



Community Development Department  
Planning Services Division  
300 Seminary Ave.  
Ukiah, CA 95482  
planning@cityofukiah.com

**DATE:** September 7, 2018  
**TO:** Mendocino County Airport Land Use Commission  
**FROM:** Craig Schlatter, Community Development Director  
**SUBJECT:** Mendocino County Comprehensive Land Use Plan Consistency Determination for Heritage Mendocino

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## **PROJECT SUMMARY**

An application was received from Kyle Greenhalgh of Heritage Mendocino for approval of a Major Use Permit/Site Development Permit to allow a cannabis microbusiness that would include distribution, dispensary/retail, manufacturing, and processing of recreational and medicinal products within an existing 2,480 sf building. The existing building footprint would not be expanded. Ancillary parking has been proposed for 13 parking spaces within a 4,237 sf parking lot, and curb and sidewalk improvements and accessibility upgrades have also been proposed. The proposed project includes building and parking lot lighting, which would be down-shielded, and signage. The applicant has also proposed 5,081 sf of landscaping, street trees, and a 6-foot tubular steel security fence around the site perimeter.

Please see Attachment 1 for site plans and elevation drawings.

## **PURPOSE OF AGENDA ITEM**

The purpose of this agenda item is to request the Mendocino County Airport Land Use Commission (the "Commission" or the "ALUC") review the project and determine its consistency with the Mendocino County Airport Comprehensive Land Use Plan ("CLUP"). The project was referred to Mendocino County ALUC staff planner Robert Dostalek on June 26, 2018 and the revised project referred on August 7. Comments from Mr. Dostalek were received by City staff on July 6 (original project) and August 8 (revised project), respectively, stating the project may not be consistent with the CLUP and should be formally reviewed by the ALUC.

## **BACKGROUND**

The property is located at 1076 Cunningham Street (previously 150 Perry Street) and is bounded by Rupe Street to the north, Cunningham Street to the east, Talmage Road to the south and Perry Street to the west. Doolin Creek traverses the southern portion of the parcel, and railroad tracks are approximately 260 feet east of the parcel. The existing 2,480 sf building is located on the easternmost portion of APN 003-140-07 which is now recognized as its own 0.56-acre parcel

through Certificate of Compliance 2017-08356 (new APN is 003-140-52). Lot Line Adjustment (LLA) number 18-3221 was approved by the City Engineer on January 11, 2018 but has not been recorded; and the property owner does not intend to record the LLA at this time. The existing building is located approximately 930 feet north of Airport Road and was constructed in the early 1950s. Previous uses include manufacturing, industrial and retail such as door manufacturing, metal fabrication, recycling sorting, packaging and shipping services, and material storage.

**PROJECT LOCATION AND SETTING**

**Assessor’s Parcel Number:** 003-140-52

**Parcel size:** 0.56 acres

**General Plan Designation:** I (Industrial)

**Downtown Design District:** No

**Zoning:** M (Manufacturing)

**Airport Compatibility Zone:** A\*

**Location:** 1076 Cunningham Street

**Applicant:** Kyle Greenhalgh, Heritage Mendocino

Figure 1. General Plan Land Use Category

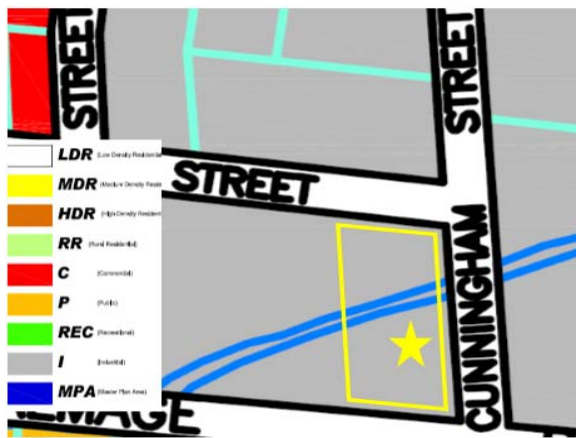


Figure 2. Zoning Designation



Figure 3. Aerial View



The project site is surrounded by parcels zoned Manufacturing (M) and Heavy Commercial (C2). The following uses are directly adjacent to the parcel:

- North:* Ukiah Recycle (industrial/manufacturing)
- East:* My Custom Design (retail/commercial)
- South:* Garton Tractor (retail/commercial)
- West:* Automotive shop/repair (industrial/manufacturing)

The parcel carries a General Plan Land Use designation of Industrial (I) and is zoned Manufacturing (M). Cannabis related businesses are allowed in M zoning districts with approval of a Major Use Permit per City Ordinance 1186, *Ordinance of the City Council of the City of Ukiah Adding and Amending Various Sections of the Ukiah City Code to Regulate Cannabis Related Businesses*, adopted on January 17, 2018.

## ANALYSIS

Airport Compatibility. Per the Ukiah Municipal Airport Master Plan (“Ukiah Master Plan”), the entirety of the parcel is located in Zone A\* of the July 1996 Ukiah Municipal Airport Master Plan Compatibility Zoning Map. As stated in a technical memorandum prepared by Mead & Hunt on December 7, 2017 (Attachment 2), the CLUP “does not indicate what criteria should apply within



Compatibility Zone A\* in the meantime, although presumably the criteria would be those of Zone A. Zone A comprises land within the Runway Protection Zone or Within Building Restriction line.”

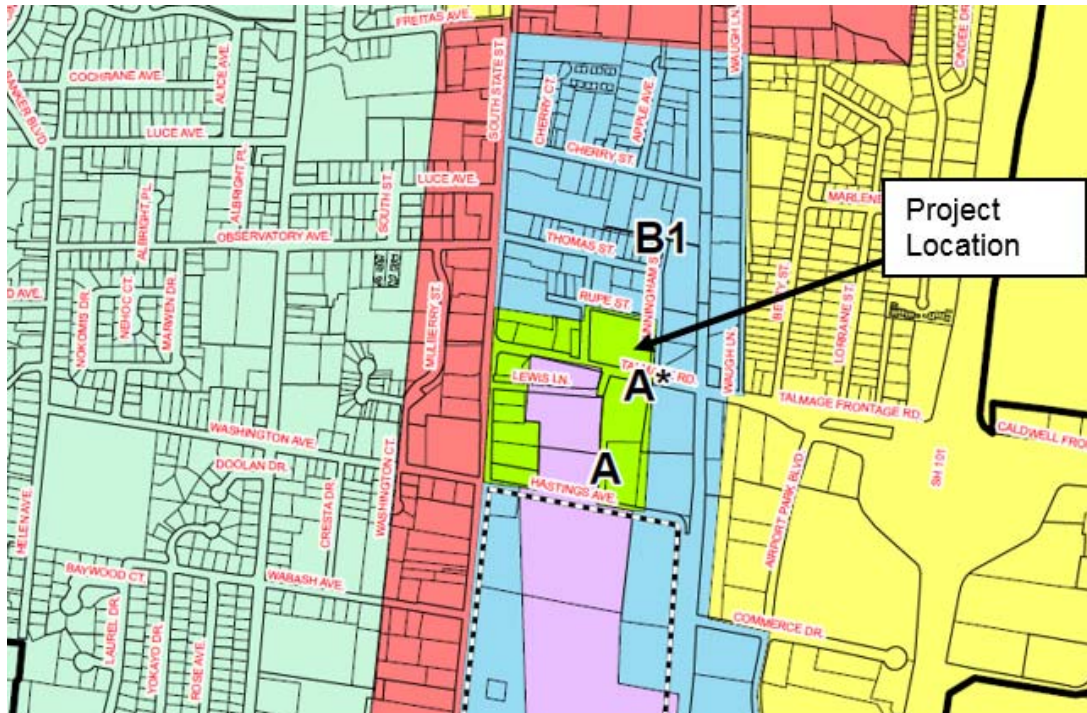


Table 2A of the CLUP (7A in the Ukiah Airport Master Plan) lists all structures except for ones with location set by aeronautical function, assemblages of people, objects exceeding FAR Part 77 height limits, and hazards to flight as uses prohibited within the A Zone. However, the proposed project does not involve construction of new structures and instead is to be located in an existing building. The building was constructed in the 1950s and has had several similar uses to the use proposed by the applicant. In addition, the project does not propose to expand the building or use and the project site is surrounded and bounded by existing development similar in use, size and scale. City staff considers the building existing non-conforming. The CLUP is silent on existing non-conforming uses in the A zone but contains the following guidance provided in Section 2.1.8:

*“Within the context of the CLUP, expansion of existing non-conforming uses up to 20% of the existing structure floor area or 1,000 sf, whichever is greater, is exempt from ALUC formal consistency review and findings. Other expansions outside of the identified “infill” areas discussed in Section 2.1.6 are subject to the discretionary review process normally imposed by the local jurisdictions with review and formal consistency finding by the ALUC...”*

**Density.** Density criteria in the Ukiah Airport Plan Compatibility “A” Zones, which includes both the Runway Protection Zone as Zone “A” and the “A\*” Zone, allows a maximum of 10 persons per acre. This number should include all individuals who may be on the property at one time, such as customers and employees.

Utilizing the Ukiah Municipal Airport Master Plan density criteria, the maximum allowable density is calculated as follows:

0.56 acres x 10 persons/acre = 5.6 ≈ 6 persons maximum density on site at one time.

The maximum building occupancy of the building is 30 persons, which even if applying the 50% reduction adjustment outlined in Appendix C of the CLUP, would exceed the density threshold for the A Zone. However, it is highly improbable for the building to be occupied with this number of people at any one time. According to the applicant, the business is anticipated to have up to 5 employees, working at different times and not to exceed three employees at any one time, and two customers. Therefore, the business does not anticipate having more than 5 persons on site at any one time. The site and existing building have historically been occupied with industrial and manufacturing uses with 5-8 employees and 1-5 customers. The proposed project would not exceed the density that has historically existed on-site.

Open Land. The existing building is 2,480 sf and the lot size is 24,325 sf, resulting in 21,845 sf or 89.8% of open land, and the project does not propose an expansion of the existing building footprint. In addition, open land requirements are intended to be applied with respect to the entire zone, and per the Ukiah Master Plan, "All remaining [open land is] required" in Zone A (including A\*). A large portion of Zone A is owned by the City of Ukiah and is designated as permanent open land. For these reasons Staff interpret the proposed project to have a less than significant impact on the Zone A\* open space. The aggregate amount of open land remaining in Zone A\* meets the intent of the Ukiah Master Plan.

Height. The existing building is 20 feet in height and although the project does not propose to increase the height, an analysis was conducted by Mead & Hunt to calculate the allowable building height (Attachment 3). A request for a determination of the potential of hazards to air navigation was also submitted to the Federal Aviation Administration (FAA).

According to the 2011 CalTrans Division of Aeronautics Airport Land Use Planning Handbook, "the planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulations Part 77 criteria if the development is close to the airport, situated within the runway approach corridors, or on land higher more than 150 feet above the airport elevation." The height analysis is based upon the Federal Aviation Administration Part 77 airspace surfaces as applied to the airport and shown in the approved Airport Layout Plan (ALP) drawing set. Further, because the ALP shows a proposed northward extension of the runway, the Part 77 surfaces are based upon the future runway end. The allowable height of an object at any point under the Part 77 surfaces is the difference between the elevation of the specific airspace surface at that point and the ground elevation at that same location.

The project site lies beneath the approach surface, which slopes upward from a point 200 feet beyond the runway end at a ratio of 34:1 (34 feet horizontally to 1 foot vertically). Using this ratio, the most restrictive height limit on this property is at the point closest to the runway end which, in this case, is the southeast corner adjacent to the intersection of Cunningham Street and Talmage Road. As discussed in Attachment 3, the allowable object height for this location is 34 feet. However, because the approach surface is sloped upward and the ground is relatively level, the allowable height increases moving northward farther from the runway end. For example, at the northwest corner of the parcel the allowable height is 45.4 feet. The existing 20-foot building is well below these height limitations.

## **RECOMMENDATION**

City Staff recommends the Airport Land Use Commission:

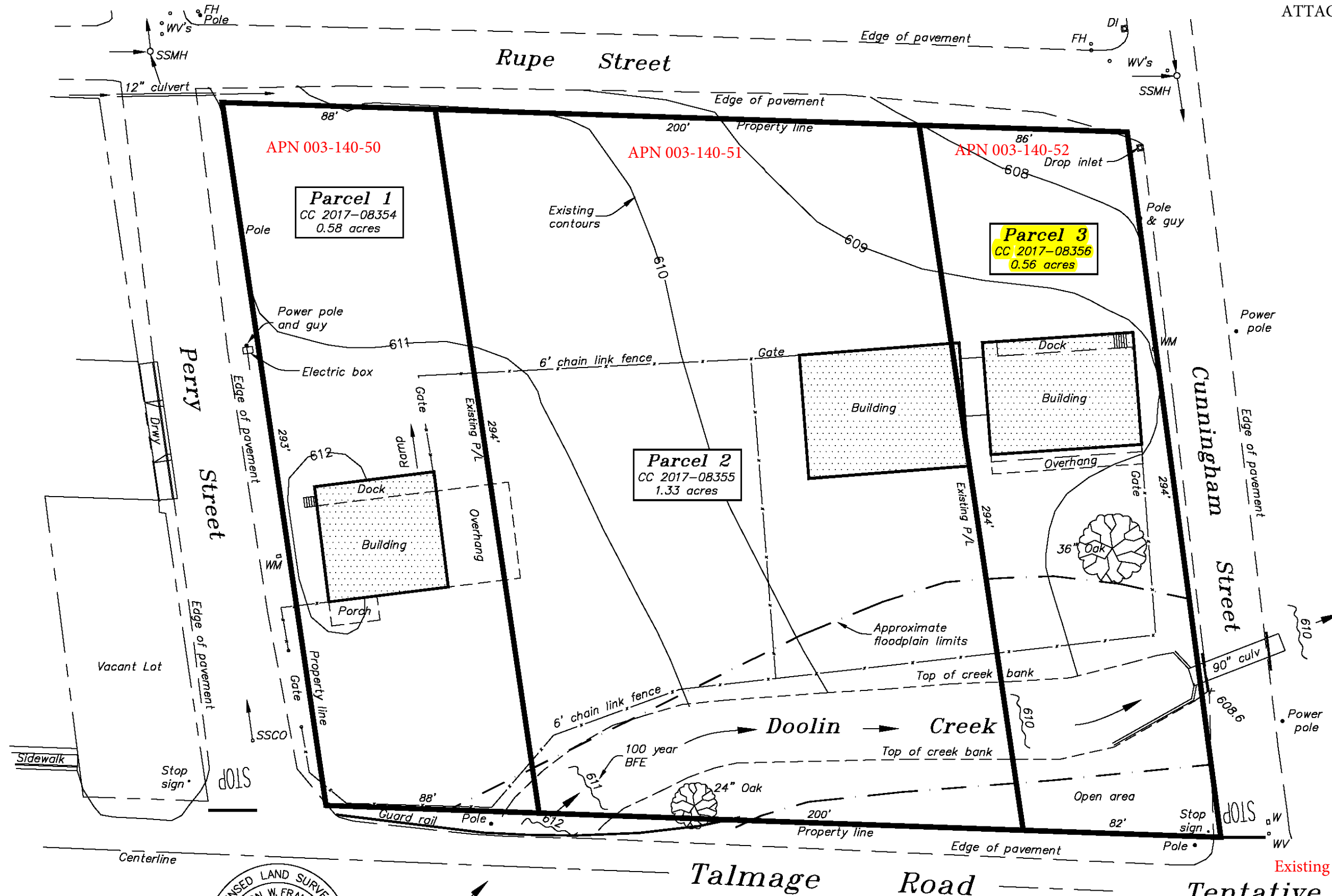
1. Consider the request for a consistency determination submitted by Heritage Mendocino.
2. Consider the Findings 1-4 identified below.
3. Find the proposed project consistent with the Airport Comprehensive Land Use Plan, subject to and in consideration of Findings 1-4 and/or additional findings made by the Commission in support of a consistency determination.

## **FINDINGS FOR CONSIDERATION**

1. The proposed project would be located within an existing building that was constructed prior to the 1996 adoption of the CLUP and the proposed use is consistent with historical uses approved in the past for industrial, manufacturing and retail purposes.
2. It is unreasonable to utilize the Building Code maximum occupancy as the density standard, as it would allow significantly more occupants in the building than was experienced in the past or that is expected with the proposed project. Based on the applicant's number of projected employees and customers, the total credible expected occupancy would be consistent with the Compatibility Zone A density standard. The proposed project would not exceed the density that has historically existed.
3. The proposed project site is surrounded and bounded by existing development similar in use, size and scale.
4. The proposed project would not expose the public to excessive noise and safety hazards associated with airport operations.

## **ATTACHMENTS**

1. Site Plan and Elevations for Heritage Mendocino
2. Mead & Hunt, Inc. Technical Memorandum dated December 13, 2017
3. Mead & Hunt, Inc. Height Restriction Analysis for Heritage Mendocino



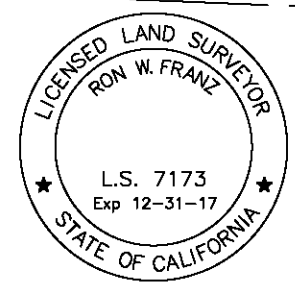
**Owner:**

JBT Investments LLC  
Attn: Joe Thomas  
P.O. Box 171  
Ukiah, Ca 95482  
367-3296

**Site**

AP 003-140-07  
150 Perry Street  
2.47 acres

**Prepared By:**  
Ron W. Franz RCE, PLS  
2335 Appolinaris Drive  
Ukiah, CA 95482  
707-462-1087



**Existing Parcel Configuration**  
**Tentative Map (Existing)**  
for a Lot Line Adjustment at  
Perry & Cunningham Streets  
Sept 11, 2017 -- Scale: 1"=40'

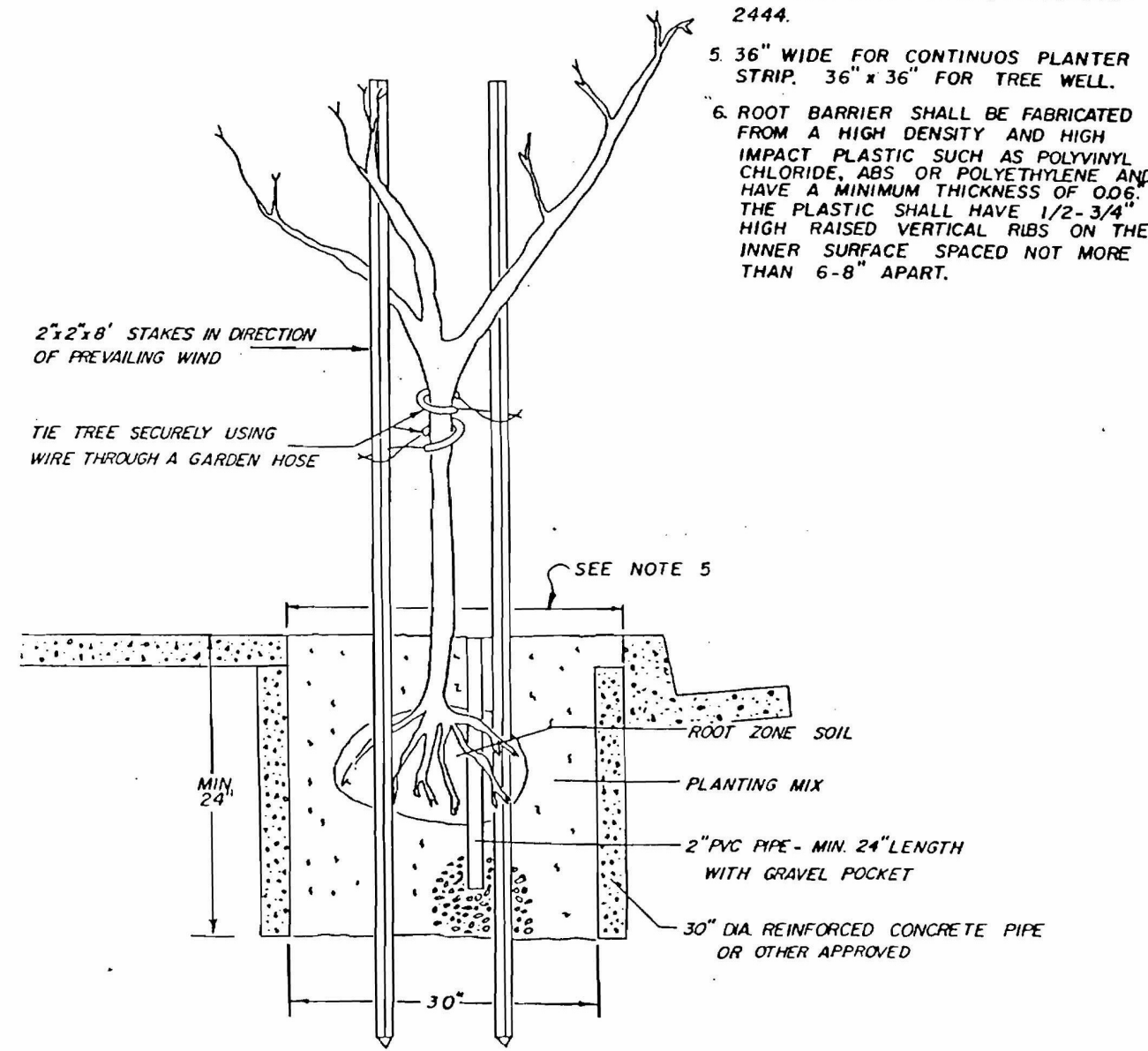




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**GENERAL NOTES**

- ONE TREE PER SINGLE FRONTAGE LOT AND TWO TREES PER DOUBLE FRONTAGE LOT.
- TREES SHALL BE MINIMUM 15 GALLON AND TYPE SELECTED FROM CITY APPROVED LIST.
- MINIMUM TREE HEIGHT SHALL BE 6' ABOVE TOP OF SIDEWALK.
- PRIOR TO EXCAVATION, OWNER/CONTRACTOR SHALL NOTIFY U.S.A., 1-800-642-2444.
- 36" WIDE FOR CONTINUOUS PLANTER STRIP. 36" x 36" FOR TREE WELL.
- ROOT BARRIER SHALL BE FABRICATED FROM A HIGH DENSITY AND HIGH IMPACT PLASTIC SUCH AS POLYVINYL CHLORIDE, ABS OR POLYETHYLENE AND HAVE A MINIMUM THICKNESS OF 0.06". THE PLASTIC SHALL HAVE 1/2"-3/4" HIGH RAISED VERTICAL RIBS ON THE INNER SURFACE SPACED NOT MORE THAN 6"-8" APART.



**CITY OF UKIAH**  
**TREE PLANTING DETAIL**  
 Scale: NONE Drawn By: ML Approved By: R. Russell Drawing No. 602  
 Date: NOV, 1988 Revised: JLV/99



**MONUMENT SIGN**

24,325 TOTAL LOT S.F.  
 (LANDSCAPE: 20% REQUIRED = 4865 S.F.)  
 -LANDSCAPE:.....5081 S.F.  
 -PARKING PAVEMENT:.....4237 S.F.  
 -CONCRETE ACCESS TO TRASH:.....1030 S.F.  
 -SIDEWALK:.....1635 S.F.  
 -BUILDING:.....2480 S.F.  
 -CONCRETE @ ENTRY & ADA PARKING:.... 966 S.F.

**NOTES**

- THIS PLAN IS DIAGRAMMATIC IN NATURE. LOCATION OF IRRIGATION IN FIELD MAY VARY.
- ALL PIPES, WIRES & VALVES TO BE LOCATED IN PLANTERS WHERE POSSIBLE.
- INCORPORATE COMPOST OR NATURAL FERTILIZER INTO THE SOIL TO MIN. DEPTH OF 8" AT A MIN. RATE OF 6 CUBIC YARDS PER 1,000 SQUARE FEET OR PER SPECIFIC AMENDMENT RECOMMENDATIONS FROM A SOILS LABORATORY REPORT.
- A MIN. OF 3" LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS OR DIRECT SEEDING APPLICATIONS
- IRRIGATION: 1/2" DRIP HOSE

**TYPICAL GROUND COVER:**

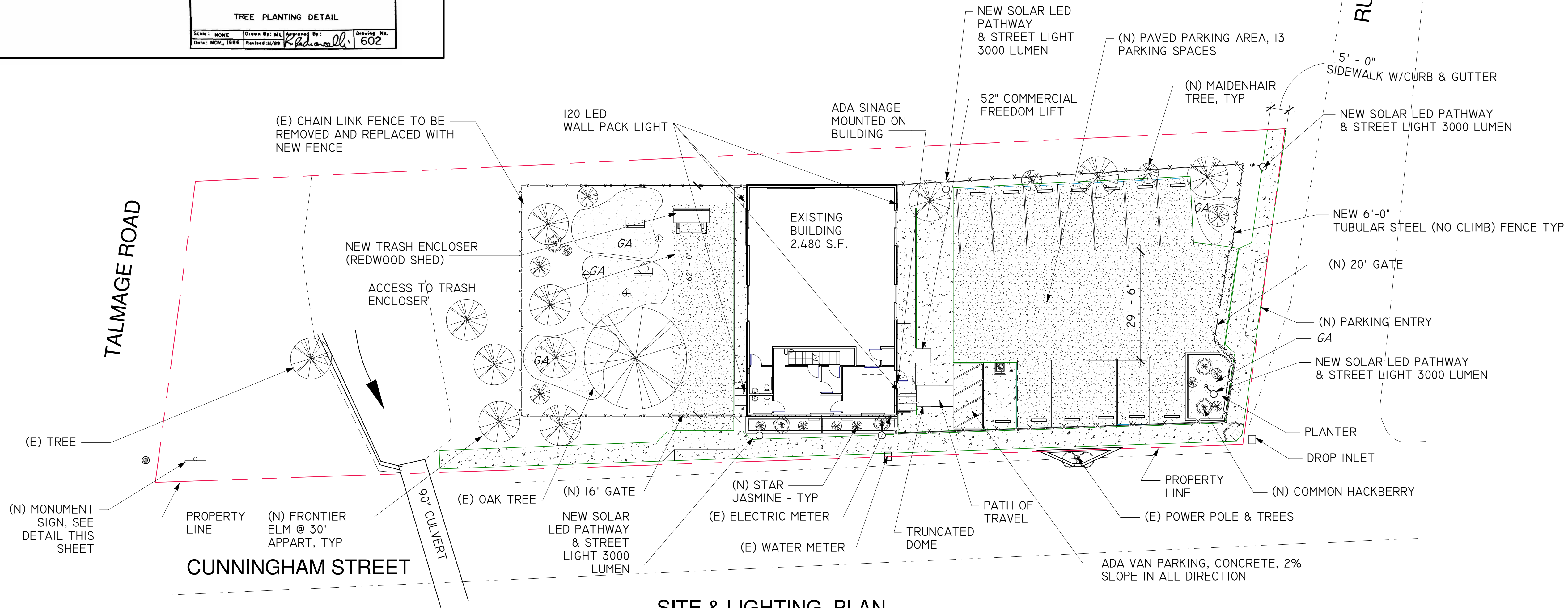
G4 - GAZANIA HYBRID YELLOW/ORANGE (LAWN)

**DRAINAGE**

ALL DOWN SPOUTS, FOOTING AND FOUNDATION DRAINS SHALL CONNECT TO THE STORM DRAINAGE SYSTEM. U.N.O.

**FLATWORK (NEW WORK)**

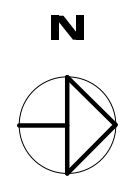
- EXTERIOR CONCRETE (NEW WORK)
- CONCRETE ON 6" CONCRETE BASE ON NON-EXPANSIVE BASE W/ #4 REBAR CONT. ALONG PERIMETER. EDGE FOOTING OF CONCRETE BASE SHALL BE 6" WIDE, WITH 1/8" WIDE CONTROL JOINTS LOCATED EVERY 10' IN BOTH DIRECTIONS AND 1/4" DEEP.
- FINISH GRADE TO SLOPE AWAY FROM FLATWORK @ 1/4" PER FT. PROVIDE 1/2" EXPANSION JOINT W/ FILLER STRIP @ EDGE OF FLAT WORK).
- PROVIDE DECK TO WALL FLASHING. EXTEND FLASHING 4" ABOVE FINISH TERMINATION. TERMINATE WALL FINISH 1-1/2" ABOVE DECK. USE THRESHOLD FLASHING AT DOORS.



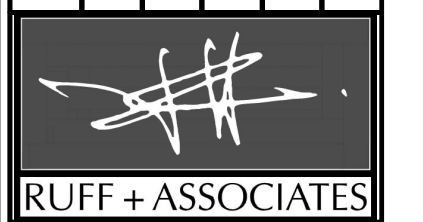
**SITE & LIGHTING PLAN**

1/16" = 1'-0"

**NOTE:**  
 SEE SHEET A1.5 FOR SIDEWALK DETAILS

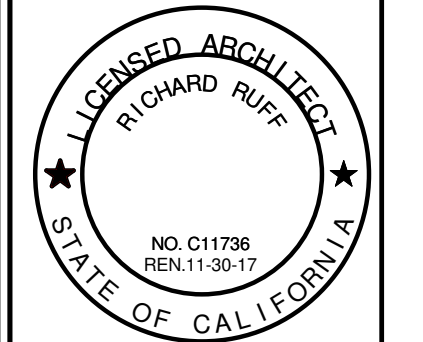


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 Phone: 707-472-0525 Fax: 707-472-0627  
 e-mail: richard@ruffarchitect.com  
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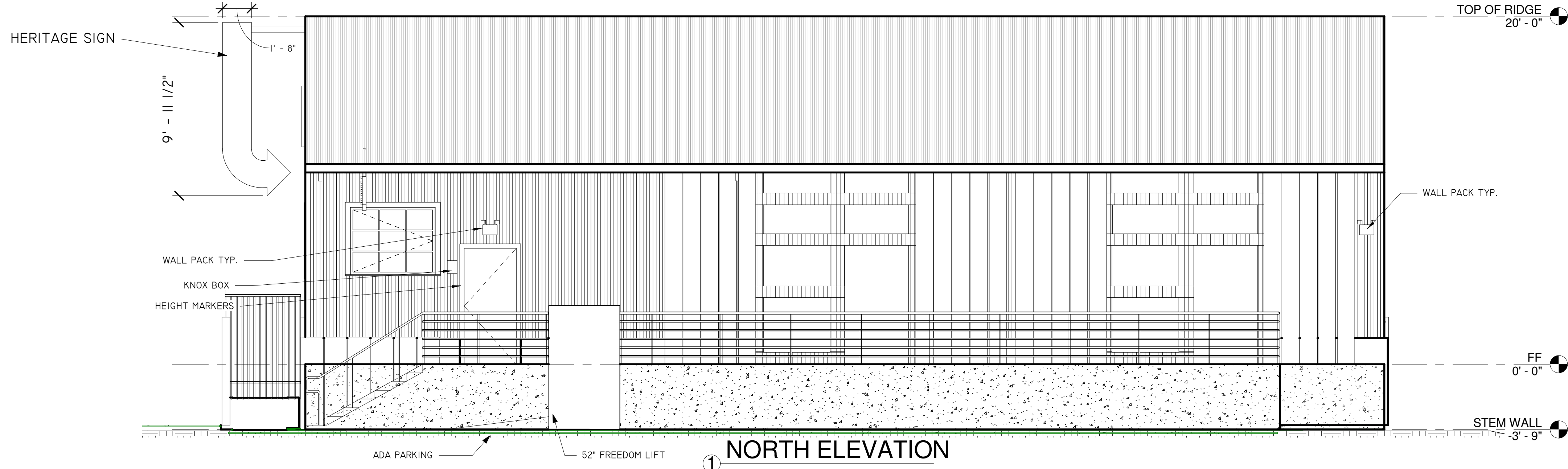
CA License # C11736 - B597217



**TENNANT IMPROVEMENT FOR:**  
**KYLE GREENHALGH**  
**1078 CUNNINGHAM &**  
**TALMAGE RD. UKIAH, CA, 95482**

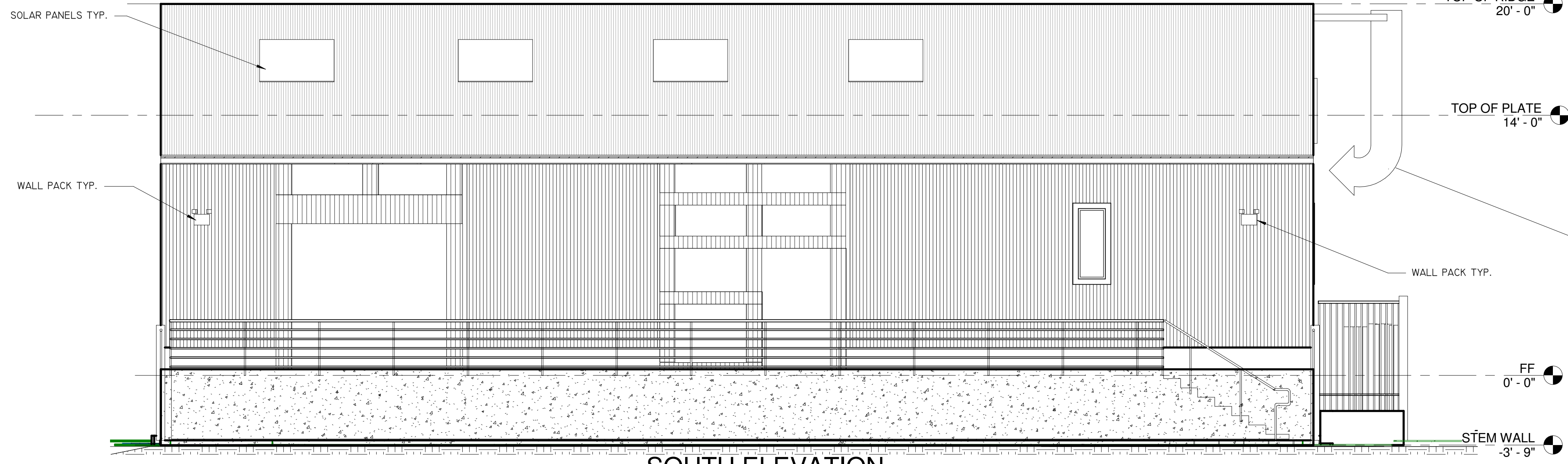
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CHECKED BY	RPR
DATE CREATED	3/10/18
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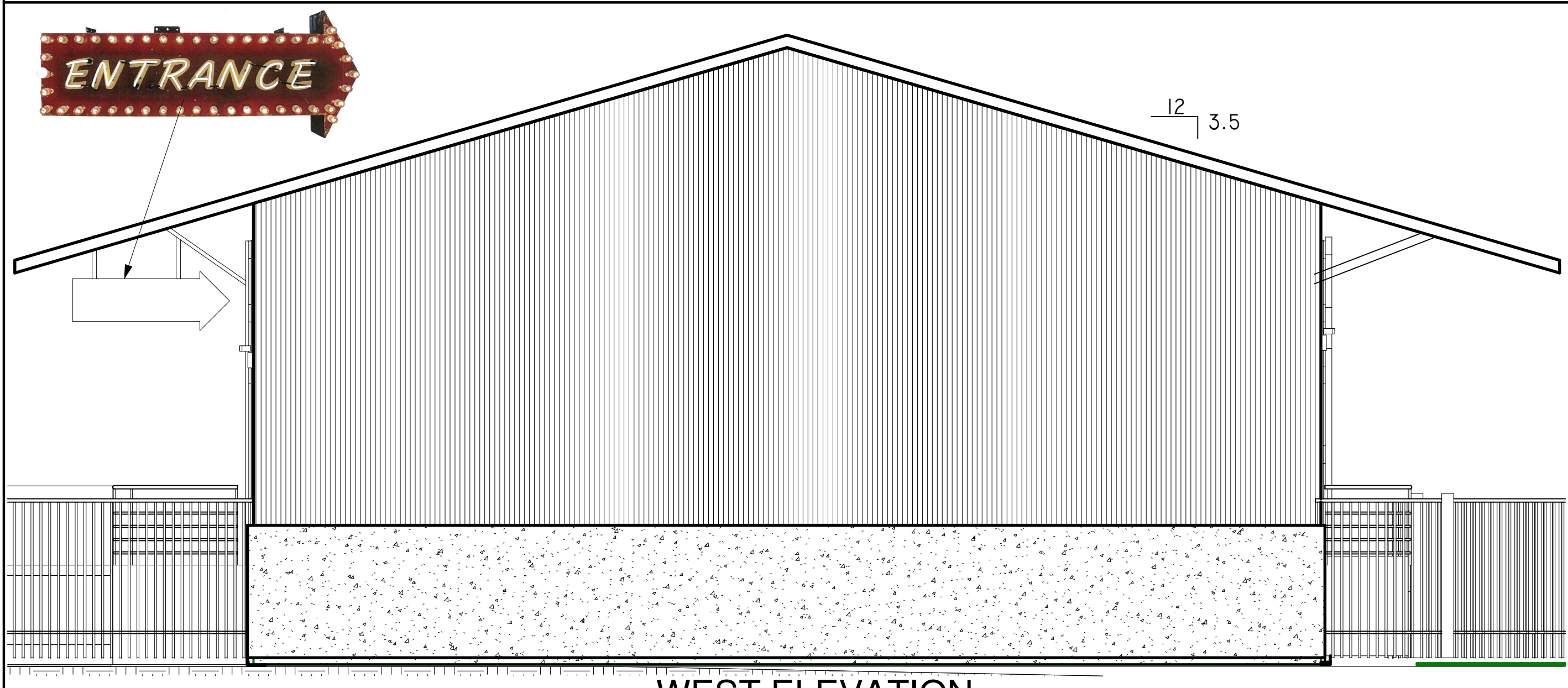


① NORTH ELEVATION  
1/4" = 1'-0"

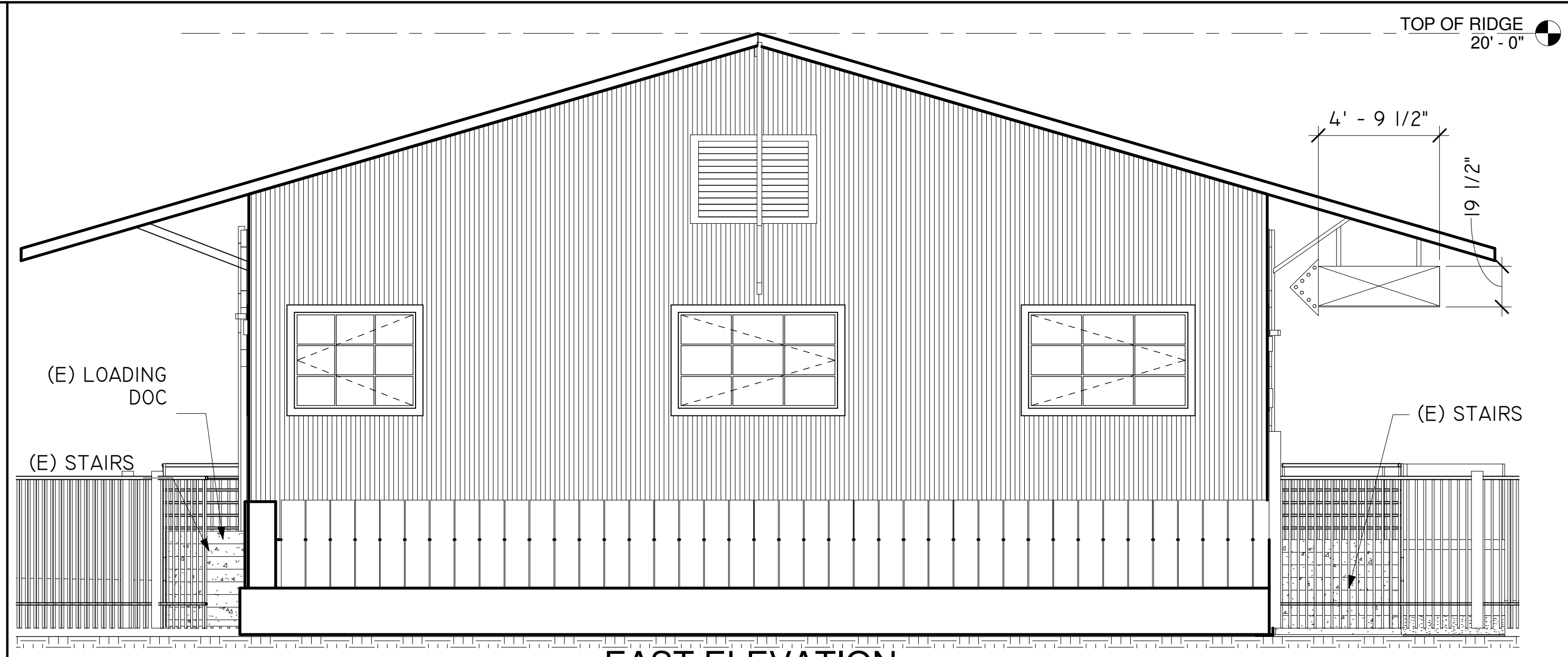
**STREET ADDRESS.**  
THE STREET ADDRESS SHALL BE POSTED ON THE EXTERIOR OF THE BUILDING SO THAT IT IS VISIBLE AND LEGIBLE FROM THE STREET AND/OR FRONTING ROAD. ADDRESS LETTERING SHALL BE IN COMPLIANCE WITH 2001 C.F.C. THE CONTRACTOR SHALL CONFIRM EXACT LOCATION WITH THE OWNER AND BUILDING OFFICIAL PRIOR TO INSTALLATION.



③ SOUTH ELEVATION  
1/4" = 1'-0"



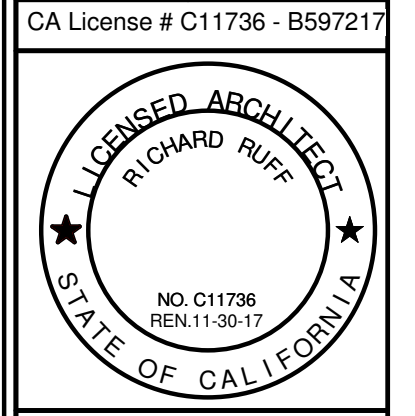
② WEST ELEVATION  
1/4" = 1'-0"



④ EAST ELEVATION  
1/4" = 1'-0"

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**1078 CUNNINGHAM &**  
**TALMAGE RD. UKIAH, CA, 95482**

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① VIEW FROM CUNNINGHAM  
N.T.S.

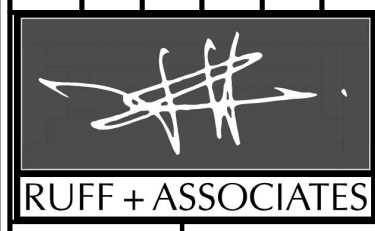


② VIEW FROM RUPE  
N.T.S.



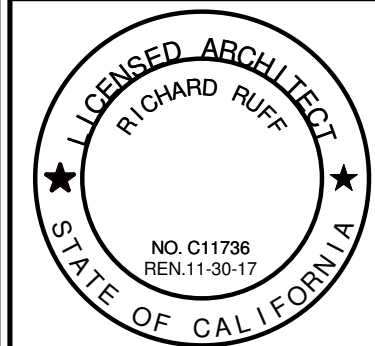
③ VIEW FROM TALMAGE  
N.T.S.

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 KYLE GREENHALGH  
 1078 CUNNINGHAM &  
 TALMAGE RD. UKIAH, CA, 95482

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SHEET OF	





## Technical Memorandum

To: Craig Schlatter, Community Development Director  
City of Ukiah

CC: Greg Owen, Airport Manager  
City of Ukiah

From: Ken Brody, Senior Project Manager  
Corbett Smith, Airport Planner

Date: December 13, 2017

Subject: Issues Concerning Garton Tractor Building Proposal and ALUCP Policies

\* \* \* \* \*

In the telephone conversations that we have had with you and Greg Owen, you asked us to address several airport land use compatibility issues concerning the proposed Garton Tractor building to be situated near the Ukiah Municipal Airport. This memo discusses the following questions:

1. What types of should projects go to the ALUC for review?
2. Should this project go to the ALUC?
3. What criteria should apply regarding development in the airport influence area given that the ALUC's compatibility plan for the airport is outdated?
4. What development, if any, is allowed inside of an RPZ?
5. Is there rationale for the City to allow the project if it is redesigned to remain outside of the RPZ but still in Compatibility Zone A\*?
6. How should the ALUC and City proceed to update the compatibility plan?

### *1. Projects Needing ALUC Review*

The requirements for ALUC review of individual development projects are primarily spelled out in California state airport land use planning statutes (Public Utilities Code Sections 21676 and 21676.5). Language in the June 1996 *Airport Comprehensive Land Use Plan* adopted by the Mendocino County ALUC echoes these requirements.

Certain types of land use actions always are to be referred to the ALUC. These are ones involving adoption or amendment of a general plan, specific plan, zoning ordinance, or building regulations affecting land within an airport influence area. Zoning ordinance and building regulations variances are also normally considered as actions requiring referral if any airport land use compatibility factor is involved.

Other actions may or may not need to be referred depending on the circumstances. State law requires each local agency having territory within an airport influence area to amend its general plan and applicable specific plans to be consistent with the ALUC's plan or to take steps to overrule the ALUC. Until these plans have been referred to the ALUC and deemed consistent with the compatibility plan, or the local agency has overruled the ALUC with respect to these actions, the ALUC can require all individual development actions within the airport influence area be referred for review (PUC Section



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21676.5(a)). Few ALUCs are this rigorous. In Policy 1.3.3, the Mendocino County ALUC narrows the list of actions required to be referred to just a few:

- (a) Any proposed expansion of a city's sphere of influence.
- (b) Proposed land use project by a government entity which exceeds 10,000 square feet.
- (c) Proposed storage of more than 2,000 gallons of fuel or flammables per parcel in portions of the B Zone not lateral to the runway.
- (d) Reconstruction of existing incompatible development with Compatibility Zone A.
- (e) Any proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

The Compatibility Plan's list of actions that "local agencies will continue to refer" once the local plans are made consistent is identical (Policy 1.3.4). Based on state law, however, such referral is optional unless agreed upon by the local agency.

Another exception to the Compatibility Plan's referral requirements is provided in Policy 2.1.8. For nonresidential uses, this policy states that "expansion of non-conforming uses up to 20% of the existing structure floor area or 1,000 square feet, whichever is greater, is exempt from ALUC formal consistency review and findings."

### *2. ALUC Review of Current Project*

Our understanding is that the City's action to approve the proposed Garton Tractor building does not require a general plan, specific plan, zoning ordinance, or building regulations amendment or variance. That being the case, the referral is only required for actions in the above list. The proposed project does not explicitly fit into any of these categories.

However, it is a new building, not an expansion of less than 1,000 square feet to an existing building, and thus does not qualify for the exemption under Policy 2.1.8. Further, it is an action affecting Compatibility Zone A that can be construed as expansion within Zone A in accordance with Policy 1.3.3(d), even if not technically "reconstruction." When there is any doubt, Mead & Hunt encourages the local agency to refer the project to the ALUC.

### *3. Basis for Compatibility Review*

This is a topic about which the City Attorney should be asked. We can say, though, that in working with ALUCs in other counties, their legal counsel has typically advised that the ALUC's consistency determinations be based upon the adopted compatibility plan that is in place even when the plan is known to be outdated. Sometimes in their determination, though, an ALUC will make note of these circumstances. So doing can help the local agency in making the findings necessary to overrule the ALUC.

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### 4. Allowable Development in RPZs

The Runway Protection Zone (RPZ) is a ground level, trapezoidal area at the end of the runway. This area is designated to enhance the protection of people and property on the ground. The FAA recommends that incompatible land uses, objects, and activities not be located inside of an RPZ. The FAA also recommends that an airport operator maintain full control of an RPZ, ideally through fee simple property acquisition. If this is not feasible, land use control may be achieved through the use of easements.

FAA Advisory Circular 150/5300-13A *Airport Design*, states the following land uses are generally permissible:

- Farming that meets specific requirements
- Irrigation channels that meet specific requirements
- Airport service roads, as long as they are not public roads.
- Underground facilities
- Unstaffed navigational aids that are considered fixed-by-function.

The FAA's Memorandum, *Interim Guidance on Land Uses Within a Runway Protection Zone*, dated 9/27/2012, contains additional guidance on land uses that require coordination with the FAA. Table 1 of the memo lists land uses that require coordination with FAA headquarters in Washington D.C. if the proposed land use is to enter the limits of the RPZ. Buildings and structures are one of the listed land uses. If the City wishes to pursue this coordination with FAA headquarters for the placement of a building in the RPZ, there is a specific alternatives analysis that must be documented and presented to the FAA. The alternatives analysis should include:

- A description of each alternative including a narrative discussion and exhibits or figures depicting the alternative.
- Full cost estimates associated with each alternative regardless of potential funding sources.
- A practicability assessment based on the feasibility of the alternative in terms of cost, constructability and other factors.
- Identification of the preferred alternative that would meet the project purpose and need while minimizing risk associated with the location within the RPZ.
- Identification of all Federal, State and local transportation agencies involved or interested in the issue.
- Analysis of the specific portion and percentages of the RPZ affected, drawing a clear distinction between the Central Portion of the RPZ versus the Controlled Activity Area, and clearly delineating the distance from the runway end and runway landing threshold.
- Analysis of (and issues affecting) sponsor control of the land with the RPZ.

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- Any other relevant factors for headquarters considerations.

It is Mead & Hunt's opinion that this effort would be costly, time consuming, and would likely not result in a favorable finding for the project in question.

These standards notwithstanding, the federal government, including the FAA, has no direct authority over local land uses and consequently there isn't an outright prohibition on what land uses can occupy an RPZ. Instead, the FAA uses the grant assurances, which the City agreed to when accepting past FAA grants, as a mechanism for compliance. If the City were to proceed with an action that the FAA determined to violate these grant assurances, there is the potential for the City to be unable to obtain future FAA grants and also the potential requirement to repay past grants.

Table 2A of the ALUCP reflects the FAA standards. The criteria for Compatibility Zone A explicitly prohibits:

- All structures except ones with location set by aeronautical function
- Assemblages of people
- Objects exceeding FAR Part 77 height limits
- Hazards to flight.

Importantly, though, the boundary of Compatibility Zone A does not directly match the limits of the either the present or future RPZ as described below. Instead, it follows the airport property line in the area. Additionally, an A\* zone is created to encompass the remainder of the RPZ at this end of the runway. This zone boundary also mostly follows property lines rather than the RPZ boundaries. ALUCP Policy 6.1 recognizes the private ownership of land in Compatibility Zone A\*, by stating that "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." Unfortunately, the ALUCP does not indicate what criteria should apply within Compatibility Zone A\* in the meantime, although presumably the criteria would be those of Zone A.

### *5. Acceptability of this Project if Not in RPZ*

As currently proposed, a small portion (approximately 1,000 square feet) of the Garton Tractor building would fall within the outermost, northeast corner of the present Ukiah Municipal Airport RPZ. The FAA RPZ standards as well as the ALUC's policies regarding Compatibility Zone A would apply. Complicating the situation, however, is that the 2016 Airport Layout Plan (ALP) that both the City and the FAA have approved proposes a future 465-foot northern extension of the runway. The RPZ would shift a corresponding distance, with the result being that, because of the RPZ's trapezoidal shape, the proposed building would fall just outside the edge of the future RPZ.

However, the change to the future RPZ as depicted on the ALP would only occur after the runway end is physically shifted north. Before that can happen, justification must be presented to the FAA that the



## Technical Memorandum

Craig Schlatter

December 13, 2017

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runway should be extended to the north to better suit the aviation users, the environmental review process must be completed, and funding must be approved. Accomplishment of the project is thus undoubtedly many years away. The City therefore needs to continue protecting the present RPZ for the foreseeable future and also to protect the future RPZ in order to preserve the prospects for accomplishing the extension.

Unless the City wishes to go through the process of seeking FAA acceptance of the proposed building or to simply ignore the FAA standards on the basis that the City does not own the property, the primary remaining option is for the building's design to be modified so it falls entirely outside of both RPZs. The modified building would probably still be in Compatibility Zone A\* and remain in conflict with the ALUCP criteria for this zone, but it would likely be acceptable in terms of FAA standards. From an FAA perspective, the remaining concern likely would be to ensure that the building is not an airspace obstruction.

Another option, as discussed below, is to update the ALUCP. However, even if the A\* zone boundary were to be adjusted to match FAA criteria, a corner of the building would or should be in this zone. Until the proposed runway extension is implemented, the ALUCP should protect for both configurations. Also, any changes to the zone boundaries would still place the building in Compatibility Zone B1 and the criteria for that zone would apply. While our understanding of the proposed use of the new building is that it would be low-intensity, we have not done an evaluation of its consistency with the Compatibility Zone B1 intensity criteria. The project's compliance with one other criterion for this zone—"locate structures maximum distance from extended runway centerline"—could also be debated.

### 6. Updating the ALUCP

In theory, the ALUCP should have been updated as necessary at the time the new ALP was approved by City and the FAA. As is the case with ALUCs in many counties, however, funding for this task was undoubtedly lacking. The entire ALUCP really needs updating as it is over 20 years old and does not adhere to current Caltrans *Airport Land Use Planning Handbook* guidance or the procedures and criteria adopted by other ALUCs in recent years. We recognize, however, that such an endeavor is well beyond anything being contemplated by the County.

What could be done fairly economically, however, is to simply update the Ukiah Municipal Airport Compatibility Map found on page 3-15 of the ALUCP. If the focus of the update were to be limited just to the areas affected by the runway and RPZ changes and not get into issues of the criteria applied in the zones, this task should involve minimal effort. Some CEQA documentation would nonetheless be necessary, particularly if any locations would be affected by greater restrictions. If you would like, Mead & Hunt would be happy to work with you to define a scope and budget for an update of this type.

**Michelle Irace**

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**From:** Ken Brody <ken.brody@meadhunt.com>  
**Sent:** Tuesday, August 28, 2018 5:01 PM  
**To:** Michelle Irace  
**Subject:** Allowable Height for Objects on Property at 150 Perry Street

Michelle...

This message documents our conversation today regarding how tall structures and other objects on the above property can be without penetrating the airspace surfaces for the Ukiah Municipal Airport. The analysis is based upon the Federal Aviation Administration Part 77 airspace surfaces as applied to the airport and shown in the approved Airport Layout Plan (ALP) drawing set. Further, because the ALP shows a proposed northward extension of the runway, the Part 77 surfaces are based upon the future runway end. This is true even though the landing threshold for this end of the runway (Runway 15) will remain where the runway currently ends, thus resulting in what is known as a displaced threshold.

In simple terms, the allowable height of an object at any point under the Part 77 surfaces is the difference between the elevation of the specific airspace surface at that point and the ground elevation at that same location. The particular property in question lies beneath the approach surface which slopes upward from a point 200 feet beyond the runway end at a ratio of 34:1 (34 feet horizontally to 1 foot vertically). The calculation methodology is slightly different for points under other surfaces although the allowable height is still represented by the difference between the airspace surface and the ground elevation.

The most restrictive height limit on this property is at the point closest to the runway end which, in this case, is the southeast corner adjacent to the intersection of Cunningham Street and Talmage Road. This point is approximately 880 feet horizontally from the beginning of the 34:1 approach surface. Vertically, the approach surface starts at the same elevation as the runway end which, for Runway 15, is shown on the ALP as being 618.1 feet above mean sea level (MSL). The elevation of the approach surface at the southeast corner of the property is thus  $(880/34)+618.1$  or 644.0 feet MSL. Available topo data indicates that the ground elevation at this corner is approximately 610.0 feet MSL, resulting in an allowable object height of 34.0 feet  $(644.0-610.0)$ .

Because the approach surface is sloped upward and the ground is relatively level, the allowable height increases moving northward farther from the runway end. At the northwest corner of the Parcel 3 portion of the property, 1,200 feet from the runway end and having an elevation of 608.0 feet, the allowable height is 45.4 feet  $[(1,200/34)+618.1]-608.0$ .

I trust that this message provides the information you need regarding this property, as well as some indication of the methodology involved in the calculation. As always, please don't hesitate to get back in touch with me if you have any questions.

Ken

**Kenneth A. Brody | Senior Project Manager, Aviation Services**

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