



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

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MEMORANDUM

DATE: MAY 20, 2021  
TO: MENDOCINO COUNTY AIRPORT LAND USE COMMISSION  
FROM: PLANNING AND BUILDING SERVICES  
SUBJECT: UKIAH MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN (UKIALUCP)

On April 4, 2019 a kick-off meeting to the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP) was held with the Mendocino County Airport Land Use Commission (ALUC). A Technical Advisory Group (TAG) was established after that meeting to assist in the preparation of the draft UKIALUCP.

A public review draft of the UKIALUCP and associated Initial Study and draft Negative Declaration was circulated in July of 2020. During circulation, the City was contacted regarding the need for protection of areas surrounding the airport for potential additional runway extensions to accommodate operations by CalFire Lockheed C-130 fire attack aircraft. In November 2020, the Ukiah City Council approved a recommendation to the ALUC that the Public Draft UKIALUCP dated July 2020 protects for a future 5,000-foot runway to accommodate operations by CalFire Lockheed C-130 fire attack aircraft. At its meeting on November 19, 2020, the ALUC directed ALUC staff and Mead & Hunt, Inc. (Mead & Hunt) to revise the draft UKIALUCP as recommended by the Ukiah City Council.

Mead & Hunt prepared Addendum #1, which contains the revisions to the *Ukiah Municipal Airport Land Use Compatibility Plan* (Public Draft July 2020). The proposed revision to the draft UKIALUCP includes the addition of a Compatibility Zone 1\* beyond Zone 1 at each end of the runway (Runway 15/33). Inclusion of a Zone 1\* at both runway ends rather than just one preserves the option for the additional runway length to be provided on either the north or the south. Each Zone 1\* encompasses the outer 112 feet of the Runway Protection Zone (RPZ) associated with a 5,000-foot runway length extended in one direction or the other. The compatibility criteria for Zone 1\* match those of Zone A\* in the 1996 Mendocino County Airport Comprehensive Land Use Plan (MCACLUP) for Ukiah Municipal Airport and are less restrictive than the criteria for Zone 1. Where Zone 1 precludes all future structures that are not aeronautical in function, Zone 1\* allows very low intensity outdoor uses such as auto parking and storage with a maximum intensity of 10 people per acre.

To facilitate adoption of the revised UKIALUCP (Final Draft January 2021), Mead & Hunt has also revised the Initial Study and associated draft Negative Declaration for the proposed project that are prepared in accordance with the California Environmental Quality Act (CEQA). As documented in the revised Initial Study and summarized below, the addition of Zone 1\* is deemed to have a less than significant impact on the twenty-one environmental factors assessed. The following summary begins on page 30 of the revised Initial Study, Environmental Category 11, Land Use and Planning:

***Exhibits 7A through 7D*** identify the seven parcels that fall within the newly proposed Zone 1\* of the revised UKIALUCP (Final Draft January 2021): 5 parcels in the City of Ukiah (North) and 2 parcels in unincorporated Mendocino County (South). Five parcels are developed and two are vacant. Under the draft UKIALUCP (Public Draft July 2020), portions of these parcels could be developed under Zone 2 criteria. Under the revised UKIALUCP (Final Draft January 2021), some or all the Zone 2 development potential is removed as these areas would become part of the

*more restrictive Compatibility Zone 1\*. Although these parcels have reduced development potential under the Final Draft 2021 UKIALUCP compared to the Public Draft 2020 UKIALUCP, the redevelopment potential within the areas that will be in Compatibility Zone 2 is still greater than that provided under Zone A\* of the current 1996 ACLUP. Lastly, since land use restrictions are identical between 1996 ACLUP Zone A\* and Final Draft 2021 UKIALUCP Zone 1\*, no theoretic displacement would occur. Therefore, the impact to parcels underlying Zone 1\* is deemed to be less than significant.*

Section 15073.5 of the 2020 CEQA Statute & Guidelines (CEQA Guidelines), states that recirculation of a negative declaration prior to adoption is required when the document is “substantially revised after public notice of its availability has previously been given...” Paragraph (C) states that recirculation is not required under the following four circumstances:

- (1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
- (2) New project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects.**
- (3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
- (4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

The conclusions of the revised Initial Study indicate that the environmental impact of the proposed changes to the draft UKIALUCP on the seven parcels underlying the new Compatibility Zone 1\* is less than significant. This finding supports a determination that recirculation of the proposed Negative Declaration is not required under Title 14, California Code of Regulation, Section 15073.5(C)(2).

Staff recommends that the ALUC by resolution adopt the Negative Declaration and the UKIALUCP and associated Addendum, based upon the findings contained within the resolution.

#### Attachments

1. Resolution of the ALUC
2. UKIALUCP Initial Study Revised (Redline)
3. UKIALUCP Initial Study Revised (Clean)
4. UKIALUCP Negative Declaration
5. UKIALUCP Public Review Draft (2020)
6. UKIALUCP Addendum
7. UKIALUCP Compatibility Maps
8. UKIALUCP Presentation Slides
9. City of Ukiah Airport Element – 1995