



COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES
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MEMORANDUM

TO: Airport Land Use Commission

FROM: Robert Dostalek, PBS Planning Staff

DATE: August 2, 2018

RE: ALUC 2018-0002 (Garton Tractor New Building)
285 Talmage Road, Ukiah — APN: 003-230-34

The City of Ukiah has submitted a report dated June 21, 2018 which provides an overview and discussion of Garton Tractor's proposed project to construct a 5,770± square-foot metal building for the servicing of equipment. Mendocino County Department of Planning and Building Services staff has reviewed this submittal; however, the report does not provide a clear preliminary compatibility determination or compatibility recommendation to the ALUC for the project.

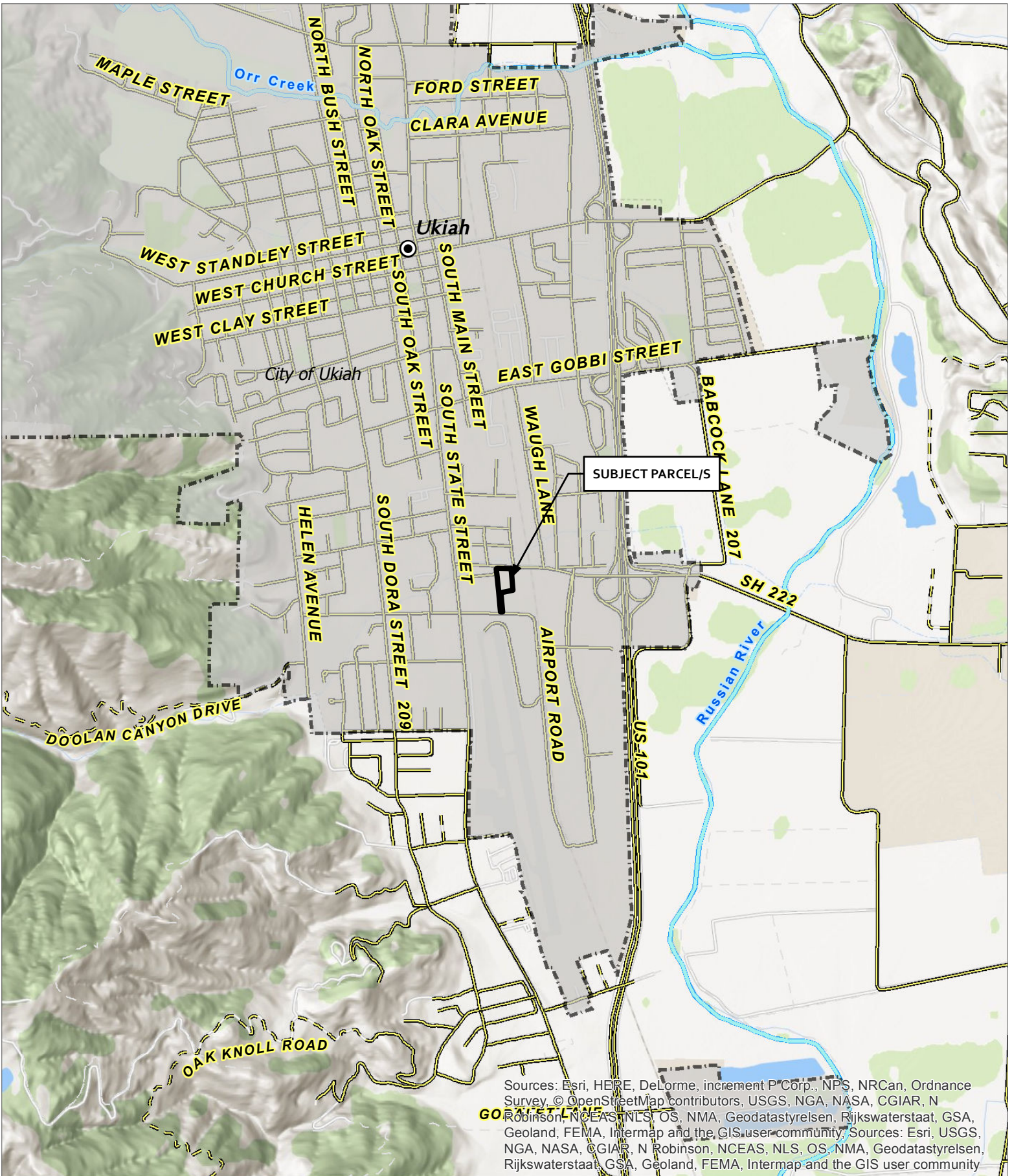
The entire project site is located in Airport Zone A*. Per Section 6.1 of the Airport Comprehensive Land Use Plan (ACLUP), the asterisk identifies lands that are currently not under airport ownership. However, it is the intention of the City of Ukiah to provide long-term control of the land uses within these areas by either acquiring the property in fee or obtaining approach protection easements restricting the type and density of land uses permitted. For the purpose of the ALUC to make a compatibility determination for the Garton Tractor project, the compatibility criteria for Airport Zone A would apply. Areas located in Airport Zone A are within the runway protection zone or within the building restriction line with high impact risk and high noise levels.

The project does not appear compatible with the Zone A criteria outlined in Table 2A of the ACLUP. The ACLUP (page 2-6) identifies all structures — except ones with location set by aeronautical function — as prohibited uses. In contrast, examples of normally acceptable uses are aircraft tiedown aprons, pastures, field crops, vineyards, and automobile parking.

In addition, the Compatibility Guidelines for Specific Land Uses (Appendix D of the ACLUP) lists Auto and Marine Services, Repair Services, and Truck Terminals as incompatible uses in Airport Zone A. However, the ALUC has final discretion to make compatibility determinations on a case-by-case basis.

Attachments:

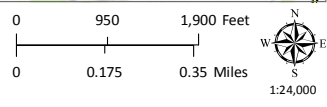
- A.) Location Map
- B.) Airport Compatibility Zones
- C.) Airport Safety Zones
- D.) Noise Contours
- E.) Compatibility Criteria



Sources: Esri, HERE, DeLorme, increment P Corp., NPS, NRCAn, Ordnance Survey, © OpenStreetMap contributors, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystyelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community; Sources: Esri, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystyelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

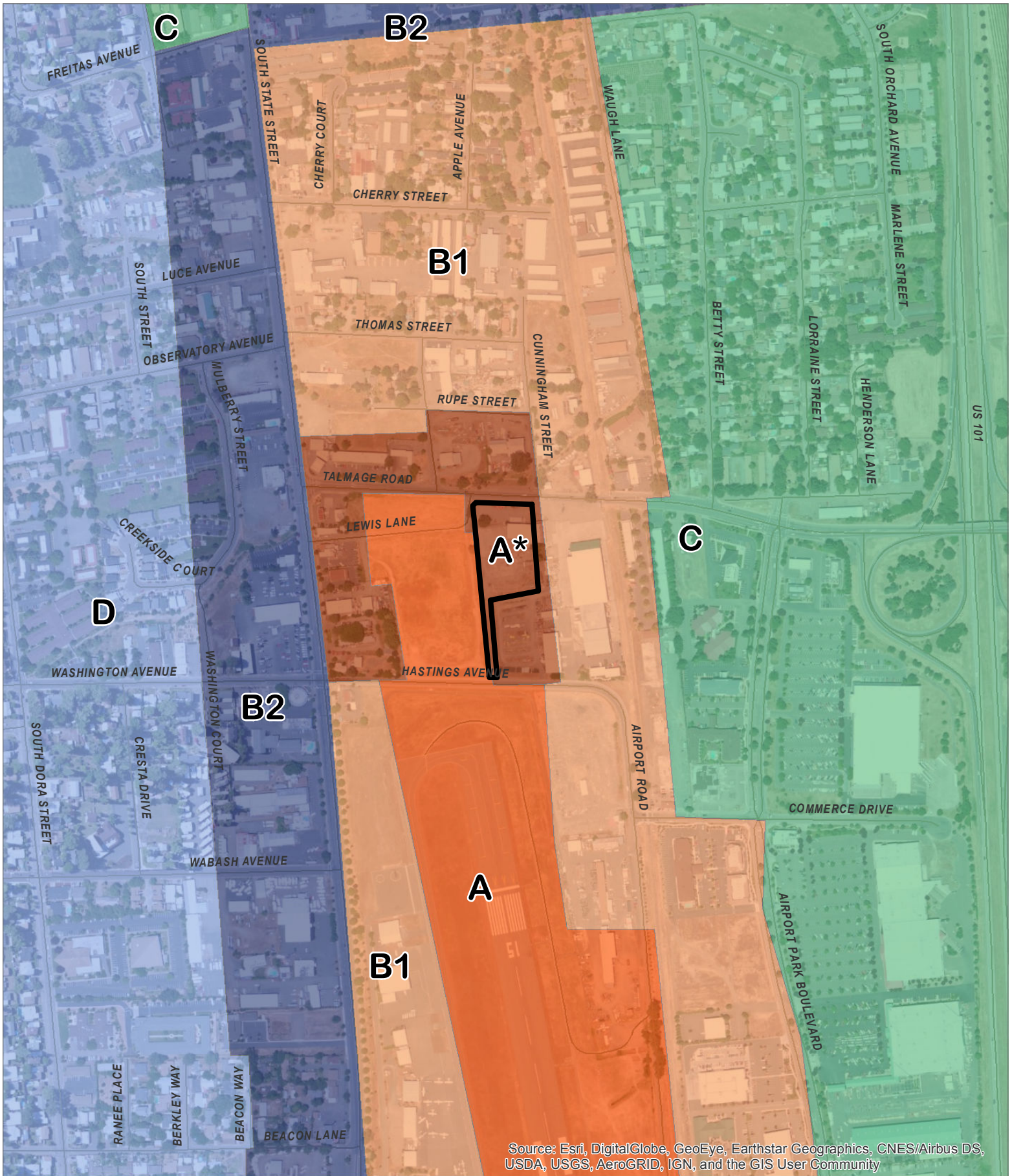
CASE: ALUC 2018-0002
 OWNER: RUDDICK, Pauline
 APN: 003-230-34
 APLCT: Garton Tractor
 AGENT: L.S. Mitchell Architect, Inc.
 ADDRESS: 285 Talmage Road, Ukiah

- Major Towns & Places
- ▭ City Limits
- ▬ Major Rivers
- ▬ Public Roads
- ▬ Private Roads
- ▬ Driveways/Unnamed Roads



LOCATION MAP

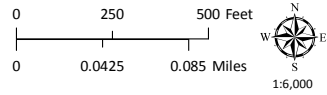
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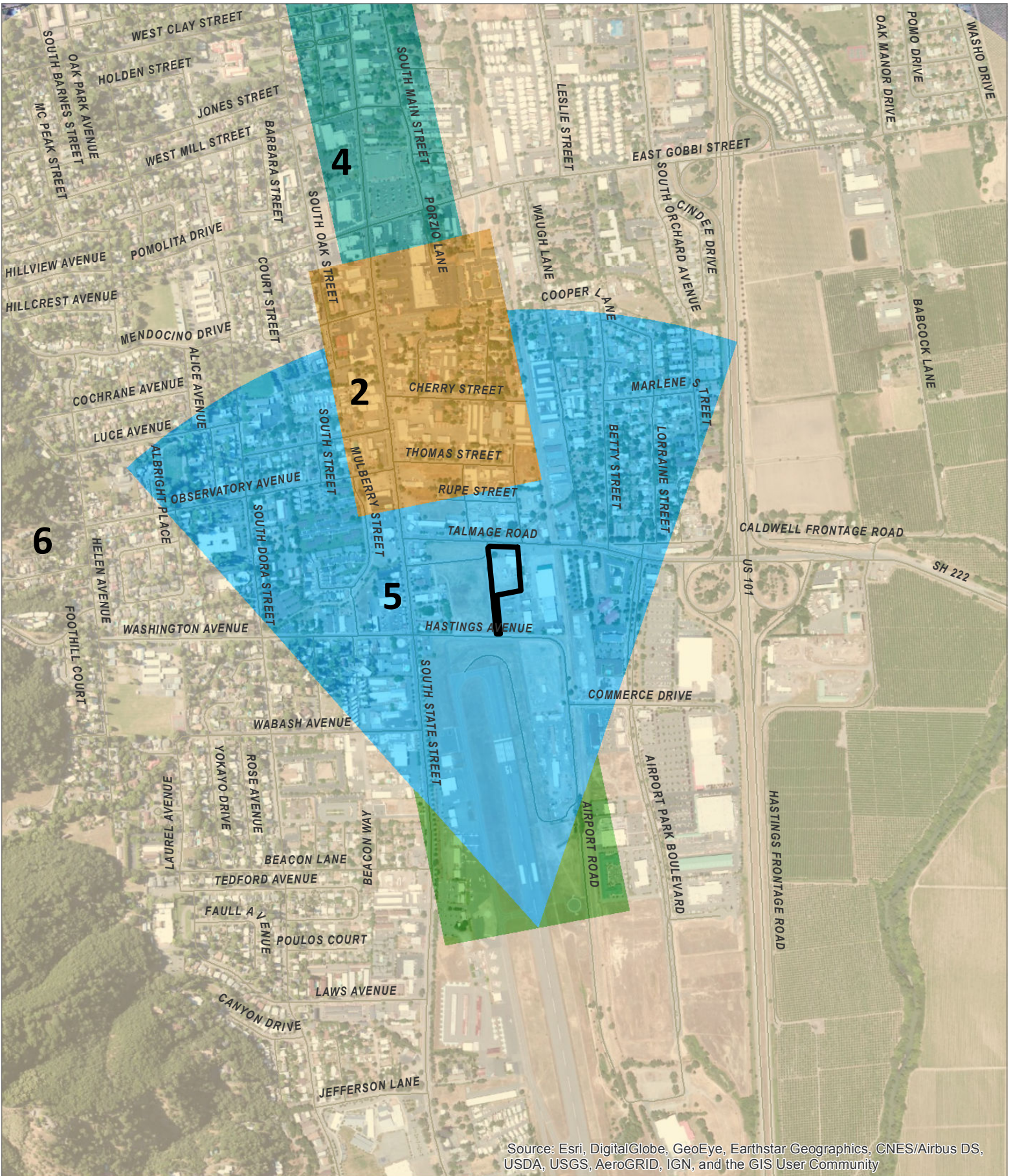
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Public Roads



AIRPORT COMPATIBILITY ZONES

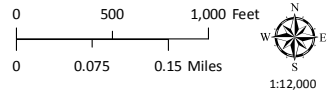
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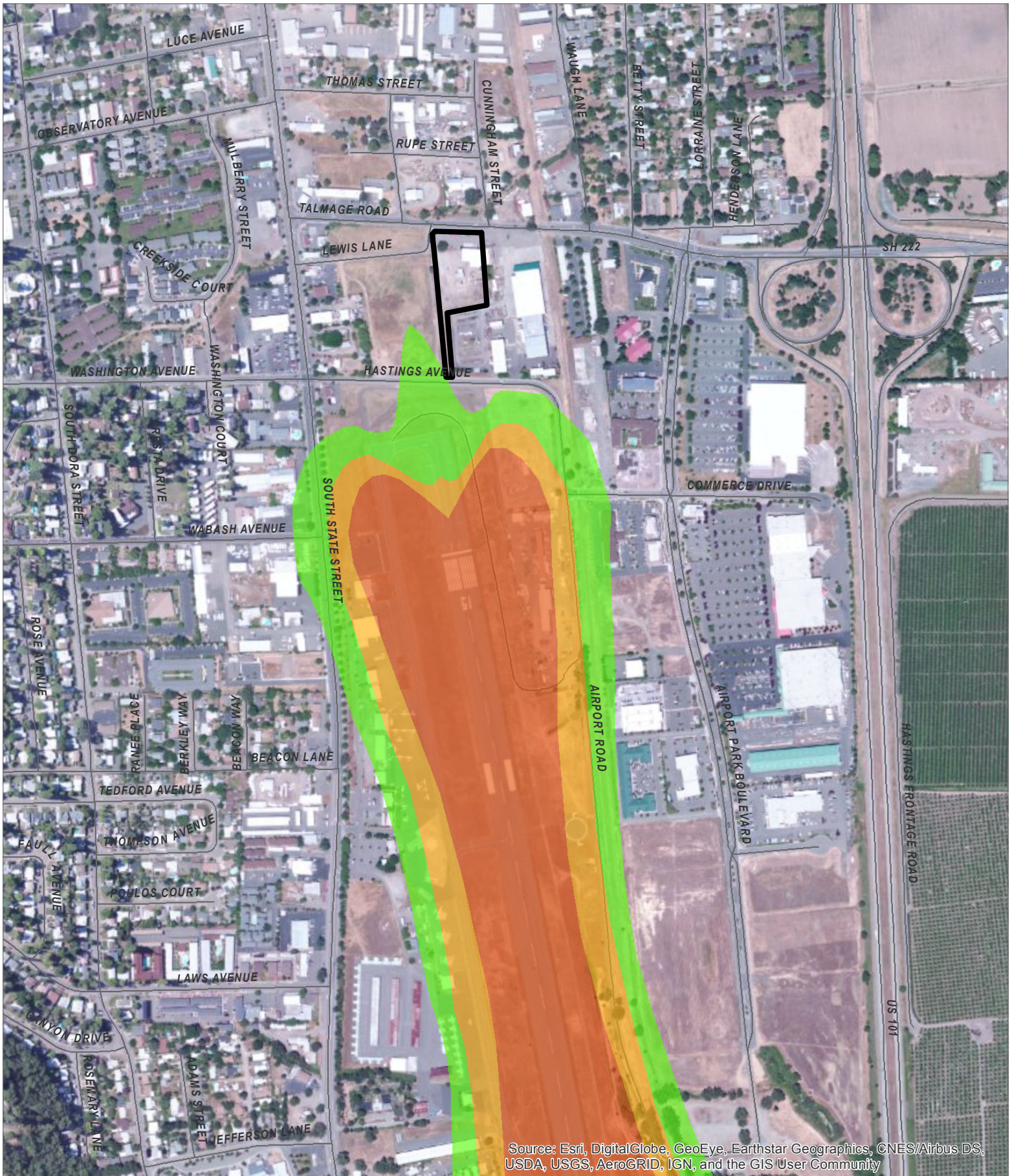
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Public Roads



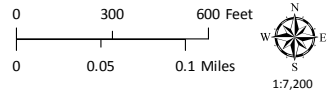
AIRPORT SAFETY ZONES

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- 65 CNEL — Public Roads
- 60 CNEL
- 55 CNEL



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NOISE CONTOURS

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Table 2A
Compatibility Criteria
Mendocino County Airport Land Use Commission

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

Zone	Additional Criteria		Examples	
	Prohibited Uses ⁷	Other Development Conditions	Normally Acceptable Uses ⁸	Uses Not Normally Acceptable ⁸
A	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of aviation easement 	<ul style="list-style-type: none"> Aircraft tiedown apron Pastures, field crops, vineyards Automobile parking 	<ul style="list-style-type: none"> Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses (e.g. amphitheaters) Storage of highly flammable materials⁶ Hazards to flight⁶ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Dedication of aviation easement 	<ul style="list-style-type: none"> Uses in Zone A Single-story offices Single-family homes on an existing lot Low-intensity retail, office, etc. Low-intensity manufacturing Food processing 	<ul style="list-style-type: none"> Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Multiple story offices Hotels and motels Multi-family residential
C	<ul style="list-style-type: none"> Schools Hospitals, nursing homes⁶ Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> Uses in Zone B Parks, playgrounds Two-story motels Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Multi-family residential 	<ul style="list-style-type: none"> Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings
D	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Deed notice required for residential development 	<ul style="list-style-type: none"> All except ones hazardous to flight 	

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NO SCALE

COMPATIBILITY CRITERIA

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Table 2A Continued

Compatibility Criteria

Mendocino County Airport Land Use Commission

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.

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