

# Mendocino County Airport Land Use Commission

## Consistency Determination for proposed modifications to Garden's Gate Subdivision

(now known as "Bella Vista Subdivision")

S 2020-0001 – Subdivision Modification

DEV 2020-001 – Development Agreement Modification



December 16, 2021

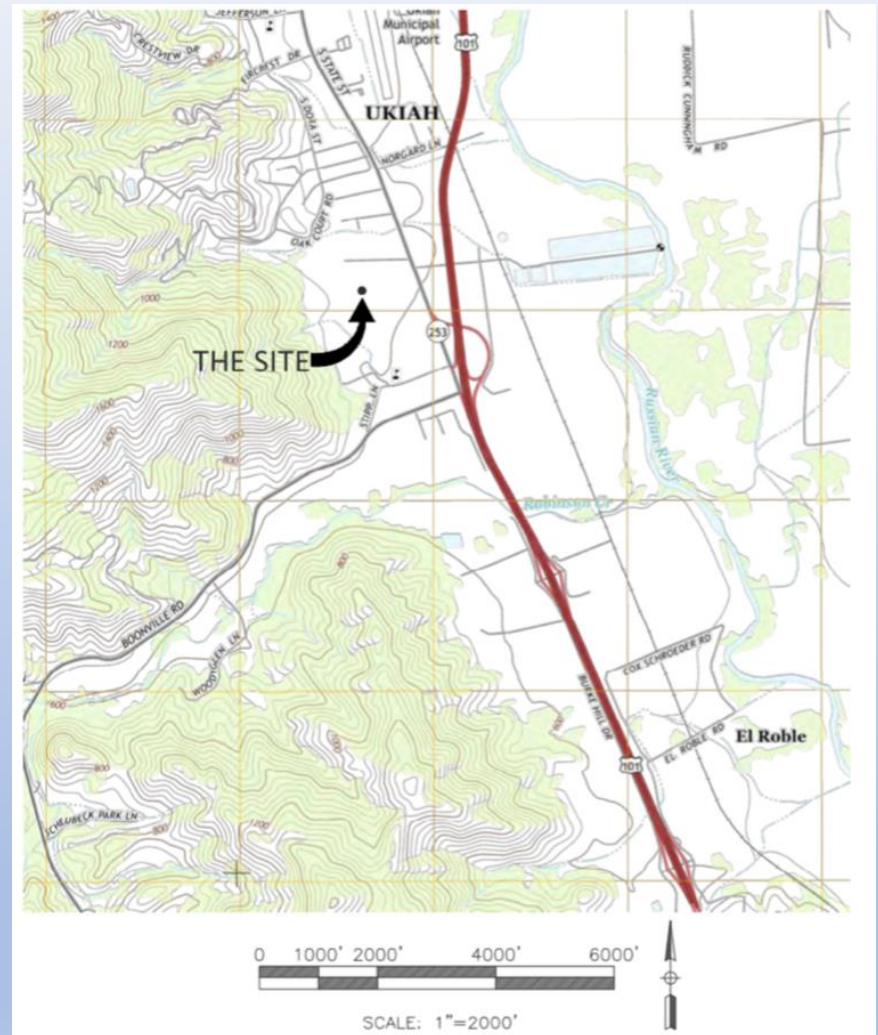
# BACKGROUND

- October 6, 2009 – Board of Supervisors certified Final EIR for Garden’s Gate Subdivision Project and approved vesting tentative map for 197-lot residential subdivision
- November 20, 2009 – Board of Supervisors approved Development Agreement that fully vests project approvals for 15 years
- New property owner (Rancho Yokayo L.P.) and applicant (Guillon, Inc.) are seeking modifications to project approvals to change layout of lots and streets, reduce density, and reduce number of lots



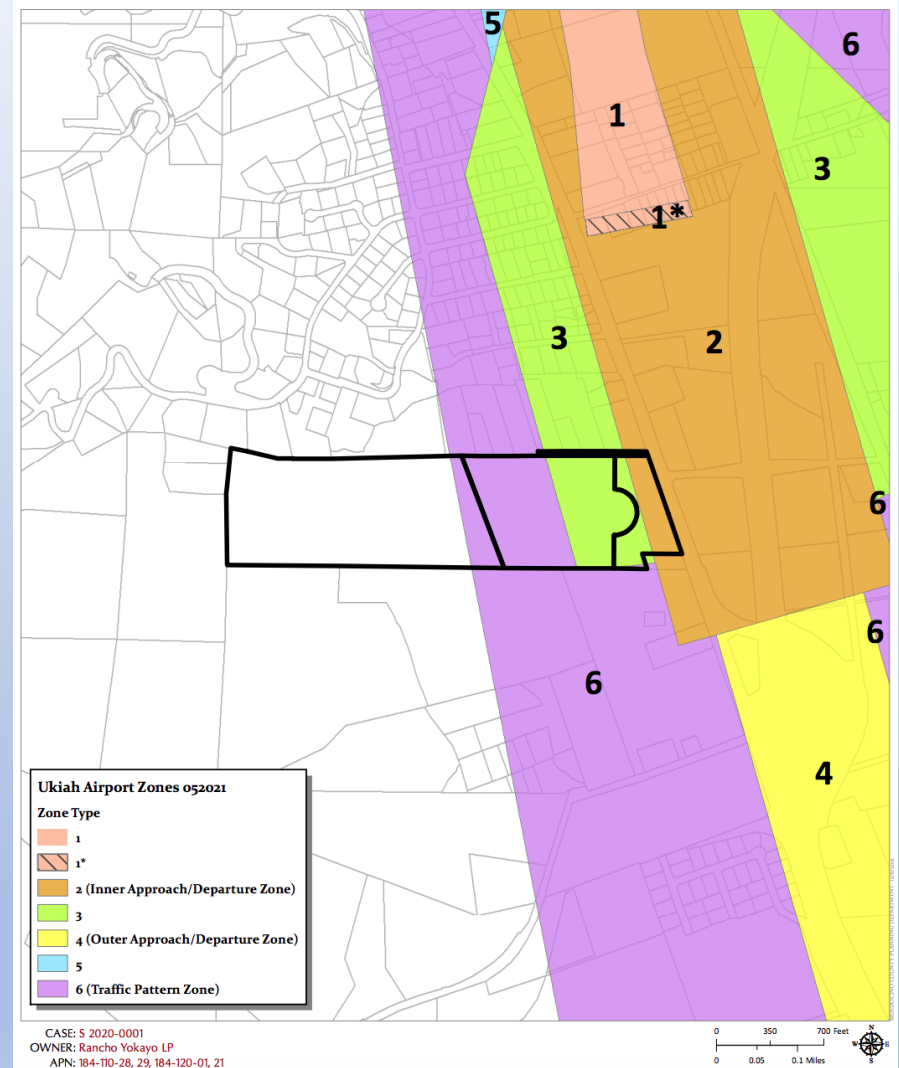
# PROJECT LOCATION

- 1+ miles south of Ukiah
- 3000 South State Street
- Immediately south of Gobalet Lane
- 48.8-acre site
- formerly a vineyard

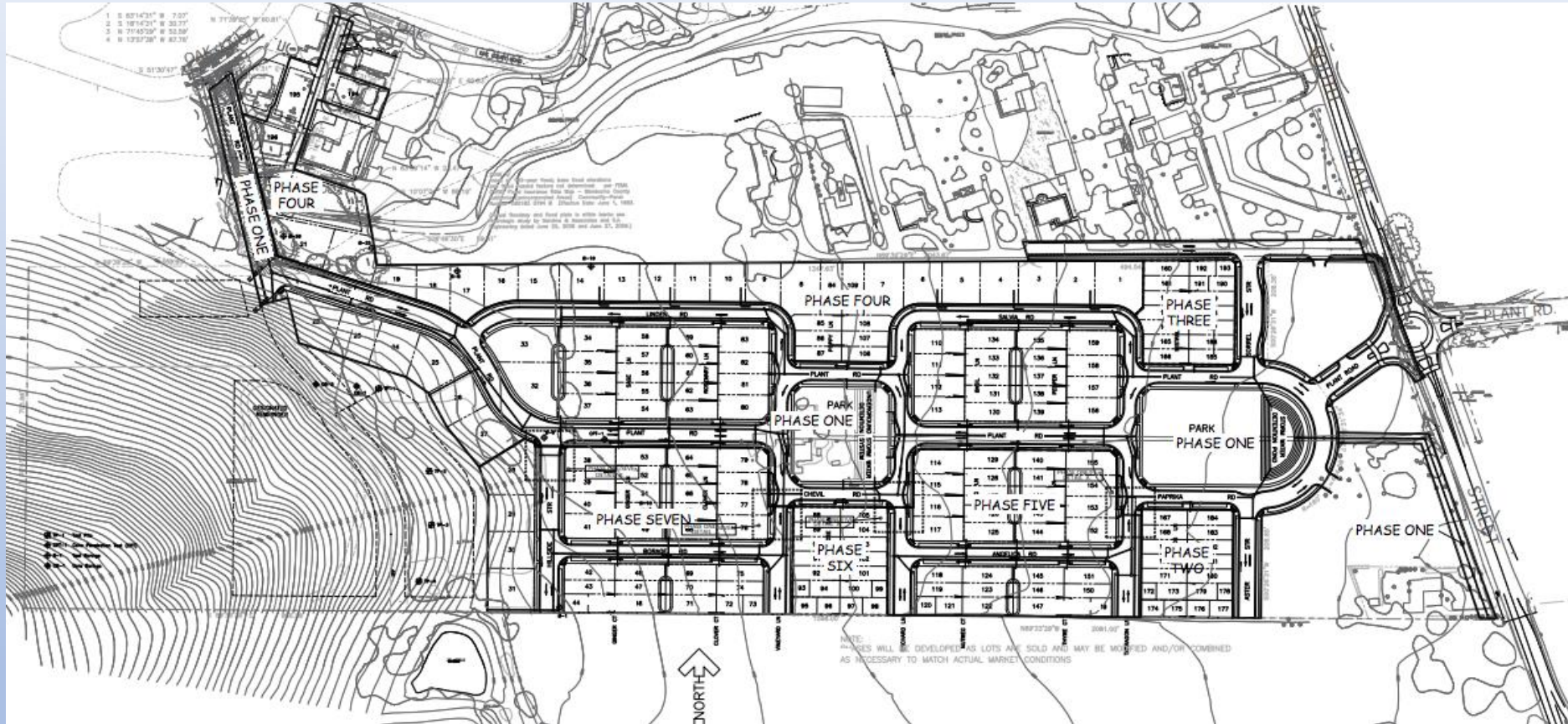


# UKIAH AIRPORT ZONES

- Zone 2 – Inner Approach Zone
- Zone 3 – Inner Turning Zone
- Zone 6 – Traffic Pattern Area



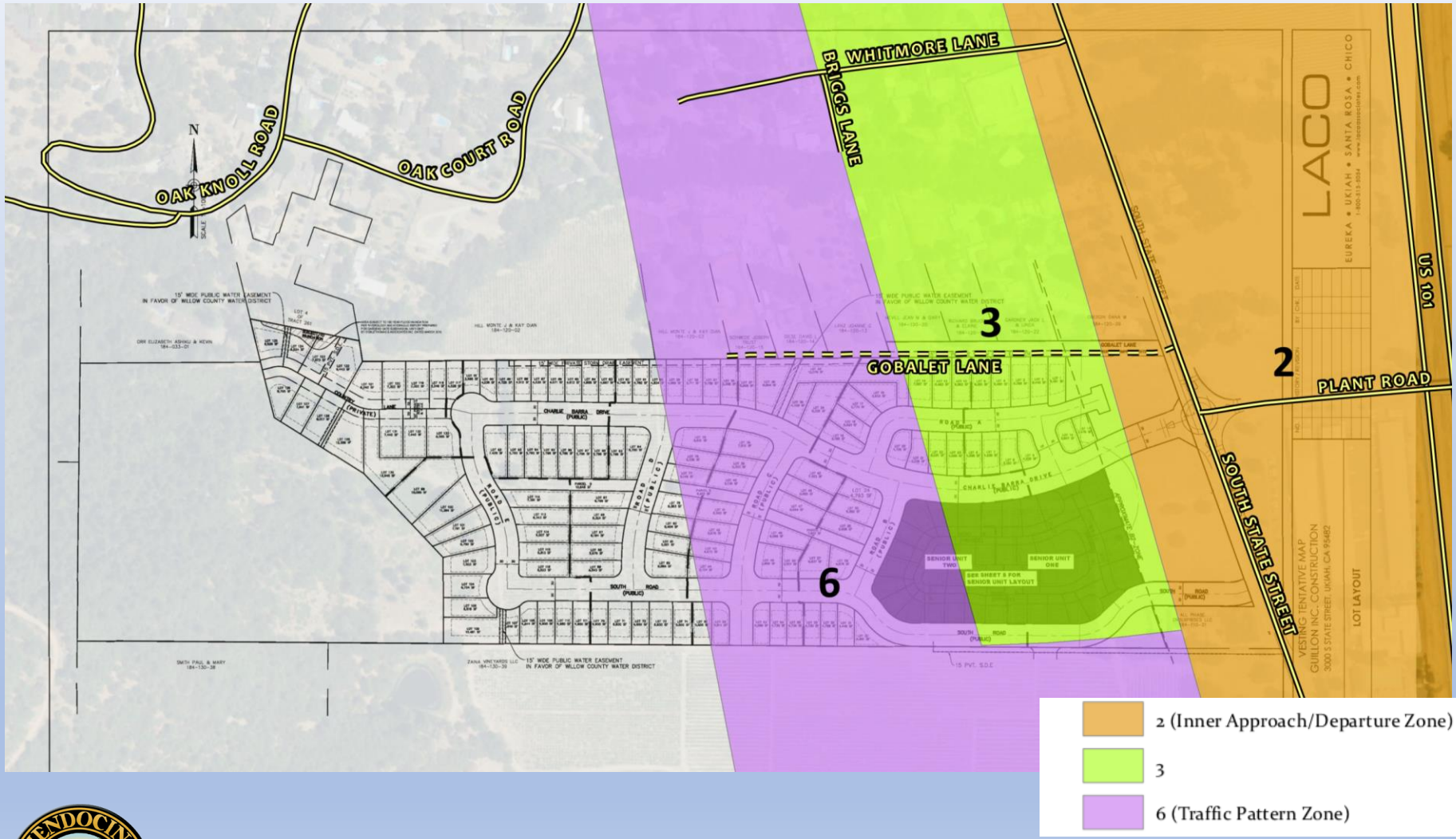
# APPROVED SUBDIVISION MAP



Airport Land Use Commission: December 16, 2021



# AIRPORT ZONES WITH SUBDIVISION MAP



Airport Land Use Commission: December 16, 2021

# AIRPORT ZONES WITH SUBDIVISION MAP



- 2 (Inner Approach/Departure Zone)
- 3
- 6 (Traffic Pattern Zone)



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# UKIALUCP CONSISTENCY REVIEW

- Garden's Gate Subdivision is considered an "Existing Land Use"
- Consistency Review is required because revisions to approved plans are proposed
  - Decrease number of units from 197 to 171
  - Decrease height from maximum of three-stories to maximum of one story
  - Include land along South State Street in project. No residences within Zone 2. Park and stormwater detention basin in Zone 2.
  - No visual hazards, hazards to navigation, or features to attract flocks of birds



# UKIALUCP CONSISTENCY REVIEW

	<b>ZONE 2 Inner Approach Zone</b>	<b>ZONE 3 Inner Turning Zone Urban Overlay Zone</b>	<b>ZONE 6 Traffic Pattern Zone</b>
<b>Intensity</b>	60 people/acre (sitewide) 120 people/acre (single-acre)	100 people/acre 300 people/acre	300 people/acre 1,200 people/acre
Intensity restrictions apply to non-residential uses	The only development proposed in Zone 2 is a detention basin/park on Parcel B that is approximately 2 acres in size. This use would comply with both the sitewide and single-acre Intensity limitations.	The area within Zone 3 on the project site would include a narrow linear park with a multi-use trail. This use would comply with both the sitewide and single-acre Intensity limitations.	The area within Zone 6 on the project site would include a narrow linear park with a multi-use trail. This use would comply with both the sitewide and single-acre Intensity limitations.



# UKIALUCP CONSISTENCY REVIEW

	<b>ZONE 2 Inner Approach Zone</b>	<b>ZONE 3 Inner Turning Zone Urban Overlay Zone</b>	<b>ZONE 6 Traffic Pattern Zone</b>
<b>Density</b>	0.1 du/acre	15 du/acre	no limit
Density restrictions apply to residential uses See Policy 3.5.1(b); Policy 3.2.3(b)	No residential development is proposed within Zone 2.	The proposed sitewide average density is 3.5 du/acre. The average single-family parcel size is 6,219 SF (7 du/acre) and the average age-restricted parcel size is 4,907 SF (8.9 du/acre) both of which are well within the UKIALUCP limitations.	There is no density limit in Zone 6.



# UKIALUCP CONSISTENCY REVIEW

	<b>ZONE 2 Inner Approach Zone</b>	<b>ZONE 3 Inner Turning Zone Urban Overlay Zone</b>	<b>ZONE 6 Traffic Pattern Zone</b>
<b>Open Land requirement</b>	25%	15%	15%
See Policy 3.5.6	No development, other than roadways and the detention basin/park is proposed within Zone 2. Parcel A qualifies as Open Land. Parcel B may qualify too, depending on the placement of trees.	Per Policy 3.5.6(c), the Open Land requirement does not apply within the Urban Overlay Zone.	The streets in Zone 6 provide sufficient Open Land. The 60' right of way is less than the 75' minimum dimension recommended in Policy 3.5.6(a)(2). However, on a sitewide basis, the project meets the UKIALUCP Open Land requirement per Policy 3.5.6(d).



# UKIALUCP CONSISTENCY REVIEW

- Noise compatibility addressed in Final EIR; Mitigation Measure adopted to ensure indoor/outdoor noise compatibility
- Avigation Easement will be required for portions of project site that lie within Compatibility Zones 2 and 3



# FINDINGS FOR CONSIDERATION

- a) The project is a revision to a fully entitled residential subdivision. The revisions would reduce the density of the development and reduce the height of proposed residential structures.
- b) As currently proposed, the project would be consistent with the Compatibility Criteria for Zones 2, 3 and 6, including the Intensity, Density and Open Land requirements, as established in the UKIALUCP.
- c) The applicant would be required to dedicate an Avigation Easement for the portions of the project site that lie within Compatibility Zones 2 and 3 (including lands within the Airspace Critical Protection Zone).



# STAFF RECOMMENDATION

Find that the proposed revisions to the approved vesting tentative map and development agreement are consistent with the Ukiah Municipal Airport Land Use Compatibility Plan, based on the purpose and intent of Airport Compatibility Zones 2, 3, and 6, as well as the information presented to the ALUC.

