



**COUNTY OF MENDOCINO**  
**DEPARTMENT OF PLANNING AND BUILDING SERVICES**

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**MEMORANDUM**

**TO:** Airport Land Use Commission  
**FROM:** Robert Dostalek, Planner III  
**DATE:** November 15, 2018  
**RE:** ALUC\_2018-0002 (Garton Tractor) Overrule

On August 16, 2018, the Mendocino County Airport Land Use Commission (ALUC) adopted Resolution No. AC\_2018-0001 finding the above referenced project inconsistent with the Mendocino County Airport Comprehensive Land Use Plan (ACLUP).

On October 18, 2018, the Mendocino County Department of Planning and Building Services received notification from the City of Ukiah that the City will be bringing the project forward for a proposed Overrule Decision. As such, the ALUC has 30 days from October 18, 2018 to provide any additional comment on the project in order to be considered as a component of the Overrule Decision. The City proposed resolution to overrule along with the August 16, 2018 ALUC hearing materials are attached for your review.

**Attachments:**

- A. County of Mendocino Signed Resolution
- B. City of Ukiah proposed Overrule Resolution dated October 18, 2018
- C. City of Ukiah Complete Packet from 8-2-18
- D. County of Mendocino Complete Packet from 8-2-18

Resolution Number AC\_2018-0001

County of Mendocino  
Ukiah, California  
August 16, 2018

ALUC\_2018-0002 – GARTON TRACTOR ACLUP CONSISTENCY DETERMINATION

RESOLUTION OF THE AIRPORT LAND USE COMMISSION, COUNTY OF MENDOCINO, STATE OF CALIFORNIA, FOR AIRPORT COMPREHENSIVE LAND USE PLAN CONSISTENCY DETERMINATION TO CONSTRUCT A NEW 5,770± SQ. FT. EQUIPMENT SERVICE AND REPAIR BUILDING WITH A MAXIMUM HEIGHT OF 21 FEET, 8 INCHES.

WHEREAS, the applicant, Garton Tractor, filed an application on June 28, 2018 for an Airport Comprehensive Land Use Plan Consistency Determination with the Mendocino County Department of Planning and Building Services to construct a new 5,770± sq. ft. equipment service and repair building with a maximum height of 21 ft. 8 in., in the City of Ukiah, 1± mile southeast of the Ukiah town center, lying on the south side of Talmage Road, 800± feet east of its intersection with South State Street, located at 285 Talmage Road (APN: 003-230-34) (the "Project"); and

WHEREAS, in accordance with applicable provisions of law at a duly noticed public hearing on August 2, 2018, the Mendocino County Airport Land Use Commission reviewed Case ALUC\_2018-0002 for consistency with the Mendocino County Airport Comprehensive Land Use Plan (the "ACLUP") at which time the Airport Land Use Commission heard and received all relevant testimony and evidence presented orally or in writing regarding the Project. All interested persons were given an opportunity to hear and be heard regarding the Project; and

WHEREAS, on August 2, 2018, the Airport Land Use Commission, approved a motion of intent finding the Project to be inconsistent with the ACLUP and directed staff to prepare written findings; and

WHEREAS, the Airport Land Use Commission has had an opportunity to review this Resolution and finds that it accurately sets forth the intentions of the Airport Land Use Commission regarding the Project.

NOW, THEREFORE, BE IT RESOLVED, that based on the evidence in the record, the Airport Land Use Commission makes the following findings and determinations:

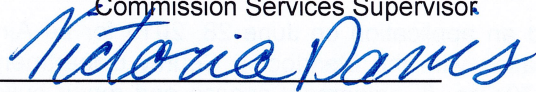
1. **Findings of Inconsistency with the Airport Comprehensive Land Use Plan (ACLUP):** The proposed Project is not consistent with the ACLUP. The Project site is located in Airport Compatibility Zone A\* of the Mendocino County Airport Comprehensive Land Use Plan, which is the zone most restrictive of new structural development. The asterisk in "Zone A" indicates those properties are intended to be acquired by the City of Ukiah either in fee or controlled by obtaining approach protection easements. Overall, Zone A is intended to be restricted to uses which promote the most unobstructed, open land (e.g. pastures, field crops, automobile parking, as shown in Appendix D). Pursuant to Table 2A of the ACLUP, properties within Zone A are to preserve all remaining open land, and the only permissible structures are those with a location set by their aeronautical function. The proposed Project, which includes the erection of a new structure in Zone A\*, is inconsistent with that requirement.
2. **Additional Findings Regarding the ACLUP:** In support of the Project, the applicant has noted that the ACLUP has not been updated since 1996 and contends that because of changes in the configuration of the Runway Protection Zone ("RPZ") for the Ukiah Municipal Airport, the Zone A\* designation for this parcel is no longer appropriate. Although the applicant provided documentation to show that the Project does not encroach within the RPZ, it remains within Zone

A\* of the ACLUP. The Commission's sole function in this proceeding is to determine whether the proposed Project is consistent with the property's Zone A\* designation under the ACLUP. Based on the information presented, the Commission finds that the Project is not consistent.

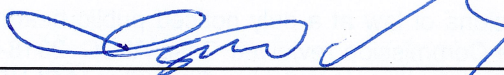
BE IT FURTHER RESOLVED that the Airport Land Use Commission designates the Commissions Services Supervisor as the custodian of the document and other material which constitutes the record of proceedings upon which the Airport Land Use Commission determination herein is based. These documents may be found at the office of the County of Mendocino Planning and Building Services, 860 North Bush Street, Ukiah, CA 95482.

*I hereby certify that according to the Provisions of Government Code Section 25103 delivery of this document has been made.*

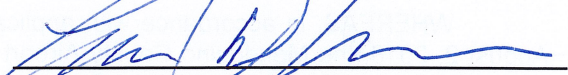
ATTEST: VICTORIA DAVIS  
Commission Services Supervisor

By: 

BY: IGNACIO GONZALEZ  
Interim Director



ERIC CRANE, Chair  
Airport Land Use Commission





October 18, 2018

Mendocino County Airport Land Use Commission  
C/O Robert Dostalek, Mendocino County Staff Planner  
Department of Planning and Building Services  
860 N Bush St  
Ukiah, CA 95482

Dear Commissioners:

At the September 19, 2018 meeting of the Ukiah City Council, the City Council directed City staff to prepare a proposed Overrule Decision and findings for the overrule of the Mendocino County Airport Land Use Commission's August 2, 2018 determination (findings adopted by the Airport Land Use Commission on August 16, 2018) that the construction of a new building by Garton Tractor, located at 285 Talmage Road, was not consistent with the Mendocino County Airport Comprehensive Land Use Plan.

In accordance with Public Utilities Code and the California Airport Land Use Planning Handbook, the City of Ukiah Community Development Department is submitting a copy of the following for comment:

- Draft resolution of the proposed overrule decision
- Attachment 1 to draft resolution- Findings supporting the proposed overrule

The Mendocino County Airport Land Use Commission has **30 days** from the date of receipt of this letter to submit comments on the proposed overrule decision and/or the findings. If the Commission does not submit comments within this time period, comments will not be considered during the City Council overrule public hearing.

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig Schatter", is written over a white background.

Craig Schatter  
Director of Community Development

Enclosures: (2)

CC: California Pilots Association  
Lawrence Mitchell, Applicant Representative, Garton Tractor  
Sage Sangiacomo, City Manager  
David Rapport, City Attorney  
Greg Owen, Airport Manager

**PROPOSED RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF UKIAH OVERRULING FINDING OF  
MENDOCINO COUNTY AIRPORT LAND USE  
COMMISSION**

**WHEREAS:**

1. On August 16, 2018, the Mendocino County Airport Land Use Commission ("ALUC") adopted Resolution No. ALUC\_2018-0002- Garton Tractor ACLUP Consistency Determination ("Consistency Determination; and

2. The Consistency Determination found that the Garton Tractor project, as proposed (the "Project"), is inconsistent with the Mendocino County Airport Land Use Plan (the "ACLUP") for the Ukiah Municipal Airport, because the Project proposes new structural development within Compatibility Zone A\*, and the ACLUP does not allow any new structural development within Compatibility Zone A and A\*; and

3. The ALUC found that while the Project would not encroach on the currently approved Runway Protection Zone ("RPZ") for the Ukiah Municipal Airport, that does not affect the ALUC's determination that the Project is inconsistent with ACLUP, because the ALUC's role is limited to determining whether the Project is inconsistent with the ACLUP as it currently reads.

4. On September 19, 2018, at its continued public hearing on the appeal of the City of Ukiah Planning Commission decision approving the Project, the City Council directed the Director of Community Development ("Director") in consultation with the City Attorney to prepare a proposed decision overruling the Consistency Determination; and

5. The City Council directed the Director to prepare the proposed decision to overrule the Consistency Determination based on ultimate findings that:

a. the Project will be located entirely outside the RPZ; and

b. based on staff's review in consultation with Mead & Hunt, Inc., the Project as proposed does not appear to encroach on the Avigation Easement granted to the City on the Project site. Accordingly, the City may not rely on the Avigation Easement to prohibit development of the Project; and

c. because the City is not in a position to acquire title to the Project site and the Project does not encroach on the existing avigation easement, the City cannot effectuate the restriction on the development of new structures in accordance with the requirements in the A\* zone that specify that the City intends to prevent new structures within the A\* zone by purchasing the property or avigation easements in the property. Moreover, the City and not the ALUC bears exclusive liability for any overregulation of property resulting from implementation of the ACLUP; and

6. The City Council directed the Director to provide the California Department of Transportation, Division of Aeronautics ("Division") and the ALUC with notice of this proposed decision overruling the Consistency Determination no less than 45 days before a continued public hearing before the City Council on the appeal of the Planning Commission decision approving the Project and the Division and ALUC have 30 days from date they are served with this Proposed Decision to file with the City Clerk any comments they may have about the proposed decision;

**NOW, THEREFORE, BE IT RESOLVED** as follows:

1. The City Council adopts the findings contained in Attachment 1.

2. Based on the findings in Attachment 1 and the ultimate findings in Recital No. 5, the City Council finds that Project as conditioned by the Planning Commission decision: (1) is not inconsistent with the restrictions on new structures in the A\* zone and (2) will minimize the public's exposure to excessive noise and safety hazards within area where the Project is located.

3. Based on the findings in Nos. 1 and 2 above, the City Council overrules the Consistency Determination.

PASSED AND ADOPTED this \_\_\_th day of \_\_\_\_\_ 2018, by the following roll call vote.

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Kevin Doble, Mayor

ATTEST:

\_\_\_\_\_  
Kristine Lawler, City Clerk

# ATTACHMENT 1

## FINDINGS FOR PROPOSED UKIAH CITY COUNCIL OVERRULE OF MENDOCINO COUNTY AIRPORT LAND USE COMMISSION DETERMINATION OF INCONSISTENCY WITH REGARD TO PROPOSED GARTON TRACTOR SHOP BUILDING

1. The *Mendocino County Airport Comprehensive Land Use Plan (ACLUP)* was adopted by the Mendocino County Airport Land Use Commission (ALUC) in 1993 and revised in 1996. This countywide document contains the individual plans for each of the airports in the county, including Ukiah Municipal Airport (UKI). A policy amendment pertaining only to UKI was made in 2010 (the amendment concerned public facility buildings).
2. The ACLUP Compatibility Map for UKI is based upon the 1996 UKI Airport Layout Plan (ALP). That ALP shows the existing north end of the runway (Runway 15) as relocated 585 feet from the physical end of the pavement. This configuration matches the way that the runway exists today. The 1996 ALP indicates that the existing Runway Protection Zone (RPZ) for Runway 15 had dimensions of 500 feet width at the inner end, 1,700 feet length, and 1,010 feet width at the outer end. These dimensions match the Federal Aviation Administration (FAA) airport design standards which were in place at that time for runways in the UKI runway category and having a nonprecision approach.
3. The UKI ALP was updated in 2015. This newer ALP depicts both the existing and a proposed future configuration for the north end of the runway. The future configuration would utilize pavement that already exists to shift the runway end 465 feet northward, thereby increasing the runway length by that amount. The landing threshold would remain where the runway now ends, thus creating a 465-foot displaced threshold. The 2015 ALP shows the existing RPZ as having dimensions of 500 feet width at the inner end, 1,000 feet length, and 700 feet width at the outer end. This reduction in the RPZ dimensions reflects a change in FAA design standards since 1996, not any difference in the type of approach to Runway 15. The future RPZ would keep the same dimensions, but would shift 465 feet northward as dictated by the proposed runway end shift. The ALUC has not updated the UKI ACLUP to reflect these changes.
4. The 1993/96 ACLUP establishes two compatibility zones encompassing the RPZ depicted on the 1996 ALP. Compatibility Zone A is the portion of the RPZ that is on airport property. Compatibility Zone A\* contains privately owned parcels that are at least partly within the 1996 RPZ. The City of Ukiah owns aviation easements on each of these parcels. The compatibility criteria for both zones prohibit all new structures and any use that would have more than 10 people per acre. Adjoining Compatibility Zone A\* and falling almost entirely outside of the 1996 RPZ or either of the 2015 RPZs is Compatibility Zone B1 (the two very small outer corners of the 1996 RPZ that extend into Compatibility Zone B1 are within public street rights-of-way). Compatibility criteria for this zone limit nonresidential uses to no more than 60 people per acre and prohibit risk-sensitive uses such as schools and hospitals, highly noise-sensitive uses, and uses where highly flammable materials are stored.
5. The Garton Tractor property lies fully within Compatibility Zone A\* as well as the 1996 RPZ. All but the southern edge of the property is outside of the 2015 existing RPZ. Approximately a third of the eastern side of the property is outside of the future RPZ for the proposed extended runway. Garton Tractor proposes to construct a new single-story agricultural equipment maintenance building, approximately 5,770 square feet in size, along the eastern side of the property. The intended purpose of the building is to

## ATTACHMENT 1

consolidate functions already taking place on the property, in some cases outdoors and in locations within the 2015 future RPZ. The proposed building location is outside of either RPZ depicted on the 2015 ALP, but is within the 1996 RPZ.

6. If the Compatibility Zone A\* boundary were to coincide with the combined outline of the 2015 existing and future RPZs, the proposed building would be within Compatibility Zone B1 and would meet the 1993/96 ACLUP compatibility criteria for that zone.
7. Safety compatibility guidelines contained within the 2011 Caltrans *Airport Land Use Planning Handbook* (Handbook) are also relevant to the proposed Garton Tractor project, especially because the UKI ACLUP has not been updated to be based upon the adopted UKI ALP as state law says it should be. Figure 3A of the Handbook depicts example safety compatibility zones. Example 2, for medium general aviation runways (ones having a length of 4,000 to 5,999 feet), is most applicable to UKI's 4,423-foot existing and 4,888-foot proposed future lengths. However, as stated in Note 1 of Figure 3A, the example Zone 1 boundaries are intended to reflect FAA dimensions for RPZs and may need to be adjusted from the example's dimensions to match the actual RPZ dimensions for a particular airport. On this basis, the site of the proposed Garton Tractor building would be within Handbook Safety Zone 2 for both the existing and future UKI runway configurations. Handbook guidelines for suburban-area development in Safety Zone 2 recommend limits of 40 to 60 people per average acre of the property with no more than 80 to 120 people within any single acre. The occupancy of the Garton Tractor building would be well within these guidelines.
8. The project applicant submitted Form 7460 to the FAA to notify the agency about the project. The FAA conducted an aeronautical study of the proposed structure and made a determination that it would pose no hazard to air navigation (letter dated 4/12/2018). While the FAA's study does not address safety risks to building occupants in the event of an aircraft accident, it does indicate that the building would not adversely affect UKI instrument approaches and, further, that marking and lighting of the building are not necessary for aviation safety.
9. To summarize, on overrule of the ALUC is justified because:
  - a. The Mendocino County ALUC has not updated the *Airport Comprehensive Land Use Plan* for the Ukiah Municipal Airport adopted in 1993 and amended in 1996 and 2010 to reflect Runway Protection Zone dimensions shown on the 2015 Airport Layout Plan.
  - b. The proposed Garton Tractor building would not be situated within either the existing or future Runway Protection Zones depicted on the 2015 Airport Layout Plan.
  - c. If the ALUC were to modify the *Airport Comprehensive Land Use Plan* so that the boundaries of Compatibility Zone A\* were to match those of the existing and future Runway Protection Zone dimensions on the 2015 Airport Layout Plan, the site of the proposed Garton Tractor building would fall within Compatibility Zone B1 and would be consistent with the criteria for that zone.
  - d. Absent a current *Airport Comprehensive Land Use Plan* for the Ukiah Municipal Airport, consideration should be given to the safety compatibility guidance provided in the 2011 Caltrans *Airport Land Use Planning Handbook*. The building site falls within the Handbook's example Safety Zone 2 for a medium general aviation runway and the building's proposed usage would be consistent with the guideline safety criteria for that zone.
  - e. The FAA has determined that the proposed building would pose no hazard to air navigation.





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

**DATE:** June 21, 2018  
**TO:** Mendocino County Airport Land Use Commission  
**FROM:** Craig Schlatter, Community Development Director  
**SUBJECT:** Mendocino County Comprehensive Land Use Plan Consistency Determination for Garton Tractor – for the Commission’s August 2, 2018 meeting

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### PROJECT OVERVIEW

**OWNERS:** Pauline Ruddick  
2201 Ruddick Cunningham Rd.  
Ukiah CA 95482

**APPLICANT:** Garton Tractor  
285 Talmage Rd.  
Ukiah CA 95482

**AGENT:** L.S. Mitchell Architect, Inc.  
135 W Gobbi St., Suite 203  
Ukiah, CA 95482

**REQUEST:** Mendocino County Comprehensive Land Use Plan  
Consistency Determination for Garton Tractor

**LOCATION:** ±800 ft east of the intersection of Talmage Road and South  
State Street, lying on the south side of Talmage Road.  
Address: APN: 003-230-34.

**TOTAL ACREAGE:** ±2.36 A

**GENERAL PLAN:** Industrial (I)

**ZONING DISTRICT:** Manufacturing (M)

**ENVIRONMENTAL DETERMINATION:** Exempt, pursuant to CEQA Guidelines §15303(c), Class 3,  
New Construction or Conversion of Small Structures

## SUMMARY

Garton Tractor, an agricultural implement sales, service, and repair business located at 285 Talmage Road, proposes to construct a new  $\pm 5,770$  sf metal building for the servicing of equipment. The new building will comprise 5 service bays to support tractor finish assembly, service and repair, and detailing. Two shipping containers and an existing  $\pm 800$  sf metal building will be removed. No new landscaping is proposed by the project, nor additional parking. No additional signage is proposed as part of this development.

## 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 Garton Tractor new building construction project (the "Project") proposal and determine its consistency with the Mendocino County Airport Comprehensive Land Use Plan ("CLUP"). According to Section 1.3.4(e) of the CLUP, any proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities will refer individual actions/projects located in the A and B zones to the ALUC. The Ukiah City Council in its June 6, 2018 meeting determined the Project should be referred to the ALUC. Per this direction, City staff is requesting a consistency determination for the proposed Project from the Commission.

## PROJECT LOCATION AND SETTING

The subject property is on the south side of Talmage Road,  $800\pm$  ft east of its intersection with South State Street. The site comprises  $2.36\pm$  acres. A flag lot, the property also connects to and is visible from Hastings Avenue / Airport Road to the south, although access to Hastings Ave. is gated and used intermittently by Garton Tractor staff. Including the proposed structure, total lot coverage by structures is  $\pm 13\%$ . Parking and warehouse lots account for an additional  $\pm 87\%$  of lot coverage.

Current development on the subject property was constructed in 1987 and 1990, as allowed by Use Permit 87-70 for the construction of a 4,500 sf main structure for use as a tractor and implement dealership. Site Development Permit 90-34 allowed for a 1,400 sf addition to the aforementioned structure.

*Figure 1. Aerial View*



## CITY OF UKIAH ZONING ORDINANCE

ALUC Consistency Determination  
Major Site Development Permit  
Garton Tractor

The City of Ukiah Zoning Ordinance regulates development and use of the subject property with specific development standards. The zoning of the subject property is Manufacturing (M). The current use was permitted under Use Permit 87-70, and the proposed development meets the criteria of the M zoning district. The General Plan Land Use designation of the subject property is Industrial (I). Industrial areas are intended to support manufacturing and major employment centers, and where public facilities and services exist.

Figure 2. General Plan Land Use Category

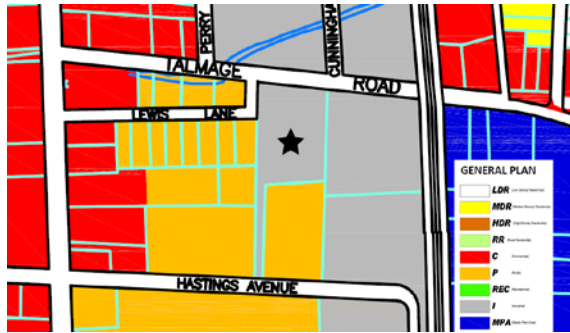
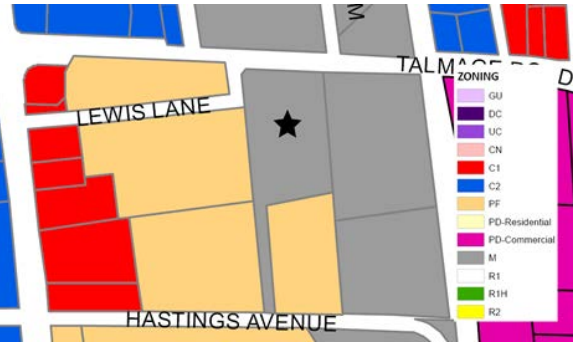


Figure 3. Zoning Designation



The following land use designations, zoning designations, and uses currently surround the subject property. The Ukiah Municipal Airport is located to the south and west, Mendocino County Farm Supply is located to the east, with a small engine repair and junk yard to the north. Adjoining parcels to the west are in Zone A of the July 1996 Ukiah Municipal Airport Master Plan Compatibility Zoning Map.

	<b>ZONE:</b>	<b>GENERAL PLAN:</b>	<b>USE:</b>
NORTH	Manufacturing (M)	Industrial (I)	Retail / Storage
EAST	Manufacturing (M)	Industrial (I)	Retail
SOUTH	Public Facility (PF)	Public (P)	Storage / Airport
WEST	Public Facility (PF)	Public (P)	Vacant

**Parking.** The project does not propose any changes to the current parking lot configuration, nor does the proposed project trigger an increase in required parking. However, the project does propose that 16 existing parking spaces be used for inventory storage. In order to assess the minimum number of parking spaces required for staff and customers, the following criteria from the Ukiah Municipal Code (UMC) Off-Street Parking and Loading Chapter were used. UMC §9198(G)(1) states:

*“Industrial Uses Of All Types Except A Building Used Exclusively For Warehouse Purposes: One parking space for each employee on the maximum shift, plus required space for any office area [see §9198(B)(1) below], plus a minimum of two (2) spaces for customer parking plus one space for each vehicle operated from or on the site. In no case shall the number of on-site parking spaces be less than subsection G2 of this section.”*

Ukiah City Code §9198(B)(1) states:

ALUC Consistency Determination  
Major Site Development Permit  
Garton Tractor

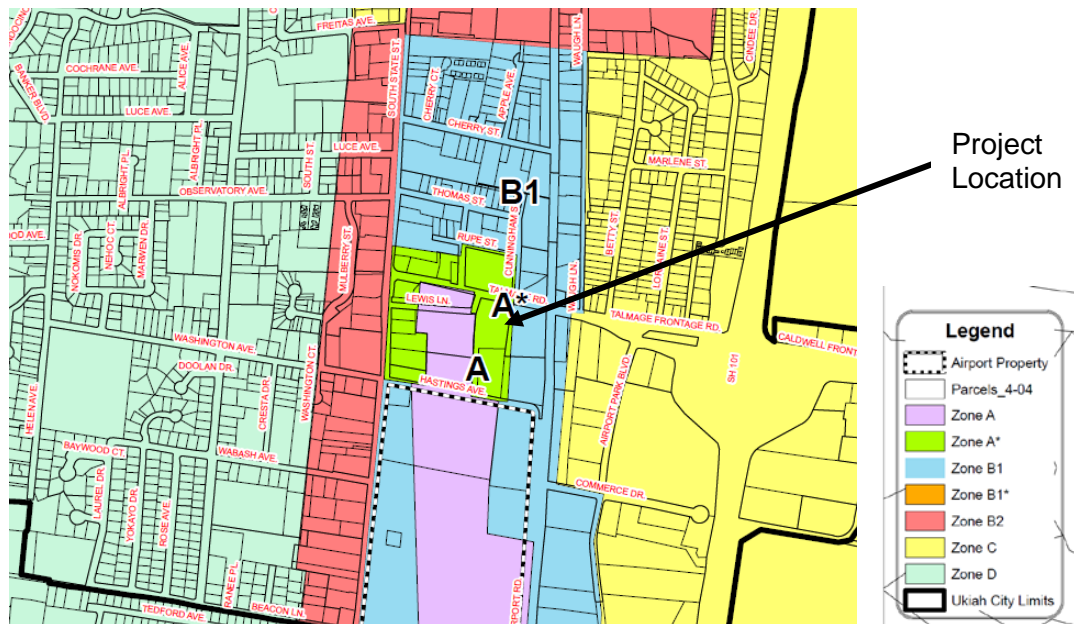
*“Retail Stores, Offices, Commercial Banks, Savings And Loan Offices, Food Stores, Drugstores, Appliance Repair Shops, And Similar Uses: One parking space for each two hundred fifty (250) square feet of gross leasable space except within the city of Ukiah parking district no. 1 boundaries where the requirement is one parking space for each three hundred fifty (350) square feet of net leasable space...”*

The total site comprises ±1,100 sf of office space, and 14 employees. Therefore a minimum of 21 parking spaces is required. The project designed demonstrates the ability of the property to provide 21 parking spaces for employees, customers, and vehicles operated from or on the site. These 21 spaces may not be used for inventory storage.

**MENDOCINO COUNTY AIRPORT COMPREHENSIVE LAND USE PLAN**

Per the Ukiah Municipal Airport Master Plan (“Ukiah Master Plan”), the subject property is located in Airport Compatibility Zone “A\*”. No definition of the A\* Zone is present in the Ukiah Master Plan or CLUP, so City Staff sought a professional opinion from consultants Mead & Hunt. In a technical memorandum dated December 13, 2017 (Attachment 1), Mead & Hunt state “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.”

Figure 4. Ukiah Municipal Airport Master Plan Compatibility Zoning Map July 1996



Height Limits

ALUC Consistency Determination  
Major Site Development Permit  
Garton Tractor

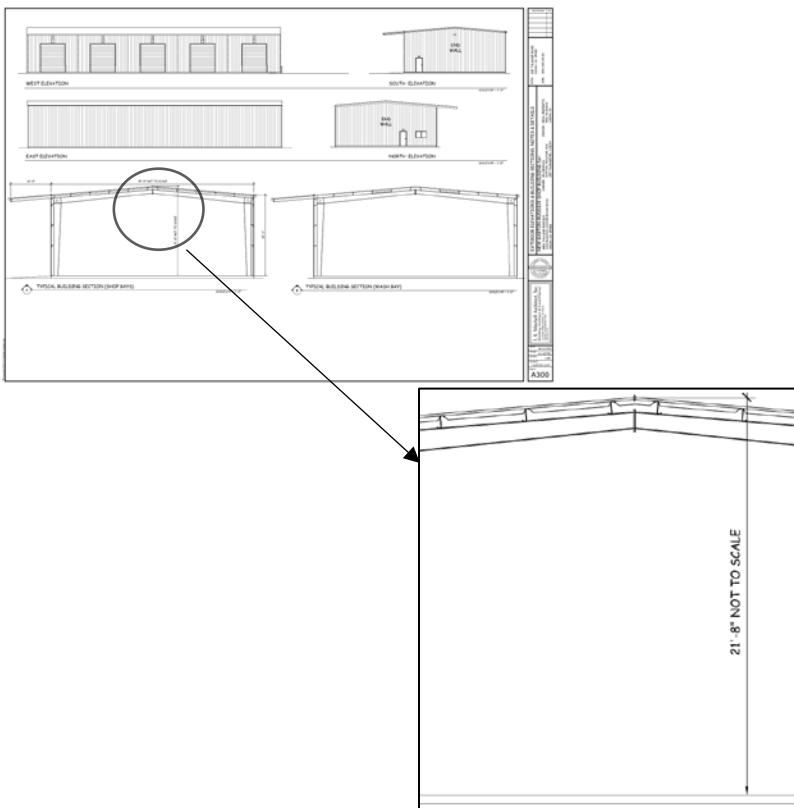
According to the 2011 CalTrans Division of Aeronautics Airport Land Use Planning Handbook, “the planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulations Part 77 criteria if the development is close to the airport, situation with the runway approach corridors, or on land higher more than 150 feet above the airport elevation.”

Given the proposed Project’s proximity to the airport, as well as its location within Zone A\*, City Staff conducted a height analysis and sent a request for a determination of the potential of hazards to air navigation was to the Federal Aviation Administration.

The FAA issued its determination on April 12, 2018 (Attachment 2). The aeronautical study determined the proposed structure would not be a hazard to air navigation. The study also determined that marking and lighting are not necessary for aviation safety.

Height is limited by the Approach Surface, measured at a slope of 34:1 (see Ukiah Master Plan and aviation easement 704-06) and which commences ±1000 ft south of the proposed building site. Per the Approach Surface criteria, the maximum allowable building height at the southern end of the proposed building site is 29.4 ft. The maximum height of the proposed structure is 21 ft 8 in, and meets the Approach Surface criteria. All other development on the site exists north of the proposed structure and conforms to the Approach Surface height criteria.

Figure 5. Elevations of Proposed Structure



Avigation Easement Dedication

ALUC Consistency Determination  
Major Site Development Permit  
Garton Tractor

Per 3.3.2 of the CLUP, “the owner of any property proposed for development within Compatibility Zones A and B may be required to dedicate an aviation easement to the jurisdiction owning the airport.” Aviation Easement 704-06 was recorded on the subject property on April 21, 1988 (Attachment 3). The easement states “the said Northerly clear zone approach area shall remain free and clear of any structure, tree or other object which is or would constitute an obstruction or hazard to the flight of aircraft in landing and taking off at the said Ukiah Municipal Airport.” As stated above, the FAA determined the proposed structure posed no hazard to air navigation.

Because the structure does not pose a hazard to air navigation and will replace existing small structures, City staff believes the terms of the aviation easement will still be fulfilled with the construction of the proposed structure.

Density. Density 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 figure should include all individuals who may be on the property, such as customers and employees. Utilizing this density requirement, the ±2.3 acre site can accommodate 23 persons on site per the Ukiah Municipal Airport Plan criteria. The business employs 14 persons currently, which leaves room for 9 customers.

Open Space. 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. A large portion of Zone A is owned by the City of Ukiah and is designated as permanent open land. The Project will replace 3 existing small structures and is within the existing pattern and bounds of development. For these reasons Staff interpret the building 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.

## **ANALYSIS**

The 2011 California Airport Land Use Planning Handbook recommends Airport Comprehensive Land Use Plans be reviewed and updated at least every 5 years. The existing Mendocino County CLUP does not appear to have been updated since it was first adopted in 1996, whereas the Airport Layout Plan of the Ukiah Municipal Airport was updated as recently as 2015. Per Mead & Hunt’s 12/13/17 memo, “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.”

Where this creates particular conflict is in analysis of the Runway Protection Zones as pertaining to this project. According to Table 7A of the CLUP (Table 2A of the Ukiah Master Plan), the A Zone denotes the *Runway Protection Zone or within Building Restriction Line*. However, the current RPZ of the Ukiah Municipal Airport- Airport Layout Plan (“ALP”) comprises an area different from Compatibility Zone A. Because the current RPZ was developed in accordance with FAA requirements and standards, and future funding of the Ukiah Municipal Airport is dependent on an RPZ in conformance with these standards, the RPZ of both the CLUP and the ALP should be identical. Per Mead & Hunt, “...the ALUCP should have been updated as necessary at the time the new ALP was approved by the City and the FAA.”

*Figure 6. The building as proposed is located entirely outside the RPZ of the ALP but within Compatibility Zone A of the CLUP and Ukiah Master Plan.*



Due to these conflicts, City Staff sought a professional opinion from Mead & Hunt regarding the Garton Tractor project. In a technical memorandum dated June 19, 2018 (Attachment 4) Mr. Ken Brody, Senior Airport Planner, concludes the project should be considered acceptable with regard to FAA and CalTrans Handbook standards. Mr. Brody also notes the CLUP is out of date and amending the plan to remove existing conflicts is a possibility, though may not be achievable in a timely manner [(for this project)].

City Staff also sought input on the Project from the City of Ukiah Airport Manager, Mr. Greg Owen, who provided comments that have been incorporated into this analysis.

**CONCLUSION**

City Staff recommends the Commission take all factors stated above into their consideration of a consistency determination for the proposed Project.

Additionally, for future projects, City staff recommends the Commission follow Mead & Hunt’s advice to either update the CLUP or, as stated in the 12/13/17 memo, “simply update the Ukiah Municipal Airport Compatibility Map found on page 3-15 of the ALUCP.” Updating the compatibility zones to be reflective of the current Airport Layout Plan of the Ukiah Municipal Airport should correct these prevailing conflicts of consistency, until such time that a full update to the CLUP can be completed.



## 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



## Technical Memorandum

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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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Craig Schlatter

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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.

## Technical Memorandum

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Page 4

- 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.



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

**ATTACHMENT 2**

Aeronautical Study No.  
 2018-AWP-6784-OE

Issued Date: 04/12/2018

Lawrence Mitchell  
 LS Mitchell Architect, Inc.  
 135 W Gobbi St  
 Ste. 201  
 Ukiah, CA 95482

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Garton Tractor New Shop Building  
 Location: Ukiah, CA  
 Latitude: 39-08-07.15N NAD 83  
 Longitude: 123-12-07.50W  
 Heights: 610 feet site elevation (SE)  
 22 feet above ground level (AGL)  
 632 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 10/12/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6558, or [ladonna.james@faa.gov](mailto:ladonna.james@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-6784-OE.

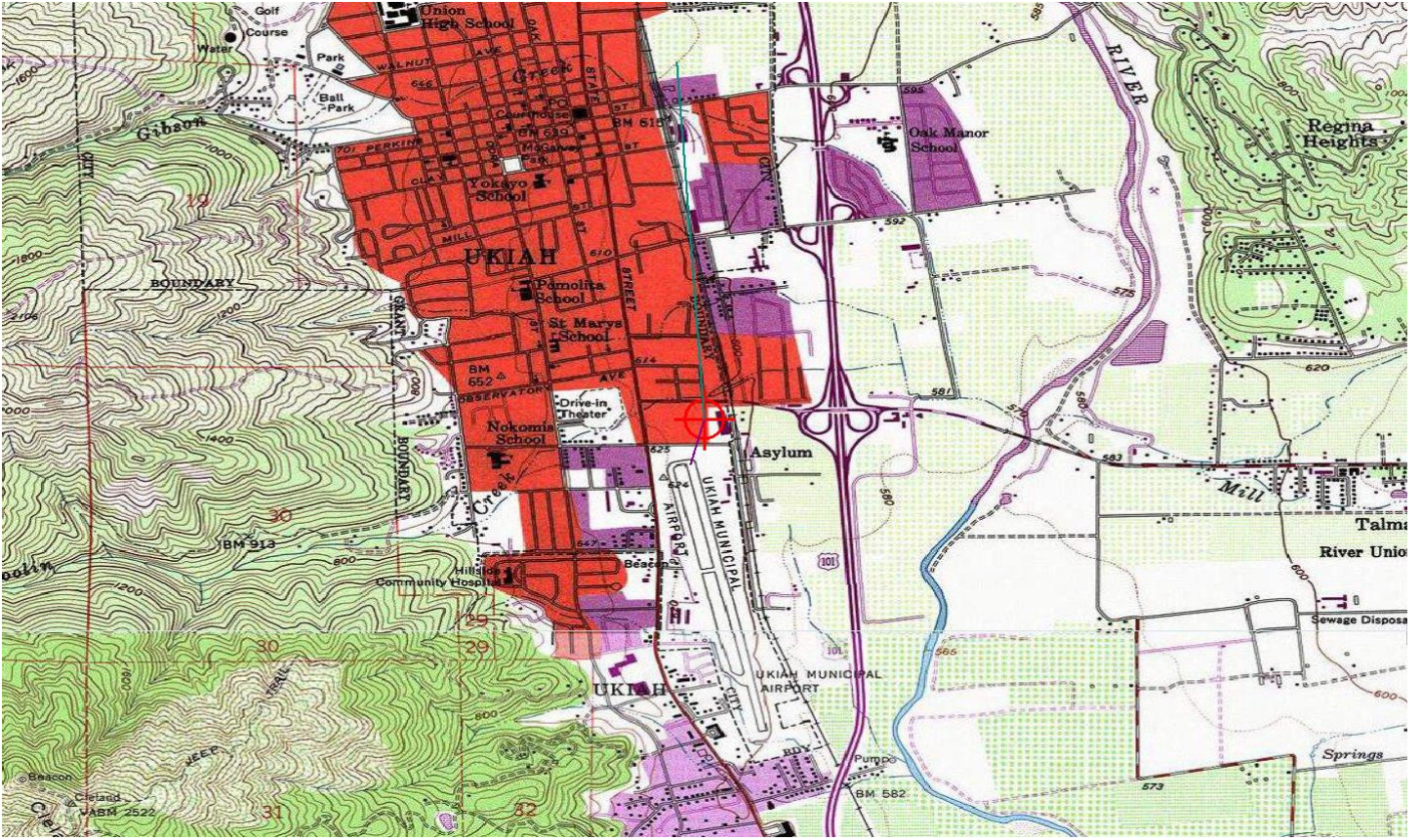
**Signature Control No: 359836713-362406549**

( DNE )

LaDonna James  
Technician

Attachment(s)  
Map(s)

Verified Map for ASN 2018-AWP-6784-OE



5944

ATTACHMENT 3

RECORDED AT REQUEST OF

REDWOOD EMPIRE TITLE COMPANY

BOOK 1681 PAGE 92

APR 21 10 40 AM '88

OFFICIAL RECORDS  
MENDOCINO COUNTY CALIF  
MARSHA A. YOUNG  
RECORDER

RECORDING REQUESTED BY

City of Ukiah

AND WHEN RECORDED MAIL TO

City of Ukiah  
300 Seminary Avenue  
Ukiah, CA 95482

*No fee  
9-P*

AGREEMENT AND GRANT OF EASEMENT

THIS AGREEMENT AND GRANT OF CLEAR ZONE (AVIGATION) EASEMENT,

made by and between

L. M. RUDDICK and PAULINE RUDDICK, tenants in common, as "GRANTORS", and THE CITY OF UKIAH, A Municipal Corporation, as "GRANTEE",

W I T N E S S E T H:

That the Grantors do hereby grant, release and convey to Grantee its successors and assigns forever, a perpetual easement over that portion of the following described parcel of land in which the Grantor holds a fee simple estate, designated as Parcel 1, lying within the Northerly approach area, as hereinafter described, of the North-South runway of the Ukiah Municipal airport and situated in the County of Mendocino, State of California:

Parcel 1:

(For Legal Description, see Exhibit "A")

That portion of Parcel 1 lying within the said Northerly clear zone approach area, is delineated by the hatch lines on the Exhibit "B" attached hereto and made a part hereof.

The Grantor agrees that they, their heirs, successors and assigns shall not hereafter erect, or permit the erection or growth of, any structure, tree or other object within that portion of Parcel 1 lying within the said Northerly clear zone approach area to a height above the clear zone approach surface for that approach area, as shown on Exhibit "B" attached hereto and incorporated herein, said clear zone approach surface being, hereinafter described. Grantor, their heirs, successors and assigns shall assume the expense of complying with this paragraph, except for the initial removal of trees, shrubs or perennial growth as described in paragraph 9 below.

The Grantor further agrees that the easement and rights hereby granted to



the Grantee in and over that portion of Parcel 1 which lies within the said Northerly clear zone approach area are for the purpose of ensuring that the said Northerly clear zone approach area shall remain free and clear of any structure, tree or other object which is or would constitute an obstruction or hazard to the flight of aircraft in landing and taking off at the said Ukiah Municipal Airport; that these rights shall include, but not be limited to, the following:

1. The continuing and perpetual right to cut to ground level and remove trees, bushes, shrubs or any other perennial growth or undergrowth extending into, or which in the future could infringe upon or extend into or above, the Northerly clear zone approach surface hereinafter described.
2. The right to restrict or prohibit specific agricultural uses such as establishment of orchards or other plant growth that may eventually penetrate the clear zone approach surface.
3. The right to remove, raze or destroy those portions of buildings, other structures and land infringing upon or extending into said Northerly approach surface, together with the right to prohibit the future erection of buildings or other structures which would infringe upon or extend into said surface, and the right to control the maintenance of any structure which would cause temporary interference with said surface.
4. The right to mark and light as obstructions to air navigation, any and all structures, trees or other objects that may at any time project or extend above said surface.
5. The right to restrict or prohibit radio or electromagnetic interference in accordance with present or future regulations adopted by the Federal Communications Commission.
6. The right to restrict or prohibit lights, lighted signs and other lighted objects.
7. The right of ingress to and egress from, and passage over the land of the Grantor within the Northerly clear zone approach area, hereinafter described, for the above purposes.
8. For the use and benefit of the public, the right of flight for the passage of aircraft in the airspace above the Northerly clear zone approach surface, hereinafter described, together with the right to cause in said airspace such noise, vibrations, fumes, dust and fuel particles as may be inherent in the operation of aircraft, now known or hereafter used for navigation of or flight in air, using said airspace for landing at, taking off from or operating on Ukiah Municipal Airport.
9. Grantee shall initially trim, prune or remove existing trees, shrubs, bushes and any other existing growth to a point below the Northerly clear zone approach surface. Grantee shall continue to prune and trim a large fir tree located in the Northwest corner of Grantors property. Said tree

is shown on attached Exhibit "B".

Grantor shall maintain all trees, shrubs bushes and other growth planted subsequent to the execution of this agreement, to a point below the Northerly clear zone approach surface.

The Northerly clear zone approach area and the Northerly clear zone approach surface are delineated on Exhibit "B" attached hereto and are described as follows:

#### Northerly Clear Zone Approach Area

The Northerly clear zone approach area is an area trapezoidal in form located at the Northerly end of said North-South runway which area extends outwardly 1700 feet from a line that is at right angles to the extended centerline of said runway and 200 feet from the Northerly end thereof and which area is 500 feet wide at its inner end and 1010 feet wide at its outer end and whose axis coincides with the extended centerline of said runway. Said Northerly clear zone approach area is more particularly described as follows:

Commencing at the centerline of the runway at the Northerly end of the Ukiah Municipal Airport, said centerline having a bearing of North 11° 38' 18" West;  
thence North 11° 38' 18" West, 200.00 feet  
to the point of beginning;  
thence South 78° 21' 42" West, 250.00 feet;  
thence North 20° 10' 09" West, 1719.02 feet;  
thence North 78° 21' 42" East, 1010.00 feet;  
thence South 3° 06' 27" East, 1719.02 feet;  
thence South 78° 21' 42" West, 250.00 feet  
to the point of beginning.

#### Northerly Clear Zone Approach Surface

The Northerly clear zone approach surface is a trapezoidal plane with a slope of 34 to 1 (one foot of elevation for each thirty-four feet of horizontal distance) located directly above the Northerly clear zone approach area, hereinabove described, which inclined plane has an elevation of 615 feet mean sea level at its inner and lower edge along line AB, as shown on Exhibit "B", and an elevation of 665 feet mean sea level at its outer and upper edge along line CD, as shown on said Exhibit "B". (Note: Approach surface is not the ground surface.)

TO HAVE AND TO HOLD said easement and all rights appertaining thereto unto the Grantee, its successors and assigns, until said Ukiah Municipal Airport shall be abandoned and shall cease to be used for public airport purposes.

IT IS UNDERSTOOD AND AGREED that these covenants and agreements shall run with the land and shall be binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and that for the purpose of this instrument, that portion of Parcel 1 which lies within the Northerly clear zone approach area shall be the servient tenement and

said Ukiah Municipal Airport shall be the dominant tenement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement and Grant of Easement.

"GRANTOR"

"GRANTEE"  
CITY OF UKIAH

L. M. Ruddick  
L. M. Ruddick

D. Kent Payne  
D. Kent Payne, City Manager

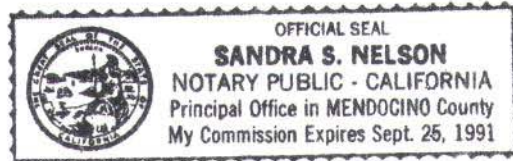
Pauline Ruddick  
Pauline Ruddick

STATE OF CALIFORNIA )  
COUNTY OF MENDOCINO ) SS.

On this 15th day of April, 19 88, before me the undersigned, a Notary Public in and for the said County and State, personally appeared L. M. RUDDICK and PAULINE RUDDICK

personally known to me or proved to me on the basis of satisfactory evidence to be the persons whose names <sup>are</sup> subscribed to the within instrument and acknowledged that they executed the same.

Sandra S. Nelson  
SANDRA S. NELSON

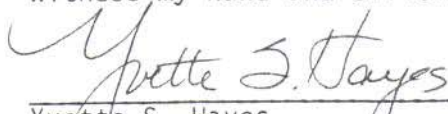


Certificate of Acknowledgment

State of CALIFORNIA)  
County of MENDOCINO)

ON April 18, 1988, before me, the undersigned,  
the City Clerk for the City of Ukiah, personally appeared  
D. Kent Payne, known to me to be the City Manager of the City  
of Ukiah, and the person whose name is subscribed to the  
within instrument, and acknowledged to me that the City of  
Ukiah executed the same.

Witness my hand and official seal.



---

Yvette S. Hayes  
City Clerk in and for the City of Ukiah

(SEAL AFFIXED)

E X H I B I T "A"

All that certain real property situate, lying and being in the City of Ukiah, County of Mendocino, State of California, more particularly described as follows:

PARCEL ONE:

BEGINNING at a point on the North line of the County Road along the North end of Ukiah Municipal Airport at the Southwest corner of that parcel of land conveyed by Jonas Eriksen et al to Ukiah Fruit Growers, Inc., a Corporation, by deed dated May 25, 1935, and recorded in Liber 100 of Official Records, at Page 346, Mendocino County Records; thence from said point of beginning North 5° 31' West along the West line of said Ukiah Fruit Growers land 725.70 feet to the Northwest corner thereof; thence South 87° 42' East, along the North line thereof 291.93 feet; thence South 43° 15' East, 49.60 feet to an iron fence post marked L.B. #1 about 1 foot above the ground; thence continuing along the fence line South 43° 15' East, 39.80 feet to a fence post marked L.B. #2; thence South 5° 05' East, 256.12 feet along the fence line to an iron fence post marked L.B. #3; thence North 84° 55' East, 17.92 feet; thence South 5° 05' East, 400.75 feet to the South line of the Ukiah Fruit Growers land and the North line of the above mentioned County Road; thence along the North line of said County Road North 88° 45' West, 358.30 feet to the point of beginning.

EXCEPTING THEREFROM: COMMENCING at a point which bears South 88° 45' East, 312.20 feet from the Southwest corner of the tract of land, conveyed by Jonas Eriksen et al, to Ukiah Fruit Growers, dated May 25, 1935, and recorded in Volume 100, Page 346, Official Records, of Mendocino County; thence South 88° 45' East 46.10 feet; thence North 5° 05' West, 400.75 feet; thence South 84° 55' West, 17.92 feet; thence North 5° 05' West, 256.12 feet; thence North 43° 15' West, 56.35 feet; thence South 5° 31' East 696.5 feet to the point of beginning.

PARCEL TWO:

COMMENCING at a point which bears South 87° 42' East 291.93 feet from the Northwest corner of the tract of land conveyed by Jonas Eriksen et al, to Ukiah Fruit Growers, dated May 25, 1935, and recorded in Volume 100, Page 346 Official Records of Mendocino County: thence South 87° 42' East 20.27 feet; thence South 5° 31' East 23.70 feet; thence North 43° 15' West 33.05 feet to point of commencement.

EXCEPTING from Parcels One and Two above the lands described as follows, located in Mendocino County California:

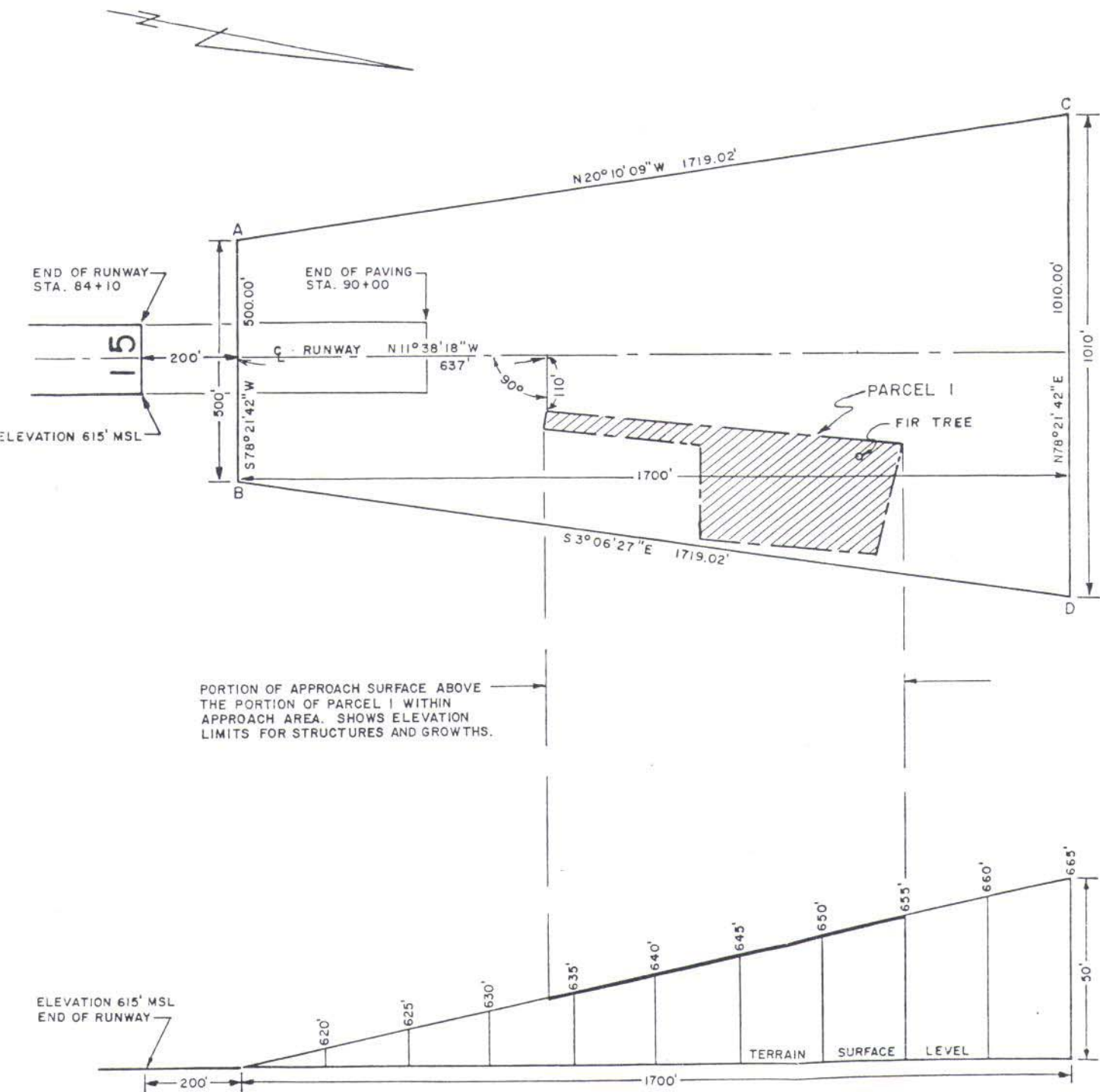
1) Commencing at the Northwest corner of that certain parcel of land from Eriksen et al to Ukiah Fruit Growers, Inc. recorded May 28, 1935, in Volume 100 at Page 346 of Official Records of Mendocino County; thence South 88° 02' 30" East, along the South line of Talmage Road 241.35 feet to and for the point of beginning of this description; thence South 5° 50" East, 358.89 feet; thence North 79° 02' 30" East, 70.25 feet; thence North 5° 50' West, 343.40 feet to the South line of Talmage Road; thence North 88° 02' 30" West, along the South line of Talmage Road 70.65 feet to the point of beginning.

(Cont'd)

(Exhibit "A" Cont'd)

2) Commencing at the Northwest corner of that certain parcel of land from Eriksen et al to Ukiah Fruit Growers Inc., recorded May 28, 1935 in Volume 100 at Page 346 of Official Records of Mendocino County; thence South  $88^{\circ} 02' 30''$  East along the South line of Talmage Road 312.00 feet; thence South  $5^{\circ} 50'$  East, 343.40 feet to and for the point of beginning of this description; thence continuing South  $5^{\circ} 50'$  East, 377.55 feet to the North line of Hastings Avenue; thence North  $89^{\circ} 21' 20''$  West, along the North line of Hastings Avenue 269.75 feet; thence North  $5^{\circ} 54' 30''$  West, 322.99 feet; thence North  $79^{\circ} 02' 30''$  East, 269.54 feet to the point of beginning.

# CLEAR ZONE APPROACH AREA AT NORTHERLY END OF NORTH-SOUTH RUNWAY UKIAH MUNICIPAL AIRPORT



### NOTES

1. SCALE: HORIZONTAL 1" = 300'; VERTICAL (ELEVATION) 1" = 40'
2. PARCEL BOUNDARY LINE
3. PORTION OF PARCEL WITHIN CLEAR ZONE APPROACH AREA SHOWN BY HATCH LINES

PARCEL # 38  
EXHIBIT "B"  
DATE: AUGUST, 1985

FROM

L.M. & PAULINE RUDDICK

TO

CITY OF UKIAH

CERTIFICATE OF ACCEPTANCE

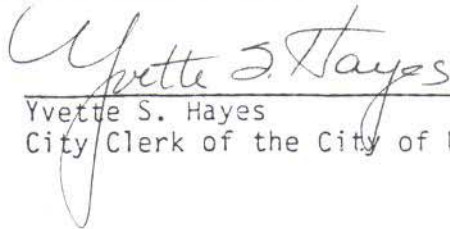
This is to certify that the interest in real property conveyed by the deed or grant dated, April 18, 1988 from L.M. & PAULINE RUDDICK to the City Council, City of Ukiah, a political corporation and /or governmental agency is hereby accepted by the under- signed officer or agent on behalf of the City Council City of Ukiah pursuant to authority conferred by Resolution of the City Council, City of Ukiah adopted on February 1, 1961, and the grantee consents to recordation thereof by its duly authorized officer.

Dated April 18, 1988

  
D. Kent Payne, City Manager

CITY BUSINESS - FREE

This is to certify that this document is presented for recordation by the City of Ukiah pursuant to Section 6103 of the Government Code.

  
Yvette S. Hayes  
City Clerk of the City of Ukiah

(SEAL AFFIXED)





**Technical Memorandum**

To: Craig Schlatter, Community Development Director  
City of Ukiah  
From: Ken Brody, Senior Airport Planner  
Date: June 19, 2018  
Subject: Airport Compatibility of Garton Tractor Building Proposal Consistency

\* \* \* \* \*

As you have requested, this Technical Memorandum follows up on Mead & Hunt’s December 13, 2017, memo that addressed a variety of issues concerning the Garton Tractor Building Proposal and Mendocino County Airport Land Use Compatibility Plan (ALUCP) policies. Here we focus more specifically on the proposal’s compatibility with the Ukiah Municipal Airport using three sources as the analytical basis: policies and criteria set forth in the 1996 ALUCP adopted by the Mendocino County Airport Land Use Commission; Federal Aviation Administration (FAA) standards; and the Caltrans Division of Aeronautics 2011 California Airport Land Use Planning Handbook (Handbook). We have also considered that changes have been made to the proposed Garton Tractor site plan since our December 2017 memo was written.

Our understanding of the proposed project is that it will result in construction of a new 5,770-square-foot shop building that will replace an existing approximately 800-square-foot building and two shipping containers. A separate existing building will remain. Current use of the 2.3-acre site is low intensity and expected to remain so with the new construction.

*Mendocino County Airport Land Use Compatibility Plan*

Having been adopted more than 20 years ago, the 1996 ALUCP is antiquated in many respects. This is particularly true with respect to criteria and maps pertaining to Ukiah Municipal Airport in that the airport layout plan that the ALUCP uses as the basis for its mapping was updated and modified in 2016. The modifications include a proposed northerly extension of the runway and a corresponding shift in the location of the runway protection zone (RPZ). The size of the existing and future RPZs has also changed. These changes affect the Garton Tractor property.

The 1996 ALUCP encompassed the Runway 15 (north) RPZ within two zones: Compatibility Zones A and A\*. The Zone A boundary reflects the airport property line that existed at the time and has not changed since then. Zone A\* takes in private properties that fall at least partly within the remainder of the RPZ. The RPZ dimensions used were based on the FAA standards applicable to this runway end at the time. As the 2016 ALP shows, however, the currently applicable RPZ dimensions are smaller and fall mostly within Compatibility Zone A. The proposed runway extension, though, shifts the RPZ 465 feet northward, resulting in the bulk of the Garton Tractor property being within the future RPZ.

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Two conditions thus are worth examining. First, if the ALUC consistency determination relies upon the currently adopted ALUCP, all the Garton Tractor property would be within Compatibility Zone A\*. All of the property also would be within the RPZ established at that time. Alternatively, if the ALUC can take into account the current ALP despite not having updated its ALUCP to reflect this ALP, then the size of Compatibility Zone A\* conceivably could be reduced in a manner that would have less impact on the Garton Tractor property.<sup>a</sup> Importantly, the future building as now proposed in the amended site plan falls completely outside both the existing and future RPZs.

The ALUCP criteria for Compatibility Zone A, and presumably applicable to A\* as well, indicate that all new structures are prohibited. Further, occupancy of the property is limited to an average of no more than 10 people per acre. To comply with this latter criterion, usage of the 2.3-acre property will need to be limited to no more than 23 people. Given the nature of the current use, we understand that this criterion can be met with the new development. The major question thus becomes one of whether a new structure is allowable under the ALUCP policies.

### *Federal Aviation Administration Standards*

Another set of criteria important to this project is that of the FAA. ALUCP policies should, at a minimum, adhere to FAA criteria with respect to RPZs. The FAA strongly encourages airports to own the land within their RPZs or otherwise ensure that incompatible uses are avoided. Buildings are one such incompatible use. Mead & Hunt's December 2017 memo covered this topic in detail.

Now that the proposed building falls outside of both the existing and future RPZs, much of our earlier discussion no longer applies. Further, City staff requested the FAA to conduct an aeronautical study of the proposed building. As documented in its April 12, 2018, letter, the FAA concluded that the height of the building would not be a hazard to the airport's airspace.

Important to note regarding the FAA's analysis, however, is that it only looks at the building height and whether it would be an obstruction to the airport airspace. Even the matter of whether the building would be in the RPZ is not explicitly addressed. Other compatibility issues such as the intensity of the use and the non-building uses within the RPZ are also not addressed. These limitations notwithstanding, the FAA's determination can reasonably be relied up to conclude that the project will not conflict with the ALUCP's airspace protection policies.

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<sup>a</sup> Whether the ALUC can base a consistency determination on other than its adopted, although outdated, plan is a legal question regarding which the ALUC should consult its legal counsel.

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### *California Airport Land Use Planning Handbook*

Given the outdated status of the ALUCP, an examination of the proposed project with respect to criteria in the California Airport Land Use Planning Handbook is worthwhile. ALUCs are required to be guided by the Handbook when preparing compatibility plans for airports within their individual jurisdictions.

The Handbook defines a set of safety zones that should be established around airports. Two of these zones are of interest with respect to the Garton Tractor project. Safety Zone 1 corresponds to the FAA-delineated RPZs plus areas adjacent to runways. Safety Zone 2 is the Inner Approach/Departure Zone that extends beyond and along the edges of RPZs.

The Handbook criteria for Safety Zone 1 closely match the FAA's RPZ standards. All new structures should be prohibited and any other uses should be "very low intensity in character and confined to the outer sides." Even parking lots, a use that the Mendocino County ALUCP considers "normally acceptable" are to be avoided. The Handbook says that "avoid" should be interpreted as meaning that the "use generally should be permitted only if an alternative site outside the zone would not serve intended public function."

In suburban locations<sup>b</sup> such as Ukiah, Safety Zone 2 allows nonresidential intensities of 10 to 40 people per acre. This range is lower than the ALUCP Compatibility Zone B1 criterion of no more than 60 people per acre, but higher than the 10 people per acre limit in Compatibility Zone A\*.

Using Handbook criteria, the proposed Garton Tractor building would be situated in Safety Zone 2. Its type and intensity of use presumably would comply with the criteria for this zone. The portion of the property that falls within Safety Zone 1 is another matter. This area is used for parking of tractors and other storage. Even if the usage is equivalent to a parking lot, the Handbook suggests it should be avoided. This usage is already on-going, however, and as long as it doesn't change significantly after the new building is constructed, can be considered an existing use which state law exempts from Handbook restrictions.

### *Conclusions*

The project should be considered acceptable with regard to ALUCP airspace protection policies in that the FAA has determined it to be no hazard to air navigation. The amended site plan, which moves the proposed building location outside of both the existing and future RPZs, eliminates conflict with FAA standards for these areas. The remaining uses within the RPZs can be judged acceptable as long as they are primarily storage related.

Using the safety zone boundaries delineated in the Caltrans Handbook, the project also appears to comply with Handbook safety compatibility criteria. To ensure compliance, uses within the Safety Zone 1

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<sup>b</sup> "Areas characterized by low-rise (1-2 story) development and surface parking lots."

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(RPZ) part of the property would need to be limited to storage and other very-low-intensity activities similar to the current uses. Uses within the Safety Zone 2 area, including both the proposed and existing buildings, would need to be limited to a maximum of 40 people per acre. About one-third of the property (0.75± acres) is estimated to be in Zone 2, thus its total occupancy should be limited to a maximum of 30 people.

With regard to the 1996 ALUCP, the proposed project is not consistent. Amending the plan to remove the conflict is a possibility, though may not be achievable in a timely manner. To make a finding of consistency at the present time, the ALUC would need to take into account the potential zone boundary changes that could come from an ALUCP update and/or rely upon the FAA's airspace determination along with the applicable criteria from the Caltrans Handbook.



**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.

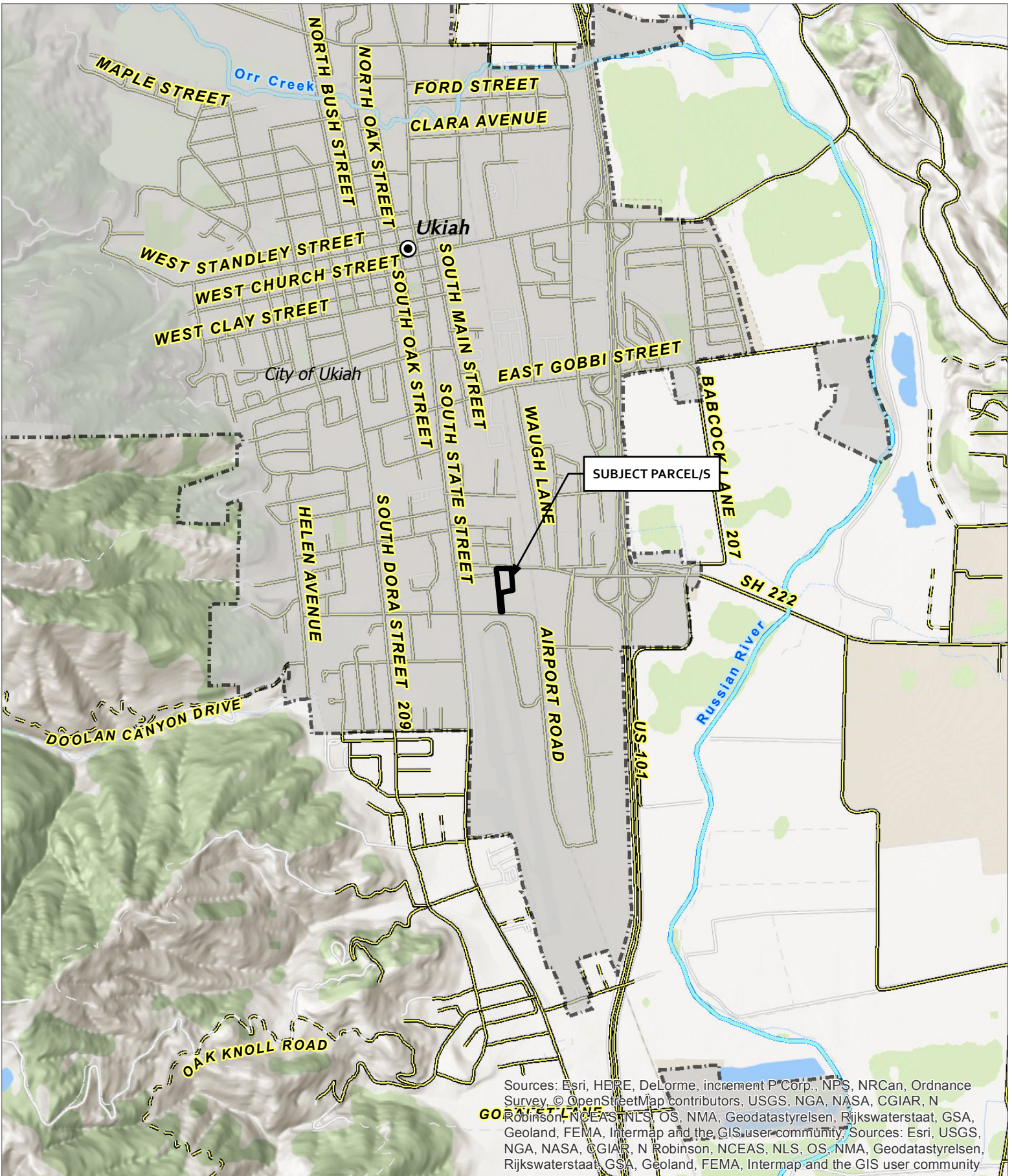
The entire project site is located in Airport Zone A\*. Per Section 6.1 of the Airport Comprehensive Land Use Plan (ACLUP), the asterisk identifies lands that are currently not under airport ownership. However, it is the intention of the City of Ukiah to provide long-term control of the land uses within 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:

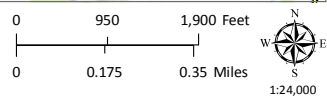
- A.) Location Map
- B.) Airport Compatibility Zones
- C.) Airport Safety Zones
- D.) Noise Contours
- E.) Compatibility Criteria



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

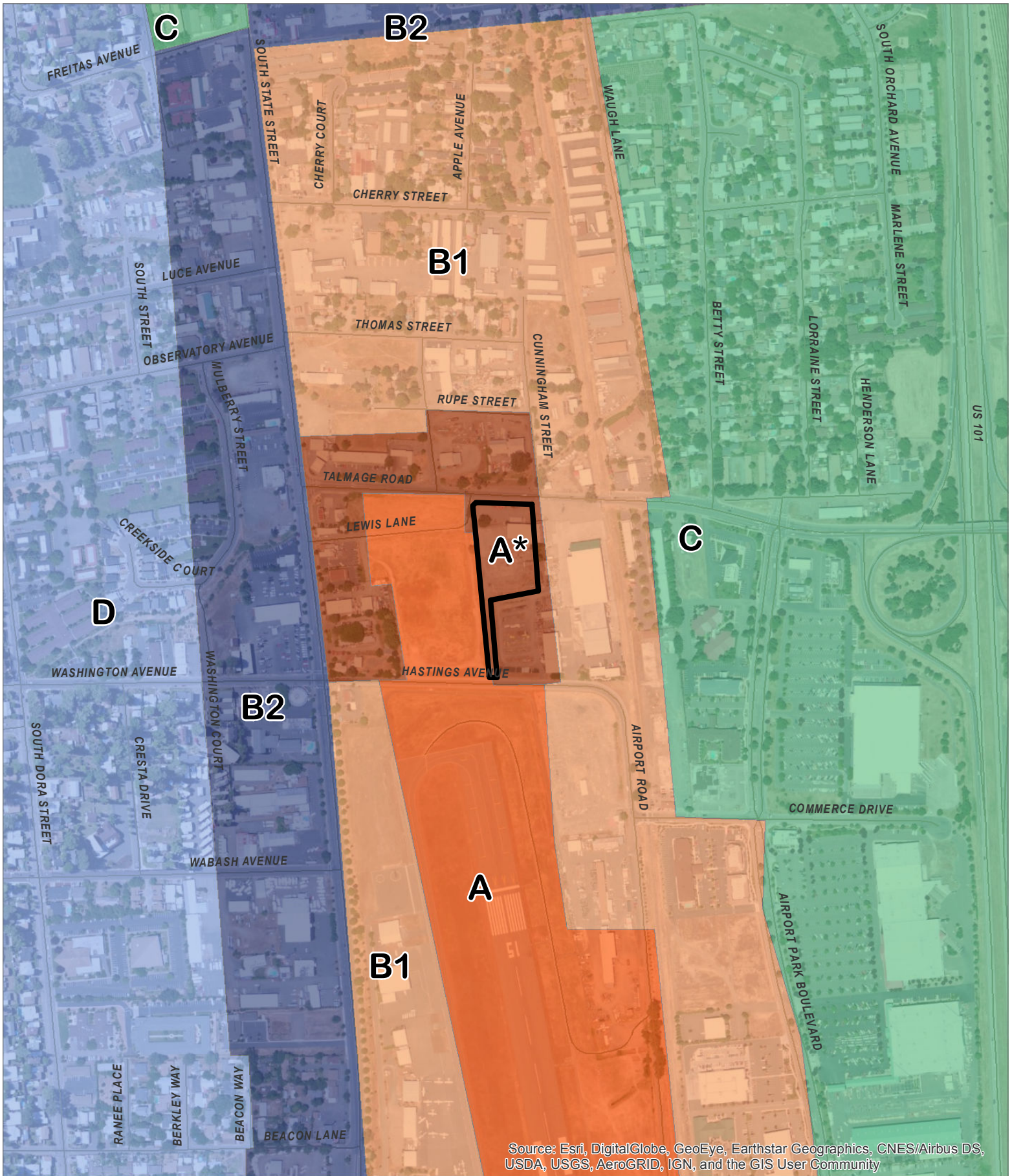
CASE: ALUC 2018-0002  
 OWNER: RUDDICK, Pauline  
 APN: 003-230-34  
 APLCT: Garton Tractor  
 AGENT: L.S. Mitchell Architect, Inc.  
 ADDRESS: 285 Talmage Road, Ukiah

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



LOCATION MAP

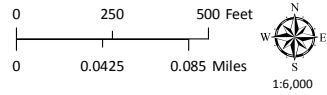
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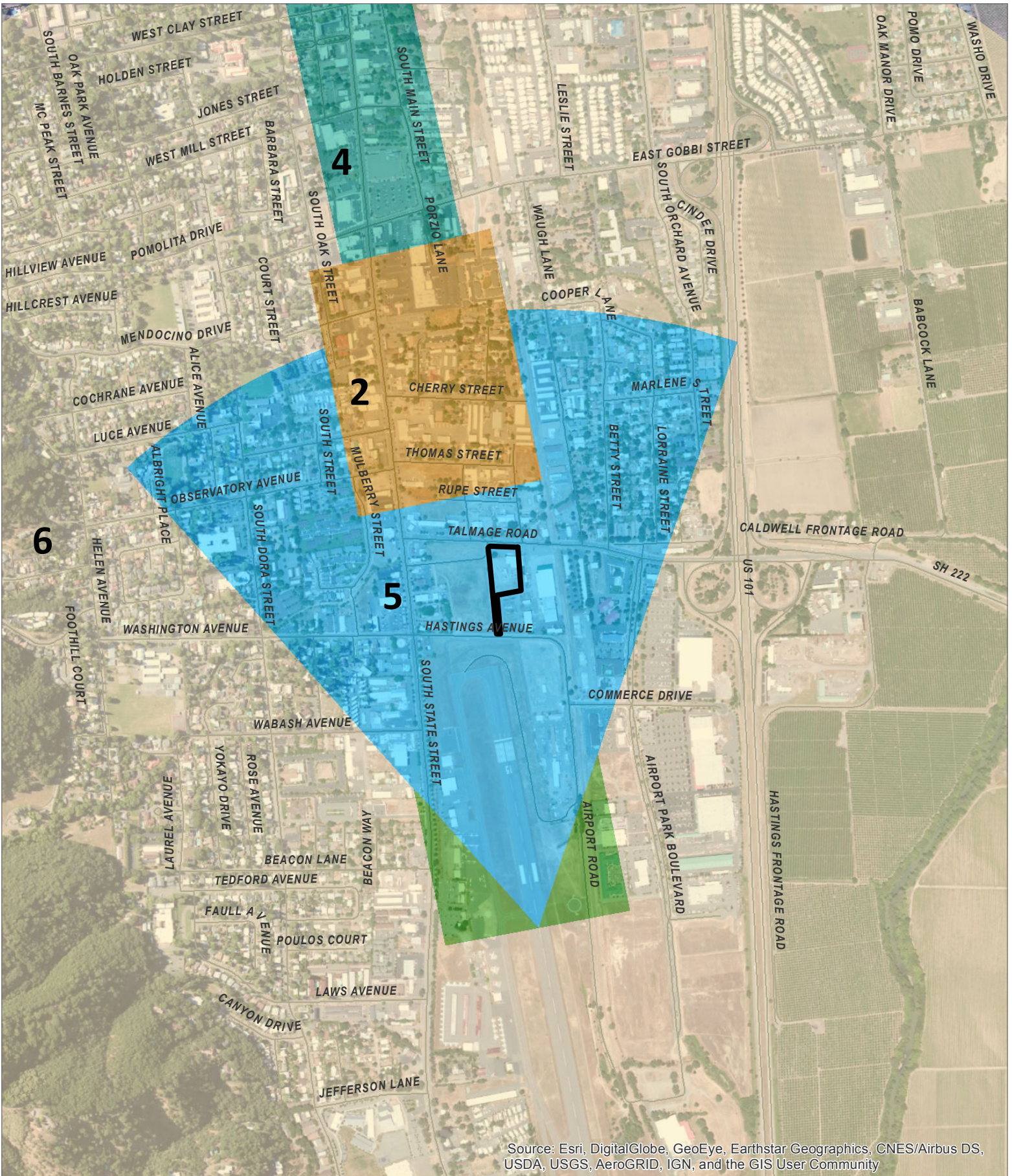
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Public Roads



**AIRPORT COMPATIBILITY ZONES**

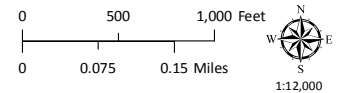
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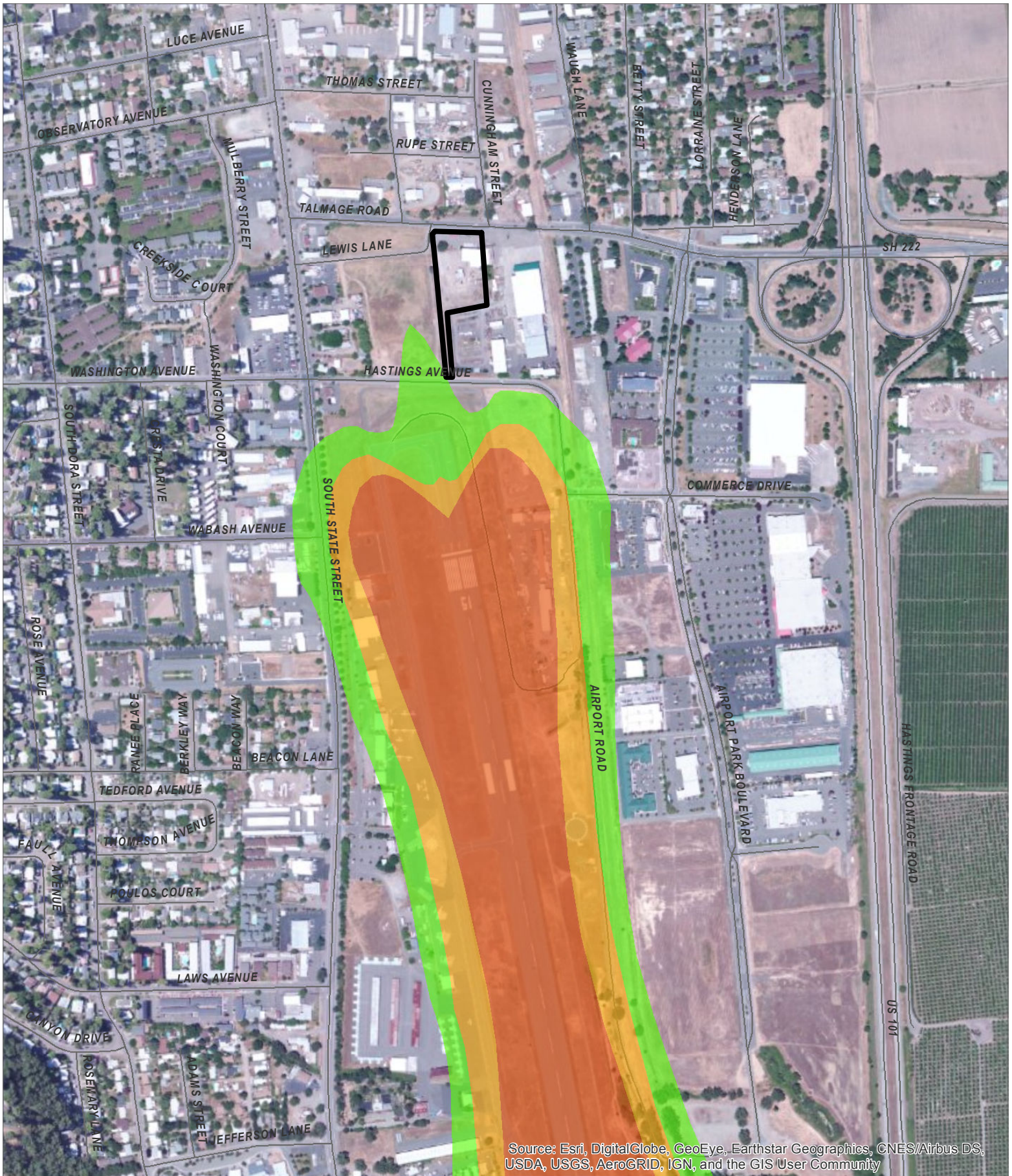
Public Roads



**AIRPORT SAFETY ZONES**

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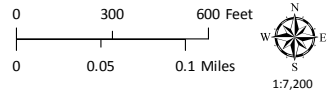




Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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



**NOISE CONTOURS**

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**Table 2A**  
**Compatibility Criteria**  
**Mendocino County Airport Land Use Commission**

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

Zone	Additional Criteria		Examples	
	Prohibited Uses <sup>7</sup>	Other Development Conditions	Normally Acceptable Uses <sup>8</sup>	Uses Not Normally Acceptable <sup>9</sup>
<b>A</b>	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>Aircraft tiedown apron</li> <li>Pastures, field crops, vineyards</li> <li>Automobile parking</li> </ul>	<ul style="list-style-type: none"> <li>Heavy poles, signs, large trees, etc.</li> </ul>
<b>B1 and B2</b>	<ul style="list-style-type: none"> <li>Schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Highly noise-sensitive uses (e.g. amphitheaters)</li> <li>Storage of highly flammable materials<sup>5</sup></li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone A</li> <li>Single-story offices</li> <li>Single-family homes on an existing lot</li> <li>Low-intensity retail, office, etc.</li> <li>Low-intensity manufacturing</li> <li>Food processing</li> </ul>	<ul style="list-style-type: none"> <li>Residential subdivisions</li> <li>Intensive retail uses</li> <li>Intensive manufacturing or food processing uses</li> <li>Multiple story offices</li> <li>Hotels and motels</li> <li>Multi-family residential</li> </ul>
<b>C</b>	<ul style="list-style-type: none"> <li>Schools</li> <li>Hospitals, nursing homes<sup>5</sup></li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of overflight easement for residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone B</li> <li>Parks, playgrounds</li> <li>Two-story motels</li> <li>Residential subdivisions</li> <li>Intensive retail uses</li> <li>Intensive manufacturing or food processing uses</li> <li>Multi-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Large shopping malls</li> <li>Theaters, auditoriums</li> <li>Large sports stadiums</li> <li>Hi-rise office buildings</li> </ul>
<b>D</b>	<ul style="list-style-type: none"> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Deed notice required for residential development</li> </ul>	<ul style="list-style-type: none"> <li>All except ones hazardous to flight</li> </ul>	

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NO SCALE

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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