



Sent by Email

September 11, 2019

Craig Schlatter, Director  
Department of Community Development  
City of Ukiah  
300 Seminary Ave  
Ukiah, CA 95482

**RE: Mendocino County Airport Land Use Plan - Update**

Dear Mr. Schlatter –

We wanted to take a moment to provide comments on the Airport Land Use Plan (the Plan) as we are under the impression that it is currently being updated. As developers we routinely find that overlay zones, regulations, standards and additional requirements have direct impact on the ability to develop financially feasible projects. So, when plans, vision documents and guidelines are updated, we feel it is necessary to reach out and provide our input, experience and expertise.

With that, we hope that the following comments are reviewed and somehow folded into the updated Plan.

1. The boundaries of the Airport Overlay Zones, particularly in areas in which growth is anticipated in the City of Ukiah's General Plan and the Ukiah Valley Area Plan (UVAP), should line up with roadways, parcel lines or other physical boundaries and not be placed through a portion of a parcel.
2. We utilize the Ukiah Airport, and as such we predominately approach and depart the airport from the north. Although we can't speak to all airport traffic and their approach or departure, the boundaries of Overlay Zones at the southern end should be re-evaluated and shifted to the east. Generally speaking, when approaching or departing to the south, aircraft are coming or going from the east as the terrain to the west contains mountains.
3. The Plan needs to acknowledge the hierarchy of the General Plan and the Ukiah Valley Area Plan in relationship to its self. These guiding documents can not reach their full potential if the requirements within the Plan are too restrictive and burdensome to the economic vitality of the area.
  - a. In-Fill Exemption - the Plan should evaluate development potential or redevelopment potential of lots, particularly those to the north and east side of the airport. The Plan should then acknowledge that if those lots are developed at densities or intensities as identified in the Plan, then they are exempt from further Airport Land Use Commission



review. Ultimately the In-Fill Exemption should provide clarity and predictability, while not sacrificing densities and intensities as envisioned in the General Plan and UVAP.

- b. Growth Areas - the Plan should recognize that there are areas that could potentially feel future growth pressure. These areas are on the east side of Highway 101, and west of the Russian River (Hastings Road, River Road areas), and to the south (South State Street, Boonville Road). As such, the Overlay Zones, standards and boundaries should acknowledge this potential.

Thank you for your time and consideration on the above. If you have any questions or wish to discuss our comments in further detail, please feel free to reach out to me at (530) 513-3626 or by email at [jake@guilloninc.com](mailto:jake@guilloninc.com).

Sincerely,

Jake Morley  
Project Manager

Cc:

Doug Guillon

Steve Honeycutt

Brent Schultz, Planning & Building Services Director

Maranda Thompson, Project Manager/Planning Supervisor, Mead and Hunt