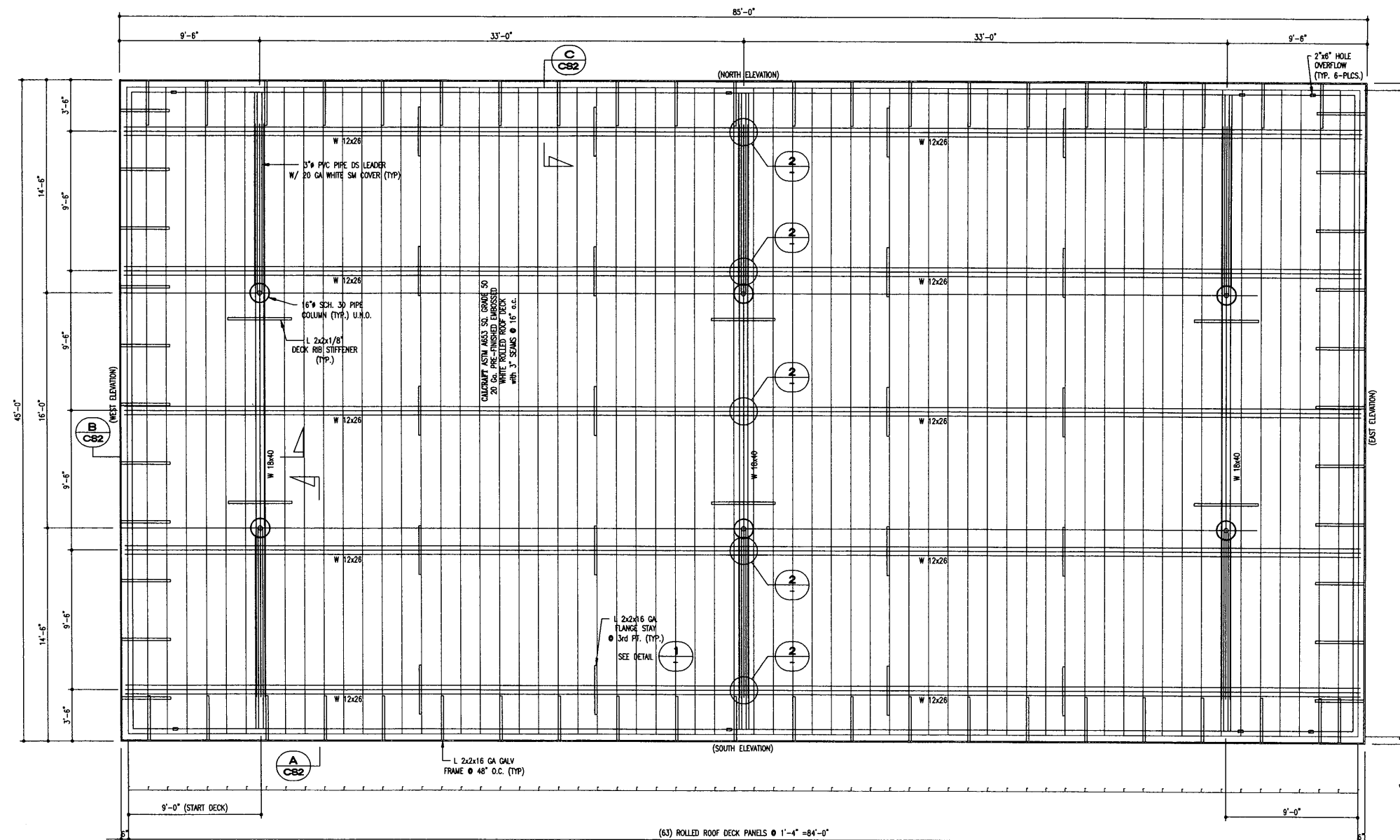
1426 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910  
 www.calcrafit.com - State contractor license #872310

SCALE: 1/4" = 1'-0" U.N.  
 DRAWN BY: HARRINGTON  
 DATE: 2-25-17  
 CHECKED BY:  
 DATE:

LOCATION: 9621 N. STATE STREET  
 REDWOOD VALLEY, CA.  
 TITLE: **Faizan Corporation**  
 45'-0" x 85'-0" (6) Column Canopy  
 Canopy Elevations

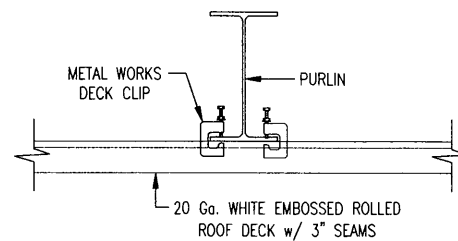
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# ATTACHMENT A



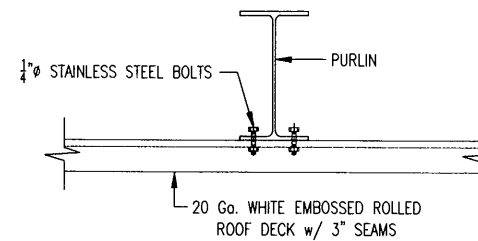
**STRUCTURAL FRAMING PLAN**

--- N. STATE STREET ---



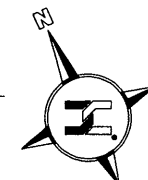
**METAL WORKS DECK CLIP DETAIL**

**ERECTOR NOTE:**  
INSTALL DECK CLIPS ON CANTILEVER SIDE OF DECK @ OUTSIDE PURLINS AND ALTERNATING SIDES BETWEEN THE FIRST AND LAST DECK RIBS @ INTERIOR PURLINS. (2) DECK CLIPS @ FIRST AND LAST (3) DECK RIBS @ EACH PURLIN.



**ALTERNATE 1/4" BOLTS TO DECK DETAIL**

**ERECTOR NOTE:**  
INSTALL 1/4" STAINLESS STEEL BOLTS ON CANTILEVER SIDE OF DECK @ OUTSIDE PURLINS AND ALTERNATING SIDES BETWEEN THE FIRST AND LAST DECK RIBS @ INTERIOR PURLINS. (2) 1/4" BOLTS @ FIRST AND LAST (3) DECK RIBS @ EACH PURLIN.



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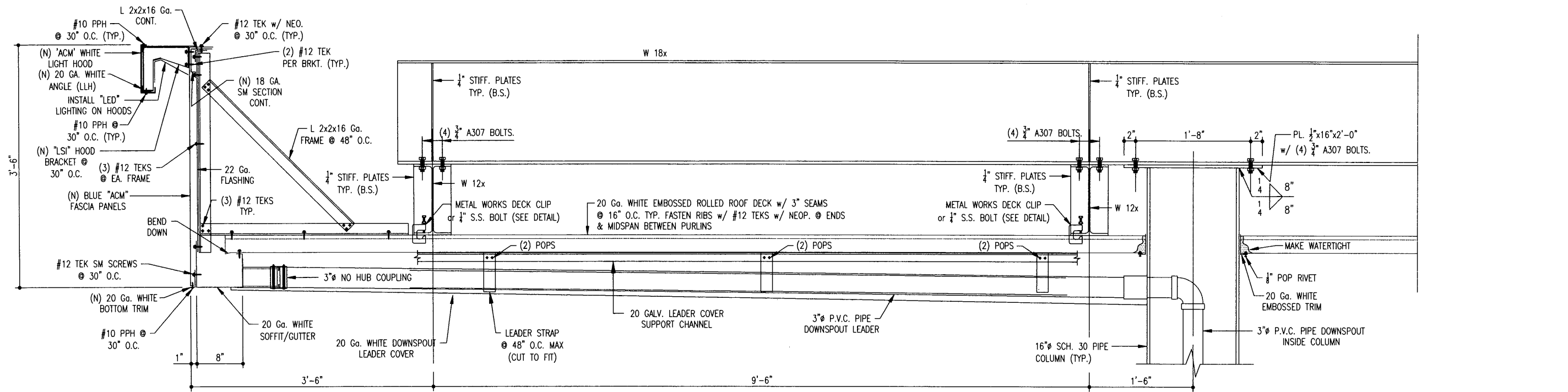
1428 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910  
www.calcrafft.com - State contractor license #872310

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DRAWN BY: HARRINGTON  
DATE: 2-25-17  
CHECKED BY:  
DATE:

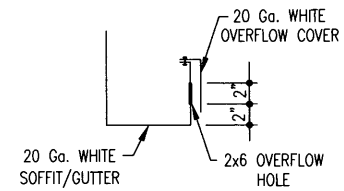
LOCATION: 9821 N. STATE STREET REDWOOD VALLEY, CA.  
TITLE: **Faizan Corporation**  
45'-0" x 85'-0" (6) Column Canopy  
Structural Framing Plan

HAND SHN.	JOB NO. <b>D17015</b>

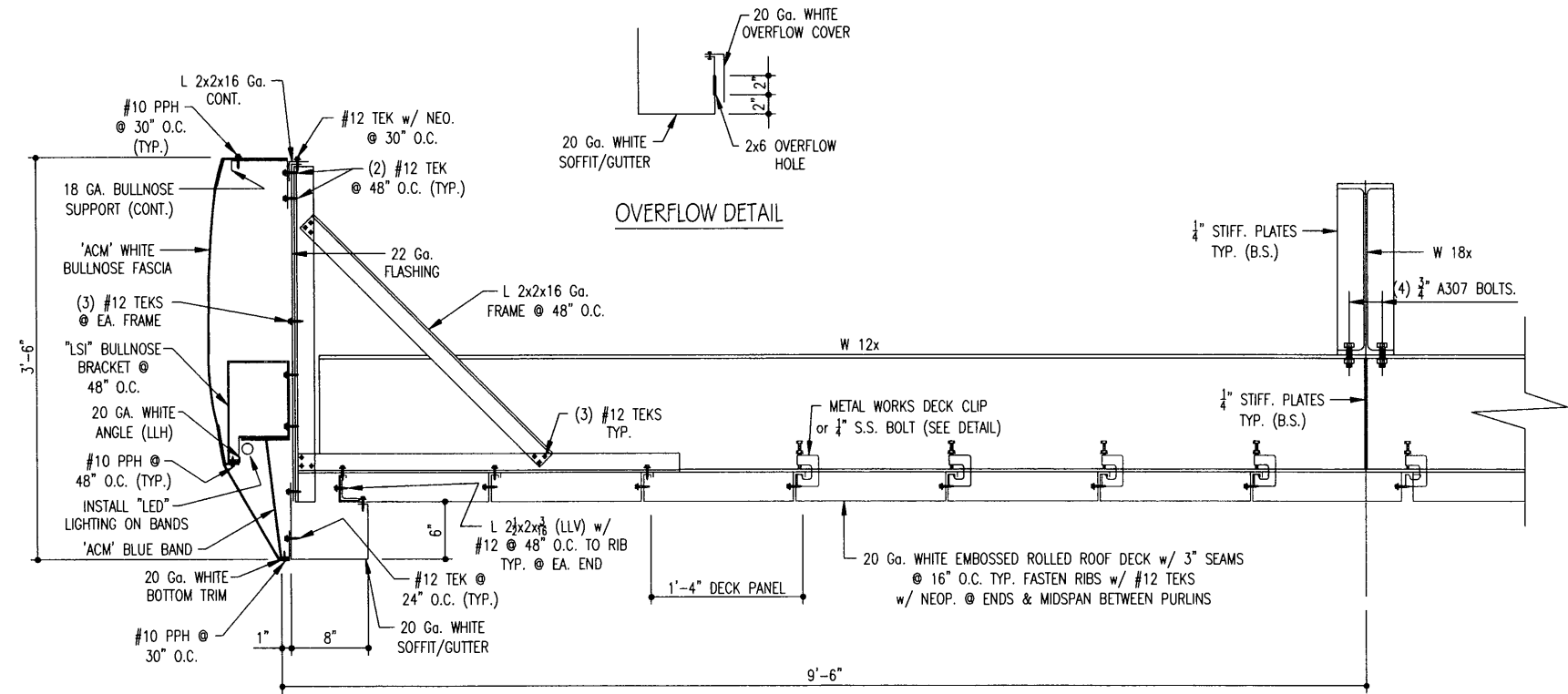
# ATTACHMENT A



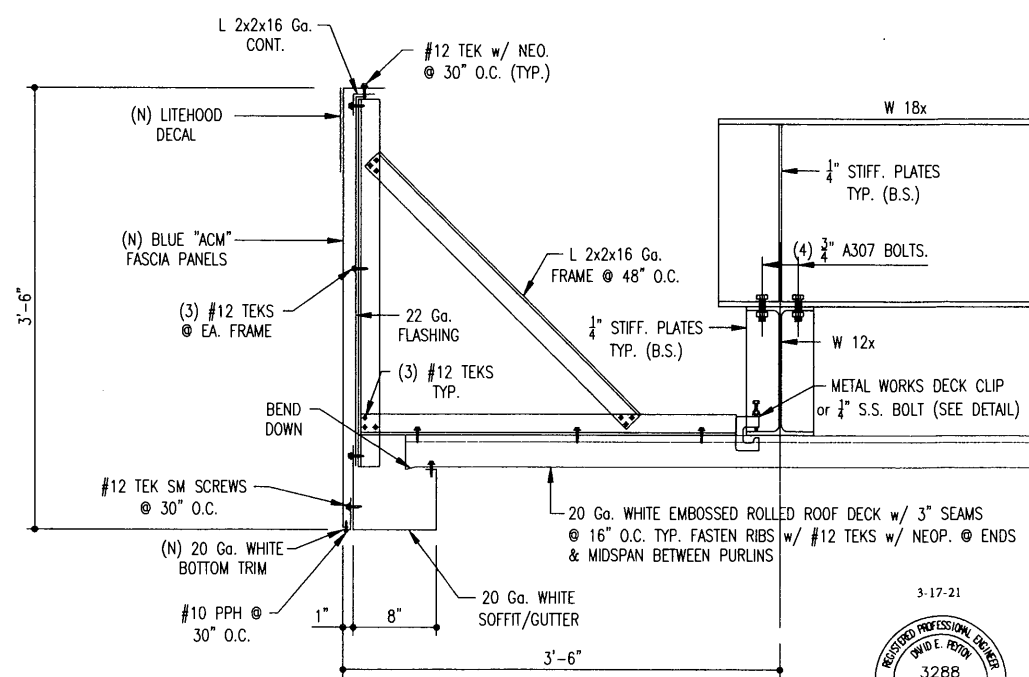
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SCALE -" = 1'-0" CS1



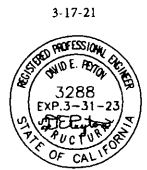
OVERFLOW DETAIL



SECTION B  
SCALE -" = 1'-0" CS1



SECTION C  
SCALE -" = 1'-0" CS1



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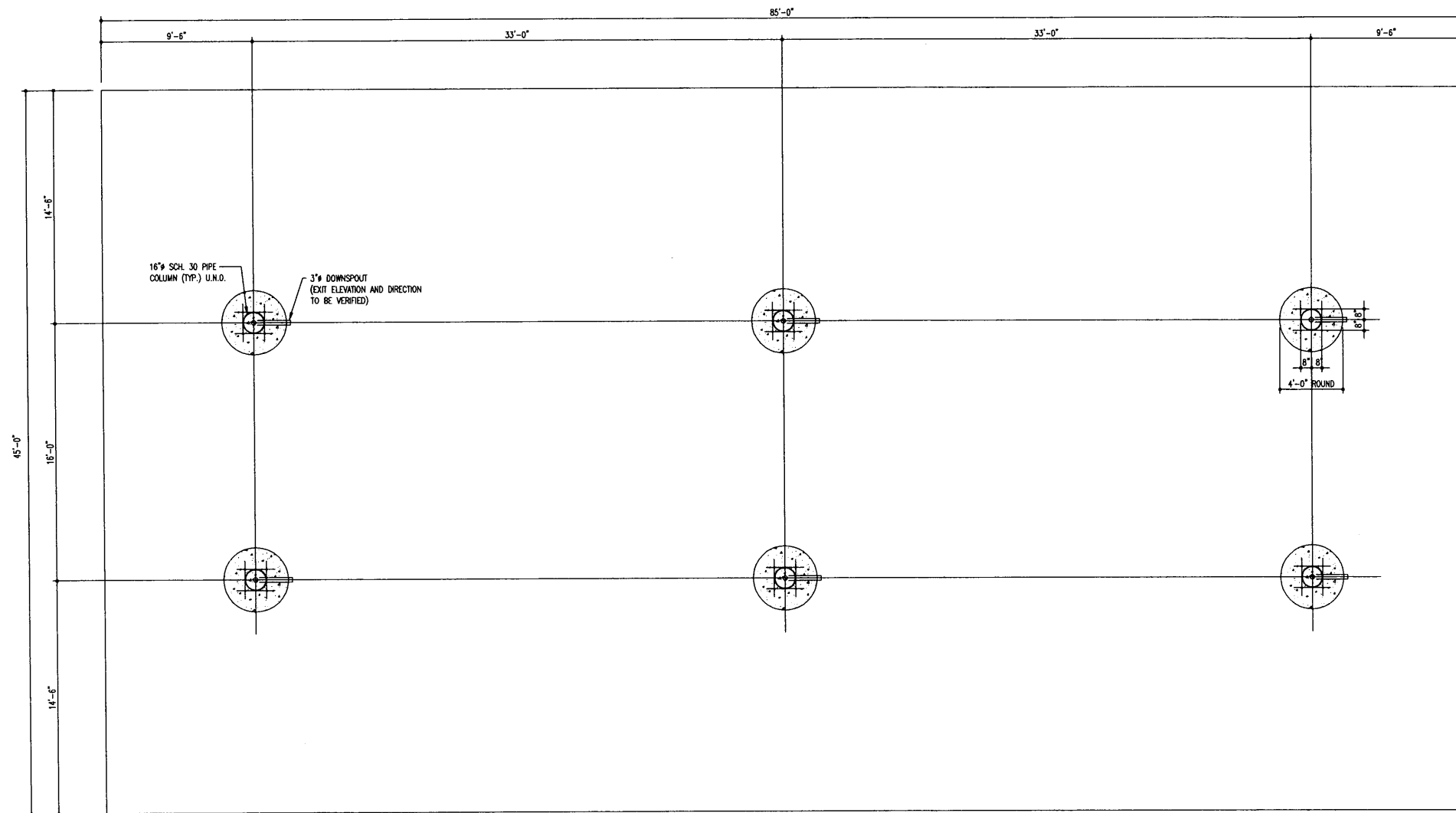


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SCALE: 1 1/2" = 1'-0" U.N.  
DRAWN BY: HARRINGTON  
DATE: 2-25-17  
CHECKED BY:  
DATE:

LOCATION: 9621 N. STATE STREET  
REDWOOD VALLEY, CA.  
TITLE: Faizan Corporation  
45'-0" x 85'-0" (6) Column Canopy  
Typical Canopy Sections

JOB NO.	D17015
REV.	CS2
DATE	



**FOUNDATION PLAN**  
(DETAILER NOTE: DOWNSPOUT AND CONDUIT INFORMATION TO BE VERIFIED.)

--- N. STATE STREET ---



**NOTES:**

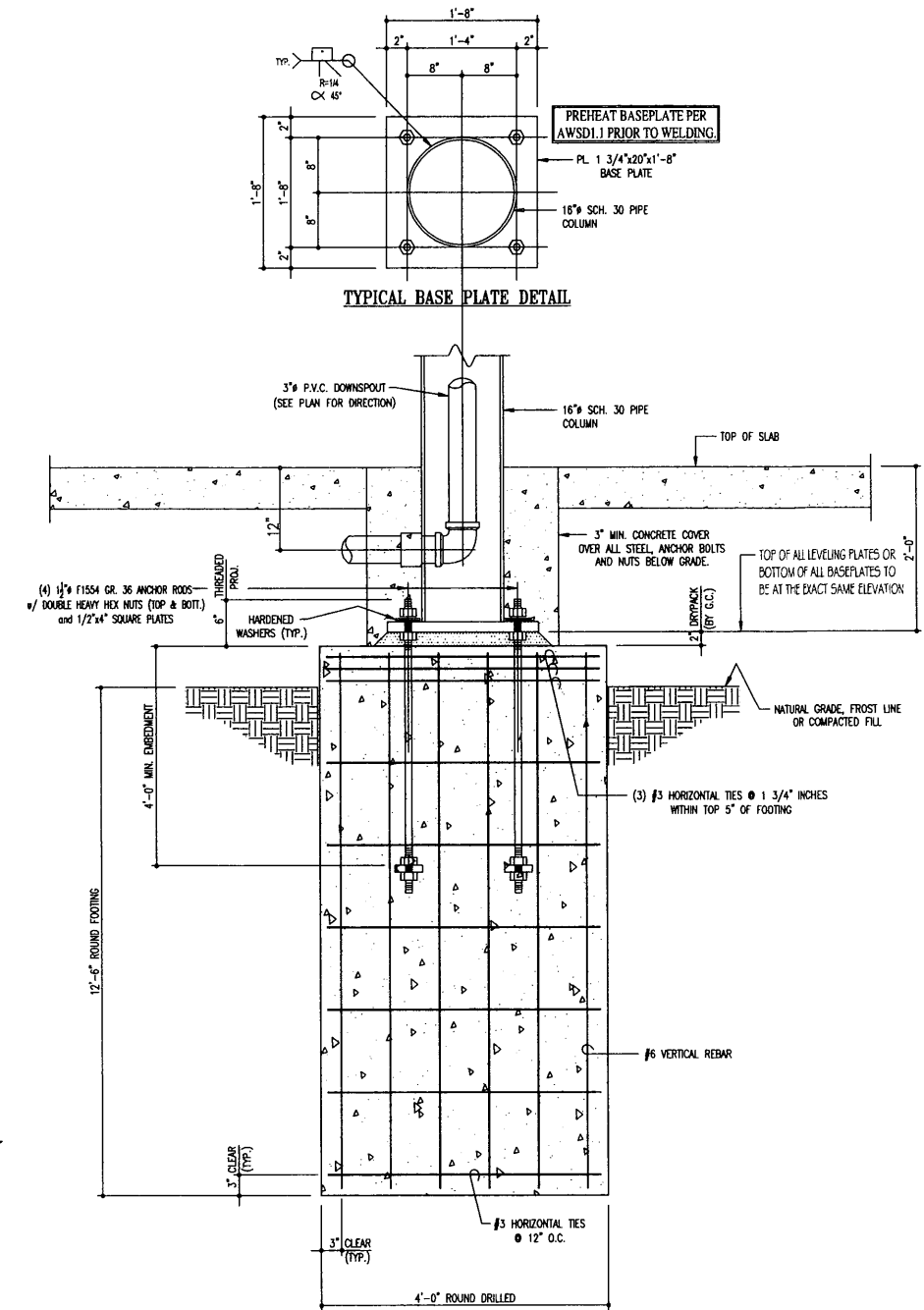
- IT IS THE OWNER'S/GENERAL CONTRACTORS RESPONSIBILITY TO CONVEY TO ALL CONTRACTORS THAT IT IS THEIR RESPONSIBILITY TO INSURE THAT THE SITE IS PROPERLY EXCAVATED AND GRADED. DURING CONCRETE FORMING AND AFTER THE POUR, THE CONCRETE SHOULD BE CHECKED FOR PROPER ELEVATION, LEVEL SQUARE AND CORRECT DIMENSIONS.
- THE MOST CRITICAL PHASE OF FOUNDATION PREPARATION IS IN THE PRECISE LOCATION OF ANCHOR BOLTS. MEASUREMENTS FOR ANCHOR BOLTS PLACEMENT MUST BE EXACT AND SHOULD BE RECHECKED TO ASSURE PROPER LOCATION.
- CORRECTION OF LOCATION, OF ELEVATION AND OF DIMENSIONAL ERRORS MUST BE MADE PRIOR TO THE ARRIVAL OF THE ERECTING CREWS AND PRIOR TO THE ERECTION OF THE STRUCTURE.
- AFTER THE FORMS HAVE BEEN REMOVED, ALL THE TRENCHES, HOLES AND UNEVEN SITE CONDITIONS MUST BE LEVELED TO INSURE A SAFE WORKING AND ACCESS AREA, ACCEPTABLE TO LOCAL, STATE, FEDERAL AND O.S.H.A. AGENCIES.
- PRIOR TO POURING FOUNDATIONS PLEASE CALL STRUCTURE FABRICATOR AND REQUEST SIGNED APPROVED FOUNDATION DRAWINGS WITH THE ESTABLISHED ELEVATIONS AND FOOTING DEPTH DIMENSIONS.
- TOP OF ALL ANCHOR BOLT LEVELING PLATES TO BE AT THE SAME ELEVATION. SEE SIGNED FOUNDATION DRAWINGS FOR THE ELEVATION.

**G.C. NOTE:**

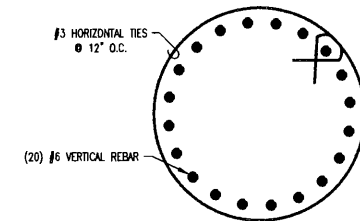
- PRIOR TO POURING FOUNDATIONS PLEASE CALL STRUCTURE FABRICATOR AND REQUEST SIGNED APPROVED FOUNDATION DRAWINGS WITH THE ESTABLISHED ELEVATIONS AND FOOTING DEPTH DIMENSIONS.
- TOP OF ALL ANCHOR BOLT LEVELING PLATES TO BE AT THE SAME ELEVATION. SEE SIGNED FOUNDATION DRAWINGS FOR THE ELEVATION.

**DO NOT USE FOR CONSTRUCTION OF FOUNDATION UNLESS SIGNED BELOW**

DATE:



**FOOTING SECTION @ 16" PIPE COLUMN**



**FOOTING REINFORCING DETAILS**



3-17-21



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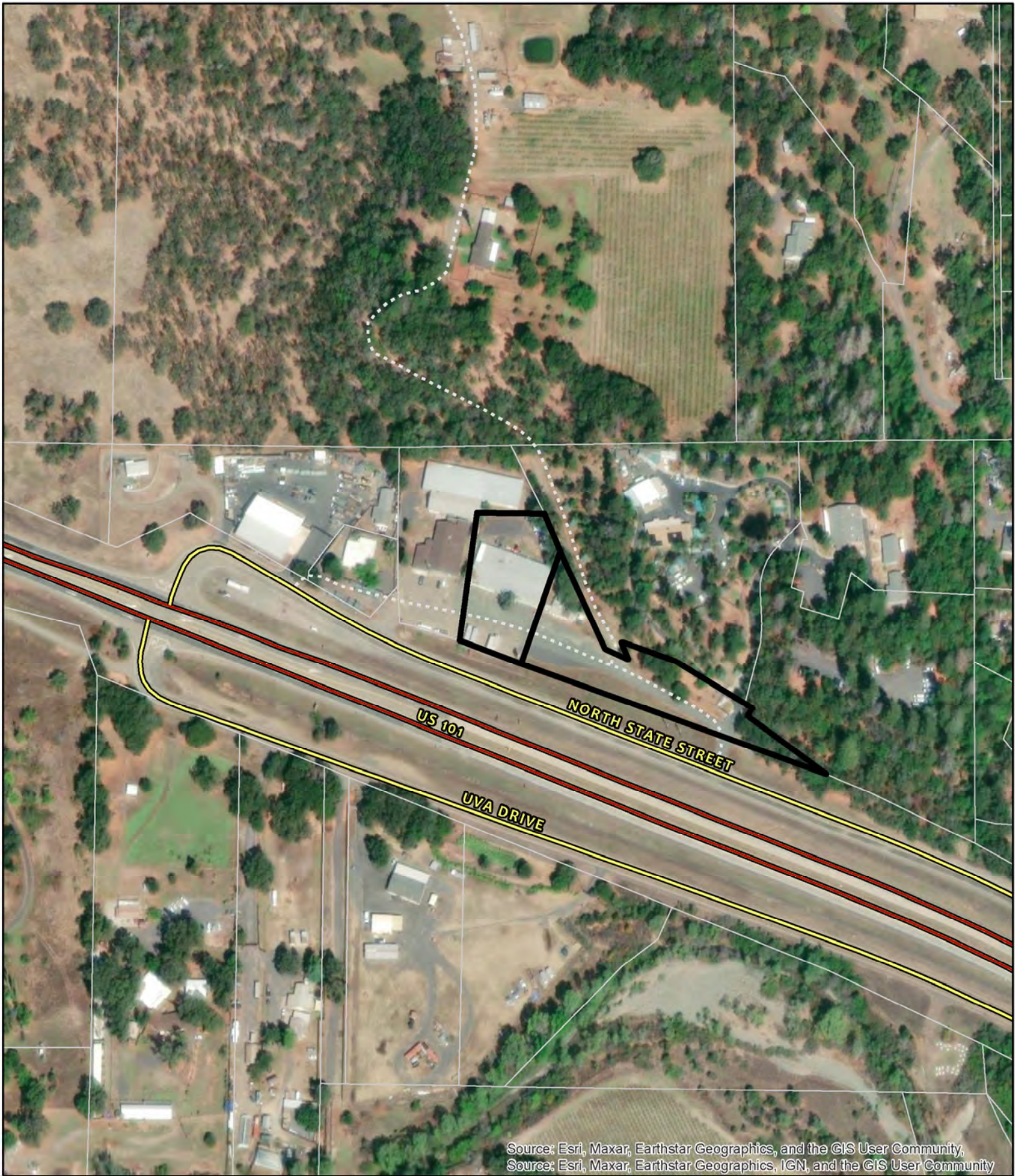
REV.	DATE	DESCRIPTION	BY

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www.calcrafft.com - State contractor license #872310





SCALE: 1/4" = 1'-0" U.N.  
DRAWN BY: HARRINGTON  
DATE: 2-25-17  
CHECKED BY:  
DATE:

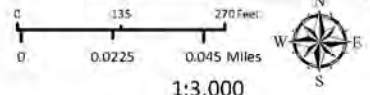
LOCATION: 9621 N. STATE STREET, REDWOOD VALLEY, CA.  
TITLE: **Faizan Corporation**  
45'-0" x 85'-0" (6) Column Canopy Foundation Plan

HAND: SHN.  
JOB NO.: **D17015**  
DRAWN NO.: **CF1**  
SHEET: **1** OF **1**



**CASE: CDP 2021-0016**  
**OWNER: Faisan Corporation**  
**APN: 162-100-58**  
**APLCT: Faisan Corporation**  
**AGENT: Ruff & Associates Inc.**  
**ADDRESS: 9621 N State St., Redwood Valley**

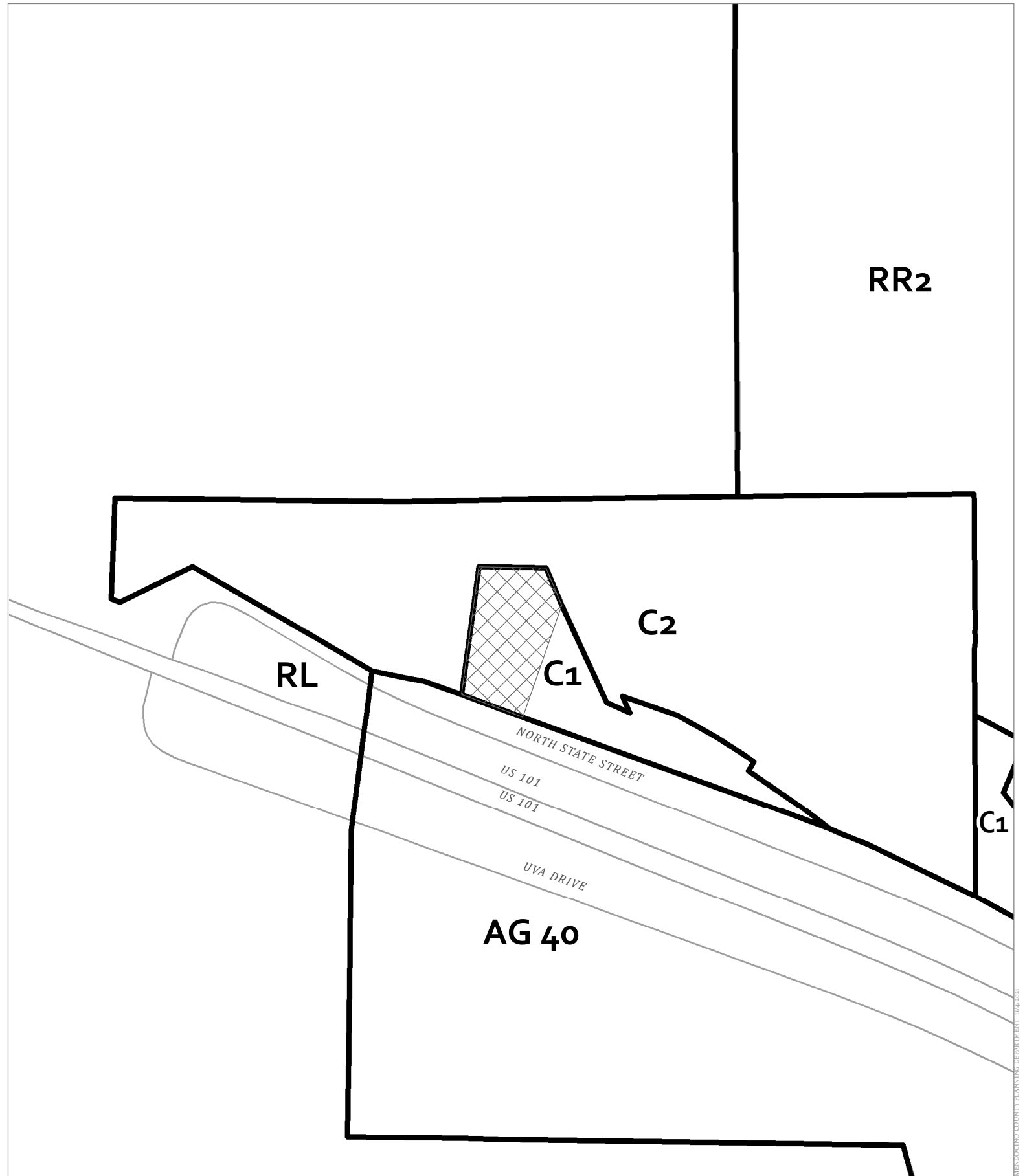
-  Highways (2017)
-  Public Roads
-  Driveways/Unnamed Roads
-  Assessors Parcels



AERIAL IMAGERY



**THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.  
 DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES**

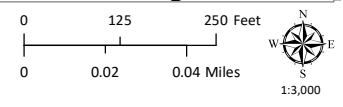
**ATTACHMENT B ATTACHMENT E (2026)**



MENDOCINO COUNTY PLANNING DEPARTMENT - 11/11/2021

**CASE: U\_2021-0016**  
**OWNER: Faisan Corporation**  
**APN: 162-100-58**  
**APLCT: Faisan Corporation**  
**AGENT: Richard Ruff Ruff & Associates**  
**ADDRESS: 390 East Gobbi St, Ukiah**

 Zoning Districts  
 Public Roads



ZONING DISPLAY MAP

**ATTACHMENT B ATTACHMENT E (2026)**

RL 160

RR 2

C

AG 40

US 101

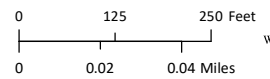
US 101

NORTH STATE STREET

UVA DRIVE

General Plan Classes

Public Roads



CASE: U\_2021-0016  
 OWNER: Faisan Corporation  
 APN: 162-100-58  
 APLCT: Faisan Corporation  
 AGENT: Richard Ruff Ruff & Associates  
 ADDRESS: 390 East Gobbi St, Ukiah

GENERAL PLAN CLASSIFICATIONS

ATTACHMENT B ATTACHMENT E (2026)

162-070-01  
THOMAS RAWLES  
RL160 39.06 A± (1703585.58 A±)

162-070-17  
MICHAEL NISKI  
RR2 4.27 A± (185927.34 A±)

162-100-68  
JAY WOIDA  
C212K 2.59 A± (111299.32 A±)

162-100-55  
FRANK ROSE  
C112K 1.63 A± (68300.18 A±)

162-100-41  
GALLEGOS ALFONSO  
C212K 4.37 A± (195433.04 A±)

162-100-60  
PATRICK GALLEGOS  
C212K 2.5A± (109212.79 A±)

162-100-87  
JAY WOIDA  
C212K 0.51 A± (22024.34 A±)

162-100-58  
CORPORATIVO FAIZAN  
C112K 1.05 A± (43366.75 A±)

162-100-59  
VINCENT SCATURRO  
C112K 1.47 A± (60103.71 A±)

162-100-61  
PATRICK GALLEGOS  
C212K 4 A± (176997.62 A±)

165-070-RW  
0 A± (10501971.39 A±)

162-100-54  
SOCIETY HUMANE  
RL160 5.65 A± (276378.69 A±)

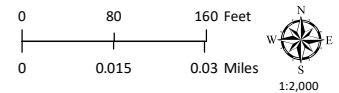
162-100-52  
JORGE BAROZA  
RL160 3.34 A± (149808 A±)

162-100-39  
TIM TODD  
RL160 0.76 A± (31006 A±)

162-100-64  
JOSE MEZA  
AG40 2.9 A± (131150.64 A±)

162-100-65  
JOSE MEZA  
AG40 2.9 A± (130218.68 A±)

**CASE: U\_2021-0016**  
**OWNER: Faisan Corporation**  
**APN: 162-100-58**  
**APLCT: Faisan Corporation**  
**AGENT: Richard Ruff Ruff & Associates**  
**ADDRESS: 390 East Gobbi St, Ukiah**



ADJACENT PARCELS




**ATTACHMENT B ATTACHMENT E (2026)**

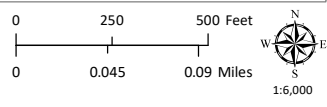
MENDOCINO COUNTY PLANNING DEPARTMENT - 11/17/2021



**REDWOOD VALLEY/CALPELLA  
FIRE PROTECTION DISTRICT**

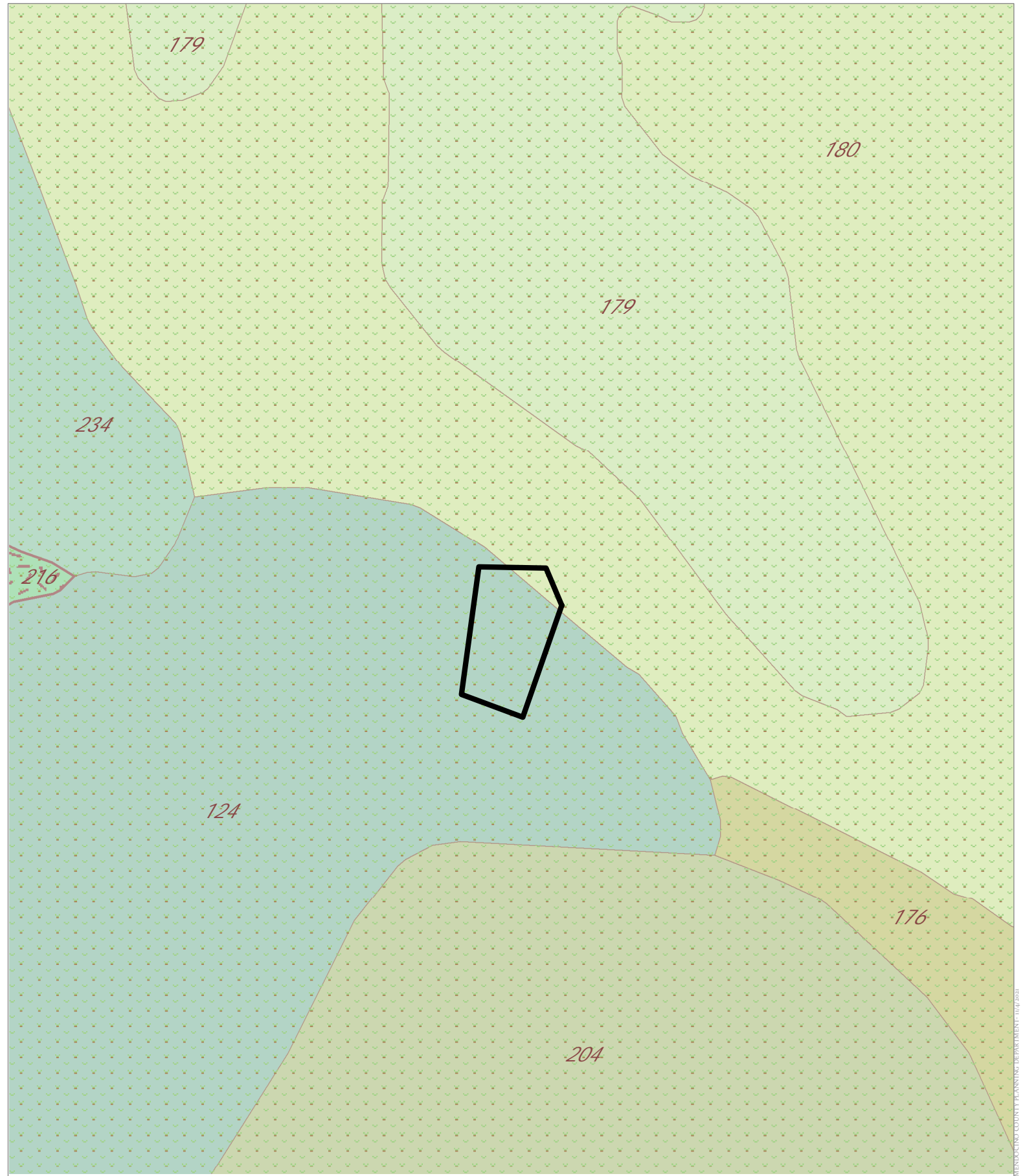
**CASE: U\_2021-0016**  
**OWNER: Faisan Corporation**  
**APN: 162-100-58**  
**APLCT: Faisan Corporation**  
**AGENT: Richard Ruff Ruff & Associates**  
**ADDRESS: 390 East Gobbi St, Ukiah**

-  High Fire Hazard
-  Moderate Fire Hazard
-  County Fire Districts






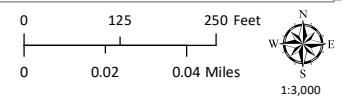
**FIRE HAZARD ZONES & RESPONSIBILITY AREAS**  
 STATE RESPONSIBILITY AREA

RENECINO COUNTY PLANNING DEPARTMENT 7/14/2021



**CASE: U\_2021-0016**  
**OWNER: Faisan Corporation**  
**APN: 162-100-58**  
**APLCT: Faisan Corporation**  
**AGENT: Richard Ruff Ruff & Associates**  
**ADDRESS: 390 East Gobbi St, Ukiah**

-  Eastern Serpentine Inclusions
-  Naturally Occurring Asbestos
-  Eastern Study Soil Types



**EASTERN SOIL CLASSES**

**ATTACHMENT B ATTACHMENT E (2026)**

MENDOCINO COUNTY PLANNING DEPARTMENT - 11/17/2021

# ATTACHMENT C

## FINDINGS FOR VARIANCES OUTSIDE THE COASTAL ZONE MENDOCINO COUNTY CODE SECTION 20.200.020(A) THROUGH (E)

Please provide information to substantiate the required findings. All of the five findings must be substantiated by adequate and accurate information. Attach additional information if necessary.

(A) That there are special circumstances applicable to the property involved, including size, shape, topography, location, or surrounding;

The property in question is zoned C.1 (Limited Commercial) and fronts on a section of North State Street that is a frontage road running parallel with State Highway #101. This section of the State Highway is posted for maximum speed of 65 miles per hour. The profile of the highway through this area is on an up gradient in both directions from this site. The alignment is on a gentle curve to the left coming from the south and continuing to the north the highway climbs and trends to the right.

The property was zoned C.1 (Limited Commercial) by the Board of Supervisors back in 1987. It was the hope of the County fathers that this land use designation would facilitate a balance between jobs and housing. This area was to be the area where a limited number of retail commercial goods and services could be provided to meet the day to day needs of local residents. It was their hope that that both housing and commerce could develop in balanced proportions and that undesirable traits like excessive noise and/or traffic could be minimized.

Historically businesses have had trouble succeeding in this location. At least part of the problem is communication with the traveling public and getting them to slow and turn off the highway. The hope is to attract and establish other businesses that could benefit and market to the same public community and travelers as well.

(B) That such special circumstances or conditions are not due to any action of the applicant subsequent to the application of the zoning regulations contained in the Division;

Time has proven that unless a special approach is deployed to communicate with passing motorists and a special effort is made to attract neighboring residents that this cycle will continue to repeat itself.

It will take a special selection and balance of businesses to overcome the obstacles to doing business.

(C) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property in question;

If this little enclave of businesses are going to attract other businesses and prosper this variance is necessary to preserve and allow these enterprises to enjoy of a substantial property right possessed by other property in other in similarly zoned property in the area.

## ATTACHMENT C

A copy of the "Sign Legibility Rules of Thumb", published by the United States Sign Council has been attached which illustrates at length the issues associated with communication with the travels via signage.

(D) That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located;

As outlined above the granting of this variance will not be a deterrent. It will be a benefit to the neighborhood, the surrounding community, and the traveling public.

(E) That the granting of such variance will not adversely affect the General Plan.

The granting of this request will not adversely affect the General Plan. It will provide need commercial goods and services on a local level as well as draw dollars into the County that might have been spent in other jurisdiction. Having these services on a local level will reduce traffic and resulting emissions that would otherwise be generated by trips to town or other commercial locations.

# ATTACHMENT D

Mahmood Alam,  
9621 N State Street,  
Redwood Valley Ca 95482 ,  
halam@faizan.com,  
5108623333,  
July 31,2023

Mendocino County  
AUG 08 2023  
Planning & Building Services

Liam Crowley, Planner  
County of Mendocino  
Planning & Building Services,

Subject: Request for Sign Height Variance for Gas Station at 9621 N State Street Redwood Valley.

Dear Liam,

I hope this letter finds you well. I am writing to formally request a sign height variance for my gas station located at 9621 N State Street, Redwood Valley. The gas station is situated on the freeway, and approximately 80 percent of our potential business would come from the highway 101 southbound traffic. Unfortunately, due to the location being hidden behind the mountains, it is currently not visible to passing traffic on the freeway.

To address this visibility issue and make commuters aware of the presence of our gas station, we propose installing a 65" tall sign. This sign would play a crucial role not only for the gas station but also for the success of the entire strip center. With improved visibility, the strip center is likely to attract more traffic and businesses, ultimately benefiting the local community and economy.

I would like to highlight that nearby establishments, such as Super 8 Motel, Starbucks Coffee, Jensen Truck Stop, and the newly built Casino gas station, are already supported by similar signs in close proximity along Highway 101. By granting a sign height variance for our gas station, it would align with the existing signage regulations and contribute to a fair and consistent approach.

ATTACHMENT E (2026)

## ATTACHMENT D

We believe that obtaining the sign height variance is vital for the growth and prosperity of our gas station and the entire strip center. It would not only increase convenience for commuters, but it would also enhance safety by ensuring motorists are aware of nearby amenities, including the availability of fuel and services.

We assure you that we will comply with all necessary safety regulations and aesthetic standards to ensure the sign complements the surroundings without causing any inconvenience to the community. Additionally, we are open to discussing any conditions or requirements set forth by the zoning board to ensure the sign's appropriateness.

In conclusion, we kindly request your favorable consideration of our application for the sign height variance. We are confident that this decision will not only benefit our gas station but also contribute to the overall growth and prosperity of the area.

Thank you for your time and attention to this matter. We look forward to a positive response.

Sincerely,

Haji Mahmood Alam , President

# ATTACHMENT E - STREET VIEW 1

Google Street View  
Mar 2023 See more dates



**ATTACHMENT E - STREET VIEW 2**

Google Street View  
Mar 2023 [See more dates](#)



Google

**ATTACHMENT E (2026)**

# ATTACHMENT E - STREET VIEW 3

Google Street View  
Apr 2023 See more dates



Project Site



Google

US-101  
Redwood Valley, CA 954...

ATTACHMENT E (2026)

ATTACHMENT E - STREET VIEW 4

Google Street View

Apr 2023 See more dates



Google

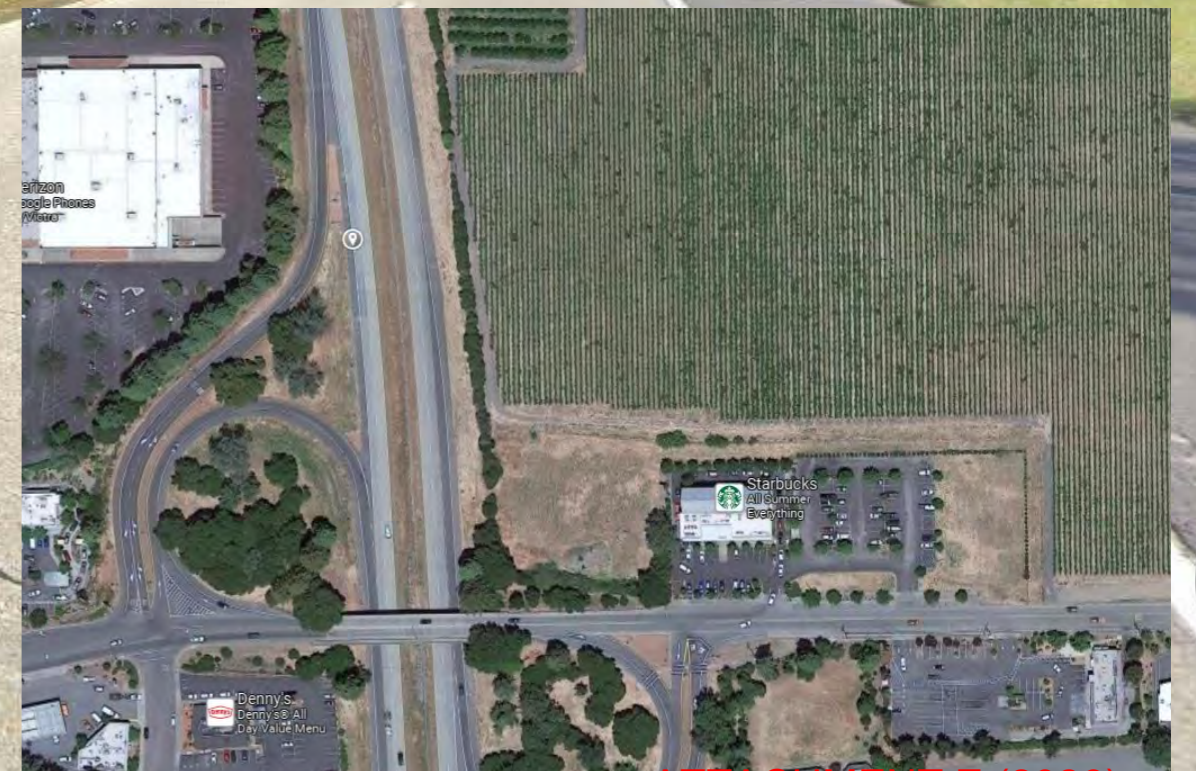
ATTACHMENT E (2026)

# ATTACHMENT E - STREET VIEW 5

Google Street View

Mar 2023

See more dates



Google

ATTACHMENT E (2026)

ATTACHMENT E - STREET VIEW 6

Google Street View

Mar 2023

See more dates



Google

ATTACHMENT E (2026)

ATTACHMENT E - STREET VIEW 7

Google Street View  
Apr 2023 See more dates



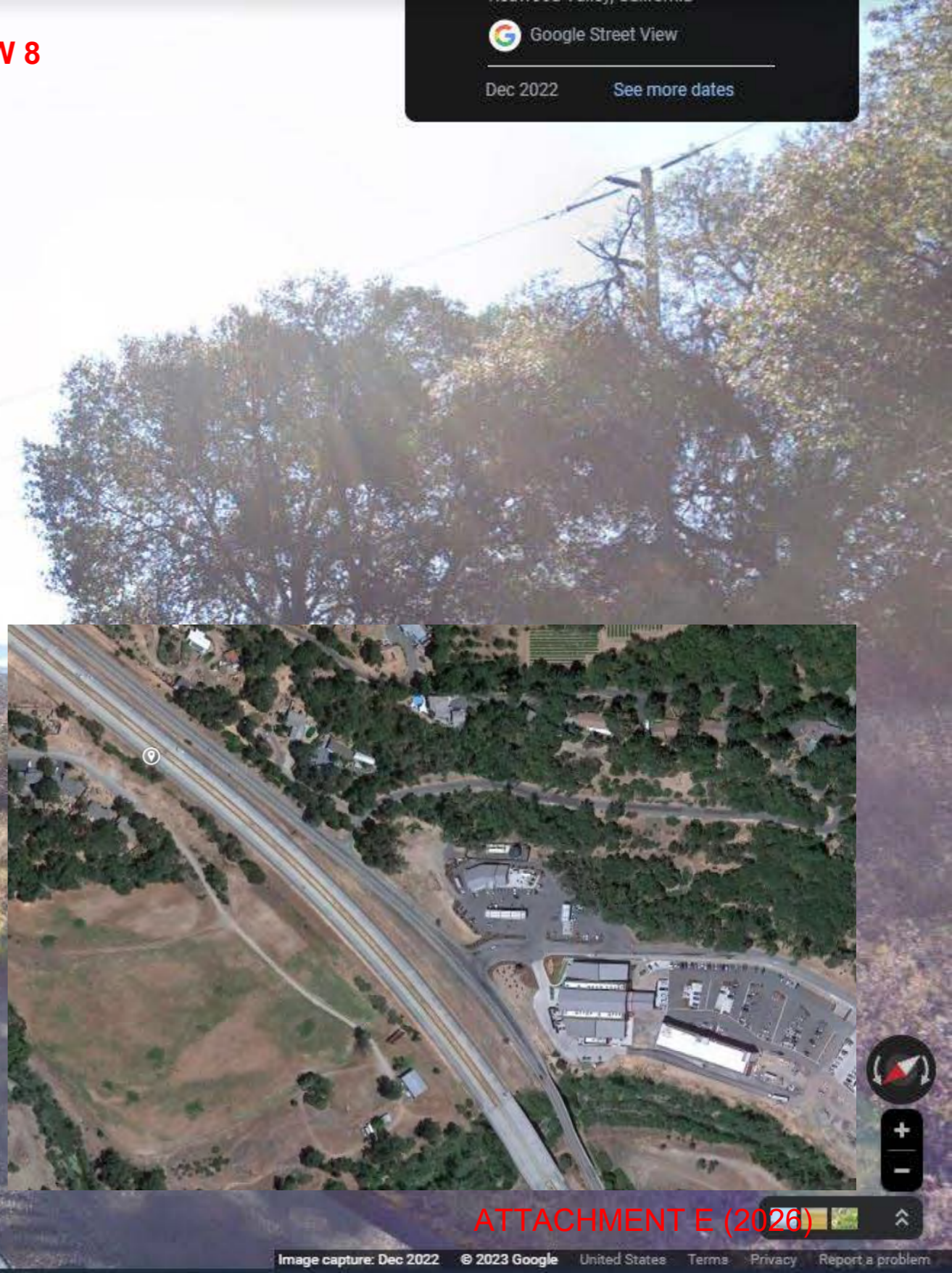
Navigation controls: compass, zoom in (+), zoom out (-), and expand/collapse icon.

Google

ATTACHMENT E (2026)

ATTACHMENT E - STREET VIEW 8

Google Street View  
Dec 2022 See more dates



ATTACHMENT E (2026)

**Howard N. Dashiell**  
**DIRECTOR OF TRANSPORTATION**

Road Commissioner  
County Engineer, RCE 42001  
County Surveyor, PLS 7148



**FUNCTIONS**

Administration & Business Services  
Airports  
Engineering  
Land Improvement  
Roads and Bridges  
Solid Waste & Landfills  
Water Agency

**COUNTY OF MENDOCINO**  
**DEPARTMENT OF TRANSPORTATION**

340 LAKE MENDOCINO DRIVE  
UKIAH, CALIFORNIA 95482-9432  
VOICE (707) 463-4363 FAX (707) 463-5474

December 29, 2021

**TO:** Matt Goines, Planner  
Department of Planning & Building Services

**FROM:** Alexander Sequeira, Engineer I  
Department of Transportation

**SUBJECT:** USE PERMIT U\_2021-0016 (FAIZAN CORPORATION)

---

Mendocino County Department of Transportation has reviewed the application for the above referenced permit application under the cover of your referral dated December 20, 2021, and have the following comments:

- 1. The proposed driveways do not meet Mendocino County Road and Development Standards No. A51B. Per Standard A51B, the maximum width for a commercial driveway approach is 30 feet.**
- 2. It is recommended to eliminate the proposed 90-foot driveway approach due to the close proximity of the fuel stations with the road and potential traffic safety issues.**
- 3. It is recommended to adjust the location of the proposed 45-foot driveway to the southern end of the fuel canopy with a maximum width of 30 feet.**
- 4. Provide a circulation plan including truck turn movements of fuel delivery trucks.**
- 5. Provide documentation of access easements from APN 162-100-59 and APN 162-100-55 for access to the service station, or show a way to keep all traffic on the subject parcel.**
- 6. The applicant shall construct a commercial driveway approach onto North State Street (CR 104), in accordance with Mendocino County Road and Development Standards No. A51B with concrete edges per County Standards A41A and A41B.**

## ATTACHMENT F

7. Prior to issuance of a building permit, the owner/applicant shall provide DOT with a site plan designed by a licensed civil engineer or hydrologist that provides for a properly designed culvert or swale for the driveway approach and post construction drainage.
8. Provide a signing and striping plan for DOT's review to show all proposed signs and markings within Mendocino County Right of Way and Caltrans State Right of Way. The applicant shall provide the necessary signs and striping, and pay for their installation by a qualified general contractor per Caltrans specifications. The applicant shall apply for encroachment permits from DOT and Caltrans for all work relating to the installation of any signs and pavement markings in State or County right of way. This encroachment permit will be separate from the encroachment permits relating to the new proposed site entrances. See previously submitted plan by SHN dated January 2017 for Use Permit U\_2015-0009 for reference.
9. Prior to issuance of a building permit, the applicant must obtain an ordinance amendment approved by the Board of Supervisors limiting left-turn and through movement at the North State Street and US 101 intersection, in accordance with Caltrans recommendations. DOT's approval of any encroachment permits related to the proposed retail service station shall be contingent upon approval of the aforementioned ordinance amendment. Public noticing procedures apply.
10. Applicant shall obtain an encroachment permit from the Mendocino County Department of Transportation for any work within the County right of way.

If you have any questions regarding these recommended conditions, please contact me at (707) 234-2816.

**California Department of Transportation**

DISTRICT 1  
P.O. BOX 3700 | EUREKA, CA 95502-3700  
(707) 445-6600 | FAX (707) 441-6314 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



February 18, 2022

1-MEN-101-33.863  
U 2021-0016  
APN: 162-100-58

Mr. Matt Goines  
Planning & Building Department  
County of Mendocino  
860 North Bush Street  
Ukiah, CA 95482

Dear Mr. Goines:

Thank you for giving Caltrans the opportunity to comment on the Use Permit to establish and operate a gas station with ten (10) gas pumps, two (2) separate illuminated canopies, twelve (12) new parking spaces, landscaping, and convert part of an existing structure to a convenience store. A variance request is accompanying the Use Permit for a sixty-five (65) foot tall business identification sign. The project is located on the north side of North State Street (CR 104), 600± feet east of its intersection with US Route 101 and Uva Drive; located at 9621 North State Street, in the Redwood Valley area. We have the following comments:

Caltrans reviewed a previous proposal to construct a six-pump fueling station at the proposed project site, which led to the preparation of a traffic analysis (see enclosed correspondence files). Typically, we request traffic studies to be updated if more than two years old. Considering that the size of the fueling station has increased and also that our measures of significance for transportation impacts has changed, we request that the project update the traffic impact study from 2016.

This at-grade intersection is located at the base of the Ridgewood Grade and near the end of the Ukiah freeway section, in a section of expressway with a posted speed of 65 MPH. The intersection currently has a collision rate below the statewide average for similar intersections. However, a significant increase in traffic at this intersection will likely result in a significant increase in traffic collisions.

The intersection of US Route 101 project and North State Street was designed to provide access primarily to the local community, with some allowance for neighborhood commercial uses. It was not designed to handle large volumes of turning vehicle movements that a pass-by-trip-oriented highway service commercial use would attract. The This project would be the first fuel station and convenience

Mr. Matt Goines  
2/18/2022  
Page 2

store southbound US-101 travelers will see after passing through the town of Laytonville, approximately 30 miles, or 40 minutes travel time, away. A 65-foot sign is included with the proposal to attract the attention of the travelling public. It is likely the project will create a significant increase in turning traffic at the intersection of North State Street and US Route 101. The combination of high-speeds and high traffic volumes on US Route 101 in association with frequent left turns has the potential to create a significant safety impact to transportation.

This project does not appear to conform with the C-1 Limited Commercial District zoning, as defined by the Mendocino County Code, Chapter 20.088. The intent section says:

“This district is intended to create and enhance areas where public facilities and services are available. It is also intended to facilitate a balance between jobs and housing, provide for the possibility of live/work spaces, and provide additional opportunities for affordable housing. A limited number of retail commercial goods and services are desired primarily to meet day to day needs of local residents and to facilitate livable/walkable communities and live/work opportunities. Typically, this district would be applied in conjunction with residential uses and would permit only those uses which do not significantly increase traffic, noise or other impacts.” Compare this intent to that of C-2 General Commercial District zoning and note the differences.

In consideration of the limited amount of information provided in the application package and the seeming incompatibility between the existing zoning and existing intersection design, we request that the County require that a transportation study be prepared. The study will need to discuss trip generation rates and turning volumes (including AASHTO warrants for both right and left turn channelization, deceleration, acceleration, and storage needs) under existing traffic conditions, the existing plus project, the future and future plus project conditions for vehicles, as well as conditions for bicycle, pedestrian, and transit modes. Seasonal peak volumes, both daily and peak hour(s), need to be discussed. Traffic signal warrants shall be studied. If one or more signal warrants are met, then a separate Caltrans Intersection Control Evaluation (ICE) will subsequently be required, after review of the study by Caltrans. For future projections, use 20 years from present using a growth factor of 1.30, from Caltrans District 1 Growth Factor Memo dated 2/3/2014.

The highway improvements needed to protect public safety will require a Caltrans encroachment permit. The scope of those requirements will determine whether the required improvements need to follow the QMAP (formerly Oversight) process or the standard Encroachment Permit process. For more information on the QMAP process please refer to the attached memo “EP Process Review.”

## ATTACHMENT G

Mr. Matt Goines  
2/18/2022  
Page 3

Any work within Caltrans right of way will require an encroachment permit from Caltrans. Work at this location may require the County to be the Permittee on any permit application as they are the owners of North State Street and Uva Drive.

To streamline the process, we require the applicant arrange and participate in a pre-submittal meeting with the Caltrans encroachment permits staff in Ukiah, prior to submitting a permit application. For more information or to request an encroachment permit, please contact the Ukiah permits office at 707-463-4743, and refer to the Caltrans Encroachment Permits website: <<https://dot.ca.gov/programs/traffic-operations/ep>>.

Any advertising that can be seen from the highway must comply with Outdoor Advertising (ODA). Information regarding ODA can be viewed online: <<https://dot.ca.gov/programs/traffic-operations/oda>>.

Please contact me with questions or for further assistance at: (707) 684-6879 or by email at: <[jesse.robertson@dot.ca.gov](mailto:jesse.robertson@dot.ca.gov)>.

Sincerely,

*Jesse G. Robertson*

Jesse Robertson  
Transportation Planning  
Caltrans District 1

Enclosed: Letter to Adele Phillips, Mendocino County, dated February 3, 2016  
Letter to Adele Phillips, County of Mendocino, dated January 7, 2016  
Letter to Dusty Duly, County of Mendocino, dated August 10, 2015  
**EP Process Review**

c: Heidi Quintrell, Chief, Caltrans District 1 Encroachment Permits Office

# Memorandum

*Making Conservation  
a California Way of Life*

To: DISTRICT DIRECTORS

Date: June 12, 2020

From: CORY BINNS *Cory Binns*  
Deputy Director  
Maintenance and Operations

MICHAEL D. KEEVER *Michael D. Keever*  
Deputy Director  
Project Delivery

Subject: **ENCROACHMENT PROJECT PROCESSES ENHANCEMENTS**

The California Department of Transportation (Caltrans) received requests from several local agencies and transportation partners to evaluate the current criteria to determine the appropriate process for encroachment projects that are funded by others on the State Highway System.

To address these requests, Caltrans assembled a multi-divisional team comprised of representatives from headquarters and districts to determine if there is value in updating and streamlining the existing review processes, which are based on the complexity and construction cost of work within the existing or future State highway right-of-way.

The team, in consultation with local agencies and transportation partners, developed criteria based on the scope of work, to determine the required approval documents and the appropriate process. These criteria must be used to determine whether the project will be managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP).

Within the QMAP, criteria have been developed to determine the type of projects that can use the Design Engineering Evaluation Report (DEER), a short-form project document in lieu of the standard project document. DEER replaces Permit Engineering Evaluation Report (PEER) in the QMAP.

Effective immediately, construction cost thresholds will no longer be the primary factor in determining the appropriate Caltrans review process. The updated encroachment project review process determination has been incorporated into the following documents:

# ATTACHMENT G

District Directors  
June 12, 2020  
Page 2

1. Flowchart for determining the appropriate Caltrans review process to be used by the district permit engineer, district functional units, and the applicants (see Attachment 1)
2. Permit applicant's checklist to identify the proposed scope of work and the required approval documents (see Attachment 2)
3. Interim DEER application guidelines (see Attachment 3)
4. DEER Template (see Attachment 4)
5. Preparation Guidelines for DEER (see Attachment 5)

Deviations from the above applicable review process, based on the established criteria, can be approved by the District Director on a case-by-case basis, using the Encroachment Project Review Process Change Approval Form (see Attachment 6).

These documents are effective until they are permanently incorporated into the Project Development Procedures Manual and the Encroachment Permit Manual.

Furthermore, Caltrans has implemented Lean Six Sigma recommendations for its EPOP and has established the following requirements and timelines for the District Permit Office (DPO), district functional units and applicants:

1. The district permit engineer is required to screen every Encroachment Permit Application Package (EPAP) for completeness before accepting or rejecting it in accordance with California Streets and Highways Code, section 671.5., subdivision (a).
2. District functional units are required to review and submit comments on the EPAP within eight (8) calendar days instead of 14.
3. Applicants are required to respond to Caltrans' request for additional information and/or documents within 10 calendar days instead of 30.

The Caltrans Strategic Management Plan, Goal 2, Stewardship and Efficiency has identified a performance target to issue or deny 95 percent of the EPAPs within 30 calendar days from the submittal date of a complete application. These requirements and timelines will help achieve this target.

District Directors  
June 12, 2020  
Page 3

If you have any questions regarding the encroachment permit office process, please contact James R. Anderson, Chief, Office of Encroachment Permits at (916) 654-5869, or by e-mail at <james.r.anderson@dot.ca.gov>. If you have any questions regarding the project delivery quality management assessment process, please contact Tina Lucas, Chief, Office of Project Support at (916) 653-8559 or by e-mail at <tina.lucas@dot.ca.gov>.

## Attachments

1. Flowchart to Determine the Appropriate Caltrans Review Process for Encroachment Projects on the State Highway System
2. Applicant's Checklist to Determine the Appropriate Caltrans Review Process for Encroachment Projects on the State Highway System
3. Interim Design Engineering Evaluation Report Application Guidelines
4. Design Engineering Evaluation Report Template
5. Preparation Guidelines for Design Engineering Evaluation Report
6. Encroachment Project Review Process Change Approval Form

c: Jasvinderjit S. Bhullar, Chief, Division of Traffic Operations  
Janice Benton, Chief, Division of Design  
Jeffrey Wiley, Acting Chief, Division of Project Management  
Thomas A. Ostrom, Chief, Division of Engineering Services  
Philip J. Stolarski, Chief, Division of Environmental Analysis  
Mark Phelan, Acting Chief, Division of Right of Way and Land Surveys  
Rachel Falsetti, Chief, Division of Construction  
Dennis T. Agar, Chief, Division of Maintenance  
James R. Anderson, Chief, Office of Encroachment Permits, Division of Traffic Operations  
Tina Lucas, Chief, Office of Project Support, Division of Design

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
EUREKA, CA 95502-3700  
PHONE (707) 441-4540  
FAX (707) 441-5869  
TTY 711



*Serious drought.  
Help Save Water!*

February 3, 2016

Adele Phillips  
Mendocino County  
Department of Planning and Building  
860 North Bush Street  
Ukiah, CA 95482

1-MEN-101-33.8  
R.V. Gas Station TIS  
DB # 19582

Dear Ms. Phillips,

Thank you for the opportunity to comment on the Traffic Impact Study (TIS) that accompanies the proposal to establish and operate a gas station with six gasoline pumps. The proposed project is located on North State Street, a Mendocino County Road near the community of Redwood Valley. North State Street at this location is parallel to US 101 and the proposed project will use the highway for access (1-MEN-101-33.8).

This letter follows up a discussion between the Caltrans and the Mendocino County Department of Planning and Building and the Department of Transportation on Tuesday, January 26, 2016. In our meeting we discussed collision history at US 101 and North State Street and right-turn channelization of the northbound entrance to North State Street from US 101. The following aims to clarify these two issues:

**Collision History:**

Collision data processed through the California Department of Transportation Traffic Accidents Surveillance and Analysis System (TASAS) that covers the period of January 1, 2004 through December 31, 2013 shows that 11 collisions have occurred at the intersection of US 101 at North State Street. In this ten year period, there was one fatality and eleven people injured. A second fatal collision occurred on June 15, 2015, but is too current to be captured in the TASAS database.

North State Street has an Annual Average Daily Traffic (AADT) count of 1,500 at this location while US 101 has an AADT of 14,400. Eight of the 12 total collisions (which includes the 2015 fatal collision) involved vehicles using the North State Street leg of the intersection. Four of the 12 collisions involved westbound traffic failing to successfully cross Highway 101. However, excluding extraneous factors, this movement is associated with the predominant collision pattern at the intersection. The TIS estimates that with the added proposed development, the number of trips making this conflicting movement will increase from one vehicle per peak hour to nine vehicles per peak hour. Caltrans analysis of the traffic data indicates that, because initial analysis incorrectly applied a reduction for pass-by trips to the through/left movement, this turning movement will actually be increased to seventeen vehicles per peak hour. In order to address these increased movements, we maintain the recommendations in the letter sent to the County on January 7, 2016.

Adele Phillips  
2/3/2016  
Page 2

This letter recommended the County require, as a condition of approval for the project, the elimination of the westbound left and through movements at US 101. Vehicles traveling southbound would still be able to access North State Street and can re-enter the highway using the West Road interchange (1-MEN-101-32.46). We recommend signing be installed on North State Street directing southbound traffic to the West Road interchange. Northbound vehicles would be unaffected.

**Northbound Deceleration Lane:**

Questions regarding requirements for construction of a northbound deceleration lane onto US 101 from North State Street were generated by a letter from the consultant to the County sent on October 1, 2015. Caltrans does not have a right-turn warrant. However, this location of US 101 has a larger-than-standard taper for North State Street access and a greater-than-standard sight distance for northbound traffic. Caltrans supports, but does not require, a right-turn pocket for northbound traffic.

**Encroachment Permits:**

If Mendocino County supports Caltrans' recommendations, we request the County direct the applicant to acquire an encroachment permit for all work that will be done within the State right of way. Encroachment permit applications are reviewed for consistency with State standards and are subject to Department approval. Requests for a Caltrans encroachment permit application form can be sent to Caltrans District 1 Permits Office, P.O. Box 3700, Eureka CA 95502-3700, or requested by phone at (707) 445-6389. For additional information, the Caltrans Permit Manual is available online at: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

We look forward to continue working with you as this project develops and welcome additional discussions about the project. If you have questions regarding the comments outlined in this letter, please contact me at [tatiana.ahlstrand@dot.ca.gov](mailto:tatiana.ahlstrand@dot.ca.gov) or (707) 441-4540.

Sincerely,



Tatiana Ahlstrand  
Associate Transportation Planner  
District 1 Office of Community Planning

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
EUREKA, CA 95502-3700  
PHONE (707) 441-4540  
FAX (707) 441-5869  
TTY 711



*Serious drought.  
Help Save Water!*

January 07, 2016

Adele Phillips  
Mendocino County  
Department of Planning and Building  
860 North Bush Street  
Ukiah, CA 95482

1-MEN-101-26.0  
Gas Station TIS  
DB # 19566

Dear Ms. Phillips,

Thank you for the opportunity to comment on the Traffic Impact Study (TIS) that accompanies the proposal to establish and operate a gas station with six gasoline pumps. The proposed project is located on North State Street near the community of Redwood Valley. North State Street is parallel to US 101 and the proposed project will use the highway as access (1-MEN-101-26.0).

Caltrans has concerns about impacts to US 101 at this location. There is a higher than statewide average collision rate associated with making the southbound left turn movement onto US 101 from North State Street. Because the proposed project would increase the number of vehicles making this movement, we recommend that the County require as a condition of approval for the project, the North State Street leg of the intersection be modified to allow right in/right out access only. Southbound vehicles could still access North State Street and can re-enter the highway using the West Road interchange. Northbound vehicles would be unaffected.

We look forward to working with you as this project develops. If you have questions regarding the comments outlined in this letter, please contact me at [tatiana.ahlstrand@dot.ca.gov](mailto:tatiana.ahlstrand@dot.ca.gov) or (707) 441-4540.

Sincerely,

A handwritten signature in blue ink that reads "Tatiana Ahlstrand".

Tatiana Ahlstrand  
Associate Transportation Planner  
District 1 Office of Community Planning

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
EUREKA, CA 95502-3700  
PHONE (707) 441-4540  
FAX (707) 441-5869  
TTY 711



*Serious drought.  
Help Save Water!*

August 10, 2015

Dusty Duley  
Mendocino County  
Department of Planning and Building  
860 North Bush Street  
Ukiah, CA 95482

1-MEN-101-26.0  
Gas Station Use Permit  
DB # 19467

Dear Mr. Duley,

Thank you for the opportunity to comment on the Use Permit to establish and operate a gas station with six gasoline pumps under a new canopy. The proposed project is located on North State Street near the community of Redwood Valley. The project site is adjacent to US 101 and will use the state route as access (1-MEN-101-26.0).


We recommend the county request the applicant perform traffic analysis as a condition of approval. The traffic analysis should show traffic impacts to the intersection of North State Street with US 101. Caltrans would like the opportunity to review the analysis prior to permit approval.

We look forward to working with you as this project develops. If you have questions regarding the comments outlined in this letter or need further assistance, please contact me at (707) 441-4540 or [tatiana.ahlstrand@dot.ca.gov](mailto:tatiana.ahlstrand@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Tatiana Ahlstrand".

Tatiana Ahlstrand  
Associate Transportation Planner  
District 1 Office of Community Planning

**M e m o r a n d u m***Flex your power!  
Be energy efficient!***To:** CHARLIE FIELDER  
JANA HOLLIFIELD  
MATT BRADY  
MARK SUCHANEK**Date:** February 3, 2014**File:** Growth Factors**From:** BRAD METTAM   
Deputy District Director,  
Planning and Local Assistance**Subject:** 2014 Growth Factors

Attached are the 2014 District 1 growth factor summary, the 2014 District Growth Factor Map, and a “Using D1 Growth Factors” tutorial.

Prior to 1984, Caltrans District 1 projected future traffic volumes based solely on historical growth. Future volumes were calculated using an annual percent increase that was derived from historical traffic volumes. We found that this method produced acceptable results in the short to mid-term, but due to compounding, long-range predictions (20 years or more) tended to be overestimated.

In 1984, in order to eliminate that long-range distortion noted above, we began calculating growth factors as a 20-year straight-line determinant. For example, a segment of highway with a growth factor of 1.4 is predicted to have a 40% increase in traffic over the next 20-years. Likewise, it is predicted to have a 20% increase over 10 years.

Historically, District staff has developed growth factors based on both projected travel trends and historical growth from two data sources—the “California Motor Vehicle Stock Travel and Fuel Forecast” (CMVSTAFF) and historical Average Vehicle Mile Traveled (AVMT) comparisons from “Traffic Volumes on the California State Highway System.” Since CMVSTAFF was not available for the 2014 growth factor update, county growth factor targets were developed based on California Air Resources Board traffic growth projections and historic traffic growth data.

Our growth factors are applied over highway segments that were determined using observed conditions; these segments vary in length, but they are not longer than fifty miles. Traffic volumes over segments are based on a calculated weighted average of

BRAD METTAM  
February 3, 2014  
Page 2

volumes (Annual Average Daily Traffic) for the entire segment. While actual growth at the local level can vary considerably, we are looking at overall growth over the long-term. If more specific data or information are available for a particular location (actual counts, planned growth, etc.) it may be advisable to calculate a location-specific rate. However, for the purposes of facility design (20-year design-life) our generalized segment growth factors are appropriate. It should be noted that our growth factors forecast traffic growth only for the mainline (State Routes); local streets should be examined separately.

District planning staff reviews growth factors every two years, and typically revise them every two to four years. Growth factors were not updated for several years following 2006, since MVSTAFF data supported higher growth rates at a time when traffic counts were generally level or declining. The most recent MVSTAFF has been removed from the Division of Transportation Planning, Office of Transportation Forecasting and Analysis website, and they recommended using the use of the Air Resources Board EMFAC database as a substitute. Therefore, we based our 20-year District vehicle miles of travel target on ARB data. District staff would prefer to use county travel demand models to project traffic growth, or the MVSTAFF to develop growth factor targets, and we hope to do so in the future. However, neither of these data sources is currently supportable.

If you have any questions regarding the growth factors, please call Rex Jackman at (707) 445-6412 or Chris Dosch at (707) 441-4542.

Attachments:  
2014 Growth Factor Summary  
2014 Growth Factor Map  
Using District 1 Growth Factors Tutorial

c: TROY ARSENEAU  
DAVID MORGAN  
JOHN CARSON  
RALPH MARTINELLI  
GARRY BANDUCCI  
SANDRA ROSAS  
STEVE HUGHES  
SUSAN ZANCHI  
ROYAL McCARTHY  
REX JACKMAN

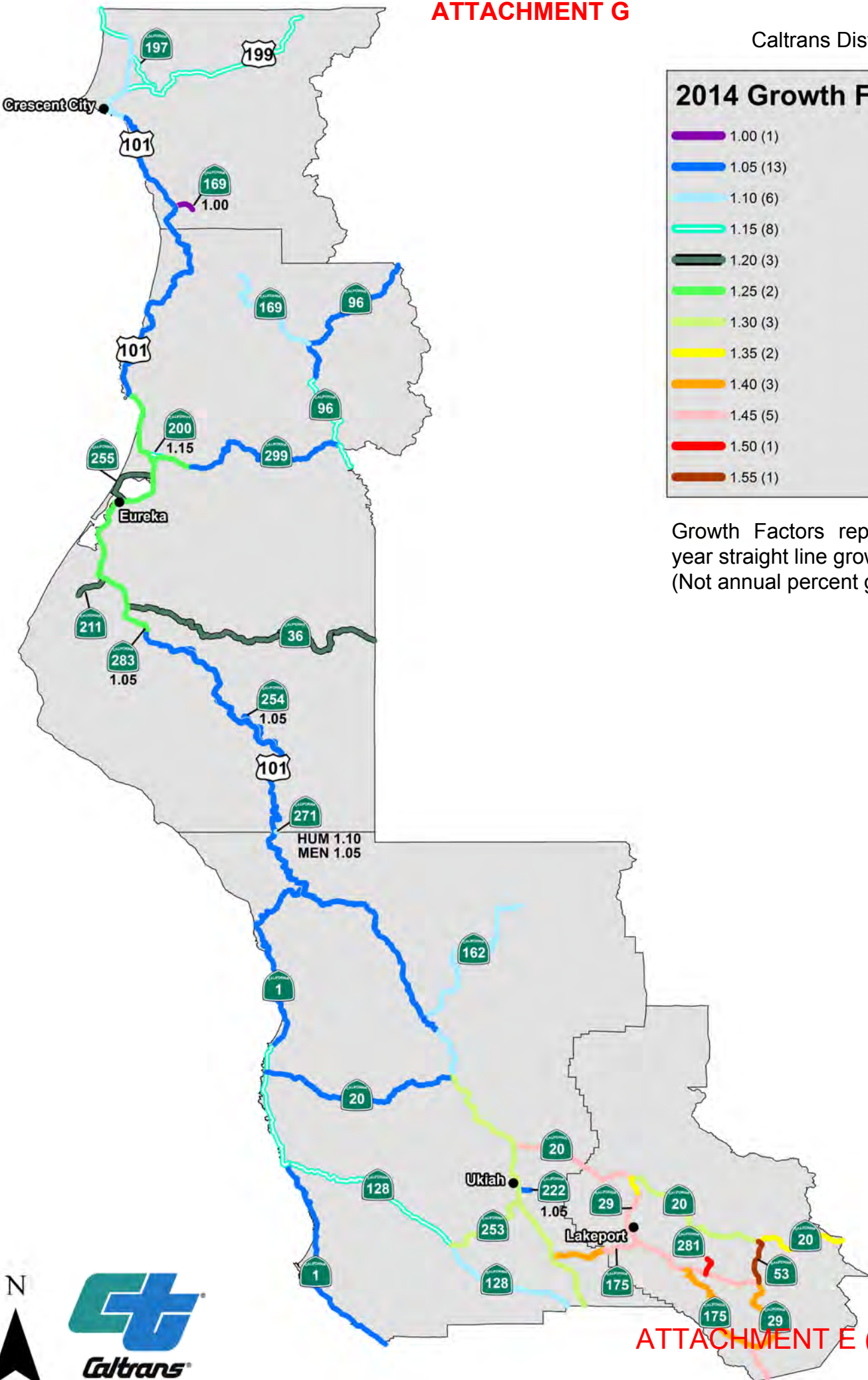
# ATTACHMENT G

Caltrans District 1

## 2014 Growth Factor Map



Growth Factors represent a 20 year straight line growth pattern.  
(Not annual percent growth)



ATTACHMENT E (2026)

# ATTACHMENT G

## DISTRICT 1- GROWTH FACTOR SUMMARY

### 20 YEAR GROWTH FACTORS

SEGMENT	2/2014 G.F.
MEN-1-0.00/40.27	1.05
MEN-1-40.27/64.86	1.15
MEN-1-64.86/105.57	1.05
MEN-20-0.00/33.16	1.05
MEN-20-33.22/44.11	1.45
LAK-20-0.00/8.34	1.45
LAK-20-8.34/31.62	1.30
LAK-20-31.62/46.48	1.35
LAK-29-0.00/5.81	1.45
LAK-29-5.81/20.31	1.40
LAK-29-20.31/48.40	1.45
LAK-29-48.40/52.54	1.35
HUM-36-0.00/45.68	1.20
LAK-53-0.00/7.45	1.55
HUM-96-0.00/16.00	1.15
HUM-96-16.00/44.98	1.05
MEN-101-0.10/47.27	1.30
MEN-101-47.27/55.90	1.10
MEN-101-55.90/104.15	1.05
HUM-101-0.00/51.84	1.05
HUM-101-51.84/100.71	1.25
HUM-101-100.71/137.14	1.05
DN-101-0.00/23.85	1.05
DN-101-23.85/39.98	1.10
DN-101-39.98/46.49	1.15
MEN-128-0.00/29.58	1.15
MEN-128-29.58/50.90	1.10
MEN-162-0.00/34.05	1.10
DN-169-0.0/3.52	1.00
HUM-169-13.20/33.84	1.10
MEN-175-0.00/9.85	1.40
LAK-175-0.00/8.19	1.45
LAK-175-8.25/28.04	1.40
DN-197-0.00/7.08	1.15
DN-199-0.51/36.41	1.15
HUM-200-0.00/2.68	1.15
HUM-211-73.20/79.16	1.20
MEN-222-0.00/2.15	1.05
MEN-253-0.00/17.18	1.30
HUM-254-0.00/46.53	1.05
HUM-255-0.0/8.80	1.20
MEN-271-0.0/22.72	1.05
HUM-271-0.00/0.31	1.10
LAK-281-14.00/17.00	1.50
HUM-283-0.00/0.36	1.05
HUM-299-0.00/5.93	1.25
HUM-299-5.93/38.83	1.05
HUM-299-38.83/43.04	1.15
<b>DISTRICT GROWTH FACTOR</b> <b>(Weighted Average)</b>	<b>1.24</b>

## Using District 1 Growth Factors

- To project volumes **20 years** into the future, multiply the base year traffic volume by the growth factor (GF).

**Formula:**  $(GF) * (\text{Base Year Volume}) = \text{Projected Volume}$

**Example:** The base year volume (2012) is 1500 AADT. The 20-year growth factor for that segment of highway is 1.3. What is the 2032 volume?

$(1.3) * (1500) = 1950$  The projected 2032 traffic volume (AADT) for this segment is 1950.

- To project volumes **Less than or greater than 20 years** into the future, use the following formula:

**Formula:**  $\left[1 + \frac{(GF-1) * (\# \text{ of years into future})}{20}\right] * (\text{starting volume}) = \text{Projected Volume}$

**Example:** The Base year volume in 2012 is 700 AADT. The 20- year growth factor is 1.4.

A) What is the volume in 27 years?

$$\left[1 + \frac{(1.4-1) * (27)}{20}\right] * (700) = 1078 \quad \text{The projected volume in 2039 is 1078.}$$

B) What is the volume in 7 years?

$$\left[1 + \frac{(1.4-1) * (7)}{20}\right] * (700) = 798 \quad \text{The projected volume in 2019 is 798.}$$

California Department of Transportation



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March 3, 2023

1-MEN-101-33.863
Faizan Gas Station TIS
U 2021-0016

Mr. Matt Goines, Planner II
Planning and Building Services
County of Mendocino
860 North Bush Street
Ukiah, CA 95482

Dear Mr. Goines:

Thank you for giving Caltrans the opportunity to review and comment on the draft Transportation Impact Study for a Gas Station at 9621 North State Street (dated 1/18/2023). The Study examines existing and post project conditions at the project driveway, at the intersection of North State Street/Uva Drive and US 101, and at the US 101 interchange at West Road in the Redwood Valley area of Mendocino County. We have completed our review of the Study and offer the following comments:

US 101 intersection at North State Street/Uva Drive

After further review, and as discussed at our meeting last week, our Traffic Safety Branch has determined that the cable median barrier project (scheduled to begin this summer) for US 101, which had been proposed to be extended beyond North State Street/Uva Drive (intersection) to close the median and prohibit left turns, cannot be extended further north; it will end a few hundred feet south of the intersection, where US 101 changes from freeway to expressway status. This safety project was scoped and developed based on the collision history and existing conditions on Route 101 and cannot be modified at this time.

Because the need to close the median at this location was determined based entirely on the new/increased movements that would be generated by the proposed new service station, the closure would be considered a mitigation measure for the proposed project and cannot be funded by the State.

We maintain the position that, should the service station go forward at the proposed location, the median of US 101 at N State St/Uva Dr will need to be closed. We also concur with the conclusion of the Study, that in conjunction with closing the median, acceleration and deceleration lanes would be required for northbound traffic entering and exiting at N State Street. Depending on the type of median barrier

Mr. Matt Goines

3/3/2023

Page 2

deployed, widening of US 101 may be required in order to conform with design standards for the median barrier and acceleration/deceleration lanes. As a possible alternative, the access opening at N State St (and possibly Uva Dr) could be permanently closed in conjunction with the installation of a median barrier, requiring traffic from N State St to access the area via the West Road Interchange to the south. This alternative would negate the need for the above noted acceleration and deceleration lanes (and possible widening) but would require final approval from both County and State authorities.

We recommend that, should the project be approved, the above-described mitigation measures be required as conditions of approval. The improvements would need to be designed, approved, constructed, and funded as an oversight project under an encroachment permit (QMAP) process. More information about this process can be found at: <<https://dot.ca.gov/programs/traffic-operations/ep/news-policy>>.

### **West Road Interchange**

With respect to the analysis for the West Road interchange, we do not support the installation of traffic signals at West Road and the 101 northbound ramp nor at West Road and the 101 southbound ramp. Warrant 3 was met for both intersections; however, there is not a collision history at either ramp. The Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) Chapter 4c states even if a traffic signal warrant is met, it does not mean a signal should be installed.

The Recommendations section on Page 29 in the draft TIS states that all way stop control should be considered at the 101 south ramp and West Road. We do not recommend an all way stop at this intersection because it is solely based on the Level of Service (LOS) degrading from LOS D to a LOS E. The future LOS is based on Caltrans 20-year growth rate calculated in 2014. Caltrans Intersection Control Evaluation (ICE) policy is in the process of transforming to a safety-based evaluation called the Intersection Safety Operational Analysis Process or ISOAP which is currently in draft form. The ISOAP evaluates intersection control changes based more from a safety perspective rather than a LOS or solely an operational evaluation as was done in the ICE process.

In this instance, an examination of the resulting queue lengths would be a more consistent measure of impacts from project-generated traffic than seconds of delay. If the queue length were to reduce the necessary deceleration length of the freeway off-ramp, the influence of the project on the projected queue length would be an indicator of significance of the project's transportation safety impacts. See Chapter 504.2 of the Highway Design Manual (HDM) on Interchange Design Standards for Freeway Entrances and Exits. Figure 504.2B illustrates the standard

## ATTACHMENT H

Mr. Matt Goines  
3/3/2023  
Page 3

designs for single-lane freeway exits. The Study, however, makes the following finding: "The project would have a less-than-significant impact on queueing as the projected 95th percentile queues could be contained within the available stacking space upon the addition of project traffic."

Please contact me with questions or for further assistance regarding the above comments at: (707) 684-6879 or by email at: <jesse.robertson@dot.ca.gov>.

Sincerely,

*Jesse G. Robertson*

JESSE ROBERTSON  
Transportation Planning  
District 1 Caltrans

c: Jason Wise, Mendocino County Department of Transportation

**Howard N. Dashiell**  
**DIRECTOR OF TRANSPORTATION**

Road Commissioner  
County Engineer, RCE 42001  
County Surveyor, PLS 7148



**FUNCTIONS**

Administration & Business Services  
Airports  
Engineering  
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Roads and Bridges  
Solid Waste & Landfills  
Water Agency

**COUNTY OF MENDOCINO**  
**DEPARTMENT OF TRANSPORTATION**

340 LAKE MENDOCINO DRIVE  
UKIAH, CALIFORNIA 95482-9432  
VOICE (707) 463-4363 FAX (707) 463-5474

March 14, 2023

TO: Matt Goines, Planner  
Department of Planning & Building Services

FROM: Alexander Sequeira, Engineer I  
Department of Transportation

SUBJECT: USE PERMIT U\_2021-0016 (FAIZAN CORPORATION)

Mendocino County Department of Transportation has reviewed the application for the above referenced permit application under the cover of your referral dated December 20, 2021, and have the following comments:

- 1. The proposed driveways do not meet Mendocino County Road and Development Standards No. A51B. Per Standard A51B, the maximum width for a commercial driveway approach is 30 feet.**
- 2. It is recommended to eliminate the proposed 90-foot driveway approach due to the close proximity of the fuel stations with the road and potential traffic safety issues.**
- 3. It is recommended to adjust the location of the proposed 45-foot driveway to the southern end of the fuel canopy with a maximum width of 30 feet.**
- 4. Provide a circulation plan including truck turn movements of fuel delivery trucks.**
- 5. Provide documentation of access easements from APN 162-100-59 and APN 162-100-55 for access to the service station, or show a way to keep all traffic on the subject parcel.**
- 6. The applicant shall construct a commercial driveway approach onto North State Street (CR 104), in accordance with Mendocino County Road and Development Standards No. A51B with concrete edges per County Standards A41A and A41B.**

## ATTACHMENT I

7. Prior to issuance of a building permit, the owner/applicant shall provide DOT with a site plan designed by a licensed civil engineer or hydrologist that provides for a properly designed culvert or swale for the driveway approach and post construction drainage.
8. Provide a signing and striping plan prepared by a licensed traffic engineer for DOT's review showing the removal of left-turn and through movements from North State Street and Uva Drive onto Highway 101. The plan shall show all proposed signs and markings within Mendocino County Right of Way and Caltrans State Right of Way. The applicant shall provide the necessary signs and striping, and pay for their installation by a qualified general contractor per Caltrans specifications. The applicant shall apply for encroachment permits from DOT and Caltrans for all work relating to the installation of any signs and pavement markings in State or County right of way. This encroachment permit will be separate from the encroachment permits relating to the new proposed site entrances.
9. Prior to issuance of a building permit, the applicant must obtain an ordinance amendment approved by the Board of Supervisors limiting left-turn and through movement at the North State Street, Uva Drive and US 101 intersection, in accordance with Caltrans recommendations. DOT's approval of any encroachment permits related to the proposed retail service station shall be contingent upon approval of the aforementioned ordinance amendment. Public noticing procedures apply.
10. Applicant shall send notification letters to each address that accesses North State Street between Laughlin Way and Highway 101 and Uva Drive between Glorenbrook Meadows Lane and Highway 101, informing them of the initial board hearing for the ordinance amendment.
11. Applicant shall obtain an encroachment permit from the Mendocino County Department of Transportation for any work within the County right of way.

If you have any questions regarding these recommended conditions, please contact me at (707) 234-2816.

California Department of Transportation



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August 11, 2023

1-MEN-101-33.86
Faizan Gas Station
Revised Traffic Study

Mr. Liam Crowley
Planning & Building Services
County of Mendocino
860 North Bush Street
Ukiah, CA 95482

Dear Mr. Crowley:

Thank you for giving us an opportunity to comment on the revised Transportation Impact Study for a Gas Station at 9621 North State Street (Revised TIS), which is proposed to include twenty fueling positions and a convenience store in the unincorporated Redwood Valley area of Mendocino County.

The Revised TIS suggests alternatives to a median closure and constructs arguments that claim that the US 101/North State Street intersection is not currently experiencing collision rates above the Statewide average, therefore it is not expected to result in a safety risk with project trips added to the system identified in the analysis. The following reactions to the Revised TIS identify the flaws in the premise that keeping the US 101 median open will continue to operate safely:

Page 11, Trip Generation

For the purposes of evaluating transportation or traffic safety, we do not concur with the practice of deducting pass-by trips from the estimated trip generation rates. Left turn channelization warrants evaluate the ability of a given number of vehicles making a left turn in relation to the availability of acceptable gaps in approaching traffic through which to execute a left turn. To discount the number of pass-by trips from the actual number of turning vehicles based on trip purpose only invalidates the results. We do not accept the results of any safety analysis using pass-by reductions to evaluate left turn warrants.

Page 13, Table 3 - Trip Distribution Assumptions

The percent of trips assumed to enter the site from SB 101 without the median closure appears to be too low. There are no other gas stations adjacent to the highway for more than thirty-five miles in the SB direction. That is not the case for NB travelers. Without a median closure, we would expect to see a more even distribution, closer

Mr. Liam Crowley  
8/11/2023  
Page 2

to 50/50, with the median open. Using too low of a number for US 101 SB trip distribution would have the effect of under-reporting delays at the West Ave SB off ramp, particularly with a median closure. Similarly, the anticipated number of left turns from North State Street to SB US 101 could fail to identify warrants for a SB acceleration lane if the median was to remain open.

**Page 15, Transit Facilities**

We agree that the gas station has a less than significant impacts to transit, however it should be noted that there is a bus stop near the North State Street & West Road intersection, approximately 1.2 miles from the project site.

**Page 16, Vehicle Miles Traveled**

For the purposes of analyzing the change in Vehicle Miles Traveled as a result of new retail land uses, we would consider pass-by trips to be an acceptable deduction. The discussion in the TIS, indicating that the project is local-serving, is problematic for a large gas station or truck stop adjacent to a US Highway, as the majority of the trips are clearly not local. Gas stations primarily attract pass-by trips and the primary purpose for non-pass-by trips are generally limited to employee trips or to the convenience store. Trips made with the exclusive purpose of purchasing gasoline are negligible and can be assumed to be less-than-significant for CEQA purposes.

**Page 18, Left Turns from US 101**

The Revised TIS makes a finding in the traffic safety analysis that there are no demonstrated safety issues that would indicate a need to close the US 101 median at the intersection with North State Street. The Revised TIS states "Caltrans desires to close the median at the intersection of US 101 with Uva Drive and North State Street." This characterization, that increasing the number of turning movements at US 101 and North State Street will not change the collision rate, is inconsistent with the State and federal "Vision Zero" goal to eliminate roadway fatalities by 2050. The Vision Zero policies, adopted by Caltrans in 2020, takes a pro-active approach to eliminating deaths and serious accidents by reducing risk and recognizing that humans (drivers) make mistakes. Please review the Federal Highways Administration (FHWA) and Caltrans program links for Vision Zero and the Safe Systems program:

<https://highways.dot.gov/safety/zero-deaths#:~:text=The%20zero%20deaths%20vision%20acknowledges,has%20spread%20around%20the%20world.>

[https://dot.ca.gov/news-releases/news-release-2022-009.](https://dot.ca.gov/news-releases/news-release-2022-009)

We offer a different finding from the data provided in the Revised TIS: the existing collision rate at US 101 and North State Street should be considered to be the benchmark for pre-project conditions. Failure to condition the project with the previously requested highway safety mitigation would increase the number of left turns

Mr. Liam Crowley

8/11/2023

Page 3

from southbound US 101 to North State Street. The increased volume of left-turn traffic at this location will have a higher probability of collisions when compared to existing conditions. Due to the prevailing freeway speeds on US 101 at this location, any collision runs the risk of being a high-severity or fatal collision.

CEQA recognizes a conflict with an existing program, plan, ordinance, or policy addressing the circulation system as an impact requiring mitigation. We find that the recommendation in the Revised TIS, of "playing the odds," is in conflict with the State's Safe System Approach and Vision Zero Goals, where even one fatality is unacceptable.

### **Page 29, Figure 5 – Project Traffic Volumes**

The project traffic volumes have relied on pass-by trip reductions to look at "new trips" as opposed to trips "attracted" to the site from the vehicles already on the roadway, making a "diverted trip." In order for the "driveway trips" shown on the trip generation table (Table 2) to reach the projected 5,300 daily trips, 4,348 trips must already be traveling on North State Street to reach the driveway. This does not appear to be supported by the hourly turning movement counts in the capacity analysis. Daily traffic volumes do not appear to be provided in the Revised TIS for North State Street, only hourly volumes. Based on the peak hour volumes, it is unlikely that volumes exceed 2,000 vehicles per day under current conditions on this segment of North State Street. The information in the Capacity Analysis allows us to conclude that the project trips are underreported and/or that the claimed pass-by/diverted trip values are unreliable; and, that the project will attract the majority of the trips from US 101, which undermines the assertion of the Revised TIS that the project is local-serving.

### **Caltrans' Findings**

The Revised TIS uses a reduction of 82% in the traffic volumes to show that the Level of Service for US 101 will not exceed a threshold of significance. This is not an appropriate analysis to use as CEQA no longer recognizes Level of Service as a binding transportation metric for State highways. The Revised TIS has failed to disclose the actual number of left turns that would increase the number of potential conflicts within a high-speed intersection. Without disclosing the potential impacts to traffic safety on a State facility, we cannot support the conclusions and recommendations of the Revised TIS. We request that the County condition the proposed project with a median closure in order to prevent significant impacts to traffic safety and to avoid conflict with a Caltrans policy and program.

Because the project is seeking approval as a Mitigated Negative Declaration, the County is required to mitigate for any potentially significant impacts. The project would need to be processed as an Environmental Impact Report in order to make a finding of potentially significant unmitigated impacts with a County finding of

## ATTACHMENT J

Mr. Liam Crowley  
8/11/2023  
Page 4

overriding considerations in order for the project to be approved without the requested mitigation.

Please contact me with questions or for further assistance regarding the above comments at: (707) 684-6879 or by email at: <jesse.robertson@dot.ca.gov>.

Sincerely,

*Jesse G. Robertson*

JESSE ROBERTSON  
Transportation Planning  
District 1 Caltrans

c: Jason Wise, Mendocino County Department of Transportation

# ATTACHMENT K - Photo #1



# ATTACHMENT K - Photo #2



ATTACHMENT K - Photo #3



ATTACHMENT K - Photo #4



**ATTACHMENT K - Photo #5**



# ATTACHMENT K - Photo #6



# ATTACHMENT K - Photo #7



# ATTACHMENT K - Photo #8



# ATTACHMENT K - Photo #9



**ATTACHMENT K - Photo #10**



**ATTACHMENT K - Photo #11**



**ATTACHMENT K - Photo #12**





COUNTY OF MENDOCINO  
DEPARTMENT OF PLANNING AND BUILDING SERVICES  
860 NORTH BUSH STREET · UKIAH · CALIFORNIA · 95482  
120 WEST FIR STREET · FORT BRAGG · CALIFORNIA · 95437

JULIA KROG, DIRECTOR  
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FB PHONE: 707-964-5379  
FB FAX: 707-961-2427  
pbs@mendocinocounty.org  
www.mendocinocounty.org/pbs

**MEMORANDUM**

DATE: JULY 13, 2023  
TO: PLANNING COMMISSION  
FROM: LIAM CROWLEY, PLANNING STAFF  
SUBJECT: REFERRAL OF MINOR USE PERMIT AND CONCURRENT VARIANCE U\_2021-0016/V\_2021-0005 TO PLANNING COMMISSION

Minor Use Permit U\_2021-0016 and Variance V\_2021-0005 were submitted concurrently, and both applications are considered part of the same overall project. The Minor Use Permit application was submitted to establish an "Automotive and Equipment – Gasoline Sales" use, while the Variance application was submitted to construct signs associated with the gasoline sales business beyond the ordained height limit.

Minor Use Permits are under the original jurisdiction of the Zoning Administrator. However, per Mendocino County Code Section 20.196.010(C), "the Zoning Administrator may refer items to the Planning Commission or Board of Supervisors for consideration".

Variances are also under the original jurisdiction of the Zoning Administrator. Per Mendocino County Code Section 20.200.010(A), "when an application for granting or modifying a variance is submitted concurrently with an application for granting or modifying a Major Use Permit and said variance would be incidental and necessary to said use permit, the variance shall be designated as a concurrent variance and the application shall be under the original jurisdiction of the Planning Commission."

Though Section 20.200.010(A) does not apply to Minor Use Permits, the Variance is inherently linked to the associated Minor Use Permit because the sign is associated with the proposed gasoline sales use and would be located on the same property. Therefore, it is appropriate to have both applications referred to the Planning Commission to be considered together.

Therefore, due to the location and impacts associated with the project, the Zoning Administrator has referred U\_2021-0016/V\_2021-0005, a Minor Use Permit and Concurrent Variance for a new gasoline fuel station, convenience store, and signs, to the Planning Commission for consideration.

Attest:

IGNACIO GONZALEZ  
ZONING ADMINISTRATOR



**PLANNING COMMISSION STAFF REPORT  
MINOR USE PERMIT AND VARIANCE**

**SEPTEMBER 15, 2016  
U\_2015-0009/V\_2015-0001**

**SUMMARY**

**OWNER/APPLICANT:** FAIZAN CORPORATION  
390 E GOBBI ST.  
UKIAH, CA 95482

**AGENT:** L.S. MITCHELL ARCHITECT, INC.  
135 W. GOBBI ST, SUITE 203  
UKIAH, CA 95482

**REQUEST:** The request comprises (A) a Use Permit to establish and operate a retail service station ("Automotive and Equipment-Gasoline Sales" per MCC §20.024.025(D)) with 6 fueling pumps under a 4,000± sf fueling canopy, and including a 30k gallon underground fuel storage tank; (B) a setback Variance for a fueling canopy, allowing a 2 ft. front yard setback where 20 ft. is required, and (C) a parking Waiver reducing the required 37 off-street parking spaces to 30 spaces.

**LOCATION:** 2± miles northwest of Redwood Valley town center, lying on the northeast side of North State Street, (CR 104), 0.1± mile southeast of its intersection with U.S. Highway 101, located at 9621 North State Street, Redwood Valley; APN 162-100-58.

**TOTAL ACREAGE:** 1.06± acres.

**GENERAL PLAN:** C - Commercial

**ZONING:** C1- Limited Commercial: 12K

**SUPERVISORIAL DISTRICT:** 1

**APPLICATION DEEMED COMPLETE:** JULY 21, 2015

**ENVIRONMENTAL DETERMINATION:** Mitigated Negative Declaration

**RECOMMENDATION:** Approve the Use Permit, Variance, and Waiver, subject to modifications, the attached findings, and conditions of approval.

**STAFF PLANNER:** ADELE PHILLIPS

**BACKGROUND**

**PROJECT DESCRIPTION:** The request comprises (A) a Use Permit to establish and operate a retail service station comprising: 3,000 sf office and convenience store, 6 fueling pumps under a 4,000± sq. ft. canopy, and a 30k gallon underground fuel storage tank (UST); (B) a setback Variance for a fueling canopy, allowing a 2 ft. front yard setback where 20 ft. is required, and (C) a parking Waiver reducing the required 37 off-street parking spaces to 30 spaces.

**RELATED APPLICATIONS ON SITE:**

- U 157-75. Use Permit for the construction and use of a steel warehouse building. Approved by the Planning Commission on December 18, 1975. Term: 10 years. Property zoned A-1 Unclassified at this time.

- U 162-75. Use Permit for the construction and use of 2 signs. 10 parking spaces required. Approved by the Planning Commission on December 18, 1975. Term: 10 years. Property zoned A-1 Unclassified at this time.
- U 6-77. Use Permit for the construction and use of a new metal building for multi-tenant commercial use. 15 parking spaces depicted on tentative map, 23 spaces requested by PBS Staff. Approved by the Zoning Administrator on February 24, 1977. Term: 10 years. Property zoned A-1 Unclassified at this time.
- 1981. Property changed from A-1 to C-1 zoning district with the adoption of the Zoning Ordinance.
- Boundary Line Adjustment B 65-83, B 90-93, and B 9-97 involved minor adjustments to the property boundary resulting in today's 1.05± ac lot.
- Various associated Business License Applications and Building Permits.

**SITE CHARACTERISTICS:** The subject property is one lot in a relatively long-standing commercial area due west of Redwood Valley's downtown core. This commercially zoned area extends for the last 0.5 mile of North State Street, right before its termination at the intersection with U.S. Highway 101 (US 101). The property and those adjoining it used to carry frontage on Old Highway 101, as it ran along their northern boundary.

According to County records, various commercial uses in this area existed at least as early as 1975. The subject property was rezoned from A-1 Unclassified to C-1 Limited Commercial in 1981 with the adoption of the new zoning ordinance.

The project takes advantage of an existing, single-story, multi-tenant, concrete block and corrugated metal-clad structure. The structure has housed a variety of tenants through the years, including restaurants, a wine tasting facility, a candle-making business, thrift shops, and antique stores.

The proposed project would establish a retail service station on a C-1 lot with an existing 6-tenant, 12,000 sf building. New construction comprises a 4,000± sq. ft. canopy with 6 fueling pumps, a 30k gal. UST, as well as a new commercial encroachment onto North State Street. The retail service station's office and retail area will utilize a 3,000 sf tenant space previously occupied by a restaurant.

In addition to a Use Permit, a Variance is being sought to reduce the required front yard setback from 20 ft. to 2 ft. in order to accommodate the construction of the fueling pump canopy. Lastly, a Waiver is requested to allow 30 parking spaces where Mendocino County Code regulations require the provision of 37.

**SURROUNDING LAND USE AND ZONING:**

	General Plan	Zoning	Lot Sizes	Uses
<b>North</b>	Commercial	C1 12K	4.37± acres	Residential
<b>East</b>	Commercial	C1 12K	1.47± acres	Commercial
<b>South</b>				CR 101 and U.S. US 101
<b>West</b>	Commercial	C1 12K	1.63± acres	Commercial

**PUBLIC SERVICES:**

- Access: North State Street (CR 104)
- Fire District: Redwood Valley-Calpella Fire District
- Water District: Redwood Valley Water District
- Sewer District: None
- School District: Ukiah Unified School District

**AGENCY COMMENTS:** On July 21, 2015, and May 11, 2016, project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project. Their required related permits, if any, are listed below. Their submitted recommended conditions of approval are contained in Exhibit A of the attached resolution. A summary of the submitted agency comments are listed below. Any comments that would trigger a project modification or denial are discussed in full as key issues in the following section.

<b>Referral Agencies</b>	<b>Related Permit</b>	<b>Comment</b>	<b>Date</b>
<b>Department of Transportation</b>	Encroachment Permit, Ord. Amendment	Comments	
<ul style="list-style-type: none"> <li>Provide a site plan designed by a license civil engineer that provides for properly designed culvert pipes and manages post construction drainage.</li> <li>Construct private road/commercial driveway approaches with concrete edges per County Standards A41A and A41B.</li> <li>Applicant may, at his expense, place a generic retail service station sign in the County right of way.</li> </ul>			10/14/2015
<ul style="list-style-type: none"> <li>Approval of any Building Permits for subject proposal is contingent upon the adoption of a required ordinance by the Board of Supervisors to limit turning movements at the North State Street and Highway 101 intersection to right in/right out only.</li> <li>The ordinance amendment process will be initiated by DOT upon approval of the Use Permit.</li> <li>The applicant shall provide the necessary signs and striping, as determined by DOT, and pay for their installation by a a qualified general contractor per Caltrans specifications.</li> <li>The applicant shall apply for encroachment permits from DOT and Caltrans for all work relating to the installation of any signs and pavement markings in State or County right of way.</li> <li>This encroachment permit will be separate from the encroachment permit(s) relating to proposed site entrance(s).</li> </ul>			2/11/2016
<b>Environmental Health - Ukiah</b>	EH Permit	Comments	
<ul style="list-style-type: none"> <li>"Underground storage tank construction is dependent upon plan and application submittal to Environmental Health (EH)."</li> </ul>			8/4/2015
<b>Building Services - Ukiah</b>	Building Permit	Comments	
<ul style="list-style-type: none"> <li>"Permits for all new work will be required. Previous permit U 138-84, for a kitchen remodel in the restaurant, never received final inspection. Permit BU_2014-0040 for replacing electrical service has expired."</li> </ul>			7/25/2015
<b>Emergency Services</b>		No Response	
<b>Assessor</b>		No Response	
<b>Agriculture Commissioner – Weights and Measures</b>		No Response	
<b>Air Quality Management District</b>	AQMD Permit	Comments	
<ul style="list-style-type: none"> <li>"Compliance with District regulation 1-430 during construction. Permit application required prior to installation of gasoline tanks/hardware."</li> </ul>			8/3/2015
<b>Sonoma State University-NWIC</b>		Comments	
<ul style="list-style-type: none"> <li>"The proposed project area contains or is adjacent to the archaeological site P-23-001052. It is recommended that a qualified professional assess the status of the resource and provide project specific recommendations."</li> </ul>			8/13/2015
<b>Archaeological Commission</b>		Comments	
<ul style="list-style-type: none"> <li>"Qualified professional archaeologist to be on site during any excavating or earth moving activities associated with the project."</li> </ul>			9/9/2015
<b>Caltrans</b>	Encroachment Permit	Comments	
<ul style="list-style-type: none"> <li>Traffic analysis requested.</li> <li>"...recommend that the County require as a condition of approval...the North State Street leg of the intersection be modified to allow right in/right out access only. Southbound vehicles could still access North State Street and can re-enter the highway using the West Road interchange. Northbound vehicles would be unaffected."</li> </ul>			8/12/2015  1/7/2016

<ul style="list-style-type: none"> <li>• "...we maintain the recommendations in the letter sent to the County on January 7, 2016..."</li> <li>• We recommend signing be installed on North State Street directing southbound traffic to the West Road interchange...</li> <li>• If Mendocino County supports Caltrans' recommendations, we request the County direct he applicant to acquire an encroachment permit for all work that will be done within the State right of way...</li> <li>• Caltrans does not have a right-turn warrant. However, this location of US 101 has a larger-than-standard taper for North State Street access and a greater-than-standard sight distance for northbound traffic. Caltrans supports, but does not require, a right-turn pocket for northbound traffic."</li> </ul>	2/4/2016	
<b>CalFire (File # 111-15)</b>	<b>State Fire Safe Regulations</b>	<b>Comments</b>
<ul style="list-style-type: none"> <li>• Standard conditions with additional comment: "A minimum emergency water supply of 16000 gallons is required. The emergency Water Supply Standard can also be met if the structure is within ½ mile driving distance of a working hydrant or within 5 driving miles of a year round fire station"</li> </ul>	5/21/2015	
<b>Dept. of Fish &amp; Wildlife</b>	No Response	
<b>Regional Water Quality Control</b>	No Response	
<b>Redwood Valley Calpella Fire District</b>	No Comment	7/31/2015
<b>County Highway Patrol</b>	No Response	
<b>Redwood Valley County Water District</b>	Comments	7/30/2015
<ul style="list-style-type: none"> <li>• "Location has existing water services. No impact to water district."</li> </ul>		

**KEY ISSUES**

**1. GENERAL PLAN and ZONING CONSISTENCY:** The project is consistent with its General Plan designation of Commercial (C). The Land Use Section Policy DE-10 of the General Plan states the intent of the Commercial land use designation is as follows:

*The Commercial classification is intended to be applied to lands appropriate for a variety of commercial uses. Lands classified Commercial should be within or contiguous to developed areas, such as near the boundaries of cities and in Community Planning Areas, and should be served by the publicly-maintained circulation network and should be situated in locations where future growth is anticipated. Residential uses in the commercial classification shall require County findings that the site need not be reserved for future commercial uses, and that the residential use is compatible with existing or anticipated commercial uses.*

As previously discussed in the staff report and noted in the Initial Study, the project will be located within an existing commercial structure, on a relatively level site. No trees will be removed to accommodate the project; however, some grading and modification of an existing drainage swale will be required to develop additional access to the property. The project may be considered infill, and is in conformance with the following General Plan goals and policies:

*Goal DE-2 (Land Use) Compact and cohesive commercial centers to foster commercial growth, create communities which are pleasant to live in, which encourage walking, and which allow the provision of cost-effective services and facilities.*

*Policy DE-73: Encourage infill development in the core area through increased densities, reduced setbacks, increased building heights, and joint-use parking.*

*Policy DE-76: Encourage improvement to existing structures.*

The project is subject to the policies of the Mendocino County General Plan, and Title 20 Division I of the Mendocino County Code (MCC). "Automotive and Equipment – Gasoline Sales" is a use subject to a Minor Use Permit per MCC §20.088.015 of C-1 Limited Commercial District.

## 2. USE PERMIT

### 2.1 Traffic Safety

The subject property has frontage along North State Street, under the jurisdiction of County of Mendocino Department of Transportation (DOT). Access to the proposed retail service station will be provided by both (a) an existing encroachment onto North State Street, located approximately 200 feet to the west of the subject property, and (b) a new driveway directly connecting the subject property and North State Street.

North State Street terminates at its intersection with State Highway 101 (US 101) approximately 600 feet from the subject property. It is anticipated that much of the business of the proposed retail service station will be traffic drawn off of US 101, under the jurisdiction of California Department of Transportation (Caltrans).

A traffic impact study analyzing the traffic impacts to the intersection of North State Street with US101 was conducted by Transpedia Consulting Engineers, consultants to the owner/applicant, submitted to PBS on April 12, 2016, and reviewed by Caltrans for completeness, accuracy, and anticipated impact.

According to Caltrans, there is a higher than statewide average collision rate associated with making the southbound left turn movement onto US 101 from the north end of North State Street. Based on this finding, and the fact that the subject project will increase the number of vehicles making this movement, Caltrans is recommending that the County require, as a condition of approval for the project, that the North State Street leg of the intersection be modified to allow right in/right out access only.

Collision data processed through the Caltrans Traffic Accidents Surveillance and Analysis System (TSAS) that covers the period of January 1, 2004, through December 31, 2013, shows that 11 collisions have occurred at the intersection of US 101 and North State Street. In this ten year period, there was 1 fatality and 11 people injured. A second fatal collision occurred on June 15, 2015, but is too current to be captured in the TSAS database.

North State Street has an Annual Average Daily Traffic (AADT) count of 1,500 at this location while US 101 has an AADT of 14,400. Eight of the 12 total collisions (which includes the 2015 fatal collision) involved vehicles using the North State Street leg of the intersection. Four of the 12 collisions involved westbound traffic failing to successfully cross US 101. However, excluding extraneous factors, this movement is associated with the predominant collision pattern at the intersection. Caltrans' analysis of the traffic data indicates that this turning movement will be increased to 17 vehicles per peak hour.

In order to address these increase movements, Caltrans has recommended that the westbound left and through movement from North State Street onto US 101 be eliminated. Vehicles traveling southbound on US 101 would still be able to access North State Street and can re-enter the highway using the West Road Interchange located approximately 1 mile to the southeast of the subject property. Northbound vehicles would be unaffected.

Mitigation measures will be required in order to minimize potential transportation and traffic impacts to a less than significant level under the California Environmental Quality Act (CEQA). Mitigation Measure Number 32 requires that prior to issuance of a building permit, an ordinance amendment limiting left-turn and through movement at the North State Street and US 101 intersection shall be approved by the Board of Supervisors. Mitigation Measure Number 33 requires that subsequent to the approval of the aforementioned ordinance amendment, prior to the issuance of the building permit, and pursuant to encroachment permit procedures administered by Caltrans, the owner/applicant obtain an encroachment permit for all work within the State Right of Way, such as signs and pavement markings, at the intersection of North State Street and US 101. To restate: **no aspect of either U 2015-0009 or V 2015-0001 may be developed without prior adoption of an ordinance amendment** limiting the left-turn and through movements at the intersection of North State Street and US 101.

### 2.2 Use Permit Findings

**2.2.1** *That adequate utilities, access roads, drainage and other necessary facilities have been or are being provided.*

DOT has reviewed the project and recommends approval. Building Division of Mendocino County Department of Planning and Building Services (PBS), Ukiah Valley Fire Authority, and CalFire have reviewed the project and

provided conditions, which have been incorporated into the following Conditions of Approval. Mendocino County Department of Environmental Health, and the State's Department of Fish and Wildlife offered no comment.

**2.2.2** *That the proposed use will not constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county.*

The proposed project is located within a relatively sparsely populated valley, and within a pre-existing commercial area. Staff is unaware of any public complaints received for any activities on the subject property. Based on the above, and by limiting the hours of operation, and shielding exterior lighting, staff finds that the proposed project will not create a public nuisance.

**2.2.3** *That such use preserves the integrity of the zoning district.*

The proposed use is in conformance with the zoning district and will not undermine its integrity.

**3. VARIANCE**

In order to accommodate fueling pumps and associated canopy as described in the applicant's site plan, the applicant is seeking a variance to front yard setback requirement as found in MCC §20.088. The applicant's statements in response to the required findings may be found in Exhibit B. Staff conducted a site view of the project location, and after reviewing the findings and the applicant's statement, determined that the required findings of MCC §20.200.020 can be substantiated.

*(A) That there are special circumstances applicable to the property involved, including size, shape, topography, location, or surrounding;*

With regard to physical characteristics, the subject lot is relatively flat, with a gentle slope from the front of the property to the back. There exists a large, steeply sloped drainage swale along the front of the property and within the County Right of Way.

Staff notes that there are special circumstances applicable to the property in that the property carries a 55'-0" wide easement<sup>1</sup> and an overlapping 40'-0" easement<sup>2</sup>, both of which run laterally through the existing parking area in front of the existing building (see Attachment D). Additionally, because the property is zoned C1, it bears a front yard setback of 20'-0". This creates a very constrained buildable area on which to locate the requested fueling canopy and parking between the easement and the front yard. The buildable area ranges in depth from only 15'-0" to 20'-0", and spans the width of the property. **Finding (A) can be made.**

*(B) That such special circumstances or conditions are not due to any action of the applicant subsequent to the application of the zoning regulations contained in the Division;*

The easement was in place before current ownership of the property, and the owner has stated that they have sought out the alternative option of purchasing the easement from the current owner, with no success.

The property's proposed use as a retail service station (pending use permit application U\_2015-0009), with a new fueling canopy, could be considered a circumstance due to the action of the applicant subsequent to the application of the zoning regulations. However, as "automotive and equipment—gasoline sales" is a use identified in the C1 zoning district as a use subject to a minor use permit, it is not without reason that someone would seek to establish a retail service station—with associated structures, such as an canopy—in the C1 district. **Finding (B) can be made.**

<sup>1</sup> A non-exclusive easement for roadway and utility purposes granted to Bielenberg on March 18, 1986, in book 1549, Official Records, Page 627, Mendocino County Records.

<sup>2</sup> A non-exclusive easement for roadway and utility purposes granted to Rowles on November 18, 1976, in Book 1064, Official Records, Page 471, Mendocino County Records.

*(C) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property in question.*

The properties flanking the subject property also bear the 55'-0" access easement, in addition to a front yard setback of 20'-0"; however, the average C1 zoned property in the County is able to accommodate a 20'-0" front yard setback and still provide for the enjoyment of various use entitlements.

In a recent case similar to that of the subject request, the County of Mendocino approved a variance to the front yard setback of a C1 zoned property in the Redwood Valley area, in order to allow for the expansion of a retail service station canopy. In that case, the buildable area in front of the retail service building was very limited, and, the fueling canopy pre-existing. The approved variance permitted the reduction of the required 20'-0" front yard setback to 2'-6". This approved variance is commensurate with the request of the subject variance, which seeks a reduction of the required front yard setback from 20'-0" to 2'-0". **Finding (C) can be made.**

*(D) That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located;*

The applicant states that the cause for the limited commercial vitality of the subject property and its neighbors is that, "...part of the problem is communication with the traveling public and getting them to slow and turn off the highway. The hope is to attract and establish other businesses that could benefit and market to the same public community and travelers as well." Staff concurs that a highly visible business may serve as an anchor business to the small commercial district and be a boon to neighboring enterprises, and thereby help to improve the vicinity and zone in which the property is located.

Mendocino County Department of Transportation has reviewed the variance request and stated that it will support the position of the Department of Planning and Building Services. **Finding (D) can be made.**

*(E) That the granting of such variance will not adversely affect the General Plan.*

The granting of such variance will not adversely affect the General Plan in that the use is permissible via the granting of a use permit in the C1 zoning district and the C-Commercial land use designation. **Finding (E) can be made.**

**6. PARKING WAIVER**

The applicant has requested a waiving of certain provisions of the MCC §20.180 Off-Street Parking regarding the total number of required parking spaces.

The property shares a generous parking area with adjacent C1 properties. According to a building permit application submitted in 1984, there were at that time, "Parking lot front 167 spaces. Back parking lot 54 spaces," as reported by the building permit applicant. Whether this was true or not is unknown, as a parking plan was not required in order to obtain the building permit. Other building permits were approved in 1982 for the subject property in reliance on the stated parking. Regardless, the existing structure pre-dates the MCC §20.180 off-street parking code, which was initially adopted in 1987.

According to today's code, the below listed number of parking spaces would be required based on the use type and square footage information provided by the applicant:

<b>Use</b>	<b>Area (sf)</b>	<b>Rate</b>	<b>Quantity</b>
<b>Tenant A:</b> Notary / Fax Services	2000	1/300 sf	6.6
<b>Tenant B:</b> Antiques	2000	1/300 sf	6.6
<b>Tenant C:</b> Small beauty parlor	2000	1/chair +1/staff	4
<b>Tenant D:</b> Fuel station store (proposed)	3000	1/300 sf	10
<b>Tenant E:</b> Thrift / Gift shop	3000	1/300 sf	10
<b>TOTAL:</b>			<b>37 spaces</b>

The retail service station as proposed is able to accommodate 30 parking spaces, including at least 1 ADA accessible space. Earlier uses at the subject property were more intensive in terms of occupancy load than those existing and proposed today, and per the current off-street parking regulations would have required substantially more parking than what appears to be reported present in the early 1980s. Additionally, however, because there exist no records depicting earlier parking configurations on the site, and because the current lot does not have marked spaces, it is unclear exactly how many existing parking spaces will be removed by the proposed retail service station. Therefor the adequacy of the proposed parking should be assessed based on compliance with today's regulations.

MCC §20.180(G) does allow the Zoning Administrator, or Planning Commission, to waive the application of certain provisions of the off-street parking regulations. Such waivers have been granted recently: BU 2015-0497, the increased occupancy of market required additional parking in a legal non-conforming parking lot at Talmage Market; and BU 2015-0322, and BU 2015-0391, the increased occupancy of restaurant and installment of an in-ground pool required additional parking provided in a legal non-conforming parking lot. Staff feels that it is appropriate to grant a waiver regarding a reduction in required parking spaces. Prior to issuance of the building permit, the applicant shall submit a parking plan to PBS for review and approval. The parking area will be located and designed to meet several aesthetic and water quality specifications outlined in the Conditions of Approval in Exhibit A. **Finding (B) can be made.**

**5. CEQA**

Staff has completed an Initial Study for the project and determined that the project could have a significant impact on transportation and traffic. The Mitigated Negative Declaration was release for public comment on August 11, 2016. As discussed in the Initial Study and Key Issues section of the staff report, mitigation measures have been identified to mitigate potentially significant impacts to transportation and traffic to a less that significant level. Staff recommends that the Planning Commission certify a Mitigated Negative Declaration for the project.

**RECOMMENDATION**

By resolution, adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and grant the Use Permit, Variance, and Waiver for the Project, as proposed by the applicant, based on the facts and findings and subject to the conditions of approval.

August 9, 2016  
DATE

Adele Phillips  
ADELE PHILLIPS

Appeal Period: 10 Days  
Appeal Fee: \$1820.00

**Resolution Number**

County of Mendocino  
Ukiah, California

**DECEMBER 7, 2023**

U\_2021-0016 and V\_2021-0005 – FAIZAN CORPORATION & 898 MAIN STREET LLC

RESOLUTION OF THE PLANNING COMMISSION, COUNTY OF MENDOCINO, STATE OF CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND (1) GRANTING A MINOR USE PERMIT FOR A GASOLINE SERVICE STATION AND CONVENIENCE STORE, (2) GRANTING A SETBACK VARIANCE FOR FUELING CANOPIES, (3) GRANTING A MAXIMUM SIGN AREA VARIANCE, AND (4) DENYING A VARIANCE FOR INCREASED SIGN HEIGHT.

WHEREAS, the applicant, FAIZAN CORPORATION and 898 MAIN STREET LLC filed applications with the Mendocino County Department of Planning and Building Services for (A) a Minor Use Permit (U\_2021-0016) to establish and operate a gasoline service station and convenience store (“Automotive and Equipment – Gasoline Sales” per Mendocino County Code (MCC) §20.024.025(D)), comprising ten (10) gas pumps, two (2) separate illuminated canopies within the required twenty (20) foot front yard setback, a freestanding fuel price pole sign, twenty-eight (28) new parking spaces, landscaping, and conversion of part of an existing structure to a convenience store; and (B) a Variance (V\_2021-0005) to allow construction of a sixty-five (65) foot tall freestanding sign where a maximum of twenty-five (25) feet is required. The proposed signs would exceed the maximum sign area allowable per Mendocino County Code Chapter 20.184. The subject property is 1.6± miles southwest of Redwood Valley center, on the north side of North State Street (CR 104), 600± feet east of its intersection with U.S. Route 101 (US 101), located at 9621 & 9601 North State Street, Redwood Valley; APNs 162-100-58 & 162-100-59; General Plan C – Commercial; Zoning C1 – Limited Commercial; Supervisorial District 1; (the “Project”); and

WHEREAS, a Mitigated Negative Declaration was prepared for the Project and noticed and made available for agency and public review on November 3, 2023 in accordance with the California Environmental Quality Act (CEQA) and the State and County CEQA Guidelines; and

WHEREAS, the Zoning Administrator has referred the Project to the Planning Commission for consideration in accordance with Mendocino County Code Section 20.196.010(C).

WHEREAS, in accordance with applicable provisions of law, the Planning Commission held a public hearing on, December 7, 2023, at which time the Planning Commission heard and received all relevant testimony and evidence presented orally or in writing regarding the Mitigated Negative Declaration and the Project. All interested persons were given an opportunity to hear and be heard regarding the Mitigated Negative Declaration and the Project; and

WHEREAS, the Planning Commission has had an opportunity to review this Resolution and finds that it accurately sets forth the intentions of the Planning Commission regarding the Mitigated Negative Declaration and the Project.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission makes the following findings based on the evidence in the record before it;

**Use Permit Findings:**

1. Pursuant to MCC Section 20.196.020(A), *the establishment, maintenance, or operation of the use or building applied for is in conformity to the General Plan.* As noted in the General Plan Consistency section of the staff report, the proposed fuel station and convenience store are

commercial uses. The Project site is accessed from public roads. As the site has been classified by the General Plan as land appropriate for a variety of commercial uses, the fuel station and convenience store are compatible with the intent of the Commercial land use designation. The commercial use is also supported by General Plan Policy DE-48. Use of the existing commercial structure for a convenience store is supported by Policy DE-95.

The proposed fuel price sign and business identification sign are accessory uses subordinate to the fuel station and convenience store. The fuel price sign is typical of fuel stations and appropriate as an accessory use. According to the submitted plans, the business identification sign would include space for multiple business. This would reduce the need for multiple single-purpose signs for each business in compliance with General Plan Policy DE-87 and DE-88. As accessory uses, the signs are compatible with the intent of the Commercial designation.

2. Pursuant to MCC Section 20.196.020(B), *adequate utilities, access roads, drainage and other necessary facilities have been or are being provided*. Upon completion of the recommended conditions of approval, the site would be provided with adequate access in compliance with County DOT and Caltrans standards. Conditions of approval also require the applicant to comply with any applicable Environmental Health and Building Division standards for modifications to the existing structure, construction of fueling stations, installation of underground storage tanks, and sign construction. The project is subject to applicable local, state, and federal regulations regarding drainage. Conditions of approval are recommended which would require the applicant to construct a culvert or swale for post-construction drainage to DOT standards.
3. Pursuant to MCC Section 20.196.020(C), *such use will not, under the circumstances of this particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county*. The project is not expected to result in a nuisance or otherwise be detrimental within the meaning of this finding. The proposed commercial activities would occur within an existing commercial area. Compliance with recommended conditions of approval and applicable regulatory standards would ensure that potential detriments have been avoided or reduced.
4. Pursuant to MCC Section 20.196.020(D), *such use preserves the integrity of the zoning district*. As noted in the Zoning Consistency section of the staff report, the proposed uses are either permitted by right in the C-1 district, or upon issuance of a Minor Use Permit. The lots abut property within the C-2 district, an area identified for commercial growth. Mitigations measures have been included to reduce the significance of traffic impacts. The opportunity for live/work space is limited under existing conditions. The proposed project would not undermine the integrity of the zoning district.

#### **Minimum Front Yard Variance Findings:**

1. Pursuant to MCC Section 20.200.020(A), *there are special circumstances applicable to the property involved, including size, shape, topography, location, or surrounding*. As discussed in the Staff Report for V\_2015-0001, a 55-foot-wide easement and overlapping 40-foot-wide easement are located on the property. The easements run laterally through the parking area in front of the existing commercial buildings (see *Plans Attachment*). Combined with the required 20-foot front yard, the easements create a constrained area in which the fueling stations and canopy may be located. If the fueling stations were required to meet the 20-foot setback, the structure would encroach upon the easements. The only other place in which the fueling stations could be located would be the parking area behind the commercial structure, but adequate access is not available to accommodate this. The easements span the width of the property, thereby creating a special circumstance.
2. Pursuant to MCC Section 20.200.020(B), *such special circumstances or conditions are not due to any action of the applicant subsequent to the application of the zoning regulations contained in the*

*Division.* The easements and commercial structures were in place prior to current ownership of the property. As such, their limiting influence on the proposed development was not due to any action of the applicant. As “Automotive and Equipment-Gasoline Sales” are a permitted use in the C-1 district upon issuance of a Minor Use Permit, it is reasonable for an applicant to seek establishment of this use and associated structures, including fueling stations and a canopy. The buildable space between the front yard setback line and the edge of the easements (approximately 6 feet) would not allow reasonable development of this use.

3. Pursuant to MCC Section 20.200.020(C), *such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property in question.* The adjacent lots are within a different zoning district (C-2), which has a Minimum Front Yard of 10 feet. However, the lot west of the site is subject to the same 55-foot access easement. As discussed in the staff report for V\_2015-0001, the circumstances applicable to the subject property are not typical of C-1 lots in Mendocino County when considering the establishment of a fueling station and canopy.
4. Pursuant to MCC Section 20.200.020(D), *the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.* Granting of the variance would allow the fueling stations and canopy to be positioned within two (2) feet of the property boundary. The proposed project would include a commercial driveway approach adjacent to the structures. Provided the recommendations from DOT are adopted as conditions of approval, the placement of these structures would not be expected to create a hazard or other materially detrimental impact within the meaning of this finding.
5. Pursuant to MCC Section 20.200.020(E), *the granting of such variance will not adversely affect the General Plan.* As noted above, the Project is consistent with the intent of the General Plan Commercial designation. This variance is not expected to conflict with applicable General Plan goals and policies as conditions of approval are recommended to account for anticipated impacts.

#### **Maximum Sign Area Variance Findings:**

6. Pursuant to MCC Section 20.200.020(A), *there are special circumstances applicable to the property involved, including size, shape, topography, location, or surrounding.* As discussed in the staff report, the topography northwest of the project site, the highway gradient, the high speed of travel along the highway, and the setback between the property boundary and the US 101 corridor creates a special circumstance when considering an increased maximum sign area.
7. Pursuant to MCC Section 20.200.020(B), *such special circumstances or conditions are not due to any action of the applicant subsequent to the application of the zoning regulations contained in the Division.* The topography northwest of the project site, the highway gradient, the highway itself, and the configuration of the subject lots were present prior to the current owner purchasing the property. As such, these circumstances were not caused by any action of the applicant.
8. Pursuant to MCC Section 20.200.020(C), *such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property in question.* The adjacent APNs 162-100-55 and 162-100-68 contain one (1) commercial business each. APN 162-100-58 contains an existing commercial structure with six (6) lease spaces. If the maximum total sign area were to be interpreted literally per Section 20.184.020(D), the multiple commercial businesses on this lot may be denied the opportunity to construct a sign that could otherwise be constructed if the businesses were on separate lots. In addition, the fuel price sign at the nearby Coyote Valley Casino gas station appears to exceed County requirements for sign area (though this lot is not within the jurisdiction of the County). The proposed sign would consolidate advertising for multiple businesses within one sign. Therefore, it would be appropriate to allow an increased maximum sign area to preserve the right to construct a

sign which can adequately be seen by US 101 passersby, and which allows multiple businesses on a single lot to have their own advertising space.

9. Pursuant to MCC Section 20.200.020(D), *the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.* Granting of a variance for an increased maximum sign area would allow consolidation of multiple business advertisements on a single sign. Such a sign may attract additional traffic to the commercial area. As the sign would be located in an existing commercial area and would not be granted an increase in height, it is not expected to create aesthetic impacts or other detriments to residential areas.
10. Pursuant to MCC Section 20.200.020(E), *the granting of such variance will not adversely affect the General Plan.* Granting of a variance for an increase maximum sign area is supported by General Plan Policy DE-48 which encourages business expansion and is consistent with Policy DE-87 which states that *“signage should enhance the visual appearance of developments, unify streetscapes, and reduce visual clutter often associated with multiple, single-purpose signs.”*

#### **Denial of Sign Height Variance Finding:**

11. Pursuant to MCC Section 20.200.020 before any variance may be granted or modified it shall be shown that the findings contained in MCC Section 20.200.020, subdivision (A) through (E) must be met. As noted in the staff report, the requested Variance to allow a 65-foot-tall freestanding sign does not meet finding (C), because the sign area and height regulations apply to all zoning districts within the jurisdiction of Mendocino County. In addition, the ability to attract traffic from southbound US 101 as a substantial property right, and as such a 65-foot-tall sign is not necessary. The existing signs on the property can be seen clearly from northbound US 101.

The applicant's letter mentions signs for the Super 8 Motel, Starbucks, Jensen's Truck Stop, and the Coyote Valley Casino (see Street View 4-8 Attachment). As the other signs are located in the Ukiah area, only the Coyote Valley Casino is within the same vicinity as the project site. The Ukiah area has a greater degree of urbanization along the US 101. Two of the signs mentioned in the applicant's letter are within the Ukiah city limits (Super 8 & Starbucks). The factors which may determine what height of a sign may constitute a "substantial property right" are fundamentally different in the Ukiah area. A greater amount of commercial land is available along the US 101 corridor in Ukiah. Therefore, a greater number of businesses must compete. The geometry of the US 101 corridor may also be a determining factor, including the overpasses present in the Ukiah area. In addition, the Coyote Valley Casino gas station sign does not appear to exceed the twenty-five (25) foot height limit, though that property is not within the jurisdiction of Mendocino County. Therefore, finding (C) cannot be made for an increase in height because a substantial property right has not been denied to the property in question. Because finding (C) cannot be made, the request is inconsistent with Section 20.200.020, and the Variance must be denied.

BE IT FURTHER RESOLVED that the Planning Commission hereby adopts the Mitigated Negative Declaration and certifies that the Mitigated Negative Declaration has been completed, reviewed, and considered, together with the comments received during the public review process, in compliance with CEQA and State and County CEQA Guidelines, and finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission.

BE IT FURTHER RESOLVED that the Planning Commission hereby grants the requested Minor Use Permit; grants a Variance to allow a minimum front yard setback of two (2) feet where twenty (20) feet is required; and grants a Variance to allow a maximum sign area of five hundred twelve (512) square feet where one hundred twenty-eight (128) is required, where said Minor Use Permit and Variances are subject to the Conditions of Approval in Exhibit "A" attached hereto.

BE IT FURTHER RESOLVED that the Planning Commission hereby denies the requested Variance to allow a sixty-five (65) foot tall freestanding sign where twenty-five (25) feet is required.



**EXHIBIT A**

**CONDITIONS OF APPROVAL**

**U\_2021-0016/V\_2021-0005 – FAIZAN CORPORATION & 898 MAIN STREET LLC**

**DECEMBER 7, 2023**

Minor Use Permit to establish and operate a gas station with ten (10) gas pumps, two (2) separate illuminated canopies, twenty-eight (28) new parking spaces, landscaping, and convert part of an existing structure to a convenience store. A concurrent Variance is requested for a sixty-five (65) foot tall business identification sign.

**APPROVED PROJECT DESCRIPTION:** Minor Use Permit (U\_2021-0016) to establish and operate a gasoline service station and convenience store (“Automotive and Equipment – Gasoline Sales” per Mendocino County Code §20.024.025(D)), comprising ten (10) gas pumps, two (2) separate illuminated canopies, a freestanding fuel price pole sign, twenty-eight (28) new parking spaces, landscaping, conversion of part of an existing structure to a convenience store, underground fuel storage tanks, and a freestanding business identification sign. The project also includes a setback variance to allow a minimum front yard setback of two (2) feet where twenty (20) is required and a maximum sign area variance to allow a maximum sign area of five hundred twelve (512) square feet where one hundred twenty-eight (128) is required. Freestanding signs would be allowed to exceed sixty-four square feet, but the total sign area shall not exceed five hundred twelve (512) square feet. The request Variance (V\_2021-0005) to allow construction of a sixty-five (65) foot tall freestanding sign where a maximum of twenty-five (25) feet is required, is denied.

**CONDITIONS OF APPROVAL AND MITIGATION MEASURES (as indicated by “\*\*\*”):**

**Standard Conditions of Approval**

1. This action shall become final on the 11<sup>th</sup> day following the decision unless an appeal is filed pursuant to Section 20.208.015 of the Mendocino County Code. This permit shall become effective after the ten (10) day appeal period has expired and no appeal has been filed. Failure of the permittee to make use of this permit within **two years (December 7, 2025)** or failure to comply with the payment of any fees within specified time periods shall result in the automatic expiration of this permit.
2. In the event that use of the facility should cease operation for a period exceeding one year or more, the use shall be deemed invalid, and a new use permit will be required for the operation as approved by U\_2021-0016.
3. The granting of this permit shall be valid for a period of ten (10) years. **This permit shall expire on December 7, 2033.** The applicant has sole responsibility for renewing this permit before the expiration date listed above. The County will not provide a notice prior to the expiration date.
4. The use and occupancy of the premises shall be established and maintained in conformance with the provisions of Title 20 of the Mendocino County Code unless modified pursuant to Section 20.196.045 or 20.200.045.
5. The application, along with supplemental exhibits and related material, shall be considered elements of this entitlement and compliance therewith is mandatory, unless a modification has been approved by the Planning Commission.

6. This permit shall be subject to the securing of all necessary permits for the proposed development from County, State, and Federal agencies having jurisdiction.
7. This permit shall be subject to revocation or modification upon a finding of any one (1) or more of the following:
  - a. The permit was obtained or extended by fraud.
  - b. One or more of the conditions upon which the permit was granted have been violated.
  - c. The use for which the permit was granted is conducted so as to be detrimental to the public health, welfare, or safety, or to be a nuisance.
  - d. A final judgement of a court of competent jurisdiction has declared one or more conditions to be void or ineffective or has enjoined or otherwise prohibited the enforcement or operation of one or more such conditions.
8. This permit is issued without a legal determination having been made upon the number, size or shape of parcels encompassed within the permit described boundaries. Should, at any time, a legal determination be made that the number, size, or shape of parcels within the permit described boundaries are different than that which is legally required by this permit, this permit shall become null and void.
9. It shall be the responsibility of the applicant to ensure that contractors engaged to perform work on the site are aware of the conditions of this permit and that all work performed is in compliance with applicable conditions.
10. This entitlement does not become effective or operative and no work shall be commenced under this entitlement until the California Department of Fish and Wildlife filing fees required or authorized by Section 711.4 of the Fish and Game Code are submitted to the Mendocino County Department of Planning and Building Services. Said fee of \$2,814.00 or current fee shall be made payable to the Mendocino County Clerk and submitted to the Department of Planning and Building Services within five (5) days of the end of any appeal period. Any waiver of the fee shall be on a form issued by the Department of Fish and Wildlife upon their finding that the project has “no effect” on the environment. If the project is appealed, the payment will be held by the Department of Planning and Building Services until the appeal is decided. Depending on the outcome of the appeal, the payment will either be filed with the County Clerk (if the project is approved) or returned to the payer (if the project is denied). Failure to pay this fee by the specified deadline shall result in the entitlement becoming null and void. **The applicant has sole responsibility to ensure timely compliance with this condition.**
11. Prior to final of Building Permits and the commencement of operations, the owner/applicant shall submit a copy of their Mendocino County Business License to Planning & Building Services. This license shall be kept active. In the event that the license is inactive for a period of one (1) year or longer, the use shall be deemed invalid, and a new Use Permit will be required for the operation.

**Aesthetics:**

12. \*\* Prior to issuance of Building Permits, the owner/applicant shall submit a final signage plan subject to review and approval by the Director of Planning & Building Services or their designee. The plan shall demonstrate conformity with County sign regulations in accordance with Chapter 20.184. Pursuant to Section 20.184.045, this permit authorizes a variance to increase the maximum sign area on the lot. Freestanding signs may exceed sixty-four square feet, but the total sign area shall not exceed five hundred twelve (512) square feet. The final signage plan shall include a

complete, itemized inventory of existing and proposed signage on the property to include scaled and dimensioned architectural drawings of each sign face.

13. \*\* All future external lighting, whether installed for security, safety, or landscape design purposes, shall be shielded, downcast, or shall be positioned in a manner that will not shine or allow light glare to exceed the boundaries of the parcel on which it is placed.
14. \*\* No signs shall be allowed within any public right-of-way or public roadway.
15. Prior to the issuance of Building Permits, a landscaping and irrigation plan that meets the requirements specified within the State of California's Model Water Efficient Landscape Ordinance (California Code of Regulations, Title 23, Division 2, Chapter 2.7) shall be submitted to and approved by the Director of Planning & Building Services or their designee if aggregate landscape area is equal to or greater than 500 square feet.

#### **Air Quality:**

16. \*\* The project is subject to all rules of Regulation 3 (Airborne Toxic Control Measures) of the Mendocino County Air Quality Management District (AQMD). Prior to issuance of Building Permits, the owner/applicant shall comply with applicable regulations and acquire any applicable permits from AQMD, including the installation of vapor control equipment for the gasoline dispensing facility.
17. \*\* Access roads, driveways, parking areas, and interior circulation routes shall be maintained in such a manner as to ensure minimum dust generation subject to AQMD Rule 430 (Fugitive Dust Emission). All grading must comply with AQMD Rule 430. Any rock material, including natural rock from the property, used for surfacing must comply with AQMD regulations regarding asbestos content.
18. \*\* Any demolition or renovation of structures may require asbestos clearance and notification to the AQMD. Prior to the issuance of any demolition building permits associated with the project, the owner/applicant shall submit a copy of the National Emissions Standards for Hazardous Air Pollutants (NESHAP) clearance from the AQMD to Planning & Building Services.
19. \*\* Prior to the issuance of Building Permits, the owner/applicant shall contact the AQMD for a determination as to the need for an Asbestos Dust Mitigation Plan and/or Geologic Survey to comply with CCR Section 93105 and 93106 relating to naturally occurring asbestos. Written verification from AQMD shall be submitted to Planning & Building Services stating that the project is in compliance with State and Local regulations relating to naturally occurring asbestos.

#### **Cultural Resources:**

20. If any archaeological sites or artifacts are discovered during site excavation or construction activities, the applicant/owner shall cease and desist from all further excavation and disturbances within one hundred (100) feet of the discovery and make notification of the discovery to the Director of Planning & Building Services. The Director will coordinate further actions for the protection of the archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code.

#### **Geology & Soils:**

21. \*\* The owner/applicant shall acknowledge in writing to Planning & Building Services that all grading activities and site preparation, at a minimum, shall adhere to the following "Best Management Practices". The applicant shall submit to Planning & Building Services an acknowledgement of these grading and site preparation standards:

- a. That adequate drainage controls be constructed and maintained in such a manner as to prevent contamination of surface and/or ground water, and to prevent erosion.
- b. The applicant shall endeavor to protect and maintain as much vegetation on the site as possible, removing only as much as required to conduct the operation.
- c. All concentrated water flows shall be discharged into a functioning storm drain system or into a natural drainage area well away from the top of banks.
- d. Temporary erosion and sediment control measures shall be established and maintained until permanent protection is established.
- e. Erosion control measures shall include, but are not limited to, seeding and mulching exposed soil on hill slopes, strategic placement of hay bales below areas subject to sheet and rill erosion, and installation of bioengineering materials where necessary. Erosion control measures shall be in place prior to October 1st.
- f. All earth-moving activities shall be conducted between May 15th and October 15th of any given calendar year unless wet weather grading protocols are approved by the Department of Planning and Building Services or other agencies having jurisdiction.
- g. Pursuant to the California Building Code and Mendocino County Building Regulations, a grading permit will be required unless exempted by the Building Official or exempt by one of the following:
  - i. An excavation that (1) is less than 2 feet (610 mm) in depth or (2) does not create a cut slope greater than 5 feet (1524 mm) in height and steeper than 1 unit vertical in 1½ units horizontal (66.7% slope).
  - ii. A fill less than 1 foot (305 mm) in depth and placed on natural terrain with a slope flatter than 1 unit vertical in 5 units horizontal (20% slope), or less than 3 feet (914 mm) in depth, not intended to support structures, that does not exceed 50 cubic yards on any one lot and does not obstruct a drainage.

**Hazards & Hazardous Materials:**

22. Prior to issuance of Building Permits, a Hazardous Materials Management Plan (HMMP) approved by the Environmental Health Division shall be submitted to Planning & Building Services. An HMMP is required if any hazardous material/waste onsite exceeds 55 gallons (liquid), 500 pounds (solids), or 200 cubic feet (gases) in quantity. This plan shall be maintained and complied with for the duration of the project.
23. The owner/applicant shall comply with those recommendations in CAL FIRE Letter 336-21 dated August 31, 2021 or other alternatives acceptable to CAL FIRE. Prior to final of Building Permits, written verification from CAL FIRE shall be submitted by the owner/applicant to Planning & Building Services confirming that conditions have been met to the satisfaction of CAL FIRE.

**Transportation/Circulation:**

24. Prior to issuance of Building Permits, the owner/applicant shall construct a commercial driveway approach onto North State Street (CR 104), in accordance with Mendocino County Road and Development Standards No. A51B with concrete edges per County Standards A41A and A41B.
25. \*\* All commercial driveway approaches shall be constructed in accordance with Mendocino County Road and Development Standards. Per Standard A51B, the maximum width for a commercial driveway approach is 30 feet.

26. Prior to issuance of Building Permits, the owner/applicant shall provide a circulation plan including truck turn movements of fuel delivery trucks. Written verification shall be submitted from the Department of Transportation (DOT) to Planning & Building Services that this condition has been met to the satisfaction of DOT.
27. Prior to issuance of Building Permits, the owner/applicant shall provide documentation of access easements from APN 162-100-59 and APN 162-100-55 for access to the service station, or otherwise show a way to keep all traffic on the subject parcel. Written verification shall be submitted from the Department of Transportation (DOT) to Planning & Building Services that this condition has been met to the satisfaction of DOT.
28. \*\* Prior to issuance of Building Permits, the owner/applicant shall provide DOT with a site plan designed by a licensed civil engineer or hydrologist that provides for a properly designed culvert or swale for the driveway approach and post-construction drainage. Written verification shall be submitted from DOT to Planning & Building Services that this condition has been met to the satisfaction of DOT.
29. \*\* Prior to issuance of Building Permits, the owner/applicant shall provide a signing and striping plan prepared by a licensed traffic engineer for DOT's review showing the removal of left-turn and through movements from North State Street and Uva Drive onto Highway 101. The plan shall show all proposed signs and markings within Mendocino County Right of Way and Caltrans State Right of Way. The applicant shall provide the necessary signs and striping and pay for their installation by a qualified general contractor per Caltrans specifications. The applicant shall apply for encroachment permits from DOT and Caltrans for all work relating to the installation of any signs and pavement markings in State or County right of way. This encroachment permit will be separate from the encroachment permits relating to the new proposed site entrances. Written verification shall be submitted from DOT to Planning & Building Services that this condition has been met to the satisfaction of DOT.
30. Prior to issuance of Building Permits, the owner/applicant must obtain an ordinance amendment approved by the Board of Supervisors limiting left-turn and through movement at the North State Street, Uva Drive, and US 101 intersection, in accordance with Caltrans recommendations. DOT's approval of any encroachment permits related to the proposed retail service station shall be contingent upon approval of the aforementioned ordinance amendment. Public noticing procedures apply. If the US 101 median has been closed to the satisfaction of Caltrans in accordance with Condition 33, this condition shall be deemed complete.
31. The owner/applicant shall send notification letters to each address that accesses North State Street between Laughlin Way and Highway 101 and Uva Drive between Glorenbrook Meadows Lane and Highway 101, informing them of the initial board hearing for the ordinance amendment. If the US 101 median has been closed to the satisfaction of Caltrans in accordance with Condition 33, this condition shall be deemed complete.
32. The owner/applicant shall obtain an encroachment permit from the Mendocino County Department of Transportation for any work within the County right of way.
33. \*\* Prior to issuance of Building Permits, the median of US 101 at the North State Street / Uva Drive intersection shall be closed in accordance with Caltrans recommendations. The median closure shall be designed, approved, constructed, and funded as an oversight project under a Caltrans encroachment permit (QMAP) process.
34. \*\* Prior to issuance of Building Permits, acceleration and deceleration lanes shall be installed on US 101 North at North State Street in accordance with Caltrans design standards. The

owner/applicant shall obtain any necessary encroachment permit from Caltrans for work within the State right of way.

**Utilities & Service Systems:**

35. Project activities shall comply with the submitted Construction Waste Management Plan, including all applicable Best Management Practices (BMPs) identified in the plan.
36. Prior to final of Building Permits, the owner/applicant shall contract with a commercial solid waste disposal service to provide disposal services in accordance with Mendocino County Code Title 9A.