



**MEMORANDUM – ACLUP COMPATIBILITY REVIEW**

**ALUC\_2018-0004  
OCTOBER 4, 2018**

**OWNER:** REDWOOD BUSINESS PARK OF UKIAH  
ATTN: GARY AKERSTROM  
425 TALMAGE ROAD  
UKIAH, CA 95482

**APPLICANT/AGENT:** TERRY JOHNSON, BEST PROPERTIES  
2580 SIERRA BLVD, #E  
SACRAMENTO, CA 95825

**REQUEST:** Mendocino County Airport Comprehensive Land Use Plan Consistency Determination to implement a two-phase development project. Phase one would consist of a new 7,671± square-foot retail building with a maximum height of 27 feet. Phase two would consist of a retail building with a maximum floor area of 5,500 square feet and a maximum height of 35 feet. A total of approximately 15,842 square feet of landscaping is also proposed for the project.

**AIRPORT ZONE:** B1

**LOCATION:** In the City of Ukiah, lying on the west side of Airport Park Boulevard, 1800± ft. south of its intersection with Talmage Road, located at 1230 Airport Park Boulevard, Ukiah (APN: 180-080-77).

**PROJECT DESCRIPTION:** The applicant proposes to construct a two-phase development project. Phase One would occur on the easterly 1.14± acre parcel consisting of a 7,671± square foot, multiple tenant space retail shell building and restaurant drive through with a maximum height of 27 feet. Phase Two would occur on the westerly 0.68± acre parcel consisting of a 5,500 square foot, single tenant occupancy retail building with a maximum height of 35 feet. The two-phase project also includes a total of 72 parking spaces and 15,842 square feet of landscaping.

**ACLUP CONSISTENCY REVIEW:** The Compatibility Guidelines for Specific Land Uses (Appendix D of the Airport Comprehensive Land Use Plan “ACLUP”) in Airport Zone B1 lists restaurants and single story retail buildings as “potentially compatible with restrictions.”

Compatibility Criteria Table 2A of the ACLUP (page 2-6, attached) broadly identifies low-intensity retail as a normally acceptable use in the B1 Airport Zone. These uses can typically be designed to meet the density requirements and other development conditions listed in Table 2A.

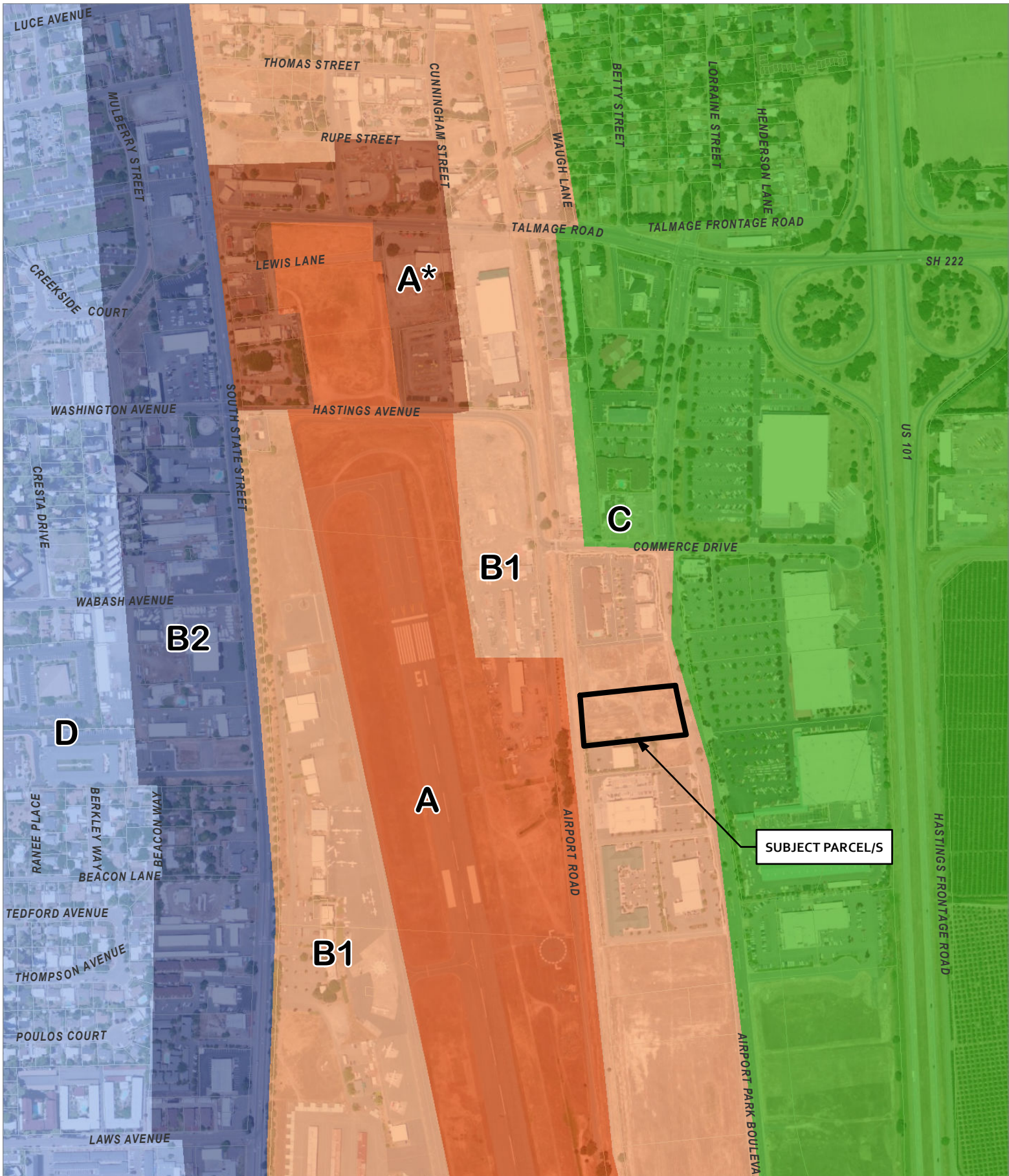
For Phase One of the project, the calculations provided in the City staff report, dated August 10, 2018, indicate a resulting density of 65.7 persons per acre. This is slightly above the directive of 60 persons per acre in the ACLUP for Airport Zone B1. However, Phase Two of the project would result in a density of 49 persons per acre. Therefore, the combined total density for the two-phase project would be 59 persons per acre. Additionally, the two-phase project would result in 83% open land, consistent with the 30% minimum open land requirement for Airport Zone B1.

**STAFF RECOMMENDATION**

The combined density calculations are predicated on the assumption that Phase One and Phase Two will eventually be built as proposed. For the purpose of adherence to the 60 persons per acre density maximum, the Airport Land Use Commission (ALUC) should view the two phases as a single project and that subsequent deviation from the proposed project resulting in an increase in density may require additional ALUC review.

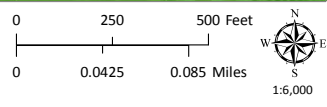
**Attachments:**

- A) Airport Compatibility Zones
- B) ACLUP Appendix D
- C) ACLUP Compatibility Criteria Table 2A



CASE: ALUC 2018-0004  
 OWNER: Redwood Business Park of Ukiah  
 APN: 180-080-77  
 APLCT: Panda Express  
 AGENT:  
 ADDRESS: 1230 Airport Park Blvd., Ukiah

Public Roads



AIRPORT ZONES

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

MENDOCINO COUNTY PLANNING DEPARTMENT - 9/25/2018

**Compatibility Guidelines for Specific Land Uses**

The compatibility evaluations listed below for specific types of land uses can be used by local jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted policies or criteria of the Mendocino County Airport Land Use Commission. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapter 2 of this document, the contents of Chapter 2 shall prevail.

Land Use	Compatibility Zones			
	A	B1/B2	C	D
<i><b>Agricultural Uses</b></i>				
Truck and Specialty Crops	0	+	+	+
Field Crops	0	+	+	+
Pasture and Rangeland	0	+	+	+
Orchard and Vineyards	-	+	+	+
Dry Farm and Grain	0	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	-	0	+	+
Fish Farms	-	0	+	+
Feed Lots and Stockyards	-	0	+	+
Poultry Farms	-	0	+	+
Dairy Farms	-	0	+	+
<i><b>Natural Uses</b></i>				
Fish and Game Preserves	0	0	0	0
Land Preserves and Open Space	0	+	+	+
Flood and Geological Hazard Areas	0	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	+

- 
- Incompatible
  - 0 Potentially compatible with restrictions
  - + Compatible

Land Use	Compatibility Zones			
	A	B1/B2	C	D
<b>Residential and Institutional</b>				
Rural Residential - 10 acres or more	—	0	+	+
Low Density Residential - 2 to 10 acre lots	—	0/+	+	+
Single Family Residential - lots under 2 acres	—	—	0	+
Multi Family Residential	—	—	0	+
Mobile Home Parks	—	—	0	+
Schools, Colleges and Universities	—	—	—	+
Day Care Centers	—	—	0	+
Hospitals and Residential Care Facilities	—	—	—	+
<b>Recreational</b>				
Golf Course	0	+	+	+
Parks - low intensity; no group activities	0	+	+	+
Playgrounds and Picnic Areas	—	0	+	+
Athletic Fields	—	0	+	+
Riding Stables	—	0	+	+
Marinas and Water Recreation	—	0	+	+
Health Clubs and Spas	—	—	0	+
Tennis Courts	—	0	+	+
Swimming Pools	—	0	0	+
Fairgrounds and Race Tracks	—	—	—	+
Resorts and Group Camps	—	—	0	+
<b>Industrial</b>				
Research and Development Laboratories	—	0	+	+
Warehouses and Distribution Facilities	—	0	+	+
Manufacturing and Assembly	—	0	0	+
Cooperage and Bottling Plants	—	0	+	+
Printing, Publishing and Allied Services	—	0	+	+
Chemical, Rubber and Plastic Products	—	—	0	+
Food Processing	—	—	0	+

- 
- Incompatible
  - 0 Potentially compatible with restrictions
  - + Compatible

Land Use	Compatibility Zones			
	A	B1/B2	C	D
<b>Commercial Uses</b>				
Large Shopping Malls (500,000+sq.ft.)	-	-	0	+
Retail Stores (one story)	-	0	0	+
Retail Stores (two story)	-	-	0	+
Restaurants and Drinking Establishments	-	0	0	+
Auto and Marine Services	-	0	+	+
Building Materials, Hardware and Heavy Equipment	-	0	+	+
Office Buildings (one story)	-	0	+	+
Multiple-story Retail, Office, and Financial	-	-	0	+
Banks and Financial Institutions	-	0	+	+
Repair Services	-	0	+	+
Gas Stations	-	0	+	+
Government Services/Public Buildings	-	0	+	+
Motels (one story)	-	0	0	+
Hotels and Motels (two story)	-	-	0	+
Theaters, Auditoriums, and Assembly Halls	-	-	0	+
Outdoor Theaters	-	-	0	+
Memorial Parks/Cemeteries	-	+	+	+
Truck Terminals	-	+	+	+
<b>Transportation, Communications, and Utilities</b>				
Automobile Parking	0	+	+	+
Highway & Street Right-of-ways	0	+	+	+
Railroad and Public Transit Facilities	0	+	+	+
Taxi, Bus & Train Terminals	-	0	+	+
Reservoirs	-	0	0	+
Power Lines	-	0	0	+
Water Treatment Facilities	-	0	+	+
Sewage Treatment and Disposal Facilities	-	0	0	+
Electrical Substations	-	0	0	+
Power Plants	-	-	0	+
Sanitary Landfills	-	-	-	0

- 
- Incompatible
  - 0 Potentially compatible with restrictions
  - + Compatible

**Table 2A  
Compatibility Criteria  
Mendocino County Airport Land Use Commission**

Zone	Location	Impact Elements	Maximum Densities		Open Land <sup>3</sup>
			Residential <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> <li>High Risk</li> <li>High noise levels</li> </ul>	0	10	All Remaining Required
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> <li>Substantial risk - aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway</li> <li>Substantial noise</li> </ul>	10 acres	60	30% Required
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> <li>Moderate risk - aircraft commonly below 800 ft. AGL</li> <li>Significant noise</li> </ul>	2 acres	60	30% Recommended
C	Common Traffic Pattern	<ul style="list-style-type: none"> <li>Limited risk - aircraft at or below 1,000 ft. AGL</li> <li>Frequent noise intrusion</li> </ul>	15 units per acre	150	15% Recommended
D	Other Airport Environs	<ul style="list-style-type: none"> <li>Negligible risk</li> <li>Potential for annoyance from overflights</li> </ul>	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses <sup>1</sup>	Other Development Conditions	Normally Acceptable Uses <sup>4</sup>	Uses Not Normally Acceptable <sup>5</sup>
A	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of avigation easement</li> </ul>	<ul style="list-style-type: none"> <li>Aircraft tiedown apron</li> <li>Pastures, field crops, vineyards</li> <li>Automobile parking</li> </ul>	<ul style="list-style-type: none"> <li>Heavy poles, signs, large trees, etc.</li> </ul>
B1 and B2	<ul style="list-style-type: none"> <li>Schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Highly noise-sensitive uses (e.g. amphitheaters)</li> <li>Storage of highly flammable materials<sup>6</sup></li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Dedication of avigation easement</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone A</li> <li>Single-story offices</li> <li>Single-family homes on an existing lot</li> <li>Low-intensity retail, office, etc.</li> <li>Low-intensity manufacturing</li> <li>Food processing</li> </ul>	<ul style="list-style-type: none"> <li>Residential subdivisions</li> <li>Intensive retail uses</li> <li>Intensive manufacturing or food processing uses</li> <li>Multiple story offices</li> <li>Hotels and motels</li> <li>Multi-family residential</li> </ul>
C	<ul style="list-style-type: none"> <li>Schools</li> <li>Hospitals, nursing homes<sup>5</sup></li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of overflight easement for residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone B</li> <li>Parks, playgrounds</li> <li>Two-story motels</li> <li>Residential subdivisions</li> <li>Intensive retail uses</li> <li>Intensive manufacturing or food processing uses</li> <li>Multi-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Large shopping malls</li> <li>Theaters, auditoriums</li> <li>Large sports stadiums</li> <li>Hi-rise office buildings</li> </ul>
D	<ul style="list-style-type: none"> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Deed notice required for residential development</li> </ul>	<ul style="list-style-type: none"> <li>All except ones hazardous to flight</li> </ul>	



**Table 2A Continued**  
**Compatibility Criteria**  
**Mendocino County Airport Land Use Commission**

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**NOTES**

- 1 Residential parcels should not be smaller than the indicated size nor have more than the indicated number of units per acre. Maximum densities expressed in acres are gross acres; those expressed in units per acre are net acres.
- 2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Special short-term events related to aviation (e.g., air shows), as well as non-aviation special events, are exempt from the maximum density criteria.
- 3 Open land requirements are intended to be applied with respect to the entire zone. This is typically accomplished as part of the community's master plan or a specific plan.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
- 6 See Policy Section 3.3.
- 7 May be modified by airport-specific policies.
- 8 In those portions of the B Zones located lateral to the runway, no restrictions on the storage of flammables apply. Within the balance of the B1 and B2 Zones, up to 2,000 gallons of fuel or flammables is allowed per parcel. More than 2,000 gallons of fuel or flammables per parcel within the balance of the B1 and B2 Zones requires the review and approval by the ALUC. See Appendix G for a diagram of typical area lateral to the runway.
- 9 Refer to Policy 3.2.3. for definitions which distinguish between hospitals and medical clinics.