

The City should encourage the ALUC to take the following actions relative to Ukiah Municipal Airport:

- The attached map (Figure 7J) should be adopted as the "Compatibility Map" for Ukiah Municipal Airport.
- The following individual airport policies should be adopted for the Ukiah Municipal Airport. These policies modify the criteria set forth in the ALUC's "Compatibility Criteria" table.
  - Lands within the A\* and B1\* zones are currently not under airport ownership. However, it is the intention of the City of Ukiah to provide long-term control of the land uses within these areas by either acquiring the property in fee or obtaining approach protection easements restricting the type and density of land uses permitted.
  - The B2 zone north of the Airport largely encompasses existing development. Some vacant land remains, however, and redevelopment of other parcels is anticipated. The *Infill* policy (policy 2.1.6) of the county-wide *Compatibility Plan* is applicable to the entirety of this B2 zone. This policy allows new development of a similar intensity to that of surrounding, already existing, uses.

A survey of the area has been conducted to determine the current types and intensities of uses. The following limits on future development of this zone are set accordingly:

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Note that using the standard multiplier of 1.92 people per multi-family residence as prescribed by the California Housing and Community Development Department, the 28 dwelling-units-per-acre density equates to a maximum of 54 people per acre.

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- (1) New residential development is discouraged in this zone. However, where such development is considered the best land use for a particular parcel with regard to general city planning shall – because of its lower sensitivity to noise compared to single-family residential uses – be deemed normally acceptable. Any new multi-family residential development shall not exceed 28 dwelling units per acre. Also, any proposed multi-family development on a parcel of more than 4 acres shall maintain a minimum of 30% open space (including major landscaping areas, non-enclosed automobile parking lots and driveways, and a share of adjacent streets). New single-family residential uses shall continue to be regarded as normally unacceptable.
- (2) Non-residential uses shall not exceed 90 people per acre.
- (3) Routinely occupied portions of buildings shall not exceed two stories in height (equipment rooms, etc., are exempt).
- (4) Restaurants and motels are acceptable uses in the B2 infill zone provided that they do not exceed the above two criteria.

- (5) An existing school or hospital located within the B2 infill zone provided that the buildings are single-story and the use does not exceed an intensity of 60 people per acre.
- An existing school or hospital located within the C zone may be expanded provided that the buildings are single-story and the use does not exceed an intensity of 60 people per acre. [Note: intensities of up to 150 people per acre are allowed for other uses in the C zone.]
- Recording of a Deed Notice is considered an acceptable alternative to dedication of an avigation or overflight easement in the B2 and C zones.
- Establishment of a Real Estate Noise Disclosure requirement shall be considered an acceptable alternative to a Deed Notice requirement in the D zone.
- With regard to the "Compatibility Criteria" table in general, the reference to "Significant risk" under the impact elements for the B2 zone should be changed to "Moderate risk."

## ENVIRONMENTAL IMPACTS OF AIRPORT DEVELOPMENT

An Initial Study of the environmental impacts associated with implementation of the *Ukiah Municipal Airport Master Plan* was prepared in accordance with California Environmental Quality Act guidelines as part of the planning effort. It is included here as Appendix H. Both the temporary and permanent impacts of the proposed construction and the long-term effects of the increased airport use are considered.

The noise and safety-related impacts associated with future use of the Airport are addressed in this chapter. The land use compatibility measures recommended for implementation as part of this *Master Plan* are designed to preclude these impacts from becoming significant. Some of these measures will result in property acquisition or restrictions on land uses near the Airport. However, the policies incorporated into the proposed compatibility program will serve to avoid significant adverse effects on these properties.

The impacts of construction recommended for the continued efficient operation and development of Ukiah Municipal Airport are completely mitigable within the scope of each project and all conform to standard engineering practices.