

**Ukiah Municipal Airport  
Land Use Compatibility Plan (ALUCP)  
Project Status Report**



Mendocino County Airport Land Use Commission (ALUC)  
Meeting scheduled for November 21, 2019

**Mead & Hunt – Annotated Presentation Outline**

**1. ALUCP Overview**

- a. Scope and Schedule
- b. Technical Advisory Group Role

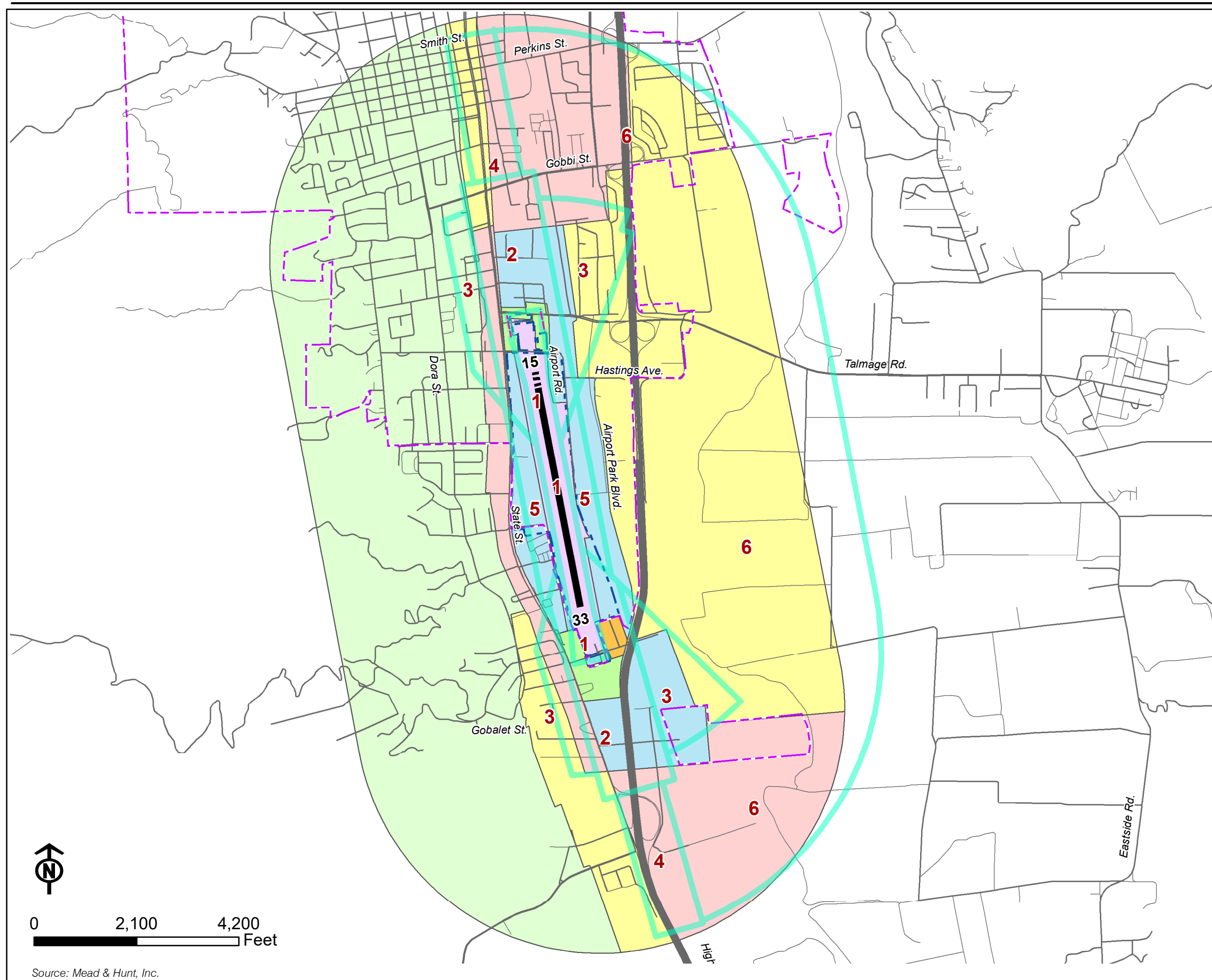
**2. Compatibility Zones**

- a. **Recommended Compatibility Zones – Aeronautical Based (Map 1):** Map reflects Consultant's recommendations based on aeronautical factors (supported by City and County).
  - i. **All Compatibility Zones:** Reflect the safety zones provided in the 2011 California Airport Land Use Planning Handbook (Handbook)
  - ii. **Zone 1:** Based on the Runway Protection Zones (RPZs) provided in the City and FAA approved Airport Layout Plan (2016)
  - iii. **Zones 2 – 4 (south):** Offset by 5-degrees to reflect southern flight route where aircraft use Highway 101 as landmark
  - iv. **City Urban Overlay (Zones 3 and 4 to north):** Density increased to reflect existing residential densities
  - v. **County Urban Overlay (Zone 3 to southwest):** Density increased to reflect existing residential densities
- b. **TAG Compatibility Zone Option (Map 2):** Reflects options raised at Technical Advisory Group (TAG) meetings.
  - i. **Zone 1 (Blended RPZs at north):** Reflects potential for intermediate runway extension (not shown on ALP)
  - ii. **No Offset of Zones 2 – 4 (south):** Preserves 2011 Handbook safety zones with no easterly offset to reflect southern flight route
  - iii. **No Urban Overlays:** Preserves 2011 Handbook criteria with no density increase to reflect existing land use patterns in urban areas
- c. **Compatibility Zone Comparison (Maps 3 and 4):** Compares the recommended compatibility zones with TAG compatibility zone option.

**3. Compatibility Criteria**

- a. **Criteria Comparison Table (Table 1):** Table compares criteria provided in the 2011 Handbook, 1996 ALUCP, and consultant recommendations.

**4. Next Steps/Project Schedule**



**Legend**

- Existing Runway (4,423' Ex. Length)
- Future Runway Extension (4,888' Fut. Length)
- Existing Airport Property Boundary
- City Limit Boundary

**1996 Ukiah Municipal Airport Compatibility Zones**

- A
- A\*
- B1
- B1\*
- B2
- C
- D

**2019 Draft Compatibility Zones**

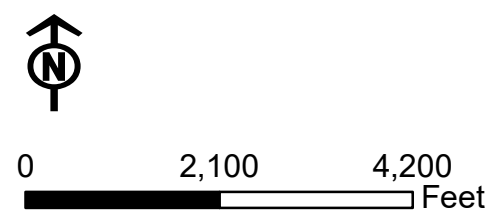
- 2019 Draft Zones (Aeronautical Based)  
(Consultant Recommended)

**Notes**

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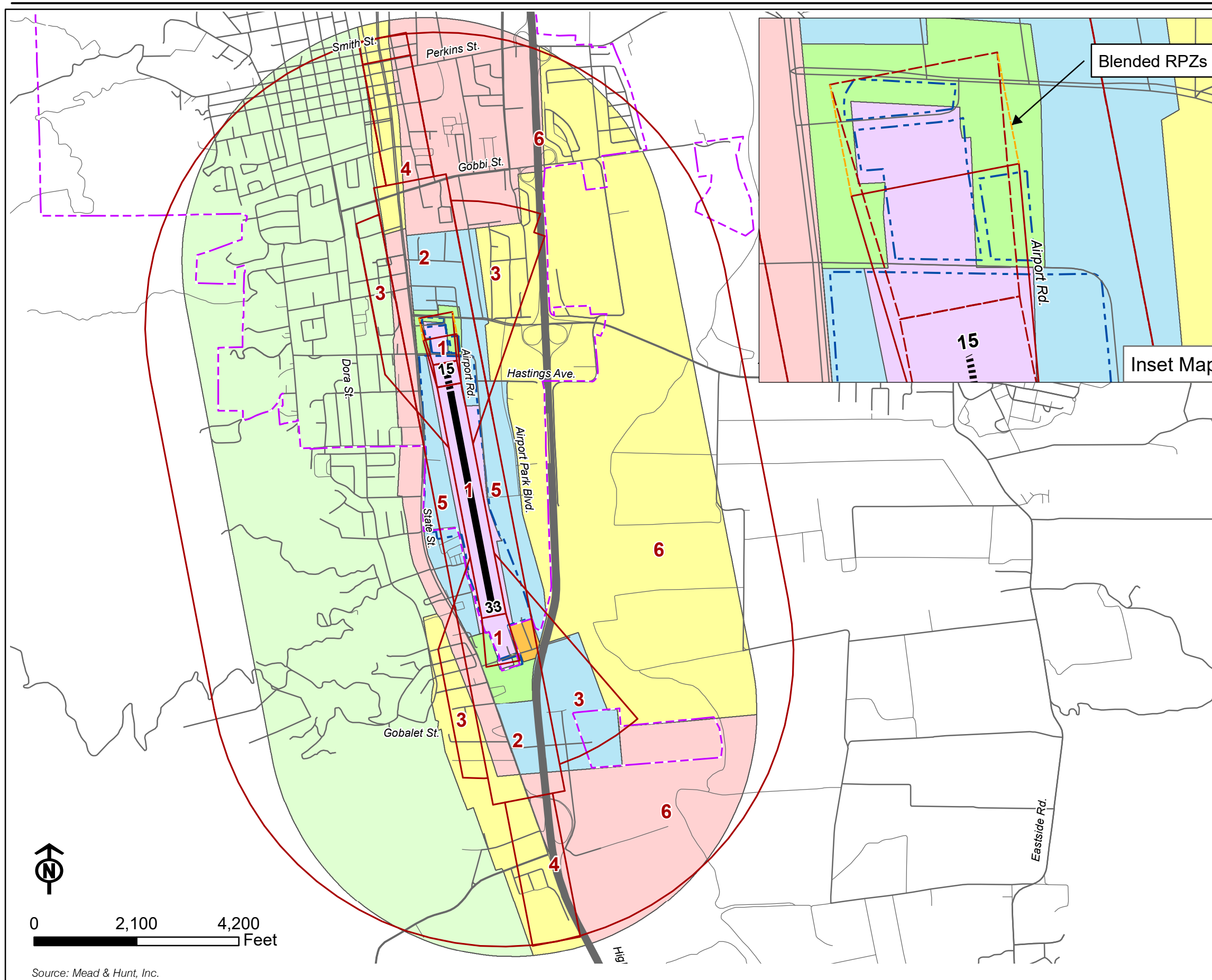
**Mendocino County  
Airport Land Use Commission  
Ukiah Municipal Airport  
Land Use Compatibility Plan**

*November 12, 2019 Draft*



Source: Mead & Hunt, Inc.

**Map 1  
Recommended  
Compatibility Zones  
Ukiah Municipal Airport**



**Legend**

- Existing Runway (4,423' Ex. Length)
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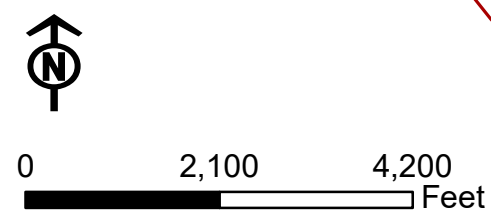
**Handbook Safety Zones (Med. GA Runway)**

- Safety Zones (Applied to Existing Runway and Fut. Runway Extension)
- Zone 1 Runway Protection Zone (RPZ)
- Zone 2 Inner Approach/Departure Zone
- Zone 3 Inner Turning Zone
- Zone 4 Outer Approach/Departure Zone
- Zone 5 Sideline Zone
- Zone 6 Traffic Pattern Zone

**Notes**

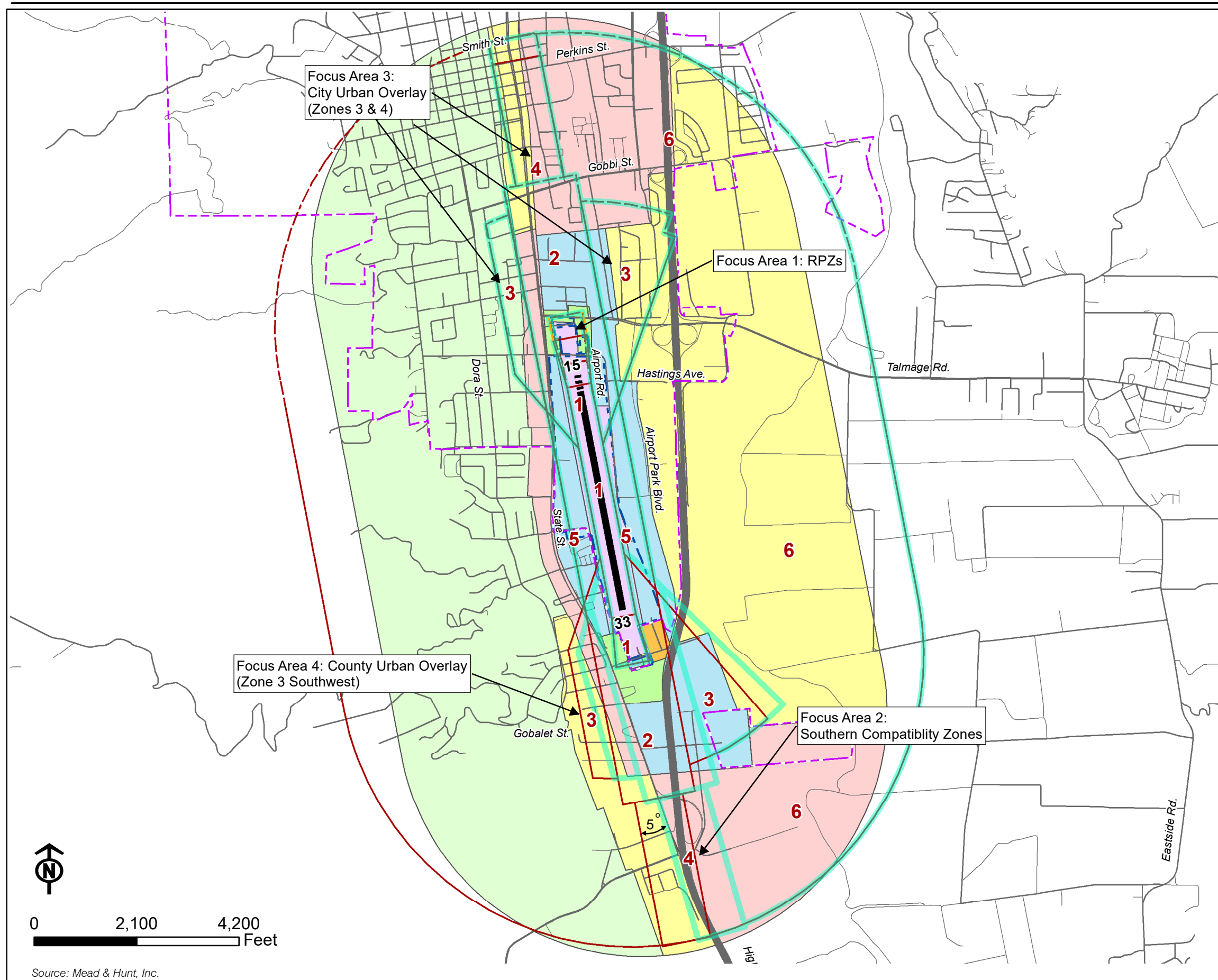
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**Mendocino County**  
**Airport Land Use Commission**  
**Ukiah Municipal Airport**  
**Land Use Compatibility Plan**  
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Source: Mead & Hunt, Inc.

**Map 2**  
**TAG Compatibility**  
**Zone Option**  
 Ukiah Municipal Airport



**Legend**

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**1996 Ukiah Municipal Airport Compatibility Zones**

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**2019 Draft Compatibility Zones**

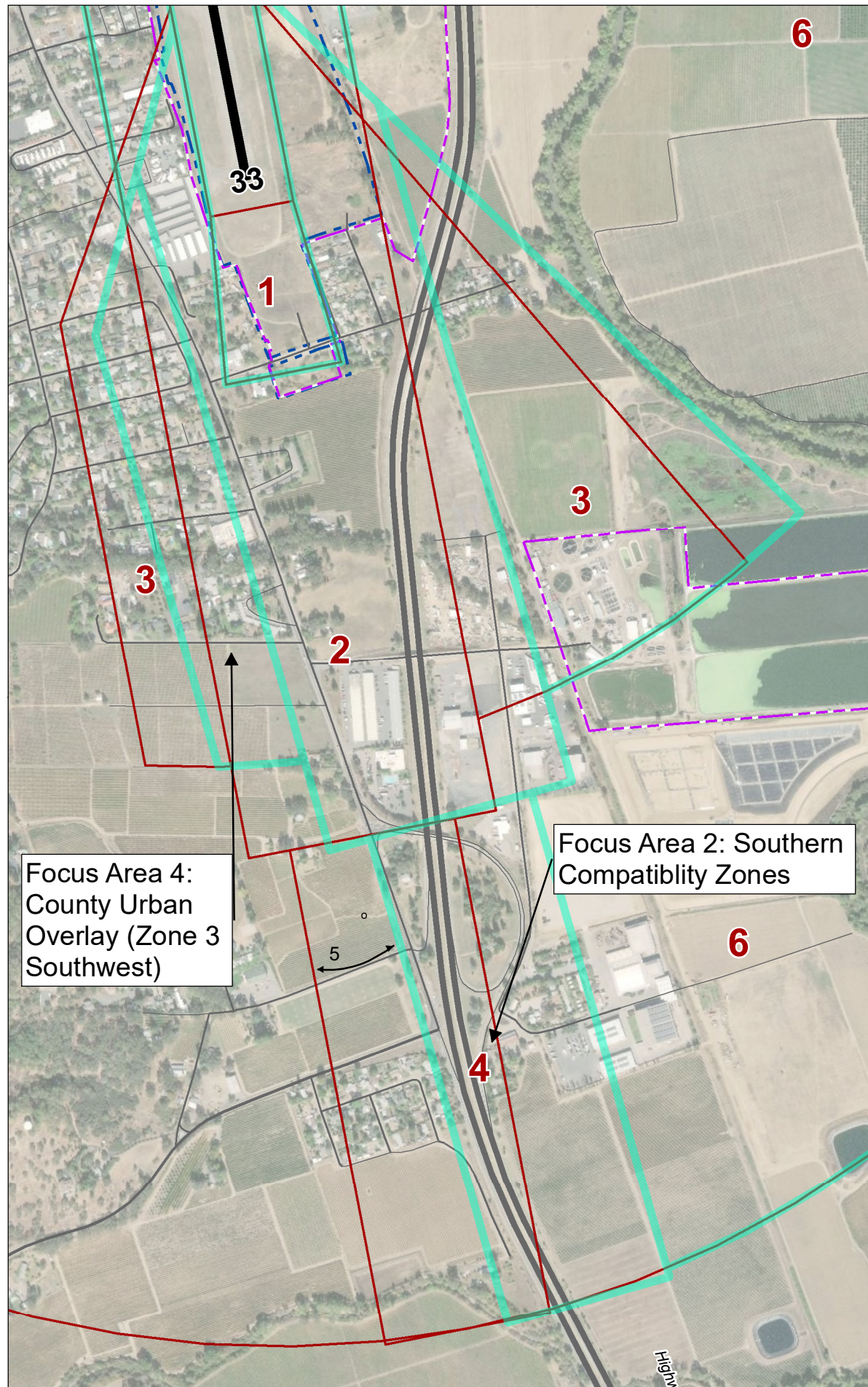
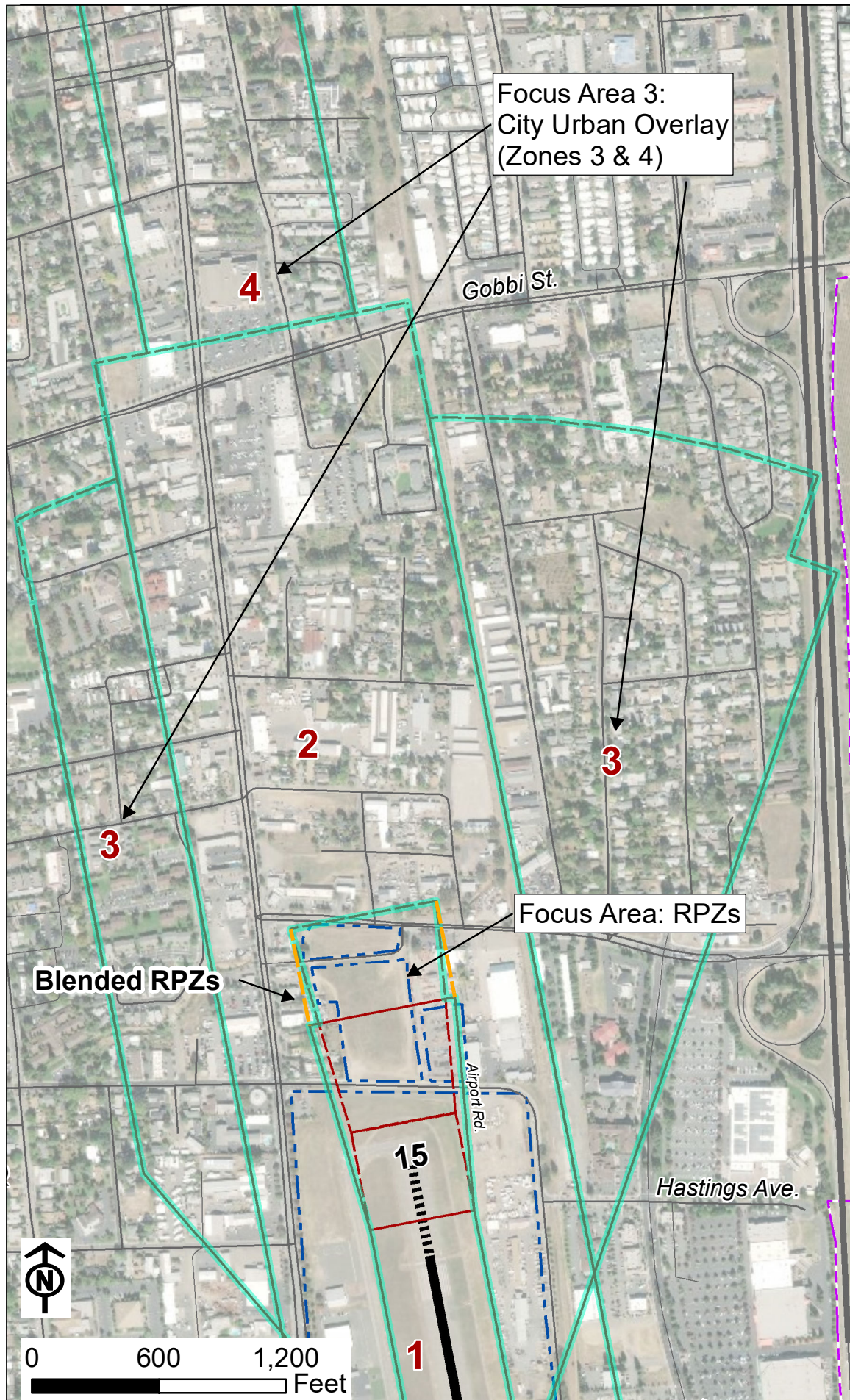
- 2019 Draft Zones (Aeronautical Based) (Consultant Recommended)
- Blended RPZs (TAG Option)

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0 2,100 4,200 Feet

Source: Mead & Hunt, Inc.



**Legend**

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**2019 Draft Compatibility Zones**

- 2019 Draft Zones (Aeronautical Based) (Consultant Recommended)
- Blended RPZs (TAG Option)

**Mendocino County  
Airport Land Use Commission  
Ukiah Municipal Airport  
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November 12, 2019 Draft

**Map 4  
Compatibility Zone  
Comparisons: Focus Areas  
Ukiah Municipal Airport**

Source: Mead & Hunt, Inc.

**Table 1**  
**Ukiah Municipal Airport ALUCP Update**  
**Compatibility Criteria Comparison**  
 November 12, 2019 Draft

2011 Handbook <sup>1</sup> (Rural/Suburban Criteria)				1996 Mendocino County Airport Comprehensive Land Use Plan <sup>2</sup> (Adopted Criteria)					Consultant Recommended Criteria (September Draft)				
Safety Zones	Residential Density Limits (du/ac)	Non-Residential Intensity Limits (people per acre)	Open Land Requirement for Entire Zone	Adopted ALUCP Zones	Residential Density Limits (du/ac)	Non-Residential Intensity Limits (people per acre)	Open Land Requirement for Entire Zone	Other Criteria	Draft ALUCP Zones	Residential Density Limits (du/ac)	Non-Residential Intensity Limits (people per acre)	Open Land Requirement for Entire Zone	Other Criteria
1 Runway Protection Zone	0 du/acre	0	All Remaining	A Runway Protection Zone  (A* not under UKI ownership)	0 du/acre	10	All Remaining	<b>Prohibit:</b> all structures except set by aeronautical function; assemblages of people; objects exceeding Part 77 height limits; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication	1 Runway Protection Zone	0 du / ac	0	All remaining	<b>Prohibit:</b> all structures except set by aeronautical function; assemblages of people; objects exceeding Part 77 height limits; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication
2 Inner Approach/ Departure Zone	1 du/ 10 - 20 ac	Rural: 10-40 (ave.) Suburban: 40-60 (ave.) 2x ave. intensity (single acre)	25-30%	B1 Approach/ Departure Zone and Adjacent to Runway  (B1* not under UKI ownership)	1 du / 10 ac	60	30%	<b>Prohibit:</b> schools, day care centers, libraries; hospitals, nursing homes; highly noise-sensitive uses (e.g., amphitheatres); storage of highly flammable materials; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication; locate structures max. distance from extended runway centerline	2 Approach/ Departure Zone	1 du / 10 ac	60 (avg.), 120 (single-acre)	25%	<b>Prohibit:</b> schools, day care centers, libraries; hospitals, nursing homes; highly noise-sensitive uses (e.g., amphitheatres); storage of highly flammable materials; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication; locate structures max. distance from extended runway centerline
3 Inner Turning Zone	1 du / 2 - 5 ac	Rural: 50-70 (ave.) Suburban: 70-100 (ave.) 3x ave. intensity (single acre)	15-20%	See B1 and C					3 Inner Turning Zone	1 du / 2 ac  Urban overlay allowing multi-family residential (e.g., 15 du/ac)	100 (avg.), 300 (single-acre)	15%	<b>Prohibit:</b> schools, day care centers, libraries; hospitals, nursing homes; highly noise-sensitive uses (e.g., amphitheatres); storage of highly flammable materials; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication; locate structures max. distance from extended runway centerline
4 Outer Approach/ Departure Zone	1 du / 2 - 5 ac	Rural: 70-100 (ave.) Suburban: 100-150 (ave.) 3x ave. intensity (single acre)	15-20%	B2 Extended Approach/ Departure Zone	1 du / 2 ac	60	30%	Same as B1 For UKI, infill development allowed in B2 zone north of UKI. Although residential is discouraged, multi-family (max. 28 du/ac) deemed normally acceptable. Mixed-use developments on >4 acres requires 30% open space. Intensity limit is 90 people per acre. Expansion of hospitals and schools not to exceed 60 people per acre. Public Facilities may exceed 2-stories with conditions.	4 Extended Approach/ Departure Zone	1 du / 2 ac  Urban overlay allowing multi-family residential (e.g., 35 du/ac)	150 (avg.), 450 (single-acre)	15%	<b>Prohibit:</b> schools, day care centers, libraries; hospitals, nursing homes; highly noise-sensitive uses (e.g., amphitheatres); storage of highly flammable materials; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication; locate structures max. distance from extended runway centerline
5 Sideline Zone	1 du/ 1 - 2 ac	Rural: 50-70 (ave.) Suburban: 70-100 (ave.) 3x ave. intensity (single acre)	25-30%	See B1					5 Sideline Zone	1 du / ac	100 (avg.) 300 (single-acre)	25%	<b>Prohibit:</b> schools, day care centers, libraries; hospitals, nursing homes; highly noise-sensitive uses (e.g., amphitheatres); storage of highly flammable materials; hazards to flight <b>Devt. Conditions:</b> Avigation easement dedication; locate structures max. distance from extended runway centerline
6 Traffic Pattern Zone	No Limit - consider noise and overflight impacts	Rural: 150-200 (ave.) Suburban: 200-300 (ave.) 4x ave. intensity (single acre)	15%	C Common Traffic Pattern Zone	15 du / ac	150	15%	<b>Devt. Conditions:</b> Overflight easement dedication for residential uses	6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single-acre)	15%	<b>Devt. Conditions:</b> Overflight Deed Notice dedication for residential uses
NA	NA	NA	NA	D Other Airport Environs	No Limit	No Limit	No Req't	<b>Devt. Conditions:</b> Deed notice required for residential uses	Airport Influence Area	No Limit	No Limit	No Req.	<b>Devt. Conditions:</b> Real Estate Disclosure required for residential uses; Part 77 requirements apply

Notes:  
 1. Handbook criteria addresses the safety factor only. See note 3 for noise compatibility guidelines. Rural is defined as areas where the predominant land use are natural or agricultural; buildings are widely scattered. Suburban is defined as areas characterized by low-rise (1-2 story) development and surface parking. Urban is defined by mid-rise (up to 5 stories) development; generally surface vehicle parking, but potentially some parking structures.  
 2. Recommended criteria addresses all four compatibility factors in a composite manner.  
 3. Handbook noise guidelines recommend prohibiting new residential development within the 50 CNEL contour in quiet, rural locations.  
 4. Handbook overflight guidelines recommend avigation easements in areas where noise and safety are a concern; recorded deed notices in areas subject to routine overflights and real estate disclosure within the airport influence area.  
 5. Handbook airspace protection guidelines recommend limiting the height of structures and avoiding land uses that may create airspace hazards.  
 6. Red text represents deviations from the 1996 ALUCP. Blue text are recommendations by the consultant for consideration.