

# Ukiah Municipal Airport Planned Development Zoning District Regulations

## SECTION 1

**Purpose and Intent:** The purpose of the Ukiah Municipal Airport (“Airport”) Planned Development is to further define Chapter 6: Building Area Development and Chapter 7: Land Use and Environmental Issues of the Ukiah Municipal Airport Master Plan (“Master Plan”) by establishing development requirements and allowed, permitted and prohibited land uses. This intent of this is to provide direction for the future public and private development or redevelopment of land located at the Airport in a manner that is consistent with the Master Plan and ensures future land uses will complement Airport functions and related commercial services.

## SECTION 2

**Zoning Map Amendment and Planned Development Regulations:** Ordinance 1141 formally amended the Zoning Map for the City of Ukiah by rezoning the Airport parcels identified in Exhibit 1 and zoned Public Facilities (PF) and Manufacturing (M) to Public Facilities - Planned Development (PD-PF) and establishes the zoning requirements for the Ukiah Municipal Airport Planned Development. The purpose of the rezoning to PF-PD is to: develop zoning regulations that are specific to the Airport; convert the applicable requirements of the Ukiah Municipal Airport Building Area and Land Use Development Plan Guidelines to zoning requirements; create zoning requirements that address the unique circumstances and needs of the Airport; and provide specific direction for the future development or redevelopment of the Airport in a manner that is consistent with the Ukiah Municipal Airport Master Plan, and ensure that future uses will complement Airport functions and related commercial services.

## SECTION 3

**Planned Development Map and Planning Areas:** The Ukiah Municipal Airport Planned Development map identifies the location of each of the six planning areas and associated subareas within the boundaries of the Airport PD. The Planned Development Map divides the Airport lands adjacent to the runway into six (6) planning areas defined by the existing and preferred land uses and their potential to accommodate specific types of development. The six (6) planning areas established by the PD are Eastside North, Eastside South, Westside North, Westside Central, Westside South, Westside Mixed South/Central planning areas as shown on Exhibit 2 of this document. The Eastside North and Eastside South areas are further divided into subareas. The characteristics and purpose of each planning area and subarea, if applicable, established for the Airport PD are as described below and shown on the Planned Development Map Exhibit 2.

The Airport Planned Development map also identifies the boundaries of the Airport, the location of the runway center line, building restriction line (BRL), and aircraft parking limits (APL), as well as the location of development adjacent to the boundaries of the Airport.

#### **SECTION 4**

**Enterprise Fund:** The Airport is an officially designated Enterprise Fund. As such, all land uses and development projects must enhance Airport revenues or provide services considered integral to Airport operations.

#### **SECTION 5**

**Airport Uses:** Airport Uses are comprised to two general categories of uses, Aviation Related Uses and Airport Support Uses as further defined below.

**Aviation Related Uses:** Aviation related uses consist of City-operated and maintained uses considered essential to Airport operations, including but not limited to hangars, fueling services, staff facilities, equipment storage areas, and aircraft tie-down aprons. Other aviation related uses consist of privately operated businesses known as Fixed Base operators (FBOs) that require proximity to runways, taxiways, fueling services, and airport services. These include manufacturers of aircraft or aircraft parts and businesses that provide flight instruction or maintain, repair, rent, or charter aircraft. They also include FBOs, such as electronics or machine shops, where all the aircraft-related goods and services make up only a percentage of the overall goods and services, and businesses that prefer to locate at the airport for the convenience of operation, such as manufacturers or distributors who use both air and ground transportation.

**Aviation Support Uses:** Airport support uses are uses that are supportive of, but not essential to, the operation of the Airport and are typically found in or near airport terminals. These uses include but are not limited to vehicle rental agencies, restaurants, travel ticketing offices, and other services that would be useful and beneficial to persons that work at or visit the Airport.

#### **SECTION 6**

**Compatibility Criteria:** All uses and development at the Airport Must be found to be compatible with Airport operation, safety, and security, including the compatibility criteria of the Ukiah Municipal Airport Master Plan which is incorporated herein by reference.

#### **SECTION 7**

**Planning Areas and Subareas:** The characteristics and purpose of each of the six (6) planning areas and associated subareas, if applicable, are described below. The development standards, allowed,

permitted and prohibited uses, and process for the review and processing of applications for development at the Airport are included in Section 8.

#### **A. Eastside North Area Planning Area**

The Eastside North area is bounded by Hastings Avenue on the north, Airport Road on the east, the Airport's Segmented Circle on the south, and the APL (Aircraft Parking Line) and Runway Protection Zone (RPZ) on the west. Within the Eastside North Area, three (3) subareas with the potential for distinctly different development patterns have been identified. Each is described below.

##### **1. Eastside North Subarea 1**

**Description:** Subarea 1 consists of approximately 2.8 acres of developable land that is currently available for lease. This area, which extends northward from the City Corporation Yard, is designated for aviation related land uses and has been identified as having revenue enhancing potential because of its access to high traffic city streets and its proximity to retail commercial businesses, restaurants, and hotels located in the Redwood Business Park (RBP).

**Purpose:** This subarea is intended to be developed as a gateway with a connection to the restaurants, retail stores and hotels located in the RBP located to the east of the Airport. The intent is to create an area to attract and serve transient users of the Airport by providing the necessary facilities, such as aircraft parking, shuttle service to the RBP, and the facilities necessary to serve the pilots and passengers.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

##### **2. Eastside North Subarea 2**

**Description:** Subarea 2 is the current location of the City of Ukiah's Corporation Yard, which includes City-operated offices, machine shops, vehicle repair facilities, maintenance yards, and storage. Upon relocation of the City's corporation yard, this area should be incorporated into Subareas 1 and/or 3.

**Purpose:** Upon relocation of the corporation yard, this subarea is intended to be incorporated into Eastside North subareas 1 and/or 3. In the case of subarea 1, this would allow the expansion of uses and structures that support and encourage increased use of the Airport by transient pilots and passengers or create an area large enough to support commercial passenger service. In the case of subarea 3, this would allow the expansion of

rotorcraft uses that are anticipated for subarea 3, subject to the construction of the improvements required to serve these uses.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

### 3. Eastside North Subarea 3

**Description:** Subarea 3 is bounded City corporation yard to the north, the Segmented Circle to the south, Airport Road to the east, and the APL to the west. This subarea is currently undeveloped, bare land with no infrastructure.

**Purpose:** This subarea is intended for permanent (non-transient) rotorcraft uses and should remain vacant until such time as the infrastructure (such as a taxiway, utilities, etc.) can be provided to support these uses. Although this subarea is intended for rotorcraft related uses, fixed-wing aircraft may locate in this area provided they are associated with a rotorcraft use. Fixed-wing aircraft as a stand alone use is prohibited in order to retain adequate land area for rotorcraft.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

## B. Eastside South Planning Area

The Eastside South area is bounded by the Segmented Circle to the north, the Airport boundary line to the south, Airport Road to the east, and aircraft parking limits (APL) to the west. There are two subareas in the Eastside South area and both are designated for aviation related land uses.

### 1. Eastside South Subarea 1

**Description:** Subarea 1 is a long, narrow strip of vacant, undeveloped land located on the northern portion of the Eastside South Area. Due to the narrowness of this area and possible drainage issues, the uses are limited and the area may not be developable based on today's standards.

**Purpose:** This subarea is intended for uses that are low intensity and do not require the construction of buildings, structures, or the provision of utilities.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

### 2. Eastside South Subarea 2

**Description:** Subarea 2 is located adjacent to the southeastern end of the runway and consists of approximately 17 acres of land that is vacant and undeveloped, except for the distance measuring equipment (DME) antenna and localizer enclosure. This area has been identified as an ideal location for a new California Department of Forestry and Fire Protections (Cal Fire) Fire Attack Base or for other large aviation-related operations.

**Purpose:** This subarea is intended for permanent aircraft operations that use large aircraft, such as the Cal Fire air attack base, commercial carriers, or medical emergency flight services, and the facilities associated with these uses. This area should remain vacant until such time as this subarea is developed with this type of use.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

### **C. Westside North Planning Area**

**Description:** The Westside North area is bounded by Hastings Avenue to the north, the toe of a small embankment to the south, the building restriction line (BRL) to the east, and South State Street to the west. This area is the largest piece of developable land on the Airport grounds. Existing development in the Westside North area includes both medium and large hangars, with the majority of the large hangars occupied by Fixed Base Operators (FBOs). Transient helicopter parking and seasonal helicopter operations are also located in this area.

**Purpose:** This area is intended for commercial activities and storage of commercial/private aircraft. In order to utilize the remaining vacant land efficiently, development of medium/large buildings for commercial activities and medium/large hangars for the storage of private or commercial aircraft is intended for this area. The development of private hangars is consistent with this purpose so long as the lease will transfer to the City within a timeframe that allows the use of the hangar for commercial activities.

The existing transient helicopter parking, seasonal CAMP (Campaign Against Marijuana Planting), and seasonal firefighting helicopter operations located in this area should be relocated to Eastside South subarea 1 once the infrastructure to support these uses have been constructed.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

### **D. Westside Central Planning Area**

**Description:** The Westside Central area is bounded by the Westside North area to the north, the Westside South area to the south, the western edge of the taxiway/runway to the east, and South State Street to the west. This is the main entrance to and public face to the Airport and includes the main Airport entrance from South State Street, the terminal buildings, and a public viewing area. Cal Fire's air attack base is located at the southern end of this planning area. Also located in this area are other structures, several large parking lots, and access roads that run to the north and south.

Over the last forty years, the Westside Central Area has been developed with a variety of structures with an incongruous layout. This area has been identified as the location of a new terminal building in the future depending on funding availability. A new terminal building would improve the aesthetics of the area and serve airport pilots, tenants, and visitors more efficiently.

**Purpose:** The area is intended to serve as the primary public area at the Airport and for Airport administration. As the primary access to the Airport for the general public, this area may provide office space for the scheduling/ticketing of flights and/or charters or tours with the operator having a presence in this location to serve the public with the primary facility located elsewhere on Airport grounds.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

## **E. Westside South Planning Area**

**Description:** The Westside South Planning Areas is bounded by the Westside Central area to the north, the southern property line for the airport to the south, the BRL for the west side of the runway on the east, and South State Street on the west. A commercial nursery and a paved access road that extends onto the airport property occupy the southwest corner of this planning area, with an electric gate controlling ingress and egress onto the Airport grounds. A large building with eight (8) hangar spaces is located south of the access roadway. Concentrated groupings of small and medium size hangars make up the majority of development in this area.

This area also contains fixed base operators (FBO) that provide services to the aviation community, as well as older hangars and buildings that have been identified for redevelopment or replacement with small and medium size hangars and the development of public restroom facilities.

**Purpose:** The Westside South Planning Area is intended for small general aviation hangars and associated storage and maintenance of aircraft stored in these hangars. In the event that the commercial nursery located in this planning area ceases to be in operation, additional general aviation hangars are intended for this location.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

**F. Westside Mixed South/Central Planning Area**

**Description:** The Westside Mixed South/Central Planning Area is bounded by the Westside Central area to the north and east, the Westside South area to the south, and South State Street to the west. This planning area was originally the northernmost section of the Westside South planning area. This area is vacant and undeveloped and is one of the largest undeveloped areas on the Airport grounds with utilities more readily available to serve development than in some other areas of the Airport (such as Eastside South).

The area has convenient access to Airport parking and the terminal building.

**Purpose:** The Westside Mixed South/Central Planning Area provides an opportunity to extend the Westside Central area further south, allowing the public and administration areas of the Airport to expand to meet the future needs of the Airport. At the same time, it may also be appropriate to expand the small general aviation hangars and associated storage and maintenance into this area. The uses considered for this new planning area were the allowed, permitted, and prohibited uses for the Westside Central and Westside South Planning Areas. The allowed, permitted, and prohibited uses for this planning area reflect the best and highest uses considered appropriate for this area.

**Ukiah Municipal Airport Master Plan Compatibility Zone:** A (Runway Protection Zone or Within Building Restriction Line) and B-1 (Approach/Departure Zone & Adjacent to Runway).

**SECTION 8**

**Allowed, Permitted, and Prohibited Uses.** The regulations for the Ukiah Municipal Airport Planned Development required by Zoning Ordinance Article 14 (Planned Development) are as follows.

Table 1: Eastside Uses and Permit Requirements and 2: Westside Uses and Permit Requirements identify the uses of land allowed and the planning permit required to establish each use. Tables 1 and 2 below provide for land uses that are:

1. Allowed subject to the compliance with applicable provisions of these PD regulations, the Airport Master Plan, and the Ukiah City Code and shown as “A” uses in the tables;
2. Allowed subject to approval of a Use Permit and shown as “UP” in the tables;

3. Allowed as a use that is accessory to an Allowed or Permitted Use and shown as “AC” uses in the tables; or
4. Not allowed and shown as “ - ” in the tables.

**Table 1: Eastside Uses and Permit Requirements**

<b>Table 1: Eastside Uses and Permit Requirements</b>						
<b>Specific Uses (1)</b>	<b>Eastside North Subarea 1</b>	<b>Eastside North Subarea 2</b>	<b>Eastside North Subarea 3 (2)</b>	<b>Eastside South Subarea 1</b>	<b>Eastside South Subarea 2</b>	<b>Notes</b>
A Use Allowed by Right						
AC Use Allowed Accessory to a Primary Use						
UP Use Allowed with a Use Permit						
- Use Prohibited						
<b>Fixed Wing Uses</b>						
Air attack base – fixed wing and rotorcraft	-	-	-	-	A	
Air freight	UP	UP	UP	-	UP	
Airplane avionics	UP	UP	-	-	UP	
Airplane maintenance, service, repair	UP	UP	-	-	UP	
Airplane painting, body work, machine shop	UP	UP	-	-	UP	
Airplane parking & tie downs	A	A	UP	UP	UP	UCC section 5049
Airplane parking & tie downs-transient	A	A	UP	UP	UP	
Airplane sales & leasing	A	A	-	-	UP	
Airplane shade ports - transient	A	A	-	-	UP	
Airplane - charters & tours office/ticketing	A	A	UP	-	UP	
Airplane - commercial scheduled passenger service (non-charter)	A	A	-	-	A	e.g. FAA Part 139
Airplane -rental	A	A	UP	-	UP	
Airplane - flight instruction classrooms	AC	AC	-	-	AC	Within terminal building
Airplane -flight schools with classrooms	UP	UP	-	-	UP	
<b>Rotorcraft Uses</b>						
Heliport	-	UP	A	-	UP	
Rotorcraft flight school with classrooms	UP	A	A	-	UP	



**Table 1: Eastside Uses and Permit Requirements**

<b>Specific Uses (1)</b>	<b>Eastside North Subarea 1</b>	<b>Eastside North Subarea 2</b>	<b>Eastside North Subarea 3 (2)</b>	<b>Eastside South Subarea 1</b>	<b>Eastside South Subarea 2</b>	<b>Notes</b>
A Use Allowed by Right						
AC Use Allowed Accessory to a Primary Use						
UP Use Allowed with a Use Permit						
- Use Prohibited						
Rotorcraft hangars	-	A	A	-	UP	
Rotorcraft medical emergency flight services (e.g. CALSTAR, REACH)	-	UP	A	-	UP	May also include fixed-wing aircraft
Rotorcraft maintenance, repair, service, painting, body work	-	UP	A	-	UP	
Rotorcraft parking - transient	A	A	A	A	UP	UCC section 5049
Rotorcraft parking & tie downs	A	A	A	A	UP	UCC section 5049
Rotorcraft rental	-	A	A	-	UP	
Rotorcraft sales & leasing	UP	A	A	-	UP	
Rotorcraft storage & support equipment	UP	A	A	A	UP	
<b>Other Uses</b>						
Automobile parking	A	A	-	UP	UP	UCC Section 5048
Charters & tours – hot air balloon, rigid airship office	A	A	UP	-	UP	
Community garden	-	-	-	UP	-	In compliance with special standards
Conference room/facility	AC	AC	-	-	AC	
Convenience store	AC	AC	-	-	AC	
Corporation yard	-	A(3)	-	-	-	
Fueling services	A	A	-	-	UP	
Light manufacturing – non-aviation	UP	UP	-	-	UP	
Manufacturing & machining – aircraft, aircraft parts	UP	UP	-	-	UP	
Picnic area/primitive parking	-	-	-	UP	UP	Only when allowed by FAA
Pilot lounge	UP	UP	-	-	AC	
Power generation	-	-	-	UP	UP	
Professional offices – aviation related (such as insurance, appraisal, consulting, FAA,	A	A	A	-	A	

**Table 1: Eastside Uses and Permit Requirements**

<b>Specific Uses (1)</b>	<b>Eastside North Subarea 1</b>	<b>Eastside North Subarea 2</b>	<b>Eastside North Subarea 3 (2)</b>	<b>Eastside South Subarea 1</b>	<b>Eastside South Subarea 2</b>	<b>Notes</b>
A Use Allowed by Right AC Use Allowed Accessory to a Primary Use UP Use Allowed with a Use Permit - Use Prohibited						
courier services, flight-related (medical)						
Professional offices –non aviation related	<b>UP</b>	<b>UP</b>	-	-	<b>UP</b>	
Rental car parking – vehicles only, no office customer service area	<b>A</b>	<b>A</b>	-	-	<b>UP</b>	With office in terminal building
Restaurant	<b>UP</b>	<b>UP</b>	-	-	-	
Shuttle pickup/drop-off and parking	<b>A</b>	<b>A</b>	-	-	-	
Storage (month-to-month) – vehicle, equipment, material	<b>A</b>	<b>A</b>	-	<b>A</b>	<b>A</b>	Surface only, no permanent building. Must be renewed annually.
Storage (up to 1 year) – vehicle, equipment, material	<b>A</b>	<b>A</b>	-	<b>A</b>	<b>A</b>	Surface only, no permanent building. Must be renewed annually.
Transportation terminal – bus, train taxi	<b>UP</b>	<b>UP</b>	-	-	<b>UP</b>	
<ol style="list-style-type: none"> <li>Uses must be consistent with the Ukiah Municipal Airport Master Plan, including Table 7A (Current Compatibility Criteria).</li> <li>There are no permitted or interim uses for this subarea since the intent is to allow this area to remain vacant and unused until the infrastructure to support the allowed uses have been constructed.</li> <li>If the corporation yard relocates, the uses revert to the uses allowed and permitted in Eastside North Subarea 1 and Eastside North Subarea 3.</li> </ol>						

**Table 2: Westside Uses and Permit Requirements**

<b>Table 2: Westside Uses and Permit Requirements</b>					
<b>Specific Uses (1)</b>	<b>Westside North</b>	<b>Westside Central</b>	<b>Westside South</b>	<b>Westside Mixed South/Central</b>	<b>Notes</b>
A Use Allowed by Right					
AC Use Allowed Accessory to a Primary Use					
UP Use Allowed with a Use Permit					
- Use Prohibited					
<b>Fixed Wing Uses</b>					
Air attack base – fixed wing and rotorcraft	<b>UP</b>	<b>A</b>	-	-	
Air freight	<b>A</b>	<b>UP</b>	<b>A</b>	<b>UP</b>	
Airplane avionics	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	
Airplane maintenance, service, repair	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	
Airplane painting, body work, machine shop	<b>A</b>	-	<b>UP</b>	<b>UP</b>	
Airplane parking & tie downs	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	UCC section 5019
Airplane parking & tie downs-transient	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	UCC section 5019
Airplane sales & leasing	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	
Airplane shade ports - transient	<b>UP</b>	<b>UP</b>	<b>A</b>	<b>UP</b>	
Airplane - charters & tours office/ticketing	<b>A</b>	<b>A</b>	<b>UP</b>	<b>UP</b>	
Airplane - commercial scheduled passenger service (non-charter)	<b>A</b>	<b>A</b>	-	<b>UP</b>	e.g. FAA Part 139
Airplane -rental	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	
Airplane - flight instruction classrooms only (2)	-	<b>AC</b>	-	<b>AC</b>	Within terminal building
Airplane -flight schools co-located with classrooms	<b>UP</b>	<b>A</b>	<b>UP</b>	<b>UP</b>	
<b>Rotorcraft Uses</b>					
Heliport	-	-	-	-	
Rotorcraft flight school with classrooms	-	<b>UP</b>	-	-	
Rotorcraft hangars	<b>A(2)</b>	-	<b>A(2)</b>	-	
Rotorcraft medical emergency flight services (e.g. CALSTAR, REACH)	<b>A(2)</b>	-	<b>UP</b>	-	May also include fixed-wing aircraft
Rotorcraft maintenance, repair, service, painting, body work	<b>A</b>	<b>A</b>	<b>A</b>	-	

**Table 2: Westside Uses and Permit Requirements**

<b>Specific Uses (1)</b>	<b>Westside North</b>	<b>Westside Central</b>	<b>Westside South</b>	<b>Westside Mixed South/Central</b>	<b>Notes</b>
A Use Allowed by Right					
AC Use Allowed Accessory to a Primary Use					
UP Use Allowed with a Use Permit					
- Use Prohibited					
Rotorcraft parking - transient	<b>A</b>	<b>A</b>	-	-	UCC section 5019
Rotorcraft parking & tie downs	<b>A</b>	<b>A</b>	<b>UP(2)</b>	-	UCC section 5019
Rotorcraft rental	<b>A(2)</b>	<b>A(2)</b>	<b>UP(2)</b>	-	
Rotorcraft sales & leasing	<b>A(2)</b>	<b>A(2)</b>	<b>UP(2)</b>	-	
Rotorcraft storage & support equipment	<b>A(2)</b>	-	<b>UP(2)</b>	-	
<b>Other Uses</b>					
Automobile parking	<b>UP</b>	<b>UP</b>	<b>UP</b>	<b>UP</b>	UCC Section 5018
Charters & tours – hot air balloon, rigid airship office	<b>A</b>	<b>A</b>	-	<b>UP</b>	
Community garden	-	-	-	-	
Conference room/facility	-	<b>AC</b>	-	<b>AC</b>	Within terminal building
Convenience store	-	<b>AC</b>	-	<b>AC</b>	Within terminal building
Corporation yard	-	-	-	-	
Fueling services	<b>UP</b>	<b>A</b>	<b>UP</b>	<b>UP</b>	
Light manufacturing – non-aviation	<b>UP</b>	<b>UP</b>	<b>UP</b>	<b>UP</b>	
Manufacturing & machining – aircraft, aircraft parts	<b>A</b>	-	<b>UP</b>	<b>UP</b>	
Picnic area/primitive parking - airside	-	-	-	<b>UP</b>	Only when allowed by FAA
Pilot lounge	-	<b>AC</b>	<b>AC</b>	<b>AC</b>	
Power generation	-	<b>UP</b>	-	<b>UP</b>	
Professional offices – aviation related (such as insurance, appraisal, consulting, FAA, courier services, flight-related medical)	<b>A</b>	<b>A</b>	<b>A</b>	<b>UP</b>	
Professional offices –non aviation related	<b>UP</b>	<b>UP</b>	-	-	
Rental car parking – vehicles only, no office customer service	<b>UP</b>	<b>A</b>	-	<b>UP</b>	With office in terminal building

**Table 2: Westside Uses and Permit Requirements**

<b>Specific Uses (1)</b>	<b>Westside North</b>	<b>Westside Central</b>	<b>Westside South</b>	<b>Westside Mixed South/Central</b>	<b>Notes</b>
A Use Allowed by Right					
AC Use Allowed Accessory to a Primary Use					
UP Use Allowed with a Use Permit					
- Use Prohibited					
area					
Restaurant	<b>UP</b>	<b>A</b>	-	<b>UP</b>	
Shuttle pickup/drop-off and parking	<b>UP</b>	<b>A</b>	-	<b>UP</b>	
Storage (month-to-month) – vehicle, equipment, material	<b>A</b>	<b>A</b>	-	<b>A</b>	Surface only, no permanent building. Must be renewed annually.
Storage (up to 1 year) – vehicle, equipment, material	-	-	-	<b>A</b>	Surface only, no permanent building. Must be renewed annually.
Transportation terminal – bus, train taxi	<b>UP</b>	<b>UP</b>	-	<b>UP</b>	
1. Uses must be consistent with the Ukiah Municipal Airport Master Plan, including Table 7A (Current Compatibility Criteria). 2. When the east side of the Airport is developed and leases expire, these uses shall be relocated to the east side of the Airport to Eastside North Subarea 3 provided the necessary infrastructure is available. 3. Aircraft are located elsewhere on the Airport grounds with only classroom facilities in the terminal building.					

**SECTION 9**

**Development Standards and Site Planning Considerations**

**A. Site Development:** New construction and modifications to existing structures are required to comply with all applicable development standards as prescribed by the PF zoning district unless modified by these PD regulations. Additional development and site planning considerations specific to each area or subarea are identified below.

**Height:** As required by FAA Part 77 and Ukiah City Code section 9170.30(A).

**Setbacks:** As required by Ukiah City Code section 9170.50.

**B. Development & Site Planning Considerations:** Development and site planning considerations have been developed for each area and subarea since each is unique and subject to specific constraints and opportunities, including the location of the building restriction line (BRL), aircraft parking limits (APL), and Ukiah Municipal Airport Master Plan compatibility zone designation.

**Eastside North Subarea 1:** A portion of this subarea includes the building restriction line and is designated Master Plan compatibility zone A, which prohibits the assemblage of people significantly limiting the use of this portion of the subarea. The remainder of the subarea is designated Master Plan compatibility zone B1 which allows the development of certain low-intensity land uses.

The development of structures or other permanent fixtures in the area between the Airport Property Line and the Building Restriction Line are prohibited if it is determined by the Airport Manager in conjunction with the Planning Director, Building Official, and City Engineer that they could impede aircraft operations.

**Eastside North Subarea 2:** A portion of this subarea includes the building restriction line and is designated Master Plan compatibility zone A, which prohibits the assemblage of people significantly limiting the use of this portion of the subarea. The remainder of the subarea is designated Master Plan compatibility zone B1, which allows the development of certain low-intensity land uses.

The development of structures or other permanent fixtures in the area between the Airport Property Line and the Building Restriction Line are prohibited if it is determined by the Airport Manager in conjunction with the Planning Director, Building Official, and City Engineer that they could impede aircraft operations.

**Eastside North Subarea 3:** Approximately half of this subarea includes the building restriction line and is designated Master Plan compatibility zone A, which prohibits the assemblage of people significantly limiting the use of this portion of the subarea. The remainder of this subarea is designated Master Plan compatibility zone B1, which allows the development of certain low-intensity land uses.

The location and size of the building footprint in this subarea will be determined as part of the discretionary review process. Structures or other permanent improvements would be located in the area between the BRL and the eastern property line of the Airport. Due to the narrowness of this area, the construction of structures and/or permanent improvements in this area is constrained. The development of structures or other permanent improvements are prohibited if it is determined by the Airport Manager that they are not compatible with aircraft operations or could impede aircraft operations.

**Eastside South Subarea 1:** Most of this subarea includes the BRL and is designated Master Plan compatibility zone A, which prohibits the assemblage of people significantly limiting the use of this portion of the subarea. A small portion of this subarea located adjacent to the east property line of the Airport is designated Master Plan compatibility zone B1, which allows the development of certain low-intensity land uses.

The location and size of the building footprint in this subarea will be determined as part of the discretionary review process. Structures or other permanent improvements would be located in the area between the Building Restriction Line and the eastern property line of the Airport. Due to the narrowness of this area, the construction of structures and/or permanent improvements in this area is constrained. If it is determined by the Airport Manager in conjunction with the Planning Director, Building Official, and City Engineer that structures or improvements in this subarea could impede or are not compatible with aircraft operations said improvements are prohibited.

**Eastside South Subarea 2:** Most of this subarea is designated Master Plan compatibility zone B1, which allows the development of certain low-intensity land uses. The remainder of this subarea, located between the APL and the BRL, is designated Master Plan compatibility zone A, which prohibits the assemblage of people thereby significantly limiting the use of this portion of the subarea.

The development of structures or other permanent improvements in this subarea between the Airport Property Line and the Building Restriction Line are prohibited if it is determined by the Airport Manager in conjunction with the Planning Director, Building Official, and City Engineer that they could impede or are not compatible with aircraft operations..

The preferred use for this subarea is an air attack base. Should development of a different use be proposed in this subarea before an air attack base is developed, the size of the use, location of improvements, and access to and from the taxiway shall be designed in a manner that also allows the development of an air attack base in this subarea. Compliance with this site planning requirement shall be evaluated as part of the discretionary review application.

**Westside North:** Most of this subarea is designated Master Plan compatibility zone B1, which allows the development of certain low-intensity land uses. The remainder of this subarea, located between the APL and BRL, is designated Master Plan compatibility zone A, which prohibits the assemblage of people thereby significantly limiting the use of this portion of the subarea.

Site planning for future development shall include the efficient utilization of the limited remaining vacant land in this area. Building footprints and locations for new structures shall be compatible with the building footprints of existing structures, consistent with the parking and landscaping standards included in these PD regulations and provide safe and convenient circulation for vehicles and pedestrians.

Due to its irregular shape and the slope at the west and south boundaries and of this area, creative site planning and design will be required. This is particularly pertinent in the northernmost area, which may only be able to accommodate medium size buildings due to a wedge-like shape that becomes narrower near the Hastings Avenue frontage.

**Westside Central:** Most of this subarea is designated Master Plan compatibility zone B1, which allows the development of certain low-intensity land uses. The remainder of this subarea, located between the APL and BRL, is designated Master Plan compatibility zone A, which prohibits the assemblage of people thereby significantly limiting the use of this portion of the subarea.

Permanent structures (i.e. located on a foundation) shall be a minimum of 1,000 square feet. There is no minimum building footprint for non-permanent structures.

**Westside South:** Minimum building footprint of 900 square feet configured to accommodate fixed wing/rotorcraft with hangar doors a minimum width of 40 feet and height of 11 feet. Pre-manufactured structures shall be large enough to accommodate and provide access for aircraft.

## C. Parking

**Description:** Parking arrangements on the Airport are varied and include communal parking lots, parking lots associated with individual businesses, and parking provided adjacent to private hangars. The Westside Central area includes a communal parking lot in the vicinity of the terminal building. The Westside North area includes parking facilities associated with specific businesses. The Westside South area includes parking facilities for Cal Fire, as well as parking spaces adjacent to private hangars. Parking for automobiles is also known to be provided within hangars after the aircraft has been moved out of the hangar.

**Number of Parking Spaces Required:** The number of required parking spaces at the Airport is determined by the proposed use(s) as prescribed by Table 3: Number of Parking Spaces Required.



<b>Table 3: Number of Parking Spaces Required</b>	
<b>Use</b>	<b>Parking Requirement</b>
Aircraft storage, maintenance, repair, painting, bodywork, and similar	One parking space for every 1,000 square feet of gross leasable floor area
Freight/shipping with no customer counter service	One parking space for every 1,000 square feet of gross leasable floor area
Freight/shipping with customer counter service	One parking space for every 1,000 square feet of gross leasable floor area plus at least two customer parking spaces
Office - medical, dental	One parking space for every 250 square feet of gross leasable floor area
Rental car facility	One space for each rental car located on the site plus parking based on the square footage of office space (a minimum of one space shall be provided for the office space)
Retail, office, commercial	1 space for every 300 square feet of gross leasable floor area
Restaurant, cafe, deli	4 parking spaces plus 1 space for each 3 seats
Restaurant – takeout (no eat-in facilities)	1 space for each employee on the maximum shift plus 1 space for every 100 square feet of floor area
Manufacturing, warehouse, wholesale, distribution	One space for each employee on the maximum shift plus customer parking plus one parking space for each vehicle operated from or on the site or one parking space for every 500 square feet whichever is greater
Single aircraft hangars, port-a-port, and similar	Vehicle shall park in the vacated aircraft parking with overflow parking accommodated in the communal parking lot
Mixed uses (two or more uses under the same or different owners located in the same structure and/or common development)	The sum of the total number of spaces required for each use as determined by this table. (1)
Other Uses	Default to Zoning Ordinance or One space for each employee on the maximum shift plus customer parking, whichever is greater
1. No parking space or portion thereof shall serve as a required parking space for more than one use unless approved as part of the discretionary review process.	

**Exemptions from Required Parking:** A reduction in the number of parking spaces required by Table 3 may be allowed in the following manner:

**Bicycle Parking Facility:** A parking space exemption may be granted to projects involving new construction at a rate of one vehicle space for every five (5) bicycle spaces provided. This exemption shall not exceed two (2) vehicle parking spaces per parcel. A bicycle parking space is a designated area with a facility designed for the parking and securing of bicycles.

**Transportation Demand Management (TDM):** Parking space credit may be considered for those businesses that have employees which bike, walk, use public transit, or carpool to work as part of a Transportation Demand Management program that has been approved by the Planning Director or as part of the discretionary review process .

**Discretionary Review:** Relief from the number of parking spaces required by Table 5: Number of Parking Spaces Required may be approved through the discretionary review process, provided that a finding can be made that there is a unique circumstance associated with the use or property that results in a demand for less parking than required by Table 5. The finding shall be based on information provided by the application as part of the discretionary review application.

**Design of Parking Spaces:** New parking spaces on the Airport grounds shall be developed as prescribed by Table 4: Parking Design Standards.

<b>Table 4: Parking Design Standards</b>	
<b>Standard</b>	<b>All Areas</b>
Location - general	Parking spaces shall be located on the landsides of buildings or in other areas where vehicle operation and parking would not adversely affect aircraft movements or other aviation-related operations.
Location - higher density land uses	Parking spaces for higher density land uses (such as retail or professional office development) or concentrations of smaller structures (such as individual hangars) should be in communal parking lots whenever possible.
Parking space size	Ukiah City Code section 9192
<b>Parking Facility – All Areas (2)</b>	
Canopy coverage	Design shall provide a tree canopy coverage of fifty (50%) percent over paved parking spaces within fifteen (15) years of planting. (1)
Species	Tree species shall be primarily deciduous, have a wider canopy, and not attract birds.
Tree Height at Maturity	Shall not exceed 30 feet.
Trees and shrubs	Planting areas shall include both trees and shrubs. (1)
Landscaping	As required by Table : Landscaping Requirements
Lighting	As required by Table : Lighting Requirements
<b>Communal Parking Facility – All Areas</b>	
Pedestrian walkway/sidewalk	Communal parking lots containing 12 or more spaces should be developed with the landscaping and defined pedestrian sidewalks or walkways outlined in the Landscaping section below. (1)
Linear planting strip	Communal parking lots containing 12 or more spaces should be developed with a tree placed between every four (4) parking stalls within a continuous linear planting strip, rather than individual planting wells, unless clearly infeasible. (1)
1. Based upon the design of the parking lot, modification of this requirement may be considered through the discretionary review process.	

Table 4: Parking Design Standards	
Standard	All Areas
2.	If these requirements conflict with the requirements included in Table 5: Landscaping Requirements, Table 5 shall control.

#### D. Landscaping Requirements

**Purpose:** The purpose and focus of providing landscaping is to create an aesthetically pleasing landscaping plan that is low maintenance and ecologically and financially sustainable and does not compromise Airport security and aircraft safety.

**Applicability:** All projects requiring a discretionary permit shall include a landscaping plan that is commensurate with the size and scale of the proposed development project. Landscaping plans shall be submitted as a required component of all site development and use permits at the time of application filing.

**Landscaping Standards:** All proposed landscaping shall comply with the standards included in Table 5: Landscaping Standards.

Table 5: Landscaping Requirements	
Standard (1)	All Areas
Landscaping	Landscaping on the airside of buildings is discouraged. When planted, the landscaping shall be consistent with the requirements of this table.
Airside	Landscaping is prohibited unless approved by the Airport Commission.
Landside	Landscaping on the landside of buildings is required.
Tree size	Minimum size of # 15 (1)
Shrub size	Minimum size #5 (1)
Species	Should not attract birds
Trees	Planting of trees on the airside is prohibited
Shrubs –hedge rows	Mass planting of hedge rows is prohibited.
Shrubs - ornamental	Ornamental plantings at normally occupied building sites or parking lots are allowed and encouraged.
Shrubs - airfield	Planting in open areas of the airfield is prohibited.
Shrub - height	A maximum shrub height of 6-feet at maturity is preferred in order to reduce maintenance. Shrubs with a mature height of more than 6-feet shall be maintained at a maximum height of 6-feet.
Grasses , Forbs	Native grasses that grow well in Ukiah’s climate are preferred.

<b>Table 5: Landscaping Requirements</b>	
<b>Standard (1)</b>	<b>All Areas</b>
<b>Landscaping - height</b>	All landscaping shall comply with FAA Part 77 height requirements.
<b>Quality</b>	All landscape planting shall be of sufficient size, health and intensity so that a viable and mature appearance can be attained in a reasonably short amount of time.
<b>Maintenance</b>	All required landscaping shall be maintained in a viable condition, including any tree trimming required to comply with the height requirements of the airport.
<b>Plans – Landscaping and Irrigation</b>	All discretionary applications shall include a landscaping and irrigation plan.
<b>Plans - Lighting</b>	Landscaping plans shall include a lighting plan.
1. Relief from these requirements may be requested as part of the discretionary review process.	

## F. Lighting Standards

**Purpose:** The purpose of this section is to permit reasonable uses of outdoor lighting for safety, utility, security and productivity that are compatible with and do not interfere with Airport operations or safety, conserve energy, and protect the nighttime environment from glare and obtrusive lighting.

**Applicability:** All other outdoor lighting at the Airport shall comply with the provisions of Table 6: Lighting Requirements.

<b>Table 6: Lighting Requirements</b>	
<b>Standard (1)</b>	<b>All Areas</b>
<b>Lighting Plan</b>	All discretionary permits shall include a lighting plan that includes, at a minimum, the location, height, and intensity of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.
<b>Flood lights</b>	Outdoor flood lights shall not be projected more than 20-degrees below the horizontal plane.
<b>Hooded, screened</b>	All outdoor lighting shall be hooded or screened to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties.
<b>Parking lot, security lighting</b>	Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.
<b>Sign, building lighting</b>	External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.
<b>Exempt</b>	Airport lighting which is required for the safe and efficient movement of aircraft during flight, take off, landing, and taxiing is exempt from the requirements of this Table.

**SECTION 10**

**Administration and Procedures**

1. **Use Permit:** All uses identified as permitted uses require application for and approval of a use permit pursuant to the procedures prescribed in Zoning Ordinance Section 9262. In addition to the findings included in Zoning Ordinance Section 9262(E), the review authority shall also make the following finding:
  - A. The proposed project is consistent with the City of Ukiah Zoning Ordinance, Ukiah Municipal Airport Master Plan, Airport Layout Plan, Airport Planned Development Regulations, and Airport Grant Assurance Guidelines.
  
2. **Site Development Permit:** A Site Development Permit is required for new construction in the Public Facilities (PF) Zoning District, the zoning designation of the Airport. Site development permits shall be processed as prescribed in Zoning Ordinance Section 9263. Site development permits for projects at the airport are divided into two categories, Minor and Major as prescribed in Table 7: Site Development Permits.

<b>Table 7: Site Development Permits</b>			
<b>Permit Type</b>	<b>By Right Site Development Permit Building Permit Required (1)</b>	<b>Minor Site Development Permit</b>	<b>Major Site Development Permit</b>
<b>Project Type</b>	Structures and additions less than 300 sf  Hangars less than 1,200 sf	Structures and additions 300 sf to 900 sf  Hangars 1,200 sf to 3,600 sf	Structures and additions greater than 900 sf  Hangars over 3,600 sf
<b>Application Filing &amp; Submittal Requirements</b>	Building Permit Filing Fees Site Plan, Elevations, Floor Plans Additional Information as determined by the Planning Director	Planning Permit Application Form Filing Fees As prescribed by UCC section 9263(B) Additional Information as determined by the Planning Director	Planning Permit Application Form Filing Fees As prescribed by UCC section 9263(B) Additional Information as determined by the Planning Director
<b>Approval Authority</b>	Planning & Community Development Department	Zoning Administrator	Planning Commission
<b>Public Notice</b>	Processed as a building permit. No public notice provided.	As prescribed by UCC Section 9263(C)	As prescribed by UCC Section 9263(C)
<b>Findings for Grant of Permit</b>	Building permit plans must be consistent with all applicable requirements.	As required by these PD regulations (supersedes Zoning Ordinance Section 9263 (E))	As required by these PD regulations (supersedes Zoning Ordinance Section 9263 (E))
1. The project is required to comply with all applicable development standards.			

**Findings:** Due to the unique characteristics of the Airport, the following findings shall be made in place of the findings included in Zoning Ordinance Section 9263 (E):

- A. The proposed project is consistent with the goals, objectives, and policies of the City of Ukiah General Plan.
  - B. The proposed project is consistent with the City of Ukiah Zoning Ordinance, Ukiah Municipal Airport Master Plan, Airport Layout Plan, the Airport PD Regulations, and Airport Grant Assurance Guidelines.
  - C. The location, size, and intensity of the proposed project will not create a hazardous or inconvenient aircraft, vehicular or pedestrian traffic pattern.
  - D. The accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses.
  - E. The proposed development will not hinder the development, operations, or use of buildings on the Airport, or impair the value thereof.
  - F. The improvement of any commercial or industrial structure will not have a substantial detrimental impact on the character or value of an adjacent operation or business.
  - G. The design of the project is compatible with existing structures on the airport.
  - H. The project includes landscaped areas that are consistent with the landscape requirements, including the requirements for airport security and aircraft safety.
3. **Appeals.** Appeals of decisions on site development permits and use permits shall be as prescribed by UCC section 9266.
4. **Amendment.** Amendment to this ordinance and the associated Development Plan (Exhibit 2) is subject to the requirements of requires City Council action in accordance with UCC section 9168(C6).
5. **Relationship to Zoning Ordinance.** Development standards not addressed in these PD regulations shall be as determined by the Zoning Ordinance and Ukiah City Code.

## **SECTION 11**

### **Relationship to Lease Agreement**

Development projects at the Airport will typically require City Council approval of a lease agreement and a permit from the Planning and Community Development Department. The required permit may be ministerial (i.e. building permit or grading permit) or discretionary (i.e. site development permit or use permit). Coordination of a lease agreement and any required permits should be considered early in the development stages of a project. Concurrent processing of the lease agreement and any required permit(s) is encouraged and a sample of concurrent processing is provided in Exhibit 4.

## **SECTION 12**

### **Determination of Appropriate Use**

Whenever a use is not listed in these PD regulations as an allowed or permitted use, the Planning Director and Airport Manager shall determine whether the use is appropriate for the Airport either as an allowed or permitted use (Use Permit required). As part of making the determination, the request for the determination shall be referred to the Airport Commission for a recommendation to the Airport Manager. The review of the determination shall be scheduled for the first available Airport Commission meeting. After receiving the written request for the determination, the Airport Manager shall schedule the requested determination for consideration and recommendation at the next available Airport Commission meeting.

In making this determination, the Planning Director and Airport Manager shall find as follows:

1. The use would not be incompatible with other existing or allowed uses at the airport.
2. The use would not be detrimental to the continuing development of the area in which the use would be located.
3. The use is compatible with airport operations and security, including the compatibility criteria of the Ukiah Municipal Airport Master Plan and will enhance airport revenues and/or provide services integral to airport operations.
4. In the case of determining that a use not articulated as an allowed or permitted use could be established with the securing of a use permit, the Planning Director shall find that the proposed use is similar in nature and intensity to the uses listed as permitted uses. All determinations of the Planning Director and Airport Manager regarding whether a use can be allowed or permitted at the airport shall be final unless an applicant, or any interested party, submits a written appeal stating the reasons for the appeal, and any applicable appeal fee, to the City Clerk within ten (10) days of the date the decision was made. The City Council shall then conduct a duly noted public hearing on the appeal in accordance to the procedures set

forth in Article 20 (Administration and Procedures) of the Ukiah Municipal Code. At the close of the public hearing, the City Council may affirm, reverse, revise or modify the appealed decision of the Planning Director. All City Council decisions on appeals of the Planning Director's actions are final for the City. (Ordinance 1006, Section 1, adopted 1998)

## SECTION 13

### Glossary of Terms

The following words or terms are regularly used throughout the *Ukiah Municipal Airport Building Area and Land Use Development Plan Guidelines*. Additional definitions related to airport use may also be found in the glossary included as Appendix I of the *Ukiah Municipal Airport Master Plan*.

**Accessory Use:** A use or activity which is incidental to and customarily associated with a specific principal use on the same site. *City of Ukiah ZO*

**Air attack base:** An established on-airport base of operations for the purpose of aerial suppression of large-scale fires by specially-modified aircraft. Typically, such aircraft are operated by the Cal Fire and/or the U. S. Forest Service. *Ukiah Municipal Airport Master Plan*

**Aircraft:** A device that is used or intended to be used for flight in the air. *FAA FAR Part 1*

**Airplane:** An engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings. *FAA FAR Part 1*

**Aircraft avionics:** The development and use of electric and electronic equipment for aircraft.

**Airfreight service:** The transportation of goods by air.

**Airside:** That portion of the building that opens directly to a taxiway or taxi apron, as well as the sides of the same building extending twenty (20) feet back from airside opening.

**Automobile parking lot/facility:** An area used for parking automobiles, including one or more parking spaces with driveways, aisles, maneuvering areas, clearances, and similar features. This term includes parking lots and garages.

**Balloon:** A lighter-than-air aircraft that is not engine driven, and that sustains flight through the use of either gas buoyancy or an airborne heater. *FAA Definitions*

**Flight school:** A school that provides a course of study in piloting an aircraft. The overall purpose is the acquisition and honing of basic airmanship skills.



**Fixed Base Operator (FBO):** A business operating at an airport that provides aircraft services to the general public, including but not limited to sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tie-down or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.

In addition, FBO usually operates out of the larger hangars. Within the hangar there is normally an office, employee lounge, customer area and restroom. FBO often have employees and customers, which require a parking area. FBO buildings generally require landscaping. *Ukiah Municipal Airport Master Plan*

**Freighting.** To send or transport goods or cargo by commercial carrier. *Dictionary*

**Hangar.** A building in which aircraft are kept or repaired. *Dictionary*

**Hangar ports and sunshades:** Something under which an aircraft is protected from the sun.

**Helicopter:** A rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors. *FAA FAR Part 1*

**Heliport:** An area of land, water, or structure used or intended to be used for the landing and takeoff of helicopters. *FAA FAR Part 1*

**Landside:** The portion of a building that does not open directly to a taxiway or taxi apron and is 20 feet, or more, from the airside of the building.

**Primitive Camping/Picnic Area:** An area devoted to open camping by pilots or other persons attending an airport-related event.

**Professional office:** Provision of professional or technical services including accounting, counseling, architecture, design, engineering, law, management, and similar professions.

**Restaurant:** A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from an ordering counter for either on- or off-premise consumption (“counter service”); establishments where customers are served food at their tables for on-premise consumption (“table service”), which may also provide food for take-out; and exclusively pedestrian oriented facilities that serve from a walk-up ordering counter. Examples include cafes, ice cream shops, and delis.

**Rotorcraft:** A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors. *FAA FAR Part 1*

**Ukiah Municipal Airport Master Plan:** The Ukiah Municipal Airport Master Plan prepared by Shutt Moen Associated and adopted by the Ukiah City Council on July 3, 1996. Herein referred to as the *Master Plan*.

**Airport PD Rezoning Parcels**

<b>APN</b>	<b>Previous Zoning</b>	<b>City Council Approved Zoning</b>
003-230-22	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-230-23	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-230-28	Manufacturing (M)	Planned Development - Public Facilities (PD-PF)
003-280-05	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-280-06	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-280-07	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-280-08	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-03	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-04	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-06	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-07	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-08	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-09	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-310-10	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
003-330-62	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)
180-120-03	Public Facilities (PF)	Planned Development - Public Facilities (PD-PF)