



Planning and Community Development Department

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DATE: April 23, 2015

TO: Mendocino County Airport Land Use Commission

FROM: Charley Stump, Director of Planning and Community Development

SUBJECT: CLUP Consistency Determination: General Plan Amendment and Planned Development Rezoning 13-28-GPA-REZ/PD-CC

SUMMARY: The City received an application for a General Plan Amendment and Small Planned Development Rezoning on North Main Street. The two applications consist of the following:

General Plan Amendment (Map Correction): The project involves correcting the *Downtown Master Plan Area* map contained in the 1995 General Plan (Figure VI.2-KK: Downtown Master Plan Area) to be consistent with the 1992 City Council adopted *Downtown Master Plan Area Map* contained in the Downtown Revitalization Master Plan. It is assumed that the inconsistency between these two maps was inadvertent. The inconsistency adversely affects an infill Planned Development housing project proposed at 334 North Main Street as described below. The General Plan Amendment also changes the land use classification of the Planned Development project site from *Commercial* to *High Density Residential*. As a result of the map correction, 49 additional parcels would be added to the "Downtown Master Plan" General Plan map (see area diagramed in red on the next page).

Planned Development/Precise Development Plan: The City received an application to construct two (2) 550 square foot one bedroom, one bathroom units located above individual garages on a 5,128 square foot parcel on North Main Street near the downtown.

The zoning code requires a minimum of 6,000 square feet of site area per dwelling unit in the Community Commercial zoning district, so the applicant proceeded to make application for a *Planned Development* rezoning to allow for flexibility and relief from the site area requirement. However, the City Code also requires a minimum of ½ acre for Planned Development projects not located within the Downtown Master Plan area map contained in the General Plan. As noted above, the Downtown Master Plan area map contained in the 1995 General Plan is inconsistent with the 1992 Downtown Master Plan map adopted by the City as part of the Downtown Revitalization Master Plan. The 1992 Downtown Master Plan map includes the applicant's property, so if the General Plan is amended to reflect this map, the applicant can proceed with the Planned Development project on the 5,128 square foot parcel on North Main Street.

PURPOSE OF AGENDA ITEM: The purpose of this Agenda item is to request the Airport Land Use Commission to review the GPA and PD Rezoning proposal and determine their consistency with the Mendocino County Airport Comprehensive Land Use Plan. City Staff believes the applications are consistent and is seeking concurrence from the Commission.



PROJECT LOCATION:

GP Amendment: The area north of Gibson Creek to Norton Street; east of the NWP railroad R-O-W; and west Oak Street.

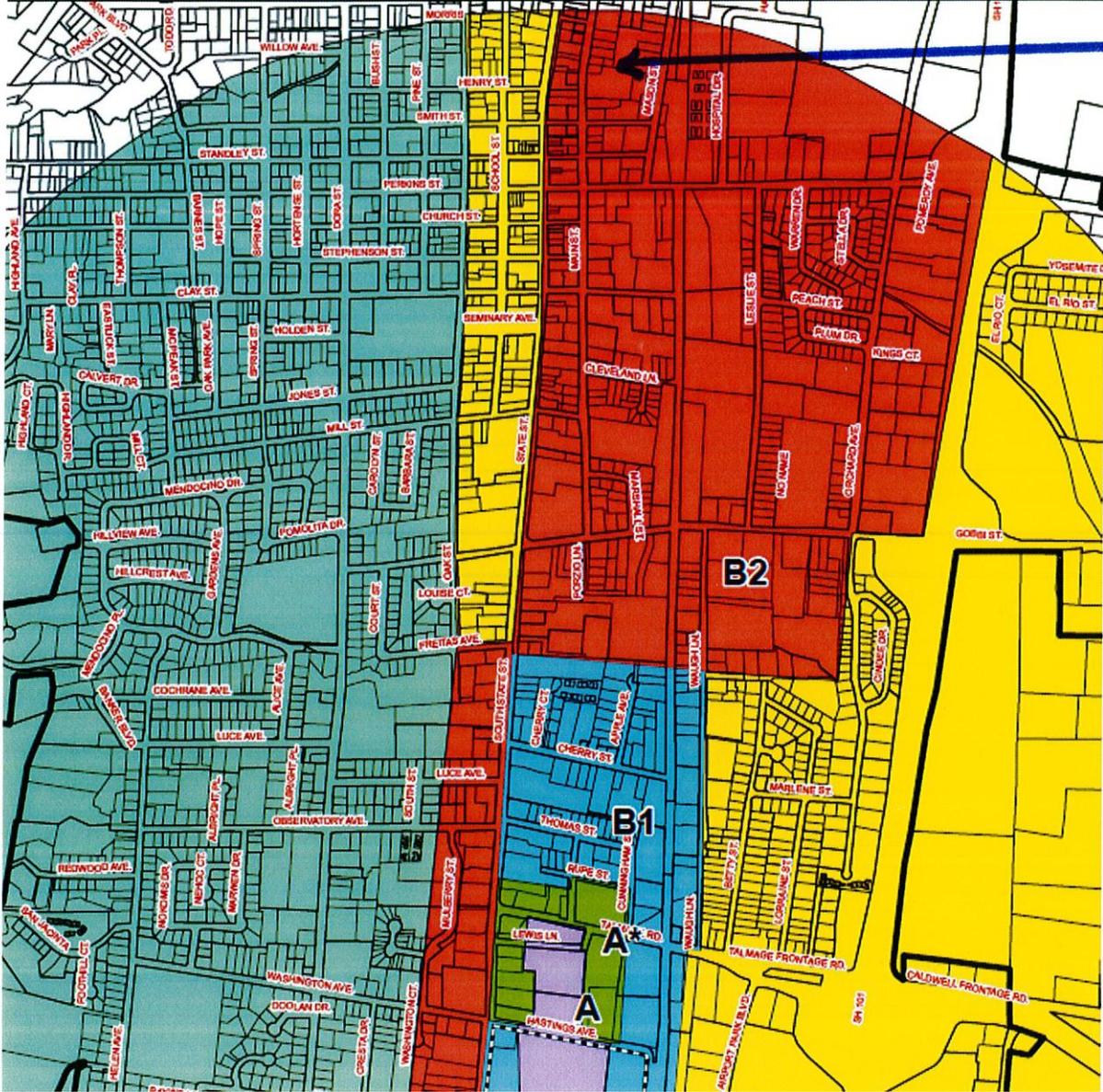
PD/Precise Development Plan: 334 North Main Street, Ukiah, CA

AIRPORT COMPATIBILITY ZONE:

General Plan Amendment: The majority of parcels in the General Plan Amendment area, including the Mountanos parcel are located within the B2 Infill area of the Ukiah Airport Master Plan and the Mendocino County Airports Comprehensive Land Use Plan. The area is situated in the northernmost portion of the B2 Infill zone.

The B2 infill policy allows new development of a similar intensity to that of the surrounding, already existing, uses. While new residential development is discouraged in the zone, multi-family is acceptable because of its lower sensitivity to noise as compared with single family residential development.

UKIAH MUNICIPAL AIRPORT MASTER PLAN COMPATIBILITY ZONING MAP JULY 1996



The project area is located in the northern portion of the B2 Infill Area.

The following is an excerpt from the Ukiah Regional Airport Master Plan:

- 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:

- (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.

The plan also uses the State Housing and Community Development number of 1.92 people per multi-family residential unit, which equates to 54 people per 28 units.

Surrounding land uses include low, medium and high density residential development, commercial retail, professional offices, heavy commercial, and commercial – restaurants. In terms of the proposed Planned Development, the density is similar to the existing high density residential in the vicinity. Seven parcels in the immediate vicinity of the site are developed with high density residential apartments.

General Plan Amendment – Development Potential Survey/Analysis: The proposed General Plan Amendment involves replacing the current “Downtown Master Plan Area” General Plan map with the “Downtown Master Plan Area” map from the 1992 adopted Downtown Revitalization Master Plan. It is assumed that the General Plan map intended to reflect the Revitalization Master Plan map, but a mapping error occurred. By using the Revitalization Master Plan map, an additional 49 parcels would be added to the map in the General Plan. By including these parcels, any that were less than ½ acre in size would become eligible for a future Planned Development project similar to the Mountainous proposal at 344 North Main Street.

Staff conducted a survey and analysis of these parcels to determine how many of the parcels were less than ½ acre in size, and of those, how many had additional development potential in terms of number of housing units. Of the 49 parcels, 37 were determined to be under ½ acre in size. However, of these 37 parcels, only one (1) was vacant (owned by the City of Ukiah) and only 4 were deemed to have additional development potential. These four parcels all had existing development and constraints such as narrow access and mature trees, but staff was able to determine that approximately 23 additional housing unit could potentially be constructed on these parcels via the Planned Development process.

APN	Size	Developed?	Constraints	Potential Units
002-153-05	>½ acre	Yes – SFD	Access, mature trees	8
002-153-16	>½ acre	Yes – SFD	Access	4
002-153-17	>½ acre	Yes – SFD	Access, mature trees	4
002-153-22	>½ acre	Yes - SFD	Mature trees	7
Total Potential Units				23

NOTE: Development Potential Survey on file with the Department of Planning and Community Development

Any future Planned Development projects would be subject to the density standards for the B2 Infill area north of the airport, and would require review by the Mendocino County Airport Land Use Commission.

The Proposed Planned Development Project: The small project consists of two (2) 550 square foot one bedroom, one bathroom units located above individual garages on a 5,128 square foot parcel in the northern most B2 Infill area. It is assumed that 1 to 2 people would live in each unit for a potential maximum of 4 people on the 5,128 square foot parcel at any one time. This equates to 34 people per acre, which is well below the 54 people per acre standard for the B2 Infill area north of the airport. The City believes that this residential use is the best use for the parcel, because it fulfills a number of important City goals, such as increasing the number of residential units in or near the downtown, encouraging infill, and increasing the local housing stock, particularly small rental units.

CONCLUSION: City staff is able to conclude that both the General Plan Amendment and Planned Development Rezoning appear consistent with the provisions of the Mendocino County Airport CLUP for the following reasons:

1. The project area is nearly built-out with a mix of low, medium and high density residential development, as well as retail commercial, professional offices, restaurants, and other similar uses. The proposed project is similar in density and intensity as the existing surrounding land uses, which is consistent with the B2 Infill policy.
2. The GPA and Planned Development Rezoning would not change the existing CLUP “B2 Infill” Zone requirements for the area.
3. Any future Planned Development/Rezoning projects in the subject area would be required to comply with the maximum persons per acre standard contained in the CLUP.
4. The proposed Planned Development project meets the B2 Infill Policy standards contained in the CLUP and Ukiah Airport Master Plan document.