

# Ukiah Municipal Airport Land Use Compatibility Plan (ALUCP) Update



Mendocino County Airport Land Use Commission (ALUC)  
Meeting scheduled for November 19, 2020

## Mead & Hunt – Annotated Presentation Outline

### 1. Overview

- Addition of C-130s to CalFire fleet
  - < To efficiently operate at UKI, a minimum 5,000-foot runway length is needed
  - < City of Ukiah desires to accommodate C-130s at UKI
- Runway length currently 4,423 feet
  - < Current (2016) ALP calls for extension to 4,888 feet by adding 465 feet on north end
  - < No airport design study has been done of how best to get 5,000 feet
- State law requires an ALUC to be “guided by” the state Handbook (PUC Sec. 21674.7)
  - < Provides flexibility to define boundaries and criteria
  - < Handbook provides sample safety zones which may be adjusted to reflect local circumstances
  - < Handbook provides a range of acceptable intensities for each safety zone
- State law requires ALUCPs to be based on approved ALP (PUC Sec. 21675(a))
  - < 2016 ALP has no explicit provisions for a 5,000-foot runway
  - < Northward runway extension would have a corresponding shift of RPZ
  - < City-owned and proposed aviation easements limit heights on affected RPZ land, but do not restrict the underlying use of the property
- 1996 ACLUP still in effect is based on 1996 ALP
  - < Assumes runway length same as now existing and no extension
  - < North RPZ length is 1,700 feet versus 1,000 feet shown on 2016 ALP
  - < Affected area similar to 5,000-foot runway with 1,000-foot RPZ
- 1996 ACLUP has A\* Zone covering similar area as aviation easements
  - < All structures except ones with aeronautical function prohibited
  - < Outside uses limited to 10 people/acre
- Current 2020 draft ALUCP would
  - < Create Zone 1 encompassing 1,000-foot RPZs for current and 4,888-foot runways
  - < Surrounding area now in A\* Zone would be in less restrictive Zone 2

### 2. Additional Options

In addition to the options presented by ALUC staff, the following are offered:

#### **Option A: Establish New Zone 1\* (City Council Supported)**

- Establish a new Zone 1\* to encompass remainder of area within conceptual RPZs to north and south for 5,000-foot runway (see Figures 1 and 2)
- Retain 1996 Zone A\* criteria with new Zone 1\* (no new structures; automobile parking normally acceptable; max. intensity of 10 people/acre)
- A version of this concept was presented to the TAG in July 2019 but not advanced
- City Council unanimously supported this recommendation on 11/18/20
- Advantages:

- < Because affected area is within current A\* Zone, restrictions would be identical to those now in place by ALUC
- < Area is covered by existing aviation easements
- < City conducted outreach to affected property owners in advance of City Council meeting on 11/18/20
- Disadvantages:
  - < Affected area is in draft Zone 2 of currently proposed plan, thus adding restrictions not in current draft

**Option B: Retain 1996 Zone A\* in its Entirety**

- Leave provisions of A\* Zone from 1996 ACLUP in place
- Advantages:
  - < No change from ALUCP restrictions now in place
  - < Maintains more restrictive compatibility assurance than current draft ALUCP
- Disadvantages:
  - < Boundary not shown on 2016 ALP
  - < Concept not included in current draft ALUCP
  - < Prevents development in areas outside of RPZs and not required by FAA criteria
  - < Not supported by affected property owners
  - < Not supported by Ukiah City Council, Ukiah Airport Commission, Ukiah Municipal Airport Staff, or Ukiah Community Development Department
  - < Affected area is in draft Zone 2 of currently proposed plan, thus adding restrictions not in current draft

**3. Considerations**

**Policy Format**

- Regardless of the option chosen, formatting the zone boundary and criteria as a specific policy exception for the City is suggested to avoid appearance that the criteria also apply to south end of runway

**Timing**

- State airport land use planning statutes limit adoption of revisions to ALUCPs to once per calendar year
- Unless revisions to the draft ALUCP can be made and the plan adopted by then end of December 2020, adoption in early 2021 would preclude further changes until 2022

**CEQA**

- CEQA document changes can arguably be avoided if the revised compatibility zones and criteria do not impose any greater restrictions on land uses than exist under the 1996 ACLUP still in effect
- If the ALUC concludes that the CEQA document needs to be modified and recirculated, it would delay adoption until 2021

**4. Recommendation**

Direct ALUC staff and consultant Mead & Hunt to prepare an addendum to the draft ALUCP to support Option A, New Zone 1\*. The addendum will present recommended changes to the draft ALUCP policy chapter, policy tables, policy map, and background chapter.

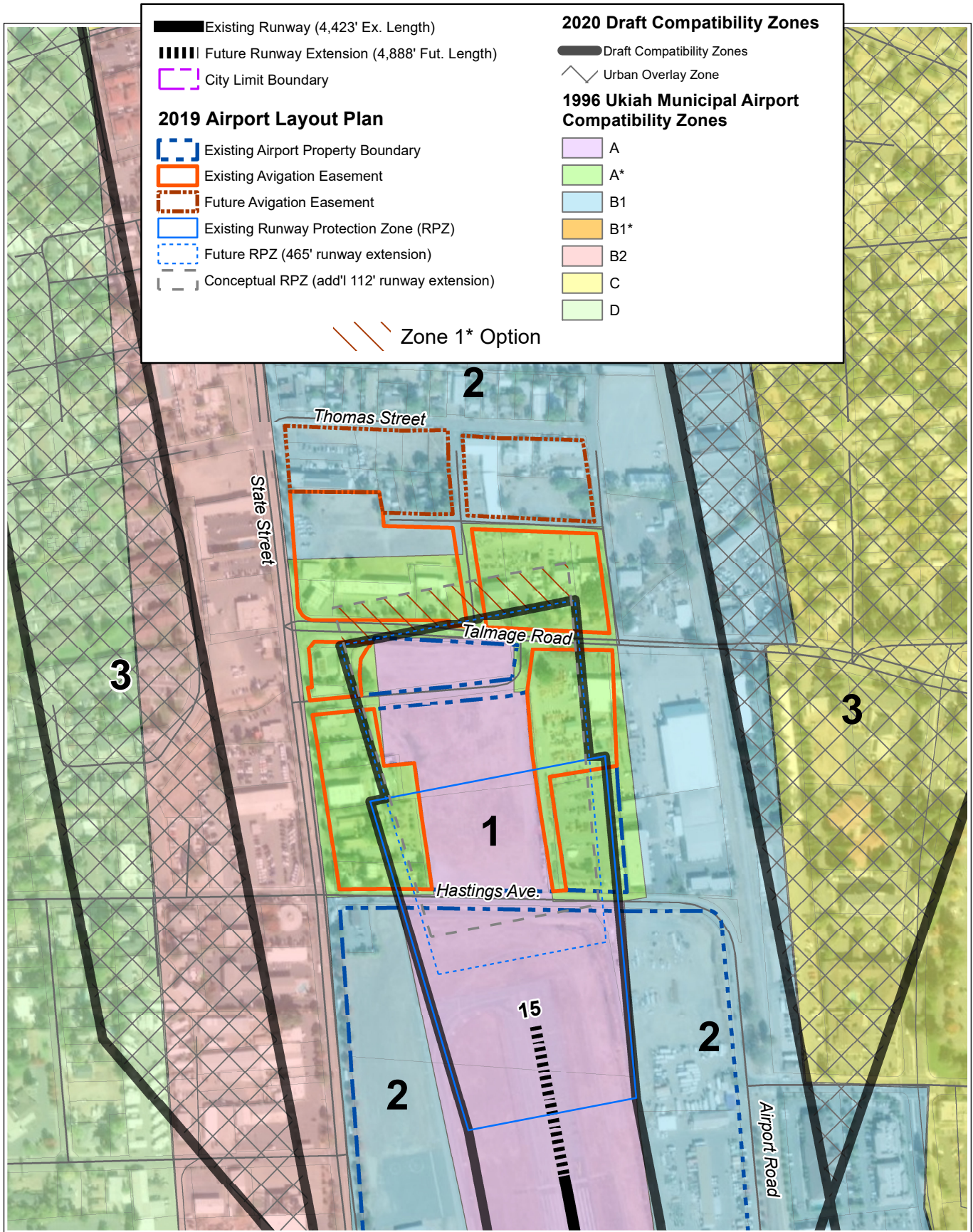
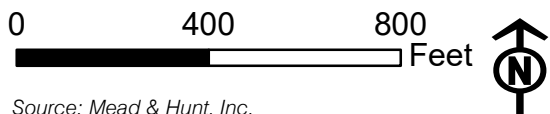


Figure 1

**Comparison Map:  
 Draft Zone 1 and 1996 Zone A\* (North)  
 Ukiah Municipal Airport**



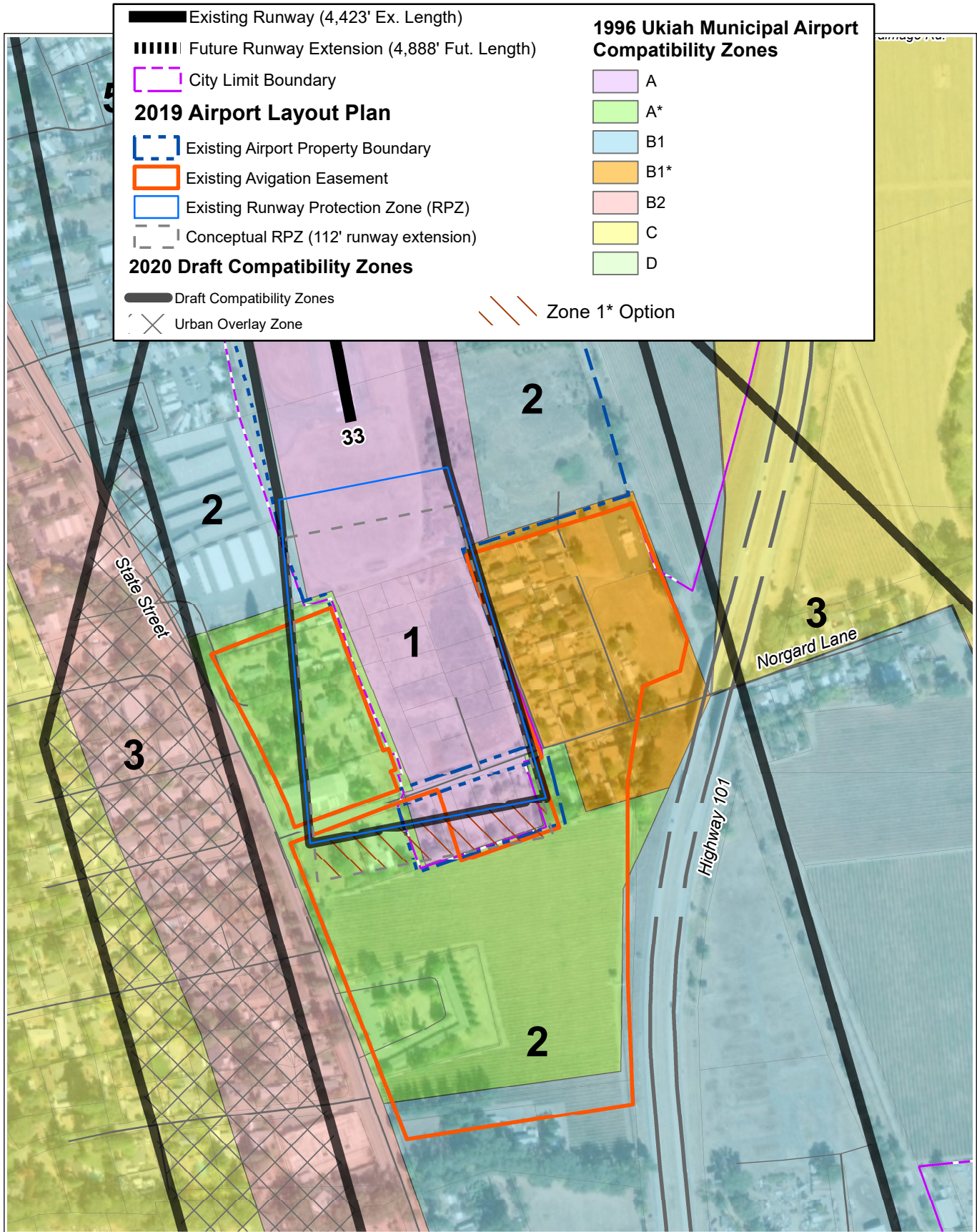
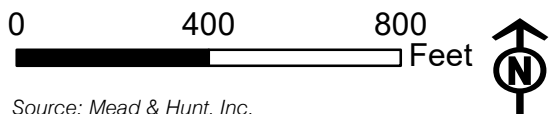


Figure 2



Source: Mead & Hunt, Inc.

**Comparison Map:  
 Draft Zone 1 and 1996 Zone A\* (South)**  
 Ukiah Municipal Airport