

ATTACHMENT 4
NEGATIVE DECLARATION

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Ukiah Municipal Airport Land Use Compatibility Plan

Project Name: Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP)

Lead Agency: Mendocino County Airport Land Use Commission (ALUC)

Project Contact: Julia Acker Krog, Chief Planner
County of Mendocino – Planning and Building Services
501 Low Gap Road
Ukiah, CA 95482
Phone: (707) 234-6650
Email: ackerj@mendocinocounty.org

Project Location (Latitude/Longitude: 39° 07' 33.42" N / 123 12 03.09" W): The proposed project is located at the Ukiah Municipal Airport and within the associated Airport Influence Area. The Airport Influence Area is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. For Ukiah Municipal Airport, the proposed Airport Influence Area boundary extends approximately 3.0 miles (16,000 feet) from the ends of the Airport's runway. The proposed Airport Influence Area encompasses land within the City of Ukiah and unincorporated areas of Mendocino County (see **Exhibit 1** in the Initial Study, as revised January 2021). The project area includes lands that are designated for various uses including: Residential, Commercial, Manufacturing, and Downtown Core within the City of Ukiah and Suburban Residential, Industrial, Commercial, and Agricultural in the unincorporated areas of Mendocino County.

Project Description: The proposed project is the adoption of the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP) by the Mendocino County Airport Land Use Commission (ALUC). The project involves replacing the sections pertaining to the Ukiah Municipal Airport from the current Mendocino County Airport Comprehensive Land Use Plan (MCACLUP), which was adopted by the ALUC in October 21, 1993 and revised June 6, 1996, with a separate and distinct plan—the proposed UKIALUCP. The current MCACLUP would remain in effect for the other airports in Mendocino County.

The preparation or amendment of an ALUCP for public use airports is required by the California State Aeronautics Act (Public Utilities Code (PUC) Section 21670 *et seq.*). The need for updating the UKIALUCP is due to local and state level changes that have occurred since the MCACLUP was amended in 1996. First, the countywide MCACLUP predates the latest guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011

California Airport Land Use Planning Handbook (Handbook). Second, the current MCACLUP was based on the development proposals provided in the 1996 Airport Master Plan, a plan which no longer fully reflects the City of Ukiah's planning for its Airport. The 2015 Airport Layout Plan (ALP), which was prepared by the City of Ukiah and approved by the Federal Aviation Administration (FAA), now reflects a 465-foot northerly extension to Runway 15/33 for an ultimate runway length of 4,888 feet. However, the additional length would not be available for aircraft landing from the north; instead, pilots would continue to land at the existing Runway 15 landing threshold. In accordance with state law (PUC Section 21676(a)), the Division of Aeronautics has accepted the 2015 ALP as the basis of the proposed UKIALUCP.

In November 2020, the Ukiah City Council approved a recommendation to the Mendocino County ALUC that the UKIALUCP update protect for a future 5,000-foot runway to accommodate future operations by CalFire Lockheed C-130 fire attack aircraft. At its meeting on November 19, 2020, the Mendocino County ALUC directed ALUC staff to revise the proposed UKIALUCP (Public Draft July 2020) and associated environmental document as recommended by the Ukiah City Council. 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 MCACLUP for Ukiah Municipal Airport and is 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. The function of the proposed UKIALUCP is to promote compatibility between the Airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around the Airport. Additionally, the proposed UKIALUCP serves as a tool for use by the ALUC in fulfilling its statutory duty to review plans, regulations, and other actions of local agencies and the Airport operator for consistency with the proposed UKIALUCP criteria. The local affected agencies, including the County of Mendocino, City of Ukiah, Special Districts, School Districts and Community College Districts, are expected to incorporate and implement certain compatibility criteria and procedural policies from the proposed UKIALUCP into their respective general plans, specific plan, master plans and/or zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Airport. These local agencies also have the option of overruling the ALUC in accordance with the steps defined by state law (PUC Section 21676). Neither the proposed UKI ALUCP nor the ALUC have authority over existing land uses, operation of the Airport, or over federal, state, or tribal lands.

Potential Impacts: The proposed UKIALUCP (Final Draft January 2021), which includes Addendum #1 with the proposed revisions to the draft UKIALUCP (Public Draft July 2020), regulates proposed development, not existing land uses. Neither the project—the adoption of the proposed UKIALUCP—nor its subsequent implementation by local agencies would directly lead to development or to any physical change to the environment. However, the proposed UKIALUCP has the potential to indirectly cause a physical change in the environment by influencing future land use development patterns through the establishment of compatibility guidelines that are intended to prohibit or constrain certain types of incompatible development within specifically delineated areas. Although the proposed UKIALUCP prohibits some specific land uses in certain locations, it does not prohibit new development in the vicinity of the Airport. The proposed UKIALUCP policies were reviewed and compared to the local general plans and zoning policies, and no significant conflicts were identified. As such, no significant impacts to the CEQA environmental resource categories were identified

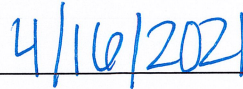
during the analysis performed for the Initial Study (see attached). Therefore, based on the CEQA analysis performed, adoption and implementation of the proposed UKIALUCP will not create a potentially significant effect on the environment.

Mitigation Measures: No mitigation measures are proposed.

Proposed Finding: *Based on the Initial Study and in light of the whole record before the Commission, including comments received in response to this notice and the Initial Study, the Mendocino County Airport Land Use Commission finds that there is no substantial evidence that the proposed project may have a significant effect on the environment. This Initial Study/Negative Declaration reflects the Commission's independent judgment and analysis.*



Julia Acker Krog
Mendocino County Airport Land Use Commission



Date