



Paths, Open Space, and Creeks Commission

Regular Meeting **AGENDA**

This meeting will be held remotely, at the link below:
<https://global.gotomeeting.com/join/487209829>

You can also dial in using your phone.
United States: +1 (786) 535-3211

Access Code: 487-209-829
July 1, 2021 - 3:00 PM

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **CORRESPONDENCE**

4. **APPROVAL OF MINUTES**

4.a. Approve June 3, 2021 Regular Meeting Minutes

Recommended Action: Review and approve June 3, 2021 Regular Meeting Minutes

Attachments:

1. POSCCM_20210603_DRAFT_Minutes

5. **COMMENTS FROM AUDIENCE ON NON-AGENDA ITEMS**

The City of Ukiah Paths, Open Space, and Creeks Commission welcomes input from the audience. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than ten (10) minutes per subject. The Brown Act regulations do not allow action to be taken on audience comments related to non-agenda items.

6. **NEW BUSINESS**

- 6.a. Discussion of the 2040 General Plan Update; identify and provide preliminary recommendations to the General Plan consultant based on review of the existing Open Space and Transportation Elements (1995), as well as the associated General Plan Goal Status Update.
Recommended Action: Review the Open Space & Transportation Elements, as well as the General Plan Goal Status Report to provide suggestions and preliminary direction to the General Plan consultant.
 Attachments:
 - 1. Open Space and Conservation Element (1995)
 - 2. Transportation & Circulation Element (1995)
 - 3. Implementation General Plan - Status Report

- 6.b. Discussion regarding requirements for early community input with regard to new open-space or trail projects.
Recommended Action: Discuss and provide suggestions for Staff to enhance community input and early-engagement for Open Space and trail projects.
 Attachments: None

- 6.c. Staff update regarding the 'Orr Creek Pedestrian Pathway' and Bridge
Recommended Action: Receive update on the pathway associated with the Orr Creek Commons project; receive an update from Staff with regard to the Orr Creek Bridge funding.
 Attachments:
 - 1. Orr Creek Commons Maps (UM_2019-0001)

- 6.d. Staff Update regarding the Ukiah Western Hills Open Land Acquisition & Limited Development Agreement;
Recommended Action: Receive an update from Staff regarding the Ukiah Western Hills Open Land Acquisition & Limited Development Agreement
 Attachments: None

- 6.e. Discussion to host the August meeting of the POSCC at a public park within the City of Ukiah.
Recommended Action: Provide direction to Staff with regard to the park selection, as well as discuss environmental, noticing and accessibility considerations for an outdoor meeting of the POSCC in August.
 Attachments: None

- 6.f. Staff Update on Creek Setback Ordinance - Implementation Status
Recommended Action: Review creek setback ordinance recommendation letter to City Council from February 5th, 2021; provide direction to Staff.
 Attachments:
 - 1. Creek Setback Ordinance Recommendation Letter (February 5, 2021)

7. **PETITIONS AND COMMUNICATIONS**

8. **MATTERS FROM THE COMMISSION**

9. **MATTERS FROM STAFF**

9.a. Preliminary Update - City View Trail

Recommended Action: Presentation regarding continued efforts to facilitate the City View Trail as a component of the Low Gap Park trail network.

Attachments:

1. Initial Project Description
2. Upper City View Pathway Map
3. City Parcels Map

10. ADJOURNMENT

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed in order for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request. Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection at the main entrance of the City of Ukiah Annex, located at 411 W. Clay St., Ukiah, CA 95482, not less than 72 hours prior to the meeting set forth on this agenda.

**CITY OF UKIAH
PATHS, OPEN SPACE, AND CREEKS COMMISSION MINUTES
Regular Meeting
Held via Teleconference
June 3, 2021
3:00 p.m.**

COMMISSIONERS PRESENT

Megan Parker Prout
Jeanne Wetzel Chinn
Susan Knopf

COMMISSIONERS ABSENT

N/A

STAFF PRESENT

Jesse Davis

MEMBERS OF THE PUBLIC PRESENT: None

1. CALL TO ORDER

Meeting was called to order virtually at approximately 3:03 p.m. via the City's GoTo Meeting platform.

Chair Knopf Presiding

2. ROLL CALL

Roll call was called. All members were present.

3. CORRESPONDENCE

None

4. APPROVAL OF MINUTES

Approve the May 13, 2021 Meeting Minutes.

Motion/Second Wetzel-Chin/Parker-Prout to approve the Minutes of the May 13, 2021 meeting minutes.

5. COMMENTS FROM AUDIENCE ON NON-AGENDA ITEMS

None

6. UNFINISHED BUSINESS

N/A

7. NEW BUSINESS

Discussion of General Plan Research Report - Update: Commissioner Jeanne Wetzel Chinn

Action: The POSCC received the report, as read by Commissioner Chinn. Subsequently, Commissioners discussed the report, and received updates from Staff on activity related to the Sustainable Agricultural Land Committee, as well as Orr Creek Commons. After discussion, two items were requested to be agendized for the next meeting of the POSCC, including:

- Agendize discussion of the 2040 General Plan Update; identify and provide recommendations to the General Plan consultant.
- Agendize discussion regarding pathways for early community input at the w/regard to annexation and new development;

a. **MATTERS FROM THE COMMISSION**

The Commission requested the following project updates from City Staff for the next regular meeting:

- Request for Staff Update on the 'Orr Creek Pedestrian Pathways & Bridge' ;
- Request Staff Update regarding 'Creek Setbacks and Regulatory Recommendations' previously reviewed and discussed by the POSCC;
- Request Staff Update regarding the Ukiah Western Hills Open Land Acquisition & Limited Development Agreement;
- Request that Staff review the possibility of hosting the next meeting of the POSCC at a public park within the City of Ukiah;

8. **MATTERS FROM STAFF**

None

9. **ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 3:51 p.m.



STAFF REPORT

TO: Paths, Open Space, and Creeks Commission
DATE: July 1, 2021
FROM: Jesse Davis, Planning Manager
SUBJECT: General Plan Implementation - Measure Status Discussion

Background

The Paths, Creeks, Open Space Commission (POSCC) was established by City Council in 2003 to aid in efficient implementation of the Open Space and Conservation Element, as well as the sections relating to trails and pathways of the Circulation and Transportation Element of the City's 1995 General Plan.

Discussion

At the June 3, 2021 POSCC meeting, the POSCC stated that they would like to discuss and provide feedback for the forthcoming 2040 City of Ukiah General Plan and discuss priorities of the POSCC. The associated General Plan Elements from 1995, as well as an overview of relevant implementation goals are provided for discussion. Goals or aspects that should be retained for the forthcoming General Plan should be identified by the Commission so that they can be provided to the Consultant for incorporation and use in future General Plan workshops.

Staff looked through previous meeting materials and it appears the last status of the Open Space and Conservation implementation measures was given to the POSCC in 2020. Staff has updated it with activity that has occurred since 2020 (**Attachment 1**). Implementation measures related to paths within the Circulation and Transportation Element (Section 5.02) are focused on pedestrian and bicycle facilities which are being implemented by the Public Works Department, Traffic Engineering Committee, and groups such as Walk and Bike Mendocino.

Attachments

- 1- Open Space and Conservation Element Implementation Measure Status Report
- 2- Circulation Element (1995)
- 3- Open Space and Conservation Element (1995)

IV. THE RESOURCE ELEMENTS

THE RESOURCE ELEMENTS are a combination of the mandatory and optional elements related to natural and physical resources in the Ukiah Valley. The Elements in this Chapter are Open Space and Conservation, Safety, Noise, and Energy.

1 OPEN SPACE AND CONSERVATION

1.01 General principles

THE CONSERVATION portion of the Open Space and Conservation Element overlaps provisions found in the Open Space, Land Use, Safety, and Circulation Elements. The conservation portions of the Open Space and Conservation Element differ from other portions of the General Plan in that the emphasis is towards natural resources. The conservation component stresses the conservation, development, and utilization of resources.¹ *Open space lands* differ from conservation activities. Open space lands are essentially undeveloped lands in public and private ownership that are designated for a land use that allows the land to appear rural or open. Lands that are currently open space may include property that will be developed for a resource use, such as agriculture or mineral resources.

Explanation IV.1-1: Definition of Open Space from California law

"Open-space land means any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

- *(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries, and coastal beaches, lake shores, banks of rivers and streams, and watershed lands.
- *(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- *(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value, areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams, and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
- *(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality." Government Code §65500(b).

¹General Plan Guidelines, pp. 117-118.

Policy GP-29.3: Promote public transportation, services within walking distance in neighborhoods, and any other feasible means of preventing needless vehicle use and pollution.

Goal GP-30: **Protect existing agriculturally zoned lands in the City's Planning Area.**

Policy GP-30.1: Recognizing the irreversibility of conversion from agricultural to other uses, require within city limits and urge within the Planning Area that all such conversions be subject to a citizen review process.

Policy GP-30.2: Work cooperatively with citizens and organizations to ensure that the siting and design of schools, and local State and Federal facilities minimizes the use of, and impact on, agricultural lands.

Goal GP-31: **Identify ways to replace wasteful practices that imprudently use resources.**

Policy GP-31.1: Establish programs to reduce motor vehicle dependency.



1.01.01 Summary of major findings

Human, physical and spiritual health depends upon the understanding of and living within the interrelationship of living systems. The community at large can enjoy the open space effect of private property but must recognize and respect that it is private property when implementing policies. The City can combine development and open space through incentives for innovative projects to preserve vegetation, make wise/frugal use of resources, and generally enhance the environment. Because of the relationship between the overall Ukiah Valley and the incorporated City area, it is intended that the Open Space and Conservation Element apply to both lands within the City limits and the unincorporated area.

While most publicly-owned lands that are designated as open space will remain in a public use or undeveloped state, privately-owned lands that may be shown as open space are not generally available for public access without the property owner's permission.

1.01.02 General Plan goals, policies, and implementing programs

Goal OC-1: Recognize private property rights when designating open space lands.

Policy OC-1.1: Identify all current privately-owned undeveloped parcels within the City's Planning Area so that the larger public is aware of their locations.

Implementation Measure OC-1.1(a): Ensure that the undeveloped lands inventory is updated each year. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning]

Implementation Measure OC-1.1(b): Provide information to people interested in learning about how undeveloped lands can be acquired as a means of preserving open space. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Parks and Recreation]

Implementation Measure OC-1.1(c): When private organizations or public groups seek to acquire open space, provide staff support to answer questions and supply supporting information as needed. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and Board of Supervisors]

Policy OC-1.2: New residential, commercial, and industrial development shall include open space as defined in the Land Development Code.

Implementation Measure OC-1.2(a): The revised Land Development Code² shall include standards for maintaining open space and green areas within new developments. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Planning Agencies]

Policy OC-1.3: Coordinate landscaping of public and private development with preservation and restoration of open space and native vegetation.

²The "Land Development Code" is an umbrella term that refers to ordinances enacted to specify development, building, and subdivision standards.

Implementation Measure OC-1.3(a): In the Land Development Code or design standards,³ incorporate requirements for enhancing native vegetation. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Planning Agencies]

Goal OC-2: The City of Ukiah shall support the conservation of agricultural lands through formation of a land trust.

Policy OC-2.1: Support the formation of a non-profit private *Land Conservation Trust*.

Implementation Measure OC-2.1(a): During the short-term planning period, the City shall facilitate acquisition of open space by the *Land Conservation Trust*. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: General Services]

Goal OC-3: Encourage clustering of residential development wherever possible to preserve continuous, unfragmented natural habitat.

Policy OC-3.1: Establish incentives which promote clustered development as a means of maintaining natural habitat.

Implementation Measure OC-3.1(a): Amend the Land Development Code to incorporate incentives, such as density bonuses, for cluster housing to conserve critical natural habitat. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Planning Agencies]

Implementation Measure OC-3.1(b): Ensure that the Land Development Code incorporates subdivision design standards to plan for shared or clustered driveways. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Planning Agencies]

Goal OC-4: Encourage continuous public participation to monitor the Open Space and Conservation Elements.

Policy OC-4.1: Encourage participation of organizations established for purposes of open space conservancy.

Implementation Measure OC-4.1(a): Using community relations programs, provide notice and an opportunity for groups to participate in the annual General Plan report to provide views concerning the implementation of the Open Space and Conservation elements. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Planning Agencies]

Goal OC-5: Provide a system to catalog natural resources within the Planning Area.

Policy OC-5.1: Develop a resource inventory by coordinating available sources.

Implementation Measure OC-5.1(a): Evaluate and prepare an inventory of existing natural resources on a periodic and systematic basis during the life of the General Plan. The inventory may include encouraging other trustee or responsible agencies to take

³Design review standards will either be included in the Land Development Code or adopted as a separate policy-regulatory program.

the lead in developing an inventory in areas of appropriate responsibility, it may include sponsorship of studies found by the Council to be of immediate importance to the City, or it may include City contributions in kind or monetarily, if appropriate, to assist in funding such studies. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Planning]

Implementation Measure OC-5.1(b): During the short-term planning period, prepare a list of resources to be included in the inventory. This list shall be utilized to develop the systematic program for preparing the inventory. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning]

Implementation Measure OC-5.1(c): The City shall strive to start an inventory of at least one resource identified on its list or in its program every two fiscal years. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning]

Goal OC-6: Utilize natural resource guidelines in future planning and development decisions.

Policy OC-6.1: To create a balance between the natural habitat and area development, provide guidelines to encourage development styles and techniques that respect the natural terrain, topography, and habitat.

Implementation Measure OC-6.1(a): The Land Development Code shall include provisions for review of the site terrain and natural characteristics as a part of site design and development. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Planning Agencies]

1.02 Russian River

1.02.01 Summary of major findings

The Russian River is a vital recreation resource for the public as well as critical to agricultural use in the Ukiah Valley. Conflicts between these uses shall not be avoided by preventing public uses. Rather the City of Ukiah, Mendocino County and other public agencies shall simultaneously encourage reasonable public use and access and protection of agricultural and other private uses from trespass and vandalism. The Russian River is a significant fisheries habitat, the major flood control channel, and the major source of water for supply and distribution as well as resupply for the underlying aquifer. Historically and today, the river has been a major source of reeds and willows that were gathered by the native American inhabitants of the area, and fabricated into the unique baskets that are now world-famous.

Continued urbanization of the Russian River flood plain may result in impacts to the free flow of flood waters, increase exposure of persons and property to flooding, and cause deterioration or destruction of natural riparian habitats. The development patterns within the Valley have also resulted in the conversion of streams and creeks to channelized and tunneled drainage facilities. This destroyed natural habitat has not been replaced. Additionally, the channelization disrupted natural drainage patterns, which can result in increased flooding as more impermeable surfaces are created in the Valley. The implementation program in the Plan provides mitigation that is applied to development proposals.

The Russian River is a major identified floodway with expansive floodplains on each side of the river's channel. Its historic course has moved from time to time following major floods. The drainage of the river results in the deposit of gravel into the river bottom and along the floodway which provide opportunities for mineral extraction. Mining the Russian River has impacts in terms of changes to the depth of the river, disruption of river flows, and shifts in the banks or course of the channel.

The City of Ukiah has direct interest in the quality and protection of the Russian River. The river provides the City's water supply. It serves as a recreation resource. The river is also critical as a part of the City's wastewater treatment system.

Agricultural interests, property owners, and governmental agencies all have claims on portions of the river's stream flows for municipal, agricultural, and industrial uses. The river is regulated by the California Department of Water Resources. The Russian River carries significant volumes of water used outside of the Ukiah Valley.

1.02.02 General Plan goals, policies, and implementing programs

Goal OC-7: Ensure the health and viability of the Russian River and its tributaries.

Policy OC-7.1: Maintain river bed and banks for flood control, water delivery, and fish habitat.

Implementation Measure OC-7.1(a): Working cooperatively on an ongoing basis with the affected property owners, the Russian River Flood Control and Water Conservation Improvement District (RRFC&WCID), Mendocino County, and other responsible and trustee agencies, develop and support programs to maintain the riverbed for flood control, fishery habitat, and water delivery. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council, Board of Supervisors, Mendocino County Water Agency]

Policy OC-7.2: Take measures to prevent further deepening of the channel.

Implementation Measure OC-7.2(a): Working cooperatively on an ongoing basis with affected property owners, the RRFC&WCID, Mendocino County, and other responsible and trustee agencies, establish a program to set a minimum riverbed elevation above mean sea level along its route within the Ukiah Valley and participate in project review to ensure that the channel elevation is maintained. [Timeframe for completion: Short-term planning period ♦ Measure applies to: County ♦ Agency/Department responsible: Board of Supervisors, Mendocino County Water Agency]

Policy OC-7.3: Limit gravel harvesting to levels that do not exceed resupply of river gravel.

Implementation Measure OC-7.3(a): During the short-term planning period, work with the affected property owners, County of Mendocino, Department of Fish and Game, and California Division of Mines and Geology to determine the resupply levels of river gravel. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: County ♦ Agency/Department responsible: Mendocino County Water Agency]

Implementation Measure OC-7.3(b): When reviewing permit applications for mineral resource harvesting from within the river channel, ensure that permit conditions maintain a maximum harvest volume that will not, when combined with other extraction permits, exceed the resupply levels for river gravel. [Timeframe for completion:

Ongoing planning period ♦ *Measure applies to:* County ♦ *Agency/Department responsible:* Planning Department]

Policy OC-7.4: Take measures to lessen flooding resulting from runoff.

Implementation Measure OC-7.4(a): The revised Land Development Code shall incorporate standards for retention or volume reduction of stormwater flows as a means of reducing flood potential from surface runoff from large paved areas. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* Public Works Departments and Planning Departments]

Policy OC-7.5: Maintain the Russian River as a natural riparian corridor.

Implementation Measure OC-7.5(a): Incorporate design standards in the Land Development Code to integrate riparian habitat into project design as a means of avoiding potential impacts of river sedimentation and lessening the effects of erosion. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* Planning Departments]

Implementation Measure OC-7.5(b): Review project landscaping proposals, working with proponents, to avoid removal or damage to riparian habitat and develop programs to avoid or manage sedimentation and erosion of river channels and tributaries. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* Planning Departments]

Implementation Measure OC-7.5(c): The Land Development Code shall include either specified setbacks from the Russian River based on precise criteria or site-specific performance standards for each zoning district. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* County ♦ *Agency/Department responsible:* Department of Planning and Building Services]

Goal OC-8: Public or commercial recreational use shall be preferred to residential, general commercial, or industrial development on riverfront property.

Policy OC-8.1: Prohibit conversion of riverfront agricultural land to residential, general commercial, or industrial use.

Implementation Measure OC-8.1(a): No lands within the one hundred year flood plain of the Russian River shall be converted from agricultural use to residential, general commercial, or industrial development. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* County ♦ *Agency/Department responsible:* Planning]

Implementation Measure OC-8.1(b): Establish land development programs that place an emphasis on public or commercial recreation development of riverfront property, for lands converted from agricultural uses. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* County ♦ *Agency/Department responsible:* Planning]

1.03 Creeks and streams

1.03.01 Summary of major findings

Creeks and streams provide spiritual, aesthetic, and material sustenance to human and other resident species and must be preserved, or where necessary, restored as corridors of riparian vegetation and habitat within both the urban and rural areas. Creekside greenbelts can be used to contain and define city neighborhoods and enhance air quality. The creeks provide drainage channels for groundwater recharge, domestic and agricultural water supply, flood mitigation, fish and other aquatic life.

Streams need to operate as natural waterways because the bottoms, edges and banks each serve a specific function. Stream banks and their riparian vegetation serve to filter runoff water as it enters the stream channel. Without these buffer zones, impurities can enter stream waters via storm runoff more directly.

The strip of trees such as cottonwood, alder, willow and valley oak which commonly grow along the Russian River and its tributaries is referred to in scientific literature as a riparian woodland, forest or scrub. This riparian strip provides essential habitat for water-related birds, mammals, amphibians and reptiles. The strip is an important "filtering zone" for runoff-water approaching the river, and the strip helps hold the river banks in place.

As development is proposed within or near stream and creek corridors, site-specific considerations may result in a need to establish an area on a parcel on which construction is limited. The limitations would be to provide protection of riparian vegetation and streambanks. There are many methods of accommodating both the natural riparian habitat and site development requirements. More detailed site plan review within stream and creek corridors can result in attractive projects that serve both the needs of the property owner and provide a benefit to the community as a whole with an attractive stream or creek corridor. This objective can be accomplished in several different ways. In some communities, development codes may specify fixed setback distances from streams as mitigation. The ultimate direction of the Plan is to determine the need for setbacks and precise distances on a project-by-project basis.

1.03.02 General Plan goals, policies, and implementing programs

Goal OC-9: Conserve and enhance channels for creeks and waters flowing through the Planning Area.

Policy OC-9.1: Establish a *Stream and Creek Restoration Master Plan* for each creek flowing through the City limits.

Implementation Measure OC-9.1(a): In the short term planning period, the City shall establish a citizen's task force for the Stream and Creek Restoration Master Plan and provide staff and technical assistance. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-9.1(b): The task force's final plan shall include recommendations for private and public funding sources and incentives ⁴ to property owners to

⁴Incentives are to be addressed in the development code. Appropriate incentives include flexibility in setbacks, trade-offs for parking, and similar concepts.

accomplish stream or creek restoration. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and Board of Supervisors]

Policy OC-9.2: Develop maintenance programs, ecosystem analysis, and hydrological studies for stream channels for creeks and waters through the Planning Area.

Implementation Measure OC-9.2(a): When maintaining creek and stream channels, the City shall be cognizant of the natural conditions, restoring them whenever possible. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Public Works]

Implementation Measure OC-9.2(b): During the short-term planning period, wherever feasible and safe, remove barriers and impediments to fish passage following appropriate study of the channel. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Public Works]

Implementation Measure OC-9.2(c): The City shall maintain information available to the public about the use of riparian plants and vegetation for landscaping, including sources of plant material. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning]

Implementation Measure OC-9.2(d): Ensure that grading and development codes incorporate measures to protect and enhance fish habitat including riparian vegetation protection and restoration and erosion and sediment control measures. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works, County Department of Planning & Building]

Implementation Measure OC-9.2(e): Development plans shall be reviewed to ensure that proposals are coordinated with adjoining development in design to maintain or enhance contiguous riparian corridors. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works, County Department of Planning & Building]

Implementation Measure OC-9.2(f): Support efforts of appropriate agencies to ensure instream water flows adequate to maintain and protect historic fisheries in the streams and creeks within the Planning Area. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Utilities, County Fish and Game Commission]

Implementation Measure OC-9.2(g): Work with the California Department of Fish and Game and community groups to inventory spawning streams in the Planning Area and establish population counts for important fish species. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: County ♦ Agency/Department responsible: County Fish and Game Commission]

Implementation Measure OC-9.2(h): During the intermediate and long-term planning period, the Redevelopment Authority shall consider among its projects the restoration of creeks within its jurisdiction. [Timeframe for completion: Intermediate and long-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Authority]

Implementation Measure OC-9.2(i): The City shall develop and implement a review procedure with the California Department of Fish and Game which provides each local agency

the opportunity to comment on all proposed Streambed Alteration Agreements in the Planning Area. The focus of this review shall be upon the protection and enhancement of stream and creek natural resources, including fish and riparian vegetation. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning Department]

Implementation Measure OC-9.2(j): The City Planning Department shall develop a review and comment procedure with the City Engineer and the Building Official which ensures that all public and private projects in or adjacent to a City stream or creek are designed and approved in a manner which preserves and enhances fish habitat, riparian vegetation, and the natural water course. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning Department]

Policy OC-9.3: Creek restoration programs shall not interfere with the existing and future floodwater carrying capacity of creek channels.

Implementation Measure OC-9.3(a): As a part of stream restoration and maintenance programs, the City and County shall ensure that floodwater carrying capacity has not been significantly reduced or damaged.⁵ [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works]

Implementation Measure OC-9.3(b): Whenever possible, riparian vegetation shall be used for streambank protection in conjunction with natural materials or appropriate structural material to achieve a natural-looking appearance. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works]

Policy OC-9.4: Develop a stream access plan.

Implementation Measure OC-9.4(a): Working cooperatively between the City, County, and private landowners during the short-term and intermediate-term planning periods, develop pedestrian access along creeks flowing through the City. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Parks and Recreation]

Implementation Measure OC-9.4(b): During the short- through intermediate-term planning periods, develop *pocket parks* along creek channels on public lands where feasible. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Parks and Recreation, County Administration]

Policy OC-9.5: Establish water course protection areas with construction limits to provide protection for riparian vegetation and streambanks.

Implementation Measure OC-9.5(a): The Land Development Code shall include either specified setbacks from streams based on precise criteria or site-specific performance standards for each zoning district. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

⁵Revision responses to Caltrans comment.

Policy OC-9.6: Establish a *Stream and Creek Restoration Master Plan* for each creek flowing through the City limits.

Implementation Measure OC-9.6(a): In the short term planning period, the City shall establish a citizen's task force for the Stream and Creek Restoration Master Plan and provide staff and technical assistance. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-9.6(b): The task force's final plan shall include recommendations for private and public funding sources and incentives to property owners to accomplish stream or creek restoration. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and Board of Supervisors]

1.04 Hillside development

1.04.01 Summary of major findings

Preserving the hills on the western side of the Ukiah Valley will provide environmental benefits to the Valley. Additionally, the hillsides are an aesthetic and visual resource fundamental to Ukiah residents and to the tourist industry and they add economic value to property throughout the valley. Policies related to aesthetics and viewsheds are established in the Community Design Element.

More specifically, the hills help establish the identity of Ukiah and the Valley. The resource value of these hills is dependent on (1) fire protection, (2) minimizing landslide risks, (3) maintaining a healthy habitat for wildlife and (4) providing the condition for a healthy watershed. Scattered public ownership within the hills provide opportunities for the city and county to work with other public and private agencies to acquire or seek out easements to facilitate public access of the hills, trails, and other passive recreation resource values.

The eastern hills of the Ukiah Valley, due to exposure of the afternoon sun, provide a different habitat and vegetation cover than that of the western hills. The eastern hills contain a number of drainage channels and small canyons which result in nearly continuous extensive oak woodland habitat. Ensuring that a continuous habitat remains is an important community value for wildlife conservation and aesthetics. The use of flexible siting and development standards provide opportunities for efficient cluster development and maintenance of open space corridors. These are some of the methods available to conserve continuous habitat.

Open space programs for public health and safety are incorporated in the General Plan's Safety Element in Chapter IV.4.

1.04.02 General Plan goals, policies, and implementing programs

Goal OC-10: Conserve the natural woodlands environment of the area hills.

Policy OC-10.1: Prepare a "Habitat Conservation Plan" for conservation of hillside environment.

Implementation Measure OC-10.1(a): During the short-term planning period, a "Habitat Conservation Plan" shall be developed in cooperation with the California Department of Fish and Game for the purpose of conserving valuable grounds in

prime habitat areas. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Policy OC-10.2: Roads and structures shall be designed and sited to conserve or avoid damage to the natural hillside resources where feasible.

Implementation Measure OC-10.2(a): Utilize the Land Development Code to establish road and structure siting standards in the area's hills which conform to the Habitat Conservation Plan. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments, County Department of Planning & Building]

Implementation Measure OC-10.2(b): Site and design development to minimize impacts on views from the Valley. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning, County Department of Planning and Building]

Implementation Measure OC-10.2(c): Clearings for roads, buildings, and fire protection zones shall be sited in the least visible and ecologically damaging locations possible and screened with vegetation where feasible. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning, County Department of Planning and Building]

Policy OC-10.3: Before build-out makes it infeasible within the Planning Area and City, identify appropriate areas for trails along the ridge line that can be connected to trails in the valley.

Implementation Measure OC-10.3(a): Prior to the conclusion of the short-term planning period, establish a citizen committee appointed by the City Council and Board of Supervisors to identify and select locations within the hills which would be appropriate sites for future public acquisition. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and Board of Supervisors]

Implementation Measure OC-10.3(b): The City and County shall work to identify for ridge-line areas found to be suitable for general public use for possible acquisition. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-10.3(c): Provide points of connecting access from the ridge-top trails into the Valley in any plans or programs for trail development. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and Board of Supervisors]

Goal OC-11: Conserve coastal oak woodlands in the hills.

Policy OC-11.1: Provide areas for development and areas for conservation in the hills.

Implementation Measure OC-11.1(a): Utilize the existing natural resource inventory combined with the Habitat Conservation Plan as a basis for allocating areas for development and areas for conservation. [Timeframe for completion: Ongoing planning period ♦

Measure applies to: City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-11.1(b): Lands designated for conservation shall be developed with onsite density transfer provisions such as cluster housing. [Timeframe for completion: Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-11.1(c): Utilize the provisions of the Land Development Code to allow density transfer within parcels that create cluster development to provide a balance between open space retention and the need to maintain a growing housing stock. [Timeframe for completion: Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-11.1(d): Density transfer shall be utilized as part of a project's subdivision review through provisions in the revised Land Development Code. [Timeframe for completion: Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-11.1(e): Residential development density shall be allocated in relation to the availability of services and facilities to serve the property in the land use element. [Timeframe for completion: Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Policy OC-11.2: Development shall incorporate open space reserved for wildlife habitat and hiking.

Implementation Measure OC-11.2(a): When new residential development is proposed in the hills, provide incentives to encourage cluster development as a means of maintaining and enhancing natural areas and public hiking access. [Timeframe for completion: Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

1.05 Water resources

1.05.01 Summary of major findings

1.05.01(A) Surface water runoff

Surface water runoff is generated by precipitation that cannot be absorbed into the ground in the period following a storm. The surplus of water moves downhill into drainage channels, forming creeks, streams, and ultimately entering the Russian River. The amount of surface run-off is a factor generated by the precipitation in the storm, ground saturation, and the available permeable ground surface. When land is developed, ground is compacted or covered with paving. These surfaces are called *impermeable surfaces*. "Permeability" is

Explanation IV.1-II: Storm water discharge measurements
 Stormwater runoff is measured using two calculations: volume and velocity. Volume is the quantity of water that is discharged from a site. For purposes of measuring flooding, it is sometimes calculated as a change in the elevation of floodwater or as cubic feet of water.
 Velocity is the speed at which the water moves from a site.

the measure of how quickly water can penetrate a surface area.

When there is a limited amount of permeable area or high ground saturation, water runoff increases in both volume and velocity. When an entire drainage system has its capacity exceeded, the water begins rising within the channel and overtops the banks. This is called "flooding." When impermeable surfaces are created, consideration must be given to the control and management of the surface waters generated by new development. In the past, the City managed surface run-off by "engineering" and "channelizing" creeks passing through the Downtown area.

Paved areas with overflow pond areas can be developed to simultaneously provide groundwater recharge, limit flooding, and protect creek habitat. This works by avoiding unnaturally rapid and large runoff from urban areas. Lands that could be utilized as replacement habitat for the vernal pools and wetlands may be available within public ownership or available for public acquisition or conservation easements. The use of replacement habitat as a conservation program has become popular in California during the early 1990s. The concept is that in exchange for the ability to develop or use a parcel that may be considered critical resource — such as a wetland — another location is selected in which a replacement habitat is created or restored. The California Department of Fish and Game, the Nature Conservancy, and other organizations have prepared standards and criteria that provide a consistent method for seeking replacement habitat and creating a new wetland or vernal pool.

As more paved surfaces are developed within the Planning Area, the potential for contamination of surface water increases. With normal use, vehicles in parking lots may have leaks of oil, fuel, or coolant. This material accumulates on the surface of driveways and parking lots during dry weather. Although evaporation causes much of the liquid to aerate, the contaminants remain as a stain or on the surface of the paved area. During storms, the contaminants may be carried from the parking lot into the stormwater. The contaminated water combines with other surface water and drains into streams, creeks, and ultimately the Russian River. The contamination can be reduced through the use of various construction techniques. One common technique is to utilize a trap called a "dry-well." Surface water from a parking area drains into the well before exiting the property. Because petroleum-based contaminants float on water, a gravity system is used to separate oils and fuels from the water before it enters the drainage system.

Another surface water quality issue centers on containing the storm surge. The City and County drainage systems can only accommodate a certain volume of water at one time. As construction of *impervious surfaces* increases, the volume and velocity of water draining in response to storms increases, thereby increasing the storm surge and likelihood of flooding. Risks can be reduced by designing drainage controls which retain major storm waters on-site until peak flows have passed.

For many years, the pear orchards and vineyards along the river have served as the de facto detention basis and floodwater storage area for the City's and County's urbanized land uses. Neither agency has appropriately planned or managed stormwater runoff, because the agricultural uses along the river have always been a convenient flood control measure. As the Ukiah Valley continues to grow, it becomes more important for the City and County to manage stormwater run-off and retention so that the agri-industries suffer less from flooding impacts increased by urbanization.

Constructed ponds, dry wells, retention basins, and sediment traps are just a few of the techniques that can be used to delay the discharge of stormwater during major storms. In addition to increasing the load on the drainage system, stormwater runoff also can carry sediment and debris that clog and reduce drainage system capacity. This may result in flooding on tributaries, overflow at culverts and storm sewers, or overflows and discharges into the Russian River from the sewage disposal facility.

1.05.01(B) Points of potential contamination

There are two terms that apply to water pollution — *point* and *non-point sources* of pollution. Point sources are those that can be “pinpointed” to a specific location. Non-point sources of pollution originate over broad areas from which no single place of beginning can be identified. Between 1991 and 1993, the California legislature updated many of the State’s laws related to clean water. The regulations cover many methods of management, remediation, and enforcement. Some of the regulations assign responsibility to County Health Departments, however, most are assigned to the California Water Quality Control Board.

In 1992 and 1993, the Congress updated and renewed the Federal Clean Water Act. Most management, responsibility, and enforcement has been assigned to the United States Environmental Protection Agency (EPA). Federal regulations address similar standards as California regulations. States are permitted to enact laws with more stringent standards than those applied by the Federal government but not standards which are less stringent. All public and private development in the Ukiah Valley will need to ensure protection of water sources — the Russian River, its tributaries, and the groundwater system.

For many years, treated and untreated water from municipal sewage disposal systems were discharged into water systems. Urban sewer plants were among the earliest targets for clean water actions and improvements. Sewage disposal methods are constantly improving, and reclaimed water can enhance conservation efforts by providing an alternative water source for certain uses, such as landscaping. Additionally, it may be possible to achieve an æsthetic enhancement of treatment ponds.

The emphasis for preventing surface water contamination is being placed on the individual. When surface water and stormwater runoff is controlled, the volume of contamination entering the Russian River system is reduced. Onsite management allows the City and County to cut down on the costs of containment through construction of less complex systems. Stormwater controls to cut down on contamination is a City-wide system that is needed.

The City of Ukiah owns a landfill located on Vichy Springs Road east of the Russian River. The landfill is part of the overall waste management system for Mendocino County. At the present time, there have been concerns about the potential for groundwater contamination from the landfill. Landfills must be designed to contain any water that touches the fill area. Surface water is contained through collection ponds designed to trap any excess flow of water so that it cannot leave the landfill site. These issues must be resolved as part of the permit process.

1.05.01(C) Water supply and demand

Water supply is not constant in the Ukiah Valley. The amount of water available for use varies with precipitation, and intensity of water use. The right to use the available water is divided into three broad categories. Approximately forty percent of the more than 20,000 acre feet of water rights in the basin is controlled by “Pre-49” Water Rights, considered to be the preeminent water right. Another forty percent is held in various distribu-

Table IV.1-1: Water storage capacity, Russian River system

| Basin | Unit | Average Specific Yield (%) | Depth zone (feet) | Area (Acres) | Usable Storage Capacity (Acre Feet) |
|---------------|----------|----------------------------|-------------------|--------------|-------------------------------------|
| Potter Valley | Alluvium | 5% | 10-50 | 4,500 | 9,000 |
| Ukiah Valley | Alluvium | 20% | 10-50 | 4,500 | 35,000 |

Source: California Water Resources Agency, Department of Water Resources, Table 94 Water Resources and Future Water Requirements — North Coastal Hydrographic Area Volume 1, Southern Portion

use. The right to use the available water is divided into three broad categories. Approximately forty percent of the more than 20,000 acre feet of water rights in the basin is controlled by “Pre-49” Water Rights, considered to be the preeminent water right. Another forty percent is held in various distribu-

tion rights that date after 1949. The remaining twenty percent represent other uses and diversions. At present, during "normal" rainfall years, about 12,000 acre feet are used during the year. During a drought year, some of the "Post '49" water rights are suspended. In order for those who held the "younger" rights, the unused portions of the "Pre-'49" water rights are used to offset the drought-reduced volume of water.

1.05.01(D) Regional water data

The Ukiah Valley groundwater basin is the northernmost basin in the Russian River water system. The groundwater basin is about twenty-two miles long and averages three miles in width. It underlies an area of over sixty square miles. The groundwater basin was created geologically in a depression formed by faulting.

Geologically, the sediments of *continental deposits* and recent alluvium layers are the strata in which water is contained. This is evident as the gravel in the Russian River. The depth of the gravel impacts the volume of water in the channel. These strata are located on top of the non-waterbearing consolidated rocks. The thickness may range from eight feet in the alluvium to potentially two thousand feet within the deposits. With the building of Coyote Dam, the flow of gravel was interrupted from the East Fork of the Russian River. Consequently, the depth of the gravel zone has been reduced as the river bed depth has decreased. Table IV.1-1 provides information from the Department of Water Resources about the Ukiah-area aquifer.⁶ Figure IV.1-E shows the distribution of Valley water rights.

1.05.02 General Plan goals, policies, and implementing programs

Goal OC-12: Protect groundwater recharge.

Policy OC-12.1: Establish a program to maintain quality and quantity of groundwater in the recharge area.

Implementation Measure

OC-12.1(a): If it is determined that a development proposal may result in a significant reduction in groundwater recharge areas or water quantity, the developer shall be required to analyze the areas of new impermeable surfaces to

provide information as to whether the potential impact is significant. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/De-

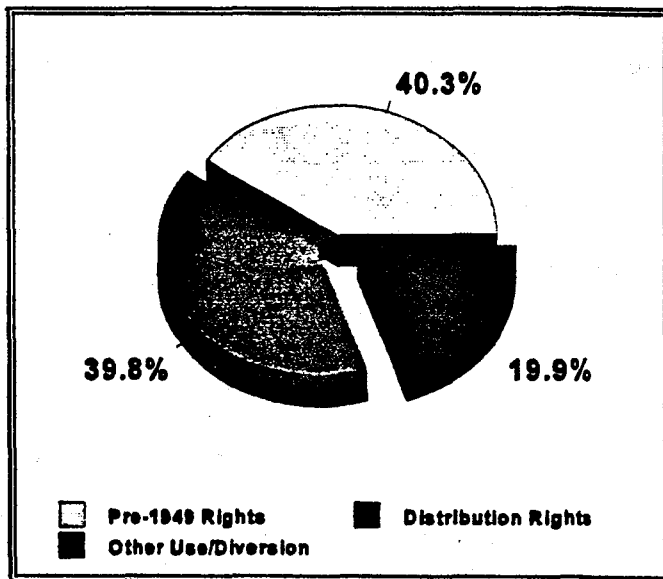


Figure IV.1-E: Sources of water rights

⁶April 6, 1993 California Water Resources Agency—Department of Water Resources, *Water Resources and Future Water Requirements, North Coastal Hydrographic Unit, Volume I: Southern Portion* (Sacramento: State of California, 1985), Bulletin 142-1, pp. 318-322.

partment responsible: City Planning Department and County Department of Planning and Building]

Goal OC-13: Protect the Valley's groundwater system.

Policy OC-13.1: Maintaining long-term sustained yield of the Valley's groundwater system shall be the standard for evaluation for groundwater protection programs.

Implementation Measure OC-13.1(a): During the intermediate term planning period, assemble available baseline information describing the Valley's groundwater system — physical and natural characteristics, quality and quantity, and demand and resupply. [Timeframe for completion: Intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and Mendocino County Water Agency]

Implementation Measure OC-13.1(b): Compile information necessary to prepare a comprehensive evaluation of potential impacts and standardize mitigation measures and project conditions related to groundwater protection. [Timeframe for completion: Intermediate planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Department of Planning and Building and Mendocino County Water Agency]

Implementation Measure OC-13.1(c): When development proposals are received, ensure that there is adequate information from the baseline study, and the standardized impact analysis and mitigation program to determine whether the proposed project will result in a significant change in the Ukiah Valley aquifer. [Timeframe for completion: Ongoing (following completion of the groundwater studies) planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal OC-14: Strive to keep local water resources for local use and avoid water export.

Policy OC-14.1: Support actions to retain water in the Ukiah Valley.

Implementation Measure OC-14.1(a): Participate with other area agencies in hearings and petitions before state or federal agencies to oppose transfer of water rights or Ukiah Valley-source water from within the Ukiah Valley to other areas. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Mendocino County Water Agency]

Goal OC-15: Protect surface and groundwater from adverse impacts from chemicals and soil sediments found in urban and agricultural runoff.

Policy OC-15.1: Protect water quality from adverse impacts of urban and agricultural runoff.

Implementation Measure OC-15.1(a): Adopt grading regulations for purposes of reducing erosion and sedimentation. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works and County Building and Planning]

Implementation Measure OC-15.1(b): Support public and private land management programs which aim to reduce erosion and agricultural run-off. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and County Board of Supervisors]

Goal OC-16: Design parking facilities to reduce runoff and surface water contamination.

Policy OC-16.1: Protect surface water supplies from water generated in parking lots.

Implementation Measure OC-16.1(a): Parking lot design shall be reviewed to ensure that there are adequate containment features to separate contaminated surface water from storm water run-off. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works Departments]

Implementation Measure OC-16.1(b): Utilize appropriate technology to delay storm surges from running off parking areas and potentially overburdening the drainage system. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works Departments]

Policy OC-16.2: Manage stormwater flows to reduce the hazard of flooding from increased stormwater volumes.

Implementation Measure OC-16.2(a): Review all proposed projects to ensure that the calculated volume and locations of surface water discharges do not exceed the capacity of area drainage systems. If the drainage system is exceeded, improvements can be required through Appendix 70 of the Uniform Building Code. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure OC-16.2(b): During the intermediate-term planning period, develop a stormwater management program for urbanized areas in the Valley to prevent damage to agricultural areas from conveyance of flood capabilities waters. [Timeframe for completion: Intermediate planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works]

1.06 Agriculture

1.06.01 Summary of major findings

Agriculture is a basic industry in the Ukiah Valley. Agriculture actually defines the Valley and its overall character and quality of appearance. It makes a valuable contribution to the local economy and to the quality of life. The encroachment of incompatible uses into agricultural areas must be prevented. Although the California Land Conservation Act (Williamson Act)⁷ (Agricultural Preserves) promotes conservation of agricultural lands, a higher priority must be placed on maintaining the economic health of the agricultural industry in the Ukiah Valley. Ensuring the economic viability of agriculture is the most effective method of conserving agricultural lands. Agricultural land is much more than "open space land." Agricultural land has its own specific needs in order to remain such. A responsible "open space" policy must recognize agricultural land as an active land use and all the needs of agriculture as an operating business.

⁷"Agriculture Preserves" are contracts between the landowner and the County for special tax incentives to retain land for productive agriculture use in ten year periods. The contract renews automatically each year, so that it is a rolling ten year contract. In order to be released from the Agriculture Preserve requirements, a "notice of non-renewal" must be filed. The land then comes out of the preserve at the termination of the ten year period. The provisions for this method of preservation of agricultural land is contained within a state law called the "Williamson Act."

Widespread public interest exists in preserving agricultural uses as economic, visual and environmental resources. Protective programs with public and private financing or facilitation, including land trusts, open-space easements, and transfer of development rights could assist in conserving this valuable resource.

Due to the combination of soils and climate, California agricultural lands are often noted as a natural resource of worldwide significance. In the Ukiah Valley, in addition to the prime soils on the valley floor, many of the bench lands are highly productive for grapes. Residents of the valley hold a position of trust and stewardship for the remaining agriculturally suitable areas within the valley. Absent drastic changes in circumstances, the large, contiguous areas presently zoned for agriculture will not be removed from agricultural use. This includes portions of the area west of Highway 101 north of Ackerman Creek and on the east side of the freeway into the Ukiah Valley. Other productive agricultural parcels should not be converted to urban uses while developable land remains that is unsuited for agriculture.

Economic stability and sustainability in any industry is fostered by diversification and experimentation. Mendocino County has one of the largest concentrations in the state of organic farmers.

As the Ukiah Valley continues to grow, there will be an increased need for lands to urbanize. Agricultural lands are scattered throughout the Valley. Much of the "prime" agriculture lands are not classified as Agriculture Preserves with Williamson Act contracts. The interest in agriculture preserves waned following enactment of Proposition 13, because property taxes were substantially reduced.⁸ Some of the lands within the Ukiah Valley designated for agricultural use are too small for viable commercial agriculture. These parcels are scattered throughout the Planning Area.

In addition to conserving prime agriculture lands in order to maintain a basic industry in the Ukiah Valley, policies to conserve agricultural lands are an important method of maintaining a rural appearing community and providing a rural quality of life. Policies for these latter two purposes should be subject to exceptions for land use conversions necessary to accommodate future populations and to accommodate existing scattered parcels too small for viable commercial agriculture.⁹

Long-term, programs to provide protection for existing commercial agriculture from encroaching residential development is important. The use of "right-to-farm" regulations — combined with the required CEQA assessment of the impact of proposed development on adjoining agriculture uses — are among the methods that can be used as a means of protecting existing agriculture from incompatible uses.

⁸Mendocino County General Plan, page I-10.

⁹"Commercial agriculture" means an agricultural enterprise that generates enough net income annually to cover the proprietor's living expenses and the operation's equipment repair and replacement (Source: Steven Taylor, Pacific Coast Farm Credit).

Explanation IV.1-III: "Right-to-Farm" regulations

As urban development has moved further from cities and into rural and agricultural areas, established agri-business areas are experiencing emotional and legal conflicts between the business of agriculture and the desire of families to live on "their acre in the country."

To protect agri-business, many cities and counties have enacted ordinances that provide a pre-eminence or higher value on agriculture businesses over residential uses. The "right-to-farm" regulations ensure that when residential developments move next to agriculture, the rights of the industry override the newly established residential uses.

1.06.02 General Plan goals, policies, and implementing programs

Goal OC-17: Recognize agriculture as a basic industry in the Ukiah Valley.

Policy OC-17.1: The encroachment of incompatible uses into agricultural areas shall be avoided.

Implementation Measure OC-17.1(a): Land use designations shall avoid conflicts between agricultural uses and adjoining land uses. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Policy OC-17.2: Utilize the Williamson Act as one means to promote conservation of agricultural lands.

Implementation Measure OC-17.2(a): Encourage the use and renewal of Williamson Act contracts for agriculture lands in the Valley. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: County ♦ Agency/Department responsible: Board of Supervisors]

Implementation Measure OC-17.2(b): Encourage the County to approve requests for qualifying lands to enter into Williamson Act contracts. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: County ♦ Agency/Department responsible: Board of Supervisors]

Policy OC-17.3: Enact a right-to-farm ordinance consistent with the County's right-to-farm ordinance.

Implementation Measure OC-17.3(a): Within six months of initial General Plan adoption, enact the County Right-to-Farm ordinance or a more stringent right-to-farm ordinance. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Planning Department]

Goal OC-18: In concert with the County, preserve the economic viability of agriculture lands.

Policy OC-18.1: Investigate protective programs to conserve agriculture lands.

Implementation Measure OC-18.1(a): Utilizing methods such as public and private purchase of development rights, or other tradeoffs, including land trusts, open-space easements or transfer of development rights, work with the County to implement a program during the short-term planning period designed to remove or reduce development pressures on agricultural lands. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal OC-19: Maintain existing agricultural areas.

Policy OC-19.1: The large, contiguous areas presently classified for agriculture are to remain classified as agricultural land.

Implementation Measure OC-19.1(a): Work with the County to provide for zoning that will permit establishment of small-sized, specialized, intensive farming operations or necessary accessory uses. [Timeframe for completion: Ongoing planning period ♦ Mea-

sure applies to: City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-19.1(b): Require parcel sizes created by new subdivisions¹⁰ to be sufficient in size to be compatible with adjoining agriculture areas. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-19.1(c): A land use classification and overlying zoning district could be changed from an agricultural classification to a non-agricultural classification only when all of the following have been substantiated:

- The application includes either a proposed Specific Plan meeting the requirements of California law, or meets the requirements for a Master Plan Area and land development regulations;
- Included in the application is a letter from the source of funding for the project that the funds have been committed and approved for the proposed development. This document may be considered confidential and not a part of the public record, however, lead agency officials shall be required to attest to its authenticity;
- The development plan shows how infrastructure shall be provided. The project shall not result in a need for premature expansion of infrastructure;
- Along with the application, proof must be provided that no other locations within the Planning Area could meet the project's objectives;
- The General Plan amendment must achieve the long-range goals of the General Plan as it exists prior to amendment;
- The application shall not have a significant adverse effect on adjoining agricultural uses;
- The subject land is substantially unuseable for agricultural purposes due to encroaching adjacent nonagricultural uses. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Goal OC-20: Allow agriculturally-compatible uses on non-viable agriculture lands.

Policy OC-20.1: Ensure that development parcels on which commercially-viable agriculture is not feasible is compatible with agricultural uses.

Implementation Measure OC-20.1(a): Permit residential land use on agricultural lands at parcel sizes compatible with commercial agricultural uses on lots that are not feasible for commercial-scale agricultural use. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-20.1(b): Utilize provisions of the Land Development Code to ensure that there is a suitable separation between commercial agriculture uses and non-compatible uses such as residential. The responsibility for providing the separation shall be borne by the non-agricultural use. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

¹⁰For purposes of the General Plan, *subdivision* means the division of any land into two or more saleable or buildable parcels.

Implementation Measure OC-20.1(c): Ensure that the "right-to-farm" ordinance or Land Development Code includes appropriate performance standards for agricultural-residential separation on agricultural lands. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Goal OC-21: Support diversified farming for local benefits and food supply.

Policy OC-21.1: Organic farming shall be encouraged as an economic and knowledge resource, as well as to promote self-sufficiency of local food supply.

Implementation Measure OC-21.1(a): Lend support on an ongoing basis to programs which encourage organic and sustainable farming. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department, County Department of Agriculture and Farm Advisor]

1.07 Native plants and animals

1.07.01 Summary of major findings

Valley oaks are a species of special concern to the California Department of Forestry and the California Department of Fish and Game. These trees are common within the climate and habitat of the Ukiah Valley. The City has enjoyed generations of beauty, sun protection, and summer cooling from its ever-maturing trees. The trees' health and ability to grow and reproduce must be protected as more development occurs in the City. To the extent possible, the "new" suburb look which can occur when mature trees are removed entirely and replaced with young nursery stock should be avoided.

As part of a diverse local ecology, there is a need to encourage desired birds and wildlife by landscape design and plantings. The local environment and habitat can be managed, for example, to encourage the population of bats for insect and mosquito control. An emphasis on native or indigenous species in landscaping, especially in public projects and for street trees, can enhance the area's ecosystems. Plant vegetation in interrelated communities can be used to enhance wildlife use. At the same time, consideration needs to be given to discourage undesirable species by using vegetation that is unattractive to such species or present nonconductive habitat. Native plant landscaping is an important option available for new development.

New growth needs to mature into vegetation matching the City's existing landscape. Much of the Ukiah area is attractively shaded by a variety of stately trees of various maturities including oaks, elms, fruit trees, sycamores, cedars and evergreens.

There are three categories of City or developed-area trees for which interest in protection has been expressed through the visioning process of the General Plan.¹¹ The first category deals with "street trees." These are the trees that are located between the edge of pavement and beginning of private property. Trees are defined as street trees because of proximity to streets and roads, although in some situations, the tree may be located on private property that extends to the edge of pavement or the centerline of the street.

¹¹Trees used for agricultural production, such as the Valley's pear trees, are expressly exempt from this discussion. This discussion also is not addressing the oak woodlands discussed in Section IV.A.4 on page 11.

The second category involves "park trees." These trees are located on public property in the various City- or County-owned parks throughout the Planning Area. Trees located on other publicly-owned lands, such as school playgrounds or Mendocino College, are also classified as "park trees."

The third category covers mature or "stately trees", located entirely on private property, such as the proverbial "old oak tree" in the back yard. The vision of the General Plan focuses on conserving or enhancing these trees as part of project design rather than an unmitigated removal for convenient construction.

Explanation IV.1-IV: Oak woodlands¹²

Nationwide and around the world, people's typical idea of California is oak forests and woodlands, and these plant communities have historically had economic importance for livestock grazing, fuel, recreation, and timber resources. Due to climate and geography, the Ukiah Valley historically supported a uniquely rich diversity of oak communities. The valley oak is the official emblem of the city of Ukiah, and oaks are frequently used in commercial advertising as representing our regional identity.

Oaks are important to the local environment. The State Department of Fish and Game reports that oak forest and woodlands support more diverse wildlife species than any other California habitat, and are indispensable for creek and river habitats and fish populations. In addition, oaks stabilize soils on sloping ground, minimizing flooding, and help maintain water quality. They absorb noise, deflect wind, and filter dust and pollutants from the air.

Research conducted in other counties has shown that livestock forage production is greater under blue oaks than between them, has greater nutritional value, and remains greener into the dry season; the trees modify the microclimate and improve rangeland soils. Acorns as well as foliage provide food for domestic livestock and native species. Overgrazing by domestic livestock, wildlife, and insect populations threaten oak seedlings and saplings and long-term survival of woodlands.

Oaks increase the value of land for residential and other development. According to the International Society of Arboriculture, individual trees can be worth thousands to tens of thousands of dollars. Research conducted in the Ukiah Valley and Sonoma County substantiates an increase of 27% in the value of land for large-lot subdivision, as compared to cleared land. Unfortunately, subdivision often results in loss of individual trees as well as the overall mix of plants required for wildlife habitat. Tree stands are often thinned and under story removed for building construction or landscaping with all nonnative plants. Individual trees are damaged or killed by irrigation, paving, trenching, and grade changes. Regeneration is prevented by weed clearing and incompatible landscaping. Lot lines and house siting that fails to take into account the survival and regeneration of woodlands results in fragmented stands that cannot support wildlife diversity.

Citing continuing severe losses statewide of oak woodlands and related wildlife habitat, the State Board of Forestry in May 1993 called for local governments to include protection of hardwood habitat in the general planning process, noting that if local planning efforts do not solve the problem, more restrictive state regulations will follow. A recent report of hardwood ownership and reserve status by the forest and Rangeland Resources Assessment Program of the State department of Forestry and Fire Protection ranks Mendocino County among the worst in the state in protecting hardwood rangelands.

¹²Prepared for the General Plan by Stephanie Hoppe, July 8, 1993.

The Ukiah Valley was once entirely oak forest. Within approximately one-quarter mile of the Russian River and other waterways, valley oaks grew in a continuous canopy with a dense undergrowth of varied plant species, farther from the creeks and river, but where the water table was sufficiently high, valley oaks grew in more open woodlands and savanna. Black oaks grew on drier ground, and mixed oak woodlands covered the western hills, including blue oak, interior live oak, Oregon white oak, and canyon live oak. Even the chaparral community, a complex of trees and shrubs, includes oaks: shrub interior live oak, scrub oak, and leather oak.

At the present time, no valley oak woodland remains in the Ukiah Valley. The few individual trees and groves that remain may not suffice to assure the survival of the genetic strains unique to this region. A few patches of valley oak riparian woodland can still be found on some of the area creeks, for example Dolan Creek west of Helen Avenue, but this plant community no longer exists along the Russian River in the Ukiah Valley. Interior live oak woodland remains in the eastern hills of the valley. The westerly portions of the City of Ukiah and the western hills contain healthy stands of black oak woodland.

The long-term survival of oak woodlands depends on assuring that human and development activities take habitat needs into account. Survival of birds, fish, and other wildlife require that the natural diversity of trees and associated under story plant species be retained or restored. Valley oak woodlands and riparian communities could be replanted and on publicly owned property along the Russian River (such as the city water and sewer facilities) and elsewhere on the valley floor in conjunction with appropriate design of new development.

Within the urban area, valley oaks (or black oaks on drier ground) are highly appropriate for street trees, parks, and commercial and residential landscaping, as they are suited to the soil and climate, resistant to disease and pests, and conserving of water. A useful model is the city of Visalia, which like Ukiah was built in what was originally a large and majestic valley oak forest. Visalia has for many years successfully promoted the use of valley oaks for street and park planting. The commonly expressed concern about falling limbs applies only the mature trees of 200 or 300 years age, a problem easily circumvented by assuring a continuing population of younger trees as these old ones are removed for safety reasons. Few if any nonnative trees will live so long and be so free of disease.

1.07.02 General Plan goals, policies, and implementing programs

Goal OC-22: Conserve and replenish valley oaks in the Valley.

Policy OC-22.1: Maintain, protect, and replant stands of Valley Oaks.

Implementation Measure OC-22.1(a): When reviewing proposals for development, require that all valley oaks on the project area be identified, and ensure that all reasonable efforts have been undertaken to protect the trees. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal OC-23: Native plant landscaping shall be encouraged.

Policy OC-23.1: Define standards that include native plant landscaping.

Implementation Measure OC-23.1(a): Provide information about native plant landscaping to developers.

Implementation Measure OC-23.1(b): Develop landscaping standards which use native plant landscaping for all new development and redevelopment projects. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-23.1(c): Landscaping standards for new development and redevelopment projects shall be applicable to all but individual single-family residential development.¹³ Compliance with landscaping standards shall be required as a condition of discretionary approvals or a condition of issuing a building permit. This implementation measure does apply to single family residences located within planned developments or subdivisions for which landscaping standards were incorporated as conditions of project approval. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal OC-24: **Replace aging trees with new trees.**

Policy OC-24.1: Develop a program to ensure continued healthy tree propagation.

Implementation Measure OC-24.1(a): Implement the program to replace aging trees giving preference to native species. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Parks and Recreation]

Goal OC-25: **Maintain and enhance the City's canopy of shade trees.**

Policy OC-25.1: Protect existing healthy mature trees to maintain shade and area attractiveness.

Implementation Measure OC-25.1(a): During the short-term planning period, utilize the Land Development Code or enact an ordinance identifying important shade tree areas and providing for their long-term management and health. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: City Planning Department]

Implementation Measure OC-25.1(b): Establish a requirement for public notice and hearing when trees are to be removed from undeveloped public, private, and redeveloped property — except for recreational purposes or in relation to agriculture — as part of the design review program. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Agency]

Goal OC-26: **Restore river fisheries.**

Policy OC-26.1: Prohibit fishing access to spawning riffles and fishing of newly released fish.

Implementation Measure OC-26.1(a): Establish restricted or no access points to areas where fish are known to spawn. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and Fish and Game Commission]

¹³Applicability of design and landscaping standards are defined in the Community Design Element, Chapter VI.2 of the General Plan. Generally, individual single family homes on individual parcels — unless part of a planned unit development, Master Plan Area, or Specific Plan — are exempt from design and landscaping standards identified in the Plan. If a home is part of a planned unit development, Master Plan Area, Specific Plan, or if it was part of a subdivision with landscaping conditions, then individual homes may be subject to design review.

Goal OC-27: Limit public access where necessary to protect important fish habitat.

Policy OC-27.1: Establish preserves for typical or endangered fish species and habitats.

Implementation Measure OC-27.1(a): During the intermediate-term planning period, identify areas for acquisition or dedication as easements for purposes of wildlife preserves. [Timeframe for completion: Intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Fish and Game Commission]

1.08 Scenic corridors**1.08.01 Summary of major findings**

First impressions of the Valley are important to Valley residents and in attracting visitors. One of the leading contributors to a positive first impression is an attractive series of highway corridors entering and leaving the Valley. Scenic corridors need to be identified and their attractiveness enhanced or preserved.

Within the Valley, there are local streets and roads that provide a respite from developing urban views. The roads serve as attractive corridors for residents traveling from home to work or business districts. Local scenic streets and highways are also in need of assurances that the views will remain attractive.

Highway 101 through the Ukiah Valley is a local General Plan Scenic Corridor which provides visitors and residents access to the beauty of this valley. It would enhance the environment of the Ukiah Valley if the appearance of the Highway 101 corridor were improved.

The Chamber of Commerce developed a beautification program along Highway 101 in 1990, resulting in the planting of trees in an area between Burke Hill Drive and Lake Mendocino Drive. The system is irrigated by an experimental solar-operated drip irrigation system. The trees and other plantings have added to the beautification of the Highway 101 corridor.

1.08.02 General Plan goals, policies, and implementing programs**Goal OC-28: Visually enhance the Highway 101 corridor through the Planning Area.**

Policy OC-28.1: Upgrade the visual appearance of the corridor along Highway 101.

Implementation Measure OC-28.1(a): Utilize the Land Development Code to require new construction, permits for remodeling, and replacement of landscaping to meet current landscaping standards to ensure an upgraded appearance through the Ukiah Valley. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-28.1(b): During the short-term planning period, enhance the appearance of the Highway 101 corridor and Caltrans right-of-way with additions to the recently planted tree and flower plantings. The emphasis shall be to favor native species. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department]

1.09 Urban open space

1.09.01 Summary of major findings

Open space within the City is very limited. Urban open space needs to be defined within the Planning Area. The established residential neighborhoods — particularly the West Side with its mix of residents and housing types and its extensive mature trees and landscaping — give the city its character as a pleasant place to live. Increasing pressure to remove stately trees and preempt yard areas for larger houses and additions should be offset by in lieu fees or off-site substitution of landscaped areas or public gardens in neighborhood park districts, lot coverage limits, and other measures. Community gardens, which are touched on in this section, are addressed in detail with supporting policy programs in the Parks and Recreation Element in Chapter V.2 of the General Plan.

1.09.02 General Plan goals, policies, and implementing programs

Goal OC-29: Maintain and enhance the “urban forests” which create a sense of urban space.

Policy OC-29.1: The development review process shall incorporate measures to maintain and enhance the urban tree canopy.

Implementation Measure OC-29.1(a): The Land Development Code shall incorporate measures to maintain and enhance the urban tree canopy. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: City Planning Department]

Implementation Measure OC-29.1(b): Review construction and landscaping site plans to ensure that healthy trees are not removed unnecessarily. [Timeframe for completion: ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City planning Department and County Planning and Building Services Department]

Policy OC-29.2: Cultivate an understanding of and appreciation for the social, environment, and aesthetic values of trees.

Implementation Measure OC-29.2(a): Make available information on sound urban forest management practices. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: City Planning Department]

Goal OC-30: Showcase the Civic Center area as an urban park and gathering place.

Policy OC-30.1: Connect the Civic Center to the Courthouse through landscaping.

Implementation Measure OC-30.1(a): During the short-term planning period, redesign the Civic Center grounds/Seminary Avenue corridor as an urban park gathering place. Landscape the corridor that connects downtown to the Courthouse area via School Street. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Parks and Recreation]

Implementation Measure OC-30.1(b): Maintain Seminary Avenue as a tree-lined boulevard. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Parks and Recreation]

Policy OC-30.2: Utilize undeveloped City-owned parcels as community gardens.

Implementation Measure OC-30.2(a): Parcels of land that are owned by the City but undeveloped, shall be made available to interested groups as community gardens as feasible. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: General Services Department]

Implementation Measure OC-30.2(b): During the short-term planning period, promote the location of potential community garden sites. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Parks and Recreation]

1.10 Air quality

1.10.01 Introduction and setting

The Ukiah Valley is located in south-central Mendocino County, about 25 miles inland from the Pacific Ocean. The Valley lies at about 39 degrees north latitude and 123 west longitude. With an average elevation of about 630 feet, the Valley has surrounding hills ranging up to about 3000 feet. The Valley runs north-south for about 9 miles, with a maximum width of about 3 miles. The Russian River enters the Valley at the north end, and runs south along the Valley floor. Soils are composed of fertile alluvium, and many pear and grape orchards flourish along the east side of the River. Residential and commercial land uses predominate on the west side of the river. The railroad right-of-way and Highway 101 also parallel the river through the Valley. The roughly 28,000 people inhabiting the Ukiah Valley own about 23,500 on-road motor vehicles, which represent the largest source of air pollution.

Mendocino County's climate is considered Mediterranean, with warm, dry summers and cooler wet winters. Along the coast, mild temperatures predominate, moderated by the influence of the Pacific Ocean. This maritime effect diminishes inland by physical distance and intervening mountain ranges. Consequently, inland valleys experience a much wider range of temperatures.

1.10.02 Summary of major findings

1.10.02(A) Meteorology

A persistent high pressure area off the Humboldt coast, called the East Pacific High, dominates weather over most of California. Seasonal variations in the strength and position of the high pressure cell cause changes in the weather patterns of the Ukiah Valley. The East Pacific High generally remains fixed several hundred miles off the coast from May through September, diverting storms and creating a dry summer climate. In late fall, the high pressure cell dissipates and winter storms can sweep in from the Gulf of Alaska.

Warm, dry summers and cool, wet winters typify Ukiah Valley weather. Summer high temperatures average in the 90's, while very warm days can exceed 105 degrees. Summer low temperatures often range between 50 and 60 degrees. Winter high temperatures generally range in the 50's and 60's, and can fall to 12 degrees at night. The average annual temperature is 58 degrees, and the frost-free period is about 220 days annually. Rain falls primarily during the winter months, with a long-term annual average of about 35 inches. Monthly rainfall can reach 8 inches in winter months.

Winds disperse air pollution emissions away from their sources, reducing concentration by diluting with cleaner air. Pollution dispersion can occur vertically as well as horizontally. Under "ideal" dispersion conditions, pollution moves away from its source in all directions, unimpeded by physical

barriers, rapidly diluting and dissipating so that no health hazard remains. Conversely, still air often allows pollution levels to build up near where emission occur.

Frequently in the Ukiah Valley, a phenomenon known as a "temperature inversion" occurs. During inversion conditions, a layer of warm air covers a cooler layer near the ground, trapping air and restricting vertical mixing. The base of these inversions usually occurs at 1500 feet or lower, well below the tops of surrounding hills. Data from the California Air Resources Board (ARB) shows that an inversion is present 98% of mornings, and it is ground-based 85% of the time¹⁴. The result is that pollutants emitted in the Ukiah Valley are effectively trapped, and cannot disperse vertically or laterally. Compounding this trapping effect, calm (near zero mph) surface winds occur about 50% of the time.

Two processes form surface-based inversions in the Ukiah Valley. During summer, warmer inland temperatures tend to create a low pressure zone, which pulls cooler marine air inland. This intrusion of cool marine air into the Valley near the ground lifts warmer air, creating an inversion on most summer days. Inversions also form nocturnally as air cooling on surrounding hills flows down canyons, pooling on the Valley floor.

During winter, strong local inversions form as cold air sinks from surrounding hills. This happens on most nights in stable weather between storms. During these periods, pollution build-up from automobiles and stationary sources is often compounded by significant quantities of PM10 (smoke) from open burning and wood burning appliances. The Ukiah Valley's strong, persistent winter inversions, coupled with little wind (between storm periods) allows pollution to build for a period of days, with each day's new emissions added to the residual from the day before. At such times, violations of the state PM₁₀ standard can occur.

Prevailing strong summer winds come from the northwest. However, winds can come from the south and east under several short-lived conditions. First, when a storm front approaches Northern California from the north-west, winds near the surface blow toward the storm front (an area of low pressure). These southerly winds usually last no more than a day, and as soon as the storm passes, winds again are still or blow from the north-west. Very hot weather in the upper Sacramento Valley can also cause cooler marine air to flow up the Russian River, causing weak to moderate south winds along the Valley floor.

In early autumn, strong, dry offshore winds may occur for several days in a row. These winds, called "Santa Anas" in southern California, are usually caused by a large mass of cold air aloft subsiding over southern Utah and northern Arizona. As this air mass sinks, it compresses the air below it, causing heating and surface air movement toward the Pacific coast. During either of these regimes, air pollution created in the Sacramento Valley, Santa Rosa Plain, or even San Francisco Bay area may move into the Ukiah Valley.¹⁵

1.10.02(B) Air Quality Management

Responsibility for controlling air pollution rests with the Mendocino County Air Quality Management District. The County Board of Supervisors governs the District. The District's mission is to protect public health and welfare from the effects of air pollution. The District protects public health by maintaining all

¹⁴Personal communication with David Faulkner, Executive Director of the Mendocino County Air Quality Management District (MCAQMD), July 29, 1994.

¹⁵Personal communication with Phil Towle, MCAQMD, and Wilson Goddard PhD, Consulting Engineer, July 29, 1994.

applicable air quality standards. Controlling odors and nuisances, protecting sensitive agricultural crops, and limiting damage to material goods from air pollutants protect public welfare. The District also maintains an air monitoring program.

The District issues permits for stationary sources to emit specified quantities of pollution, construction of new emission sources, and open burning. District enforcement staff conduct compliance inspections of stationary sources, respond to odor and nuisance complaints, and enforce open burning regulations. The District also receives reports of toxic emissions from stationary sources, enforces applicable regulations on these emissions, and conducts continuous ambient air monitoring in Ukiah, Willits and Fort Bragg.

The District reviews larger new residential and commercial projects under the California Environmental Quality Act. The District also comments on General and Specific Plans and works with local planning agencies to develop land use and zoning programs beneficial to air quality. In this process, the District provides technical information, prepares or reviews emission modeling, determines significance of predicted emissions, and recommends mitigation and alternatives.

The Mendocino County Air Quality Management District is part of the North Coast Air Basin, which includes Del Norte, Humboldt, Trinity, Mendocino counties and part of northern Sonoma county. The first three counties named are in the North Coast Unified Air Quality Management District, Mendocino County is a separate air district, and Northern Sonoma is a separate air district. Districts of the North Coast Air Basin cooperate to develop rules and regulations, and to share engineering, monitoring and other resources.

1.10.02(C) Air Quality Standards

Ambient Air Quality standards consist of three elements: a compound (example, carbon monoxide), a concentration (example, 9.0 parts per million), and an averaging time (example, 8 hours). Hence, the allowable level of carbon monoxide is 9.0 parts per million measured over eight hours.

Both the state and federal governments have set ambient air quality standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, PM10 (particulate matter 10 microns or smaller), and lead. Additional pollutants present a problem in some areas (e.g., near sources of sulfur compound emissions), and the state has set standards for sulfates and hydrogen sulfides. There is also a California ambient air quality standard for visibility reducing particulate matter.

The table below shows standards which air districts must maintain:

Table IV.1-2: National and California Ambient Air Quality Standards (1994)

| Air Pollutant | Averaging Time | Units | California Standards | National | |
|------------------|----------------|-------------------|----------------------|-------------------|---------------------|
| | | | | Primary Standards | Secondary Standards |
| Ozone | 1 hour | ppm | 0.09 | 0.12 | |
| Carbon Monoxide | 8 hour | ppm | 9.00 | 9.00 | |
| | 1 hour | ppm | 20.00 | 35.00 | |
| Nitrogen Dioxide | Annual | µg/m ³ | - | 100.00 | |
| | 1 hour | ppm | 0.25 | - | - |

Adopted by the City Council: December 6, 1995

| Air Pollutant | Averaging Time | Units | California Standards | National | |
|--|------------------------|--------------------------|----------------------|-------------------|---------------------|
| | | | | Primary Standards | Secondary Standards |
| Ozone | 1 hour | ppm | 0.09 | 0.12 | - |
| Sulfur | Annual | ppm | - | 0.03 | - |
| Dioxide | 24 hours | ppm | 0.05 | 0.14 | - |
| | 1 hour | ppm | 0.25 | - | - |
| PM10 | Annual $\mu\text{g}/2$ | $\mu\text{g}/\text{m}^3$ | 30.00 | 50.00 | - |
| | 24 hours | $\mu\text{g}/\text{m}^3$ | 50.00 | 150.00 | - |
| Lead | 30 Day Average | $\mu\text{g}/\text{m}^3$ | 1.50 | - | - |
| | Calendar Quarter | $\mu\text{g}/\text{m}^3$ | - | 1.50 | - |
| Sulfates | 24 hour | $\mu\text{g}/\text{m}^3$ | 25.00 | - | - |
| Visibility | | | | | |
| Reducing Particulate matter (state only) ¹⁶ | 8 hour | - | - | - | - |
| Hydrogen Sulfide (H ₂ S) | 1 hour | ppm | 0.03 | - | - |

Scientists express concentration of ambient air contaminants in the following units: ppm refers to parts per million by volume, and $\mu\text{g}/\text{m}^3$ is micrograms per cubic meter. The federal government sets National Primary Standards at levels necessary to protect public health. Similarly, National Secondary Standards protect public welfare from any known or anticipated adverse effect of a pollutant.

For all pollutants except as noted, California Standards must not be equaled or exceeded. For carbon monoxide and sulfur dioxide (1-hour averaging period) standards can reach the limit shown but must not exceed that level. For ozone levels of 0.10 or above, the state Air Resources Board uses a statistical computation to determine if the district becomes "non-attainment." The respirable particulate matter standard must not be exceeded.

National standards, other than for ozone and those based on annual averages or annual geometric means, must not be exceeded more than once a year. The federal ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one over a three year period. For respirable particulate matter, the federal annual standard is based on the arithmetic mean and the state annual standard is based on the geometric mean.

¹⁶In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.

1.10.02(D) Ozone

The most important air pollutant in urban areas of California is ozone. Ozone is a secondary pollutant, formed by a reaction of several compounds in the presence of sunlight. The two most important pollutants creating ozone are oxides of nitrogen (NOX) and certain hydrocarbons, called reactive organic gases (ROG). Carbon monoxide (a product of incomplete combustion) and other pollutants may play a secondary roll in ozone formation. The primary sources of ozone precursors in the Ukiah Valley (as throughout California) are automobiles in summer and wood stoves in winter.

Ozone is a colorless gas with a pungent odor, and it has a profound detrimental effect on human health. At concentrations near the state standard, sensitive people (those with asthma, emphysema and other respiratory problems) become uncomfortable. At higher concentrations, almost everyone's breathing is impaired and vigorous activities are not recommended. Long term exposure produces permanent damage in both humans and plants. State and federal standards are set to protect society from the harmful effects of this pollutant.

Ozone concentrations at 0.06 ppm and above damages sensitive plants such as leafy vegetables and citrus. The long-term exposure to ozone at existing levels damages crops such as grapes and reduces harvests. In 1988, the state estimated that ozone cause a reduction in Mendocino County grape yields of 0% to 10%. Statewide, ozone is estimated to cause about \$3 billion annual losses to crops and material. Health costs are more difficult to estimate, but one study in the Los Angeles basin found combined ozone and particulate pollution impacts of about \$3 billion in 1990 alone.

1.10.02(E) Respirable Particulate Matter (PM10)

Particulate matter is composed of small bits of unburned fuel, dust, ash, soot, soil and other material. Secondary particulate matter forms when gaseous pollutants combine, creating solid material such as nitrates and sulphate. Particulate matter irritates the human respiratory tract. Recent epidemiological studies indicate that particulate matter poses a greater threat to human health than ozone. Initial air standards were set for Total Suspended Particulate (TSP). In 1986, state and federal agencies revised standards to collect samples of particulate matter. Only particulate matter smaller than 10 microns in diameter reaches the lung and has significant adverse health impacts. The present ambient air quality standard for particulate matter reflects this, and applies only to such particles, sometimes called PM₁₀. It is likely the state will require air districts to develop plans to attain the PM₁₀ standard during the tenure of this General Plan.

1.10.02(F) Air Quality Monitoring

In Ukiah, the District operates a PM₁₀ sampler located on top of the City library, at the corner of Perkins and Main streets. The District conducts continuous measurement of ozone, carbon monoxide, nitrogen oxides, and weather data at 306 E. Gobbi Street. Ambient concentrations of carbon monoxide and nitrogen oxides remain well below state standards. However, PM₁₀ and ozone pose a continuing problem.

Tables IV.1-3 and IV.1-4 provide a summary of ozone and PM₁₀ monitoring to date. The data in the tables show attainment of the state ozone standard of 0.09 ppm, projected growth of automobile traffic could cause unhealthful levels of ozone to develop.

Particulate matter air monitoring began in Ukiah in 1971, with installation of a Total Suspended Particulate (TSP) instrument in the downtown area. National ambient standards for TSP were violated in

1972, '74, '75 and '76 (no data available for 1973). More restrictive stationary source rules reduced emissions sufficiently to meet the standard through 1986. PM₁₀ monitoring replaced TSP in 1987. These PM₁₀ measurements, which provide a better indication of actual human health impacts, show standard violations almost every winter to date.

1.10.02(G) Sources of Emissions

Ozone occurs as a secondary pollutant formed in the atmosphere from precursors: Reactive Organic Gases (ROG) and Nitrogen Oxides (NOx). ROGs come from vehicle fueling and exhaust, paints and solvents, industrial processes, and biogenic sources. The main source of NOx is combustion, whether in an open burn, a boiler or an automobile engine.

Table IV.1-3: Ozone Data for the Ukiah Valley 1980-1993 (ppm)

| Year | Average Daily Maximum/Hour | Yearly Max/Hour |
|-------|----------------------------|-----------------|
| 1980 | 0.033 | 0.08 |
| 1981 | 0.029 | 0.08 |
| 1982 | 0.032 | 0.08 |
| 1983 | 0.027 | 0.07 |
| 1984 | 0.033 | 0.07 |
| 1985 | 0.037 | 0.07 |
| 1986 | 0.041 | 0.07 |
| 1987 | N/A | N/A |
| 1988 | | 0.09 |
| 1989 | N/A | N/A |
| 1990 | N/A | N/A |
| 1991 | N/A | N/A |
| 1992* | 0.034 | 0.06 |
| 1993 | N/A | 0.08 |

*Started in October, 1992

Ozone also contributes to formation of nitrogen dioxide, an acrid, highly irritating pollutant which gives the reddish-brown color to urban smog. Particulate matter emissions occur from a variety of stationary and mobile sources. The ARB estimates that over 27 tons per day of PM₁₀ emissions come from motor vehicles (entrained road dust and exhaust) in Mendocino County. This represents about 75% of daily emissions during the dry months.¹⁷

The California ARB prepares estimates of daily pollution emissions within the state's air basins, as required by state law. 1991 represents the most recent emission inventory for the county, (published in January, 1994). The District provided point source emission estimates, while ARB staff estimated emissions for area sources and motor vehicles. "Area sources" is a term for the many small stationary sources (i.e., water heaters, consumer solvents) that the District does not permit. Emission estimates for some sources, (such as residential wood combustion), need further review because the ARB probably applied generalized factors to this county which may not reflect actual conditions. Many times these generalized emission estimates undergo refinement by air districts, based on better local knowledge of emission sources (such

as surveys of homes relying solely on wood heat).

Table IV.1-5 shows estimated emissions of air pollutants from various sources in Mendocino County, based on the Air Resources Board's emission inventory for 1991.

¹⁷California Environmental Protection Agency, Air Resources Board, Technical Support Division. Emission Inventory 1991. Published January 1994.

There are several factors to be considered when reviewing the information in the Air Quality Chapter. The numbers represent the entire annual emissions of a given compound, but some activities exhibit a seasonal nature. For example, almost all PM₁₀ emissions from residential wood combustion occurs in just a few months (winter). These emissions, coupled with adverse meteorology described above, means that almost all Ukiah Valley PM₁₀ violations occur in winter. Consequently, this plan contains policies designed to reduce ambient woodsmoke levels.

Table IV.1-4: Ukiah Valley TSP and PM₁₀ Data (µg/m³)

| Year | Annual Maximum* (# over 50 µg/m ³) | Yearly Average ^b |
|-------------|--|-----------------------------|
| 1971 - TSP | N/A | 58 |
| 1972 - TSP | N/A | 61 |
| 1973 - TSP | N/A | * |
| 1974 - TSP | N/A | 87 |
| 1975 - TSP | N/A | 63 |
| 1976 - TSP | N/A | 66 |
| 1977 - TSP | N/A | 59 |
| 1978 - TSP | N/A | 57 |
| 1979 - TSP | N/A | 58 |
| 1980 - TSP | N/A | 53 |
| 1981 - TSP | N/A | 48 |
| 1982 - TSP | N/A | 46 |
| 1983 - TSP | N/A | 43 |
| 1984 - TSP | N/A | 37 |
| 1985 - TSP | N/A | 45 |
| 1986 - TSP | N/A | 41 |
| 1987 - PM10 | 64 (10) | 29 |
| 1988 - PM10 | 88 (6) | 24 |
| 1989 - PM10 | 70 (6) | 29 |
| 1990 - PM10 | 59 (3) | 20 |
| 1991 - PM10 | 58 (3) | 22 |
| 1992 - PM10 | 46 (0) | N/A |
| 1993 - PM10 | 54 (1) | 23 |

*State PM10 Standard is 50 µg/m³, 24 hour average
^bFederal TSP Standard was 80 µg/m³ (Annual Geometric Mean)
 Current State Standard PM10 is 30 µg/m³ (Annual Geometric Mean)

Future estimates of auto emission may be significantly higher than shown in Table IV.1-4. Because Mendocino County currently meets state ozone standards, local auto owners do not have to participate in the biennial smog check program. The 1991 Mendocino County Emission Inventory is based on state average emission rates for fleets exempt from smog checks, which may not truly represent emissions from the mix of vehicles in Mendocino County. More importantly, the entire state program for estimating motor vehicle emissions is undergoing revision; because recent tests of "on-road" automobiles revealed serious flaws in current laboratory testing.

New ARB emission factors due for release in late 1994 will probably incorporate the following changes:

- CO emissions will double
- ROG emissions will increase by 60% to 70%
- NOX emissions will increase by 10% to 25%

Therefore, the motor vehicle portion of the emission inventory shown in the table will probably increase substantially, as will estimated emissions from new development projects.

Valley-wide, motor vehicles create the largest amount of ozone precursor pollution. This situation is not likely to change during the period of this General Plan. Even though new vehicles have more strict emission standards than existing vehicles, the growth of driving may overwhelm technical advances.

Caltrans reports that, between 1985 and 1992, driving on local streets and roads increased 4% per year (from 275,421,000 AVMT to 345,010,000 AVMT).¹⁸ During the same period, county population grew at only 1.9% per year (County Census data). Therefore, local auto traffic has grown twice as fast as population.

Caltrans reports that statewide, vehicle use is increasing at about 5% a year, while congestion is increasing at 15% per year. In 1994, the state estimates that fully 25% of all gasoline burned in the Los Angeles basin is wasted by vehicles idling in traffic. In 1993, average traffic speeds for all roads in the Los Angeles area was about 35 mile per hour. With increasing congestion, this speed will fall to about 18 miles per hour by 2010. While Caltrans has not performed such refined estimates for the Ukiah Valley, the trends are clear.

Table IV.1-5: Summary Annual Emission Inventory for Mendocino County (1991)

| CATEGORY | ROG | CO | NOX | SOx | PM10 |
|---------------------------------|--------------|---------------|--------------|---------------|---------------|
| STATIONARY | | | | | |
| Fuel Combustion | 511 | 6,205 | 511 | 219 | 1,022 |
| Waste Burning | 73 | 1,022 | 37 | - | 110 |
| Solvents | 1,095 | - | - | - | - |
| Industrial Processes | 37 | - | - | - | - |
| Miscellaneous Processes | 146 | 402 | - | - | 1,460 |
| <i>Total Stationary Sources</i> | <i>1,862</i> | <i>7,629</i> | <i>548</i> | <i>219</i> | <i>2,592</i> |
| MOBILE | | | | | |
| Entrained Road Dust | - | - | - | - | 9,855 |
| Petroleum Marketing | 475 | - | - | - | - |
| On-road Vehicles | 2,701 | 26,280 | 3,139 | 219 | 256 |
| Other Mobile | 1,387 | 7,665 | 4,015 | 1,059 | 219 |
| <i>Total Mobile Sources</i> | <i>4,563</i> | <i>33,945</i> | <i>7,154</i> | <i>1,278</i> | <i>10,330</i> |
| TOTAL | 6,425 | 41,574 | 7,702 | 14,978 | 12,922 |

This General Plan forecasts a 60% increase in Valley-wide population over the next 30 years. If current documented trends continue, this would result in traffic increasing by 120% over present levels. Can serious congestion be far behind? With congestion comes a significant increase in motor vehicle emissions, as cars create high emission levels under acceleration (common in stop-and-go traffic).

An analysis of some of the current causes of traffic growth can help one understand the problem. Much of the growth in motor vehicle use is caused by developing new housing in locations far from shopping, jobs, schools, childcare, and the other day-to-day necessities. Additionally, pedestrian, bicycle,

¹⁸California Department of Transportation, District 1. Letter from Linda Goff-Evans to MCAQMD. March 7, 1994.

and transit facilities are lacking, unsafe, or inadequate for the average person's needs. Therefore, most new housing requires daily use of an automobile for almost all trip purposes.

An oversupply of cheap or free parking throughout the Valley also encourages driving. One example of how free parking encourages single occupant vehicle commuting can provide some explanation. A large study of employer trip reduction programs conducted by researchers at UCLA showed that charging the market rate for parking (\$2.50 per day) was a bigger incentive to employee carpooling than an offer of free gasoline!

The City of Ukiah reports that the average downtown parking space is worth about \$10,000. However, drivers pay only a tiny fraction of the true value of the resource, resulting in a major subsidy to the private automobile. Additionally, zoning codes require commercial development to provide an excess of parking spaces, resulting in a loss of large areas of downtown to other productive uses. Large paved areas also present a powerful disincentive to walking, hence the common practice of shoppers to move their cars to go just a few blocks.

This Plan can start to solve the problems outlined above. Land use decisions can help locate jobs, housing, and shopping in close proximity. The Circulation Element can also speed development of an integrated system of safe bicycle and pedestrian paths, and reduce parking requirements. It can also price parking in a way that encourages carpooling, transit use, and other non-polluting modes of travel. An aggressive effort to implement these actions will reduce the growth of vehicle trips and miles traveled, thus controlling the growth of air pollution.

Other benefits can accrue as well. According to a growing body of research, "By creating environments that are more conducive to alternative transportation modes such as walking, biking and transit, we can create more 'liveable' communities -- communities with reduced congestion, increased personal mobility, and cleaner, healthier air."¹⁹ Research also shows that this type of growth promotes the fiscal health of communities too, partly by avoiding expensive road widening and maintenance costs.

1.10.02(H) *The Challenge of Growth and Air Quality*

Mendocino County is designated non-attainment for the state PM₁₀ standard, based on the measurements summarized previously. Most exceedances occur during winter months, although summer levels can occur near the standard. Residential wood combustion is probably the primary source of winter time emissions, although automobiles, construction and agricultural operations, open burning (outside City limits) and wood processing contribute to the problem.

Policies recommended in this Plan address new PM₁₀ emission sources, such as limiting new residential fireplaces, enhancing insulation requirements, and orienting new homes to utilize solar space heating in winter months. The District has also recently adopted many new procedures such as restricting burn days and enhancing enforcement activities. Major industrial sources of respirable particulate matter have also reduced emissions, (example, all "tee-pee" wood waste burners have shut down permanently).

Most urban areas of California violate the state ozone standard in summer months. Ozone levels in the Ukiah Valley reach a level at or just below the state standard almost every summer. Even small increases in primary ozone precursors (10% to 15%) would likely result in violation of the state ozone standard. If the Ukiah Valley violates state ozone standards, the ARB would designate the county non-

¹⁹California Air Resources Board, Office of Air Quality and Transportation Planning. *The Land Use - Air Quality Linkage, how Land Use and Transportation Affect Air Quality*. 1994

attainment. In addition to public health consequences, non-attainment status could have serious repercussions for local business and citizens.

The 1988 California Clean Air Act²⁰ mandates ozone non-attainment districts to develop plans to achieve the state standard by the earliest practicable date. Each district plan must achieve emission reductions of at least five percent per year, or 15% averaged over three years. Among the required actions by air districts for attainment plans are:

1. Implement a permitting program for new stationary sources with potential to emit 25 tons per year designed to achieve no net increase.
2. Require stringent control technology for existing sources.
3. Adopt control programs for area-wide and indirect sources.
4. Develop a sophisticated emission inventory and analytical capabilities.
5. Develop public education programs to reduce emissions from transportation and area-wide sources.

Additionally, the state will impose programs independent of local district actions, such as imposing mandatory biennial smog check for all vehicles, county-wide. This program alone would cost Mendocino county residents approximately \$4.5 million per year.

Clearly, the City's residents will benefit from maintenance of state ozone standards by reducing emissions from all new development projects, and continuing to reduce pollution from existing sources. The policies provided in this element, along with supporting policies in the rest of the General Plan, provide a very important tool for maintaining air quality.

1.10.03 Summary

At a recent conference in San Francisco, Mary D. Nichols, Assistant Administrator for Air Quality with the Federal EPA was asked, "Now that the Bay Area's air quality almost meets EPA standards, what could we have done to achieve these standards sooner?" She replied, "If there is one area where I have some disappointment, it is that we weren't able to bring together local governments, through their land use and transportation planning agencies, sooner. Working with air regulators, they might have been able to develop plans that would have knitted together the transportation systems and land use plans of the region in a way that would have facilitated some of the efforts to maintain air quality in the region. It is a lot harder to come back after the fact and try to take people's cars away, make it more expensive for them to drive, or otherwise limit people's choices when, if we had planned better to begin with, we might have made it easier for everybody to rely less on driving than they do today."

1.10.04 General Plan goals, policies, and implementing programs

Goal OC-31: Reverse present deterioration of Valley air quality to maintain agricultural viability and human health.

Policy OC-31.1: Concentrate development to encourage mass transit and limit automobile use.

Implementation Measure OC-31.1(a): Utilize the revised Land Development Code as a means of promoting improved siting of development to reduce vehicle emissions. [Time-frame for completion: Ongoing planning period ♦ Measure applies to: City and County ♦

²⁰California Health and Safety Code §40918 et seq.

Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-31.1(b): Consider measures to reduce traffic in other parts of the community to offset emissions (or traffic) not mitigated by site-specific measures.

[*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-31.1(c): Develop traffic management measures that are designed to discourage through-traffic as a means of reducing emissions. [*Timeframe for completion:* Short-term planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* Public Works departments]

Goal OC-32: Develop standardized air quality mitigation measures.

Policy OC-32.1: The City and County shall require all air quality mitigation measures to be reasonable, effective, feasible, measurable, and implementable concurrent with project development.

Implementation Measure OC-32.1(a): The City and County shall consult with the MCAQMD regarding the effectiveness of mitigation measures proposed by the applicant in developing a mitigation monitoring and reporting program. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-32.1(b): When using mitigation measures suggested by the MCAQMD, consideration shall be given to site-specific factors which may make a measure unnecessary or infeasible. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Goal OC-33: Standardize analysis of air quality impacts with uniform guidelines.

Policy OC-33.1: Support the creation of Air Quality Impact Guidelines.

Implementation Measure OC-33.1(a): During the short-term planning period, the City and County shall work with the Air Quality Management District to support the preparation of basin-wide Air Quality Impact Guidelines that will provide standard criteria for determining (1) thresholds for significant environmental effects; (2) a uniform method of calculating project emissions; and (3) a list standard mitigation measures. [*Timeframe for completion:* Short-term planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* Mendocino County Air Quality Management District]

Goal OC-34: Coordinate project review with the Air Quality Management District.

Policy OC-34.1: Submit all discretionary applications to the MCAQMD for review and comment.

Implementation Measure OC-34.1(a): The City and County shall consult with the MCAQMD during CEQA review for all discretionary projects. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department and County Department of Planning and Building]

Implementation Measure OC-34.1(b): City and County project applications shall include a recommendation that applicants meet with the MCAQMD prior to submitting applications for processing if it appears that the proposes project may meet or exceed MCAQMD emissions thresholds. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure OC-34.1(c): Conduct a pre-application air quality review with MCAQMD to identify issues or problems that might require redesign or major alterations of the project and recommend applicants submit formal air quality impact analyses to the District for adequacy review. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal OC-35: Support air quality and transportation modeling programs.

Policy OC-35.1: Work for the creation of a Valley-wide Geographic Information System for modeling air and traffic impacts.

Implementation Measure OC-35.1(a): In the short-term planning period, the City and County shall cooperate with the AQMD when developing transportation, air quality and other resource modeling, and when establishing geographic information system (GIS) technology. This policy supports data sharing with County, Regional, and State agencies and avoids redundant tasks. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council and Board of Supervisors]

Goal OC-36: Support and participate in the air quality education programs of the MCAQMD.

Policy OC-36.1: Work with the MCAQMD to create public awareness and education programs about air quality issues.

Implementation Measure OC-36.1(a): The City and County shall assist the MCAQMD in educating developers and the public on the benefits of pedestrian and transit friendly development. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Department of Planning and Building, and the Mendocino County Air Quality Management District]

Implementation Measure OC-36.1(b): Jointly develop and promote seminars on planning that enhances air quality and other community values. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Department of Planning and Building, and the Mendocino County Air Quality Management District]

Implementation Measure OC-36.1(c): During the short term planning period, the City and County shall develop employee education programs about the possibilities of reducing air pollution through personal life-style choices. This program may include the importance of using wood burning appliances appropriately, developing employee rideshare matching, and programs to encourage employees to use non-polluting modes for commuting. [Timeframe for completion: Ongoing planning period]

♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department, County Administration, and the Mendocino County Air Quality Management District]

Goal OC-37: Support programs to reduce PM₁₀ emissions.

Policy OC-37.1: Work with appropriate agencies to create programs to assist the agri-business community in developing programs to reduce ranch- or farm-generated dust.

Implementation Measure OC-37.1(a): During the short-term planning period, work with the Farm Bureau, the University of California, the MCAQMD and farm organizations on educational programs designed to share knowledge and techniques of reducing agri-business generated PM₁₀. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department, County Department of Planning and Building, and the Mendocino County Air Quality Management District]

Policy OC-37.2: Work to reduce particulate emissions from construction activities.

Implementation Measure OC-37.2(a): Include paving requirements in the Land Development Code. [*Timeframe for completion:* Short-term planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City and County Public Works]

Implementation Measure OC-37.2(b): In the Land Development Code, require measures to reduce particulate emissions from road and site construction, grading, and demolition to the maximum extent feasible. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure OC-37.2(c): The Land Development Code shall require that new access roads and parking areas shall be covered with pavement or other appropriate material to reduce or eliminate dust. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure OC-37.2(d): Utilize recommendations from the MCAQMD on appropriate dust-control activities, suitable for soil, wind, slope, and other site particulars. Provide for regular inspection of the project's dust-suppression measures. Incorporate dust-control enforcement provisions in all construction permits, and consult with District enforcement staff if a nuisance issue arises from project earth-moving or construction-equipment exhaust. [*Timeframe for completion:* On-going planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City and County Public Works]

Policy OC-37.3: Reduce dust emissions from City and County roads.

Implementation Measure OC-37.3(a): During the short-term planning period, the City and County, in consultation with the District, shall develop a program to reduce PM₁₀ emissions from City and County maintained roads. [*Timeframe for completion:* Short-term planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City and County Public Works Departments]

Goal OC-38: Reduce air impacts from space heating.

5 CIRCULATION AND TRANSPORTATION

THE *CIRCULATION ELEMENT* IS ONE of the seven mandatory General Plan elements. First required in 1955, the Circulation Element is the oldest of California's planning requirements. The Element is an infrastructure plan that focuses on the "...circulation of people, goods, energy, water, sewage, storm drainage, and communications through the City."⁵ Although all elements of the General Plan have equal weight, the Circulation Element's relationship to the Land Use Element is one of the most important in terms of General Plan consistency standards. The relationship between these two elements has been the subject of some of the most significant General Plan court rulings. The Ukiah Circulation and Transportation Element addresses the street and transportation network with its emphasis on the movement of people and products. The infrastructure related to utilities, communications, and storm drainage is addressed in the Open Space and Conservation Element. Energy issues are addressed in the Energy Element. Dependence upon the automobile contributes to the deterioration of air quality in the Ukiah Valley. Air quality issues must be considered a significant part of transportation planning. For specific policies related to air quality issues, see the Open Space and Conservation Element.

The system of streets and roads that is the outcome of the Circulation and Transportation Element influences the patterns of land use in the Ukiah Valley. Settlement patterns throughout the history of the area have been based on movement of people and products. How this network is developed has impacts on air quality, plant and animal habitat, noise, energy consumption, and the locations of future homes and businesses.

The economic well-being of the area requires movement of materials, products, ideas, and information from one point to another. The Circulation and Transportation Element — in conjunction with other General Plan elements — addresses a comprehensive infrastructure. It deals with the economic backbone of the area in making sure that people and products connect — whether by vehicle, computer, telephone, power line, or pipeline.

The circulation system serves all members of the community. It is an integral part of the Valley's social fabric linking friends to friends, people to jobs, homes to shopping, businesses to supplies, and families to entertainment. The ability to get from one place to the next is a major ingredient of the quality of life in the Ukiah area.

5.01 *The role of transportation issues in project review*

5.01.01 Summary of major findings

As the City grows and more growth occurs in the unincorporated Ukiah Valley, the need for an efficient transportation system that can carry existing and future traffic is of crucial importance. One means of increasing the capacity of the existing system is to consider all forms of transportation when making circulation network-related land use decisions. Planning that respects the small town quality of life in Ukiah will retain the intimacy of streets that attract pedestrian usage. Maintaining a balance between the various options to vehicular access during the planning process ensures that getting from home to work, shop, or play is convenient and easy without the automatic need for a car.

⁵General Plan Guidelines, p. 82.

The cost of road improvements that serve both specific projects as well as general traffic needs is one of the most expensive components of development. As the Valley has grown, there has been a tendency to reduce or even avoid road improvement requirements on new subdivisions and other projects because of the cost burden. In a growing California rural community, this is not unusual. Additionally, local Valley government has had a hard time visualizing what type and style of road improvements would be needed in an area that is just beginning to be developed. Very little attention has been paid to the need to include bikeways, pedestrian access, and varieties of public transit in newly developing areas.

Explanation V.5-VIII: "Street" vs. "road," a guideline

In general, the word "street" refers to the vehicle route that is within the City of Ukiah or an unincorporated town area, such as Calpella. A "road" is a vehicle route located in rural areas.

Routes within the State-maintained system are general called "highways" or "freeways," and may be denoted with a "US" (Federal), "SR" (State Route), or "Hwy" (highway) prefix (i.e., SR 253, US 101).

To avoid repetition in the prose of the General Plan's findings, "street" and "road" are used interchangeably unless the text specifies "City street" or "county road." In the Goals, Policies, and Implementing programs, whether the sentence applies to City streets, County roads, or both will be specified.

Many times, local governments assume that when the need occurs, the financing will fall into place. Prior to the adoption of the California Tax Reform Initiative (commonly called "Proposition 13"), it was possible to quickly and easily pass a bond measure, special tax, or other financing mechanism to pay for needed improvements. When Proposition 13 prohibited the public financing flexibility, many local communities were faced with a dual problem. First, some basically "raw land" subdivisions were beginning to develop, only now no means of generating the funds to improve the roads existed. Secondly, it was difficult to anticipate when the need for improvements would take place. Local governments hoped that as time passed, the California legislature would provide opportunities to finance needed infrastructure. In fact, what has occurred since 1978 is fewer opportunities for financing local infrastructure costs.

Banking on future improvements has caused, in some portions of the Planning Area, street capacities to be reached during certain times of the day. Other neighborhoods have connecting streets in a less than congruous pattern, resulting in through traffic being forced into residential areas. Prior programs of installing traffic signs on a "by request" basis has created traffic flows which are not smooth.

Recent road improvements attempt to counterbalance the lack of future capacity through a program of wide streets which may inappropriately encourage higher speeds and remove trees or natural area landscaping that enhance much of the area's rural character. The Circulation and Transportation Element is intended to provide long-term traffic solutions while maintaining the area's friendly, small scale character.

The need is to accommodate an ever-increasing volume of traffic without forcing private developers, the City, or the County into expensive road improvements. Non-traditional approaches to increasing capacity should be considered as a part of the planning process prior to undertaking expensive and urban-appearing street improvements. Simply accommodating cars first and looking for alternatives afterwards short changes opportunities for alternate transportation and a more spontaneous, diverse, and lively community. Air quality, land use, and circulation are closely interrelated. A commitment to reducing the primacy of the automobile is a key to effective transportation planning and will make the most of current capacities.

Methods of improving traffic flows, changing locations and types of stop signs, traffic signals, and other hindrances to free traffic flow can help increase the capacity of intersections and street segments. Routing traffic to avoid conflicts with free flow through controlled access, shared driveways, and separation of bicycle lanes from traffic provide opportunities to more safely and efficiently move traffic through the Planning Area.

Real alternatives, so that Valley residents and visitors can select from a variety of transportation modes, are needed in the Ukiah Valley. Alternative transportation methods may be selected for health or safety reasons, for convenience or necessity, for social reasons, or for just plain fun. Creative, responsible transportation planning requires the involvement of the community. This Plan envisions that the City and County will be proactive in developing and modeling parallel forms of transportation and fully encourage citizen participation in the process.

An appealing, safe, system of connected and direct paths for bicycles and pedestrians are to be developed during the life of the General Plan in order to reduce the negative impacts associated with transportation — such as the use of non-renewable resources, creation of stormwater and air pollution, and traffic congestion.

Developments with cul-de-sacs and greenbelts can include a separate network of bicycle and walking paths avoiding streets and traffic conflicts. The attractiveness, safety, and directness of a separate network encourages people to leave their cars at home and use alternate transportation.

5.01.02 General Plan goals, policies, and implementing programs

Goal CT-1: Consider all types of circulation and transportation issues in land use decisions.

Policy CT-1.1: Land use entitlements shall be based on the classification⁶ and capacity of the street or road providing primary access.⁷

Explanation V.5-IX: Impact fees and the "rational nexus"

Many communities have turned to the use of "road mitigation impact fees" as a means of collecting funds to pay for the cost of off-site road improvements that are generated by a proposed project.

An "impact fee" is a cost imposed on a project to collect the cost of the project's "proportional impact on an intersection or road system." The proportional impact is usually determined through a formula established by ordinance after being enabled within the General Plan.

The project developer — if an ordinance is in place — may be charged only for the cost of improvements *directly related* to the project. The relationship between the project's *impact* and the *extent of improvements* is called the "rational nexus."

In some cases, the intersection or road segment has deficiencies in design or capacity that result in problems with *existing traffic*. Although some jurisdictions have required developers to "make up the difference and build the project-related improvements," this is not legal in California.

⁶Street classifications: Freeway, arterial, collector, residential, and rural are defined later in the Circulation Element. In addition, the capacity of a road to move a volume of traffic is also defined in that section.

⁷Primary access means the actual road from which traffic entering a parcel will turn into the driveway or parking lot from a public street or road.

Implementation Measure CT-1.1(a): Population density and building intensity⁸ entitlements of the Land Use map shall be based on the classification of the street from which access to a parcel shall be derived. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Planning and Building Department]

Implementation Measure CT-1.1(b): Approval of land use entitlements shall be conditioned upon an integrated circulation system which fully takes into account the efficient use of autos, transit, bicycles, and walking and a time specific commitment by the proponent to construct improvements necessary to provide the capacity needed to serve the proposed project. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Planning and Building Department]

Policy CT-1.2: City and County Staff shall include traffic and circulation information in staff reports to their respective Planning Commissions.

Implementation Measure CT-1.2(a): Among the environmental issues assessed for all discretionary projects, the City and County Staffs shall include an analysis of a project's traffic and circulation impacts and present recommended findings in written staff reports. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City & County Planning]

Policy CT-1.3: All proposed development⁹ shall be reviewed for its immediate and cumulative transportation impacts.

Implementation Measure CT-1.3(a): The City and County shall ensure that any impact fee programs are designed to fairly apportion Development Impact fees. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Planning and Building Department]

Implementation Measure CT-1.3 (b): Impact fees, if charged, may be utilized to fund all types of transportation projects — including those which reduce the use of vehicles with only one occupant. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* Public Works]

⁸“Population density and building intensity” is a combined term that will be used extensively in the Circulation and Land Use elements. The terms are required as a result of major General Plan litigation. *Population density* means the number of persons per acre or unit of land area. *Building intensity* means the number of dwelling units or developed structures per acre or unit of land area. For non-residential projects, the intensity tends to be reflected as “lot coverage” or “floor area ratio.” These terms will be defined in the land use element.

⁹“Development” means the improvement of land for the purposes of accommodating land use. “Proposed development” means the act of approving a land use entitlement such as — and not limited to — a building permit for any new construction that generates traffic, tentative subdivision, minor subdivision or parcel map, conditional use permit, planned development permit, or site development permit. The term proposed development does not apply to a building permit for one single family home proposed on an undeveloped existing parcel with a density permitting one single family residence.

Goal CT-2: Maximize the use of existing streets and circulation patterns.

Policy CT-2.1: Avoid premature widening by seeking other methods of increasing capacity on existing street or road sections segments.

Implementation Measure CT-2.1(a): During the short-term planning period, complete a traffic study to make recommendations for the purpose of increasing traffic capacity and improving level of service on Planning Area roads. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Implementation Measure CT-2.1(b): Prior to allocating capital funds for individual road widening projects, require a traffic study for the area proposed for widening to determine the relative merits of alternatives that would increase traffic capacities. If there are one or more alternatives that would increase traffic capacities or improve levels of service without widening the road they shall be implemented. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Implementation Measure CT-2.1(c): Consider the use of one-way street couplets¹⁰ to improve traffic flows on the existing street system. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Policy CT-2.2: Encourage development along existing roads with available capacity and appropriate zoning prior to locating development in areas which require new transportation facilities.

Implementation Measure CT-2.2(a): In assigning population density and building intensity in the Land Use Element, ensure that the higher densities and intensities are located on roads with existing capacity prior to increasing density and intensity on roads that would require new transportation facilities. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Planning and Building Department]

Policy CT-2.3: Encourage new mixed use along High Intensity Development Corridors¹¹ (HIDC).

Implementation Measure CT-2.3(a): The following corridors are to be considered HIDCs for purposes of working with the Mendocino County Air Quality Management District, Mendocino Transit, Authority, City, and County for purposes of creating development designed to support alternative transportation and reduce reliance on single occupancy vehicles. HIDCs are defined as State Street, Dora Street, Washington Street, Standley Street, Talmage Road, and Perkins Streets in the City and Sphere of Influence, and North State in the Planning Area. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Planning Department, County Department of Planning and Building]

¹⁰Street couplets are pairs of one-way streets that combined serve as a two-way street. Standley and Perkins are a one-way couplet.

¹¹"HIDC"s are areas within the City where high intensity development — multi-family, commercial, and industrial development occurs. Primarily it refers to State Street and other major collectors and arterials. HIDCs also comprise most transit corridors.

Goal CT-3: Design new development and redevelopment projects to be as accessible by foot, bicycle, and transit as they are by auto.

Policy CT-3.1: New development and Redevelopment projects shall specifically include plans for pedestrian facilities, bike lanes, bike racks, and transit stops.

Implementation Measure CT-3.1(a): Working with the Mendocino Transit Authority and other appropriate agencies, the City and County shall include in the Land Development Code a menu of options to facilitate and encourage alternate modes of travel and transportation. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal CT-4: Provide for needed rights-of-way and resolve other traffic impacts from development.

Policy CT-4.1: Acquire rights-of-way for transportation and circulation as a condition of project entitlements.

Implementation Measure CT-4.1(a): Require an offer of rights-of-way dedication as a condition of project approval. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Planning and Building Department]

Implementation Measure CT-4.1(b): Require that offered right-of-way include adequate width and land area to accommodate all forms of transportation, not merely roadway cross-sections. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Planning and Building Department]

Implementation Measure CT-4.1(c): Acquisition of rights-of-way shall be directly related to the proposed project. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Goal CT-5: Maintain an ongoing periodic evaluation process to inventory traffic and other circulation needs.

Policy CT-5.1: Conduct traffic studies in association with required updates to the Regional Transportation Plan to update the General Plan and appropriately update and amend the Circulation and Transportation Element.

Implementation Measure CT-5.1(a): The traffic studies shall, at a minimum, assess the need to provide additional future roadway width based on the long-term projected traffic, transit, bicycle paths, and pedestrian access needs. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-5.1(b): Use the results of the traffic studies to update the Circulation and Transportation Element of the General Plan as appropriate. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-5.1(c): Revise the projected road right-of-way needs upon completion of each review and update of the Circulation and Transportation Element. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Policy CT-5.2: Develop a system for evaluating other forms of transportation within the Valley.

Implementation Measure CT-5.2(a): Revise the projected alternative transportation right-of-way needs upon completion of each element review and update of the Circulation and Transportation Element. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-5.2(b): The periodic studies shall include an analysis of how people are moving from one point to another and by what transportation mode. The results of this analysis will be used by the City and County planners to provide adequate, safe alternative transportation routes. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-5.2(c): During the short-term planning period with cooperation and funding by the Mendocino County Air Quality Management District, help prevent unacceptable pollution levels by developing a system to evaluate alternative transportation infrastructure needs. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Mendocino Air Quality Management District, City and County Planning]

Implementation Measure CT-5.2(d): The City and County shall work with the Mendocino Council of Governments (MCOG) to develop and prepare an internodal computer travel model. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

5.02 Alternative modes of transportation

5.02.01 Summary of major findings

Since our society relies almost exclusively on the use of single occupant vehicles for transportation, thirty to forty percent of all land in urban areas must typically be dedicated to autos, streets and parking.¹² Acquisition of land for new streets and widening of existing streets is expensive. The proliferation of individual vehicles also creates noise and many forms of pollution.

Developing bicycle and pedestrian paths as an attractive, integrated part of the transportation system can enhance the quality of life in the City and County. Easy to use paths, with convenient secured bicycle parking, and safe travel ways will encourage people to use bikes or walk on short trips and errands. A bicycle and pedestrian transportation system can be combined for both transportation and recreational purposes. Recreational bicycle use is addressed in the Parks and Recreation Element.

Other transportation alternatives include car pools, ride-sharing, increased use of public transportation, or other methods of multiple persons using the same vehicle. Encouraging alternatives to

¹²Steve Nadis and James J. MacKenzie, *Car Trouble* (Boston, MA: Beacon Press, 1993), p. 12.

single-user vehicles delivers a number of benefits to the Valley. First, fewer vehicles on the road reduces the vehicle emissions helps to maintain air quality. Second, the need for road widening or other road improvements may be deferred by lessening congestion.

The Mendocino Transit Authority (MTA) provides a local and county-wide bus transit service. Currently, a fixed route service is provided within the City of Ukiah and to other Mendocino County communities. MTA also operates a Dial-a-ride service. The service runs as a "taxi" seven days a week and serves the entire Ukiah area. Other limited regional transit service is offered by such carriers as Greyhound, Santa Rosa Airporth and Amtrak's feeder bus with connections to San Francisco and Eureka.

Improving the safety, location, and appearance of pedestrian access can increase and encourage walking for short errands. Sidewalks with shade in the summer cut down the blast of heat off the pavement. Separating pedestrian paths from the street with landscaping or even a bicycle lane or parking provide walkers with a greater sense of safety. Walking can be encouraged through providing a pedestrian path network connecting residential neighborhoods to each other and commercial areas, as well as providing shortcuts even when not interconnected by streets.

The Ukiah Unified School District operates school busses throughout the Planning Area. Although the busses transport students to public schools, the transit mode is not technically considered public transit. However, new residential development design needs to consider convenient, safe locations for pick-up and drop-off of school children.

Although electric or natural gas vehicles are not an alternative mode of transportation, but rather an alternative fuel source, by the year 1998, California will require that the total vehicle sales by each motor vehicle manufacturer include a minimum percentage of zero emission vehicles. Although a minimum of three percent was set in state law, the number may be changed as a result of pending litigation. Policies related to alternative fuels are in the Energy Element, Chapter IV.4 of the General Plan.

5.02.02 General Plan goals, policies, and implementing programs

Goal CT-6: Increase the use of bicycle transportation.

Policy CT-6.1: Work with the Mendocino Council of Governments to develop a safe and integrated circulation system of routes for bicycle transportation.

Implementation Measure CT-6.1(a): Utilize the Land Development Code to ensure that there is secure and safe parking for bicycles in new parking facilities. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-6.1(b): Develop incentives to encourage retrofitting parking lots for bicycle parking. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, Mendocino Council of Governments or Mendocino County Air Quality Management District]

Implementation Measure CT-6.1(c): During routine street cleaning and maintenance, ensure that bicycle lanes — when developed, signed, or striped — are maintained for safe usage. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-6.1(d): During the short-term planning period, work with local civic groups to create an "Adopt-a-Bikelane" program. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Policy CT-6.2: Promote the use of bicycles as a viable and attractive alternative to cars.

Implementation Measure CT-6.2(a): During the short-term planning period for incorporation into the five year update, develop a plan to extend a system of bicycle lanes and pathways and important locations in the Planning Area. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-6.2(b): Provide incentives and technical support to encourage employers to provide convenient, safe, and secure bicycle parking at places of employment. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and Mendocino Council of Governments or Mendocino County Air Quality Management District]

Policy CT-6.3: Provide bicycle lanes or paths along major streets.

Implementation Measure CT-6.3(a): Require that streets linking residential areas with school facilities and shopping areas be designed to include bicycle lanes. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-6.3(b): Consider bicycle operating characteristics in the design of intersections and traffic control systems and include appropriate features in intersection design standards. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Policy CT-6.4: Promote safe bicycle usage.

Implementation Measure CT-6.4(a): Through the Public Safety Department, maintain an educational program promoting bicycle use and bicycle safety. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Department of Public Safety and County Sheriff]

Implementation Measure CT-6.4(b): Enforce bicycle safety regulations. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Department of Public Safety and County Sheriff]

Goal CT-7: Develop pedestrian access.

Policy CT-7.1: Treat pedestrian access as an integrated part of all road improvements within the City and within urbanized development areas of the County.

Implementation Measure CT-7.1(a): Utilize incentive programs to encourage attractive pedestrian access to all developed areas. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-7.1(b): Pedestrian walkways shall be integrated and designed to provide direct access between areas. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-7.1(c): Pedestrian access standards in the Land Development Code shall require sidewalks or paths to be separated from auto travel lanes by an appropriate combination of grade separations, parking lanes, or landscaping. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-7.1(d): Pedestrian access shall be accessible to the handicapped with appropriate curb cuts, grades, and ramps. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-7.1(e): Pedestrian access design standards shall be included in the Land Development Code. The following will be considered within the Code: landscaped areas, tree shading when appropriate, and consider standards to utilize other streetscape amenities, such as lighting and litter baskets. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Goal CT-8: Encourage increased use of public transportation.

Policy CT-8.1: Make it easier to utilize bus service.

Implementation Measure CT-8.1(a): Allow the use of City or County rights-of-way for on-street bus stops and passenger amenities such as benches and shelters. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-8.1(b): Request the Mendocino Transit Authority to assess the feasibility of new bus routes serving new development areas. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-8.1(c): During the short-term planning period, work with the Mendocino Transit Authority (MTA) to create a program that will provide opportunities for developers to notify buyers/renters of transit routes, plans, and programs. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-8.1(d): The City and County shall work with MTA and Caltrans to ensure that project design maximizes potential sources of transit ridership through the use of shelters, passenger amenities, and service schedules. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-8.1(e): Encourage the MTA and other public transportation providers to make bus routes connecting Ukiah with other areas bicycle accessible. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County]

♦ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Implementation Measure CT-8.1(f): Support MTA requests for federal funds. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Council, Board of Supervisors]

Implementation Measure CT-8.1(g): Work through Mendocino Council of Governments to develop programs designed to increase MTA. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Council, Board of Supervisors]

Implementation Measure CT-8.1(h): Encourage MTA to work with schools in the Planning Area to teach students the benefits of public transit. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Council and Board of Supervisors]

Goal CT-9: Maximize the use of public transportation through efficient land use patterns and supporting incentive programs.

Policy CT-9.1: Include design features in new commercial and residential areas that make public transportation convenient.

Implementation Measure CT-9.1(a): Ensure that design standards include provisions for safe, convenient bus stop locations and pull outs. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-9.1(b): As part of project review for new development, seek comments and recommendations from the Mendocino Transit Authority concerning the agency's needs to better serve the project. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Implementation Measure CT-9.1(c): As part of project review for new development, seek comments and recommendations from the Ukiah Unified School District concerning the District's needs to ensure that project design accommodates school bus needs, if applicable. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Implementation Measure CT-9.1(d): No mitigation measures or project conditions shall exceed the direct relationship between the economic cost of the requirement measured against the project's actual impact. The *rational nexus* standard shall be utilized. [*Timeframe for completion:* Ongoing planning period ♦ *Measure applies to:* City and County ♦ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Policy CT-9.2: Support a strategy to provide funding and incentives to increase ridership opportunities.

Implementation Measure CT-9.2(a): Develop an overall strategy to mitigate traffic and air quality impacts from new development which cannot directly be served by public transit. Consider a range of alternatives designed to encourage people to use

alternatives to the automobile. These programs may include, and are not limited to, incentives for public transit ridership, or construction of nearby or convenient bus stops. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Goal CT-10: Maximize opportunities for efficient transportation patterns through development of integrated Ukiah Valley transportation corridors.

Policy CT-10.1: The City shall help to define the Ukiah Valley transportation corridors.

Implementation Measure CT-10.1(a): Work with Mendocino Council of Governments, Mendocino Transit Authority, Northwestern Pacific Railroad, and other agencies to help define and develop integrated transportation corridors. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Policy CT-10.2: Facilitate development of Ukiah Valley transportation corridor integrating US 101, major arterials, rail, air, and public transportation..

Implementation Measure CT-10.2(a): Working with the North Coast Railroad Authority, the Mendocino Council of Governments, the Mendocino Transit Authority, and other interested agencies or organizations, develop design standards that specifically facilitate transit use and transportation systems along transportation corridor. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-10.2(b): Using the discretion assigned to the City or County Planning Commission, review large or unique development proposals to ensure that there are measures incorporated in project approvals to support transit corridor concepts. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Policy CT-10.3: Maximize the efficient use of transportation facilities within and adjacent to the corridor through the land use planning process.

Implementation Measure CT-10.3(a): Incorporate into the Land Development code zoning and development standards which locate higher density and intense development proximate to the corridor. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Policy CT-10.4: Fully develop and utilize public and rail transit within the transportation corridor.

Implementation Measure CT-10.4(a): Working with the Mendocino Council of Governments, ensure that the Regional Transportation Plan reflects the City's public and rail transit needs. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Policy CT-10.5: Support creation of a Downtown Transit Center.

Implementation Measure CT-10.5(a): Work with the MTA and other parties to develop a downtown transit center. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Goal CT-11: Encourage increased use of car- or van-pooling.

Policy CT-11.1: Implement programs to increase car-pooling.

Implementation Measure CT-11.1(a): Through the Mendocino Transit Authority, Council of Governments (MCOG) and California Department of Transportation (Caltrans) develop a van- and car-pool parking facilities or programs. [Timeframe for completion: Short- to intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, MCOG],

Implementation Measure CT-11.1(b): Identify locations for van or car-pool Park and Ride facilities. [Timeframe for completion: Intermediate planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, MCOG]

Implementation Measure CT-11.1(c): Work to develop a program of incentives — such as preferential van- and car-pool parking at employment sites, to increase the use of car- or van-pooling to reduce the number of single occupant vehicles on area roads. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, MCOG or AQMD]

5.03 Parking

5.03.01 Summary of major findings

A long-recognized issue related to the City's transportation system and economic development is the perception of a lack of convenient parking downtown — both in number of spaces and location of parking lots. There are a number of potential solutions. Downtown Ukiah's narrow streets and heavy through traffic results in conflicts among shoppers seeking onstreet parking spaces, delivery vehicles, through traffic, and vehicles moving into or out of parking spaces. Opportunities include the use of dedicated access lanes that would direct traffic to and from off-street parking on one-way streets. Another option that needs examination is the consolidation of parking lots to increase available spaces as was accomplished with the parking facilities on Main Street. While the need for more parking is important, the aesthetics of maintaining the City's tree canopy must be a part of planning any parking facilities. The option of providing trade-offs or incentives for encouraging non-vehicle use against the need for parking can be considered part of the development process.

Another issue with Downtown parking is the contest between employee parking and customer parking. With the City parking facilities being located “distant” from major downtown office and retail facilities, employees arriving early tend to select convenient parking spaces for their vehicles — even though the car will be parked until lunch or even through the entire day. Long-term parking needs to be established at the “furthest most” parking spaces so that Downtown clients and customers can park closer to the places of business. If Downtown parking is more convenient for customers, Downtown businesses could experience improved customer traffic.

Parking in areas other than Downtown is less dependent on onstreet spaces. This is a result of the on-site (off-street) parking facilities becoming standard fare for new development. Parking requirements were initially developed utilizing "accepted standards" without regard for local parking demand. Although there are intermittent times during the year when a store's parking lot may be overloaded, most of the time local parking lots have space available. With the preparation of a new land development code, the City and County shall re-evaluate current parking standards. Onsite parking has not been a problem to date, and new regulations should ensure that it does not become a problem in the future.

Opportunities for parking lot improvement lie with the design of parking facilities. Most parking lots are designed as a complete overcovering of the ground with asphalt, concrete, or other impervious surface. As development continues in the Valley, the cumulative effect of the impervious surfaces may result in storm water runoff problems, increases in local temperatures, and a loss of natural beauty. While aspects of design are detailed in the Community Design Element in Section VI.B., the Circulation and Transportation Element provides additional policy support by looking how parking lot design and amenities can contribute to better circulation. Parking requirements need to include space for secure bicycle parking.

The typical pair of "straight-in/straight-out" parking spaces require nearly six hundred square feet of paved land area. This means that a parking lot with as few as ten parking spaces when combined with the street access results in paving an area the size of a typical single family residential parcel (7,000 square feet). This is the approximate parking requirement for a commercial structure of only 2,500 square feet. Alternative layouts can reduce the required paving area.

Large expanses of parking create a hostile setting that may deter people from walking by creating a perception of long distances between buildings. Creative parking lot design will assist in retaining the small town character and people-oriented charm of Ukiah and its downtown.

5.03.02 General Plan goals, policies, and implementing programs

Goal CT-12: Increase the convenience and attractiveness of off-street parking.

Policy CT-12.1: Eliminate on-street parking along segments of City arterial streets where appropriate.

Implementation Measure CT-12.1(a): By the end of the intermediate-term planning period, create adequate off-street parking in order to reduce or eliminate on-street parking from segments of City streets classified as arterials as identified in the Downtown Master Plan. [Timeframe for completion: Intermediate planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Agency]

Policy CT-12.2: Define alternatives to on-street parking.

Implementation Measure CT-12.2(a): Study the potential of increasing parking using the guidance of the Downtown Master Plan. [Timeframe for completion: Intermediate planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Agency]

Goal CT-13: Design attractive parking facilities.

Policy CT-13.1: Utilize landscaping and other amenities to improve the appearance and traffic patterns of onsite parking facilities.

Implementation Measure CT-13.1(a): In the Land Development Code include requirements for parking lot landscaping that encourage the use of landscaping to provide a plant-based separation between parking and parcel lines, and to ensure that there are shade trees in the aisles of large parking lots. The Land Development Code shall define more precise standards designed to implement these guidelines and still ensure developer flexibility. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Goal CT-14: Minimize employee use of prime downtown customer parking spaces.

Policy CT-14.1: Develop a system for downtown employee parking that ensures convenient customer parking.

Implementation Measure CT-14.1(a): Provide incentives to employers to encourage employees to use off-street parking spaces in order to retain convenient spaces for Downtown business' customers and clients. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Agency]

Policy CT-14.2: Minimize the need for and expenses of off-street parking by encouraging alternates to single-occupant vehicles.

Implementation Measure CT-14.2(a): To facilitate the shift from on-street to off-street parking, encourage employers and businesses to provide incentive for employees and customers to utilize alternate transportation modes. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Agency]

Policy CT-14.3: Encourage a program to inform prospective and seated jurors of alternatives to on-street parking.

Implementation Measure CT-14.3(a): Work with the Clerk of the Superior Court to provide maps of downtown parking and transit information, to be distributed to prospective jurors, so that on-street parking spaces are not filled with "all-day" jurors. [Timeframe for completion: Intermediate planning period ♦ Measure applies to: City ♦ Agency/Department responsible: Redevelopment Agency]

5.04 Rail transportation

5.04.01 Summary of major findings

The train was extended to Ukiah in 1889, which changed the economy of the area by opening markets for the City and the timber industry. Current passenger rail service and freight service are provided by Northwest Pacific and Eureka Southern Railroads. On June 1, 1990, representatives from the Golden Gate Bridge District signed a purchase agreement for the acquisition of the Northern Pacific Railroad right-of-way from its owner, Southern Pacific. This right-of-way will be used as part of a solution to long range transportation problems in the Golden Gate corridor. The 151 miles of track extends from San Rafael to Willits. The total cost of the right-of-way is \$37 million, to be purchased in phases. The final miles of track from Healdsburg to Willits will be purchased within four years.

Making the rail-transit link an effective part of the transportation corridor between the Ukiah area and the Bay area is important to the success of long-term economic growth of the area. Rail transit offers

the potential of providing more comfortable and expedient alternatives for people and products to move between the Bay Area and the Ukiah Valley.

5.04.02 General Plan goals, policies, and implementing programs

Goal CT-15: Encourage multiple use of the rail lines into and through the valley.

Policy CT-15.1: Take an active role in development of a rail transit corridor.

Implementation Measure CT-15.1(a): Cooperate with, actively participate in, and influence the planning and evaluation of passenger rail services through the Ukiah Valley. Ensure that City and County interests are considered in the process. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, Board of Supervisors, MCOG]

Implementation Measure CT-15.1(b): In the short-term planning period, work with appropriate agencies to develop a plan of Ukiah Valley rail needs, including potential station location(s), that would enhance the economic vitality of the planning area. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, Board of Supervisors, MCOG]

Implementation Measure CT-15.1(c): Ensure that project approval actions do not create land use or other conflicts that hamper or preclude passenger rail service in the Ukiah Valley. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-15.1(d): Work with the Mendocino Council of Governments, Mendocino Transit Authority, and passenger rail planning agencies to develop an integrated transit corridor that ensures a connection from passenger station into the Valley's transportation corridors. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, MCOG, AQMD]

Policy CT-15.2: Encourage continued freight service on the rail lines.

Implementation Measure CT-15.2(a): Work with appropriate agencies and members of the private sector to ensure that freight transportation via rail is not discouraged or eliminated as a use on the track system. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Council, Board of Supervisors]

Implementation Measure CT-15.2(b): Work with appropriate agencies and members of the private sector to increase utilization of freight transportation on rail as a regional approach to decreasing truck traffic on area roads and improving air quality. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Public Works Departments, Board of Supervisors]

Implementation Measure CT-15.2(c): Facilitate the use of rail for freight by siting appropriate industries and land uses near the rail line. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Building and Planning Department]

5.05 Levels of service

5.05.01 Summary of major findings

Level of Service (LOS) is a yardstick that measures how a driver feels about traffic conditions. LOS was established by the Institute of Transportation Engineers (ITE) as a means of quantifying the subjective measure of traffic tolerance. Rated in grades from A (best) to F (worst), levels of service are based on increasing amounts of congestion and delay. LOS E represents the full capacity of the road segment with the road unable to carry more traffic. LOS F operating conditions are generally perceived as “intolerable.”

Table V.5-16 shows a simplified method of determining level of service for General Plan analysis purposes. It identifies that capacity or traffic volume for roads in the General Plan area by level of service grade. Explanation V.5-X on page 18 provides specific definitions for intersections with and without traffic signals.

Table V.5-16: Segment Level of Service based on Average Daily Traffic

| LOS | 2 lane street | 4 lane street |
|-----|---------------|---------------|
| A | 0-2,700 | 0-18,300 |
| B | 2,701-5,500 | 18,301-21,000 |
| C | 5,501-8,700 | 21,001-24,000 |
| D | 8,701-12,100 | 24,001-27,000 |
| E | 12,101-15,000 | 27,001-30,000 |

“Level of service” is used in two different and distinct ways in this General Plan. *Segment level of service*, listed in Table V.5-16 is the relationship of average daily traffic to the capacity of a segment of street between two defined points. *Intersection level of service* defines traffic congestion at an intersection.

Both types of levels of service are important for determining whether the portion of the road network under scrutiny is capable of handling additional traffic generated by a proposed project. After all, it does not make good sense to increase traffic into an area so that no one can use the intersection or street segment. When drivers become less tolerant of traffic in an area, they avoid the area. This results in reduced property values, distressed businesses, and other negative economic factors. From an environmental standpoint, traffic that is idling also generates increased levels of air pollution.

To try to prevent roads from reaching a level in which traffic just doesn't move well from point-to-point, cities establish guidelines at which a street or road is considered to have reached the highest service volumes that are tolerable within the community. At this level, it becomes important to either improve the street to acceptable levels or construct another street to relieve the crowded street. The segment level of service ratings in the General Plan are the indicators of this type problem. The Circulation Element objectives are designed to establish programs based on the segment levels of service.

One of the issues that is used as a pre-indicator of future traffic problems is the concept of “degradation of level of service.”¹³ For purposes of the General Plan, degradation of level of service is not a potentially significant environmental issue until the approval of a project will result in the existing level of service dropping to an unacceptable level of service, in the case of the Ukiah General Plan to Level of Service “D.” For example, if a road has a current level of service of “B,” a project that would result in decreasing level of service from “B” to “C” is not considered a significant environmental effect on its face.

¹³*Degradation of level of service* means an increase in traffic volume on a segment that causes the level of service to drop from one grade (A, B, C, D, E, or F) to the grade below it.

Dropping the level of service from "B" to "D" may be a potentially significant effect that will require additional information submitted with the application as part of the initial study to determine if the effect is significant.

One method of facilitating the construction of road improvements and other circulation improvements needed to preserve or maintain level of service is collection of a fee called an "impact fee." Impact fees are funds placed into a trust account to be combined with other monies in the fund to complete improvements to infrastructure that are needed to accommodate the direct impacts of the project providing the money. An impact fee allows development to defer certain infrastructure improvements for as long as five years. The developer pays the fees, but the money is held by the City to be combined with other new development for more cost efficient improvement work.

5.05.02 General Plan goals, policies, and implementing programs

Goal CT-16: Development shall be permitted within road capacities.

Policy CT-16.1: Level of service shall be the standard to judge whether a road has adequate remaining capacity to service the traffic generated by a proposed project.

Implementation Measure C-T-16.1(a): The annual average daily traffic volume shown on the following two tables shall define segment level of service:

Explanation V.5-X: Level of service definitions

Signalized intersections

| | |
|---------------|--|
| LOS A: | A condition of free flow with low traffic density, where no vehicle waits longer than one signal indication. Vehicle to capacity (V/C)* ratio 0.00 - 0.60 |
| LOS B: | Stable flow of traffic where only on rare occasions do drivers wait through more than one signal indication. V/C ratio 0.60 - 0.70 |
| LOS C: | Still in the zone of stable flow, but intermittently drivers must wait through more than one signal indication and backups may develop behind turning vehicles. V/C ratio 0.71 - 0.80 |
| LOS D: | Approaching instability. Drivers restricted in their freedom to change lanes. Delay to approaching vehicles may be substantial during the peak hour. V/C ratio 0.81 - 0.90 |
| LOS E: | Traffic volume at or near capacity on the arterial and long ques of vehicles may create lengthy delays especially for left turning vehicles. V/C ratio 0.91 - 1.00 |
| LOS F: | Congested condition of forced flow, where queued backups from locations downstream restrict or prevent movement of vehicles out of the approach creating a storage area during part or all of the peak hour. V/C ratio over 1.00 |

Unsignalized intersections

| | |
|--------------|--|
| LOS A | Little or no delay |
| LOS B | Short traffic delays |
| LOS C | Average traffic delays |
| LOS D | Long traffic delays |
| LOS E | Very long traffic delays, extreme congestion |
| LOS F | Intersection blocked by external causes |

Notes:
 *The Vehicle/Capacity (V/C) ratio is the percent of traffic in relation to the capacity of the intersection (0.90 means 90%)
Sources:
 Transportation Research Board, Circular 212 (Washington: Government Printing Office, 1980), page 11
 United States Department of Transportation, Federal Highway Administration, Site Impact Evaluation (S.I.E.) Handbook (Washington: Government Printing Office, 1985), pages C-9, C-10.

Two lane streets and roads level of service thresholds

| LOS | ADT |
|--------|---------------|
| A..... | ≤ 2,700 |
| B..... | 2,701-5,500 |
| C..... | 5,501-8,700 |
| D..... | 8,701-12,100 |
| E..... | 12,101-15,000 |

Four lane streets and highways level of service thresholds

| LOS | ADT |
|--------|---------------|
| A..... | ≤ 18,300 |
| B..... | 18,301-21,000 |
| C..... | 21,001-24,000 |
| D..... | 24,001-27,000 |
| E..... | 27,001-30,000 |

[Timeframe for completion: Ongoing planning period ❖ Measure applies to: City and County ❖ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-16.1(b): For roads in excess of four lanes, traffic segment levels of service shall be adjusted proportionally to the four lane volume. [Timeframe for completion: Ongoing planning period ❖ Measure applies to: City and County ❖ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-16.1 (c): The volume to capacity ratio (V/C) shown in Explanation V.5-3 shall define the intersection level of service. [Timeframe for completion: Ongoing planning period ❖ Measure applies to: City and County ❖ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-16.2(a): The City and County shall work with the Mendocino Council of Governments to monitor traffic volume on roads that presently have levels of service of C or D and report its findings during the annual review of the General Plan. [Timeframe for completion: Ongoing planning period ❖ Measure applies to: City and County ❖ Agency/Department responsible: City Planning Department, County Building and Planning Department]

Implementation Measure CT-16.3(d): The improvements shall be designed to be initiated by the time traffic volume is approaching Level of Service D, which is defined as being within ten percent of the highest traffic volume for Level of Service C. This program may result in the generation of impact fees as a means of accumulating funds for the improvements caused by private development. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-16.3(e): The thresholds of maximum traffic volume of segment levels of service B and C for scheduling these measures shall be:

| | Ten Percent Threshold for ADT | |
|------------|--------------------------------------|---------------|
| LOS | 2 lane | 4 lane |
| B | 4,950 | 18,900 |
| C | 7,830 | 21,600 |

[*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Implementation Measure CT-16.3(f): Residential streets or roads with a Level of Service of D or E at the time the General Plan is adopted shall be exempt from the “no permit” requirement until mitigation measures are in place to provide for increasing level of service to LOS C within five years of Plan adoption. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Policy CT-16.4: Balance the need for new development with methods of accommodating increasing traffic.

Implementation Measure CT-16.4(a): Review project traffic generation to ensure level of service remains within the City's thresholds. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-16.2(g): During the short-term planning period, when a road is found to have a level of service of “E,” the City or County shall prepare a plan of improvements to increase level of service to a “D” or “C” as may be required. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-16.3 (c): When a road segment is found to be approaching Level of Service C — defined as ADT being within ten percent of the highest LOS B traffic volume threshold, the City shall initiate plans for improvements designed for the intermediate and long-term planning periods to increase capacity. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-16.3(d): The improvements shall be designed to be initiated by the time traffic volume is approaching Level of Service D, which is defined as being within ten percent of the highest traffic volume for Level of Service C. This program may result in the generation of impact fees as a means of accumulating funds for the improvements caused by private development. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-16.3(e): The thresholds of maximum traffic volume of segment levels of service B and C for scheduling these measures shall be:

| LOS | Ten Percent Threshold for ADT | |
|-----|-------------------------------|--------|
| | 2 lane | 4 lane |
| B | 4,950 | 18,900 |
| C | 7,830 | 21,600 |

[*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Implementation Measure CT-16.3(f): Residential streets or roads with a Level of Service of D or E at the time the General Plan is adopted shall be exempt from the “no permit” requirement until mitigation measures are in place to provide for increasing level of service to LOS C within five years of Plan adoption. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City Planning Department, County Building and Planning Department]

Policy CT-16.4: Balance the need for new development with methods of accommodating increasing traffic.

Implementation Measure CT-16.4(a): Review project traffic generation to ensure level of service remains within the City's thresholds. [*Timeframe for completion:* Ongoing planning period ❖ *Measure applies to:* City and County ❖ *Agency/Department responsible:* City and County Public Works Departments]

Implementation Measure CT-16.4(c): Develop and maintain a citywide traffic model to evaluate the balance between development and transportation.

The City is currently completing a comprehensive traffic model which will correlate land use with existing and future traffic as part of the update and revision of this Element.

Implementation Measure CT-16.4(d): Continue to analyze project impacts on the capacity of the City's roadway system as part of CEQA review, and require design and mitigation measures in consultation with provider agencies. IF CEQA review or other analysis of the traffic impacts of a proposed development project concludes that a proposed project would result in a significant deterioration of service or would cause level of service standards to be exceeded, respond in one of the following ways:

- (i) Require project redesign in order to prevent service from deterioration or capacities being exceeded, provided that economic use of the property is not prevented.
- (ii) Condition the project on developer funding of improvements needed to maintain services and/or provide additional traffic improvements.
- (iii) Approve the project if it can be found that it will:
 - Generate substantial overriding public benefits;
 - Be in compliance with the other goals and policies of the General Plan; and
 - Benefit the public health, safety and general welfare of the community.

Implementation Measure CT-16.4(e): Adopt the following intersection Level of Service standards on an **interim basis until** the citywide traffic model is completed:

- (a) At intersections with signals or four-way stop signs: operation at LOS D,
- (b) At intersections with stop signs on side streets only: operation at LOS E, except where side streets have very low traffic volumes, in which case LOS F conditions may be acceptable.

Policy CT-16.5: Work to develop methods of accommodating projects without degrading level of service.

Implementation Measure CT-16.5(a): In the event that the average daily traffic of the proposal places the level of service within ten percent of dropping to Level of Service D as shown in Implementation Measure CT-16.2(e) or Level of Service C as shown in Implementation Measure CT-16.3(a) for Residential Streets or in the event that the road has a level of service of D, the project proponent shall be required to use the services of an appropriately licensed traffic engineer to prepare a more detailed traffic study, in-

cluding an assessment of the impacts of the proposed project on the street's future level of service. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-16.5(b): The detailed traffic study shall provide recommendations related to overall improvements — or use improvements recommended in any traffic improvement program prepared by the City or County — needed in the area to prevent degradation of level of service and shall also define the proportional share of the improvements that are attributable to the proposed project conditions. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-16.5(c): If the road has an existing level of service of E or F, the proponent shall be required to use the services of a licensed traffic engineer to prepare a more detailed traffic study, including an assessment of the impacts of the proposed project on the street's future level of service. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-16.5(d): The detailed traffic study shall provide recommendations related to overall improvements — or use improvements recommended in any traffic improvement program prepared by the City — needed in the area to increase the segment level of service, or decrease the traffic demand on the segment served by the project to level of service D. The study shall also define the proportional share of the improvements that are attributable to the proposed project conditions. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

5.06 Street classifications

5.06.01 Summary of major findings

The Ukiah area is served by a transportation system consisting of state highways, county roads, and city streets. This section of the Circulation and Transportation Element defines the roads into classifications and purpose. Definition of road classifications can be found in Table V.5-4.

U.S. 101 is an important north-south highway which links different areas within the city of Ukiah and also connects the community with northern California. The freeway has four lanes through Ukiah and controlled access which is limited to local street interchanges.

State Route 20 (Highway 20) is a two lane rural highway connecting the Ukiah area with Interstate 5 (I-5) and the Northern Sacramento Valley. Highway 20, an east-west route, is the northern border of the planning area located north of Lake Mendocino and intersecting US 101 near the unincorporated community of Calpella.

State Route 253, also known as Ukiah-Boonville Road, links Ukiah with Highway 128 and ultimately Highway 1 on the Mendocino Coast. This two lane rural arterial road intersects US 101 at the South State Street Interchange.

The City of Ukiah currently maintains nearly fifty-two miles of city streets including arterial, major collector, collector, and residential streets. These road classifications, including County roads within the Planning Area are defined in Table V.5-18. The classifications of individual roads are listed in Table V.5-18. Mendocino County also maintains paved and unpaved roads which are within the Planning Area but are outside the current city limits.

Table V.5-17: Street, highway, and road classifications, land uses, and parking guidelines

Freeway: A Federal Designated highway with multiple lanes with opposing traffic separated by a barrier or median. Access is derived exclusively from sanctioned interchanges. There are no traffic signals, stop signs, or cross-traffic. A freeway may have two or more lanes of traffic in each direction. Generally commercial, economic development, or employment center land uses are compatible when sited with access to a freeway interchange within urban areas. In rural areas, land uses near interchanges may be more precisely defined by other policy considerations in the General Plan. On-street parking is not permitted on freeways.

Highway: A highway is sometimes called an "expressway" or a boulevard. It tends to handle inbound and out-bound local traffic. The highway may be multiple lanes, depending on traffic volume, and usually has limits on the points of access. Generally, access is controlled and constrained to specific intersections, as opposed to individual driveways. In some areas, parallel frontage roads are used to reach individual parcels or driveways and parking areas on separate parcels are combined to a limited number of access points.

An expressway may be a divided highway with a median. It may have up to three traffic lanes in each direction, plus turning and escape lanes. Generally, when sited near an intersection with an expressway, commercial, economic development, or employment center land uses are compatible with the road classification, but the land uses may be more precisely defined by other land use policy considerations in the General Plan. On-street parking is not permitted along an expressway. State Route 20 is intended to be an expressway.

Arterial: An arterial is a major street that is intended to move traffic into and through the Planning Area. In addition, an arterial is a road within the Planning Area that is used by people within the Valley as a means of getting from one part of the City or Planning Area to another.

An arterial differs from an expressway, in that it generally does not have limitations on the number of access points — although State highways designated as arterials may have limited access points. An arterial road is a work-horse road or main street road within a community. Commercial businesses prefer to locate on arterial roads for the exposure to traffic.

An arterial road may be no more than two lanes in each direction with turning lanes. Commercial, economic development, and employment center land uses are compatible with the road classification within the City, but the land uses may be more precisely defined by other land use policy considerations in the General Plan. In certain circumstances, multiple family residential land uses may be compatible with arterial roads in conformance with other applicable General Plan policies. Parking on arterial streets is guided by policies in the General Plan in that it may be permitted in designated areas. On-street parking will generally not be permitted along newly constructed arterials or arterials in areas where parcels have ample room for offstreet parking.

Major collector: A major collector is a road that is used in a manner similar to an arterial, but because of its route, existing land uses, or traffic volume, is unlikely to serve as an arterial. It does, however, serve more intense land uses than a regular collector. A major collector is also a road that under current conditions is a collector, but may be upgraded to an arterial in the future when connected to new roads or realigned.

A major collector may be up to two lanes with a continuous turning lane for left or right turns. If the road is widened to more than two lanes, it requires an upgrade to the arterial road classification. Commercial, economic development, employment center land uses, and multiple family residential land uses are generally considered to be compatible with a major arterial, but the land uses may be more precisely defined by other land use policy considerations in the General Plan. Parking on major collectors is generally limited in order to maintain a smooth flow. On-street parking will generally not be permitted along newly constructed major collectors or arterials in areas where parcels have ample room for offstreet parking.

Minor Collector: A collector is a street designed to collect traffic, generally in residential areas, to move it from residential streets into the business district. Generally, commercial traffic on collector streets is limited to businesses that do not require exposure to traffic or those that may not even require much walk-in business. Access to the collector tends to be unlimited.

Collector streets are not more than one lane in each direction, although a turn lane may be included when appropriate for safety and traffic flow. Turn lanes generally should not be used in areas adjoined by single family residences. Office-based uses, multiple family residential, and single family residential land uses are generally compatible with collector streets, but the land uses may be more precisely defined by other land use policy considerations in the General Plan. Office commercial may be further constrained when consideration is given to neighborhood character and use patterns. On-street parking is generally permitted on collector streets, but should be avoided when feasible.

Residential: A residential street may be a street connecting residences to a collector or arterial. However, a residential street is intended for slower traffic as its role is to provide direct access to homes and residential properties. Typically, a residential street is designed to discourage through traffic.

Residential streets are generally two lanes wide with room for on-street parking. Multi-family residential and single family residential uses are generally compatible with residential streets, but the land uses may be more precisely defined by other land use policy considerations in the General Plan. On street parking is generally permitted.

County Major Collector: County major collector roads are roads in the unincorporated area that serve purposes similar to the City's Arterial or Major Collector classifications. County major collector roads may have two to four lanes dependent upon traffic volume. In addition, County major collectors may have commercial or industrial land uses in conjunction with land use policies. The "blanket" land use entitlements that apply to the City's arterial and major collectors are not applicable to County major collectors.

County Rural collectors: Rural collectors are roads in the unincorporated County that serve purposes similar to the collectors within the City limits. The land uses considered compatible are more precisely defined by the policies within the General Plan and do not necessarily defined similar to the City collector. On-street parking is not usually as well-defined on rural roads, as the roads are not usually constructed with curb, gutter, and sidewalk. Parking may occur in appropriate areas off the shoulder of the road.

County Rural residential roads: Rural residential roads are Residential Roads in the unincorporated County.

5.06.02 General Plan goals, policies, and implementing programs

Goal CT-17: Classify roads to meet service needs.

Policy CT-17.1: Utilize arterial roads to serve through traffic.

Implementation Measure CT-17.1(a): Roads classified as arterials shall be used for the purpose of moving traffic into, through, and out of the City and the Planning Area.

Implementation Measure CT-17.1(b): For new roads to be classified as arterial roads, the route shall generally originate outside of the City limits (for City arterials) or within the Planning Area (County arterials) and the alignment shall be generally continuous from point of entry to point of exit.

Policy CT-17.2: Arterial roads shall generally be intended to serve commercial and employment center types of land uses.

Implementation Measure CT-17.2(a): Commercial and employment center land uses are consistent with roads classified as arterials.

Policy CT-17.3: Utilize major collector roads to serve as moderate- to high-volume roads connecting minor collectors and neighborhoods to arterial roads.

Implementation Measure CT-17.3(a): Roads classified as major collectors shall be used for the purpose of moving traffic between arterial streets and residential neighborhoods or commercial/employment areas of the City.

Implementation Measure CT-17.3(b): For new roads to be classified as major collector roads, the route and alignment shall generally originate at an arterial road and terminate at another arterial, a collector, or at an entrance to a neighborhood.

Policy CT-17.4: Major Collector roads shall generally be intended to serve commercial, employment centers, and high density residential types of land uses.

Implementation Measure CT-17.4(a): Multi-family residential, commercial, and employment center land uses are consistent with roads classified as major collectors.

Policy CT-17.5: Utilize minor collector roads to move traffic from arterial roads within the City and Planning Area.

Implementation Measure CT-17.5(a): Roads classified as minor collectors shall be used for the purpose of moving traffic from arterial streets into and out of residential and commercial areas of the City and Planning Area.

Implementation Measure CT-17.5(b): For new roads to be classified as minor collector roads, the route and alignment shall generally originate at an arterial road and shall terminate at another arterial, a collector or at an entrance to a neighborhood.

Policy CT-17.6: Minor Collector roads shall generally be intended to serve low intensity commercial uses and high density residential types of land uses.

Implementation Measure CT-17.6(a): Multi-family residential, and low intensity commercial uses are consistent with roads classified as minor collectors.

Policy CT-17.7: Utilize residential and rural roads to primarily serve areas where people live.

Table V.5-18: City and County Functional Service Classifications

| City Arterial Roads | | |
|---|---|---|
| State Street Perkins Street (State-City Limits) | Gobbi Street (Dora-City Limits) Talmage Road (State-City Limits) | |
| City Major Collectors | | |
| Low Gap Road Orchard (Perkins-end) Washington/Hastings Avenue | Airport Park Boulevard Commerce Drive Main Street | Oak Street (Gobbi-Henry) School Street (Mill-Henry) Brush Street |
| City Minor Collectors | | |
| Dora Street (City Limits-Grove) Orchard (Talmage-Perkins) Ford Street | Standley Street (Dora-Mason) Clay Street (Dora-Peach) Clara Avenue Empire Drive (Bush-State) | Perkins Street (Dora-State) Observatory Ave. (Dora-State) Bush Street (Grove-Low Gap) |
| County Major Collector Roads | | |
| Perkins Street (City Limits-Vichy Springs Rd.) State Street (all areas outside City) Lake Mendocino Drive Talmage Road from City Limits to Sanford Ranch Road (east leg) | | |
| County Rural Collectors | | |
| Redemeyer Road Vichy Springs Road Moore Avenue East Side Road | Eastside Capella Road Hensley Creek Road Orr Springs Road Gobbi Street (City Lmt-River Rd.) | Low Gap Road Lovers Lane Oak Court Road (Dora-Oak Knoll) Dora Street (City Limits-Oak Court) |
| Roads not listed are residential roads | | |

Implementation Measure CT-17.7(a): Roads classified as residential or rural roads shall be used for the purpose of moving people from their homes into the City and Planning Area.

Implementation Measure CT-17.7(b): Single family and other low density residential land uses are consistent with roads classified as residential.

Implementation Measure CT-17.7(c): On residential roads, multiple family residential land uses are appropriate land uses consistent with other policies of the General Plan, the neighborhood character, the road capacity, and level of service requirements.

Implementation Measure CT-17.7(d): Agribusiness, agriculture, single family, and other low density residential land uses are consistent with roads classified as rural.

5.07 Neighborhood Traffic Management

5.07.01 Summary of major findings

At the core of any community's health and well-being is its residential neighborhoods. Ukiah has a vested interest in preserving the small town character and integrity of its neighborhoods.

As traffic volumes continue to increase in response to area-wide development, improvements to major arterial and collector streets have not kept pace causing increasing volumes of traffic to diffuse into residential areas.

A residential street's function includes not only its place in the transportation system but its role as part of a community's living environment. Many of Ukiah's neighborhoods are at risk of losing their intimacy and identity to excessive traffic impacts. It is imperative that the community act to preserve its residential streets for all their intended functions. Different streets have different functions and need to be designed accordingly. In this respect, blanket standards are inappropriate.

There is a need for flexibility in the design or modification of a street to meet the needs of its residents while serving its fair share of the circulation and public safety needs of the community. In some cases, traffic management may be considered a preferable means of enhancing Ukiah's character while ensuring that transportation needs are met.

5.07.02 General Plan goals, policies, and implementing programs

Goal CT-18: **Preserve and enhance the small town character and integrity of all residential neighborhoods and streets.**

Policy CT-18.1: Provide for mitigation from traffic volumes and speeds not conducive to neighborhood character.

Implementation Measure CT-18.1(a): During the short-term planning period the City and County shall develop a Neighborhood Traffic Management Program. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Public Works Departments]

5.08 Future street and circulation patterns

5.08.01 Summary of major findings

The existing growth patterns in the Ukiah Valley have followed the main roads and created a pattern in which relatively dense development (commercial uses) are accessible by only one road or one main road with an inconvenient alternative access. To accommodate the future growth of the Valley and improve circulation patterns, a series of new roads or road extensions will need to be constructed over the life of the General Plan. The five-year Circulation and Transportation Element update process discussed under Goal CT-4 in Section V.E.1 will be used to assign development priority for new roads. Priority will be based on traffic studies, changes in levels of service, and pattern of development.

Based on an analysis of current traffic patterns, the City's most critical needs are for an additional north-south arterial road and at least one major east-west arterial road. North-south traffic within the City travels primarily on State Street. Within the older residential areas, an additional north-south route exists

by traveling on Dora Street to Grove Street to Bush Street to Empire Street then back to State Street (the *Dora-Bush Route*). This route, however, is through a residential neighborhood and includes a significant number of stop signs, bike lanes, turns, and school zones. The Dora-Bush Route is inefficient. Its inexhaustible collection of stop signs slows traffic and decreases the level of service. In addition, "stop signs without purpose" — as defined by drivers — increase driver frustration which contributes to an increase in safety hazards from frustration-generated poor driving habits.

East-west traffic must move through a combination of couplets, traffic lights, stop signs, zig-zags, and conflicting patterns in order to move from US 101 into the residential areas of town. The resulting congestion drops levels of service during peak hours to ratings that add to drivers' tempers and frustrations. The lack of east-west routes places greater traffic volume and pressure on existing road systems. In some cases, this means that the roads are handling more traffic than is appropriate for the road's capacity. The over-use of a road is especially true in the Standley (eastbound) and Perkins (westbound) couplet in the Downtown area. Perkins — which originates at Redemeyer Road as Vichy Springs Road, features an inconsistent design along its entire route. With two lanes in some areas, four lanes in others, it has a lengthy left-turn lane for eastbound traffic at Orchard Avenue. Traffic flows are further hindered by unregulated driveway access throughout its length.

Within the eastern hills area, several existing and proposed subdivisions derive the only access connections to the Freeway and the City employment, shopping, and resource centers over Vichy Springs-Perkins Street. Alternate access to the Deerwood, El Dorado Hills, and Vichy Springs Subdivisions requires the use of a rural road designed to mostly

Table V.5-20: Planning Area free-way interchanges

| |
|-----------------------------------|
| Burke Hill Road |
| South State Street/Boonville Road |
| Talmage Road |
| Gobbil Street |
| Perkins Street/Vichy Springs Road |
| Softball fields (northbound only) |
| North State Street |
| Lake Mendocino Drive |
| Moor Avenue |

Table V.5-19: Future roads and road extensions

| Street or road | Location where needed |
|--|--|
| NORTH-SOUTH ROUTES | |
| Orchard Avenue Major arterial | Extend parallel to US 101 to Ford Road and north parallel to the railroad tracks from Ford Road to Hensley Creek Road. |
| Redemeyer Road Major collector | Connect north across the river fork to East Side Capella Road or to Lake Mendocino Drive |
| Sanford Ranch Road Minor collector | Connect to Perkins Street via Quail Road |
| EAST-WEST ROUTES | |
| Clay Street Minor Collector | Extend east to Peach Street |
| Airport Park Blvd Minor arterial | Connect with a freeway ramp for southbound off-on or connect to Plant Road |
| Ridge Road Minor collector | Connect to Vichy Springs Road in the subdivision |
| Parducbl Road Minor collector | Connect to West Lk Mendocino Dr via Toffin Road |

residences along the way.

Although it is unlikely that a "brand new" arterial can be established for north-south traffic, a number of road extensions

may be feasible in order to provide better north-south traffic flows. These routes are shown on Figures V.5-FF and GG and listed in Table V.5-FF.

In addition to the street route changes, community sentiment seeks changes to the points of access — called “interchanges” with US 101. The Freeway has nine interchanges within the Planning Area (Refer to Table V.5-20 the exception of the softball field, all interchanges provide north- and south-bound access. Caltrans has indicated that the interchanges are designed for substantially less traffic than is currently moving on and off the ramps.

In 1991, the northbound US 101-North State Street interchange operated at level of service “F” during peak hours. Nearly two hundred vehicles above capacity used the ramp.¹⁸ As part of the same 1991 traffic study, US 101/North State Street Southbound, and all US 101-Perkins Street ramps were reported at Level of Service “E”. Unless significant changes are made to the interchanges, and new interchanges added, Freeway access in the Valley will be a significant problem for regional traffic.

During the vision process, members of the community identified a number of needs associated with US 101 Freeway improvements. General agreement centered on the need to redesign the Gobbi and Perkins interchanges so that they allowed freeway ingress and egress without requiring vehicles to make left turns across traffic.

Additionally, the community envisions that a new interchange could be constructed at Brush Street or Ford Road to connect with the extension of Orchard Avenue in order to take pressure off the Perkins and North State interchanges. Improvements to the interchange of US 101 and Talmage are to be constructed as a part of the Airport Industrial Park off Talmage Road, which is a short distance west of the existing interchange.

Other desired freeway improvements include the addition of an acceleration lane between Gobbi and Perkins (both directions) to allow a safer mix of accelerated and decelerating traffic in the short distance between the two interchanges.

Sometimes it becomes necessary or desirable to abandon a street. This is a practice common in redevelopment areas where it is necessary to eliminate little-used streets in order to combine parcels for public purposes or to encourage development in an area. At other times, streets, easements, or rights-of-way are abandoned to make room for new road alignments. It is not uncommon for older subdivisions to have recorded easements, rights-of-way, or “future” roads that will never be developed. Abandonments must be reviewed by the City and County Planning Commissions to make a finding of “General Plan consistency” prior to the City Council or Board of Supervisors taking action to abandon the roads. When abandoning a little-used or undeveloped street or road results in a greater public benefit, the abandonment should proceed.

¹⁸Anderson, Kenneth D., PE, *Transportation and Circulation Resource Directory* (Roseville, CA: KDAnderson Transportation Engineers, November 15, 1991), Table 4, page 16.

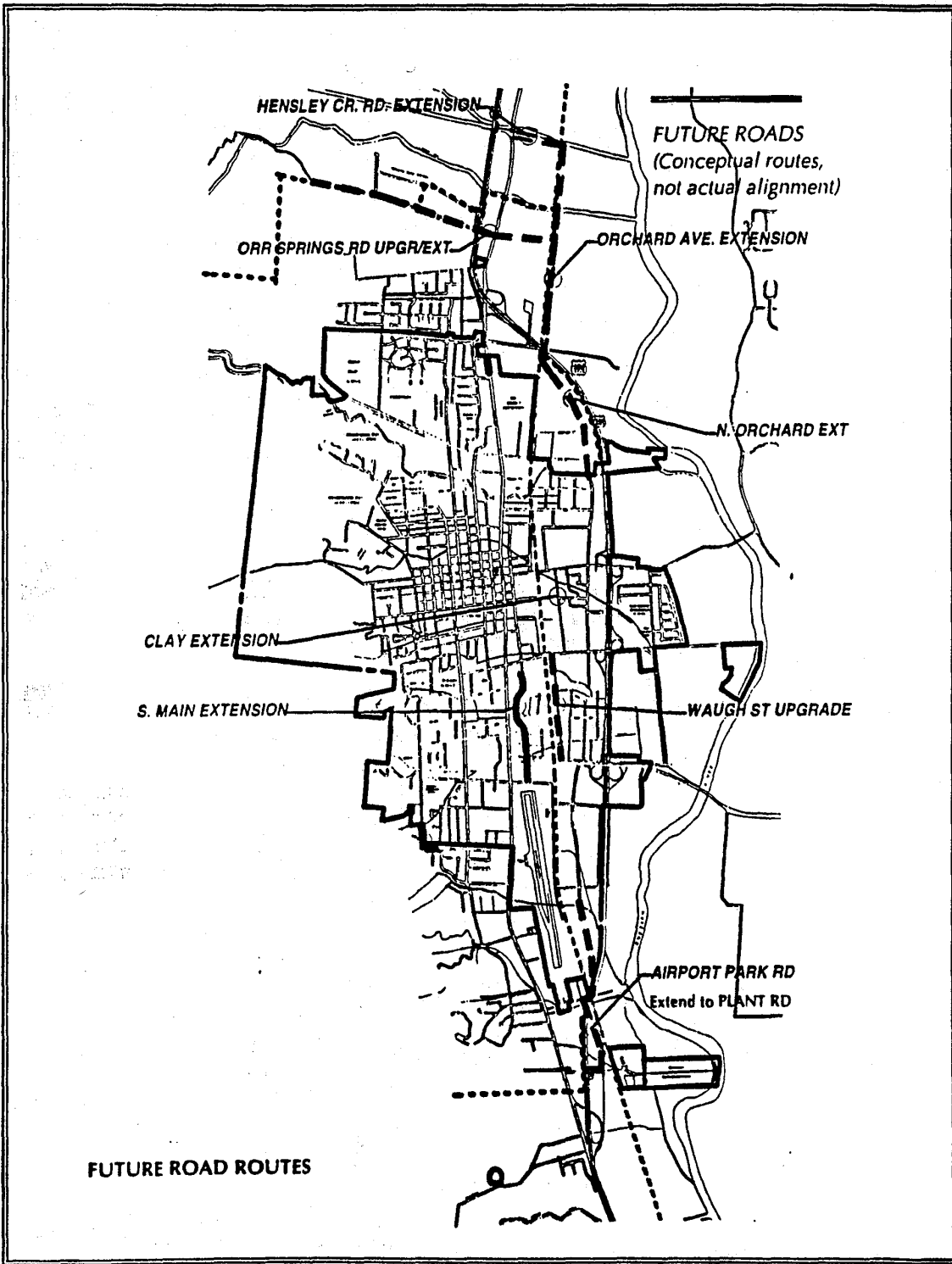


Figure V.5–FF: Future roads and road extensions – City of Ukiah

Adopted by the City Council: December 6, 1995

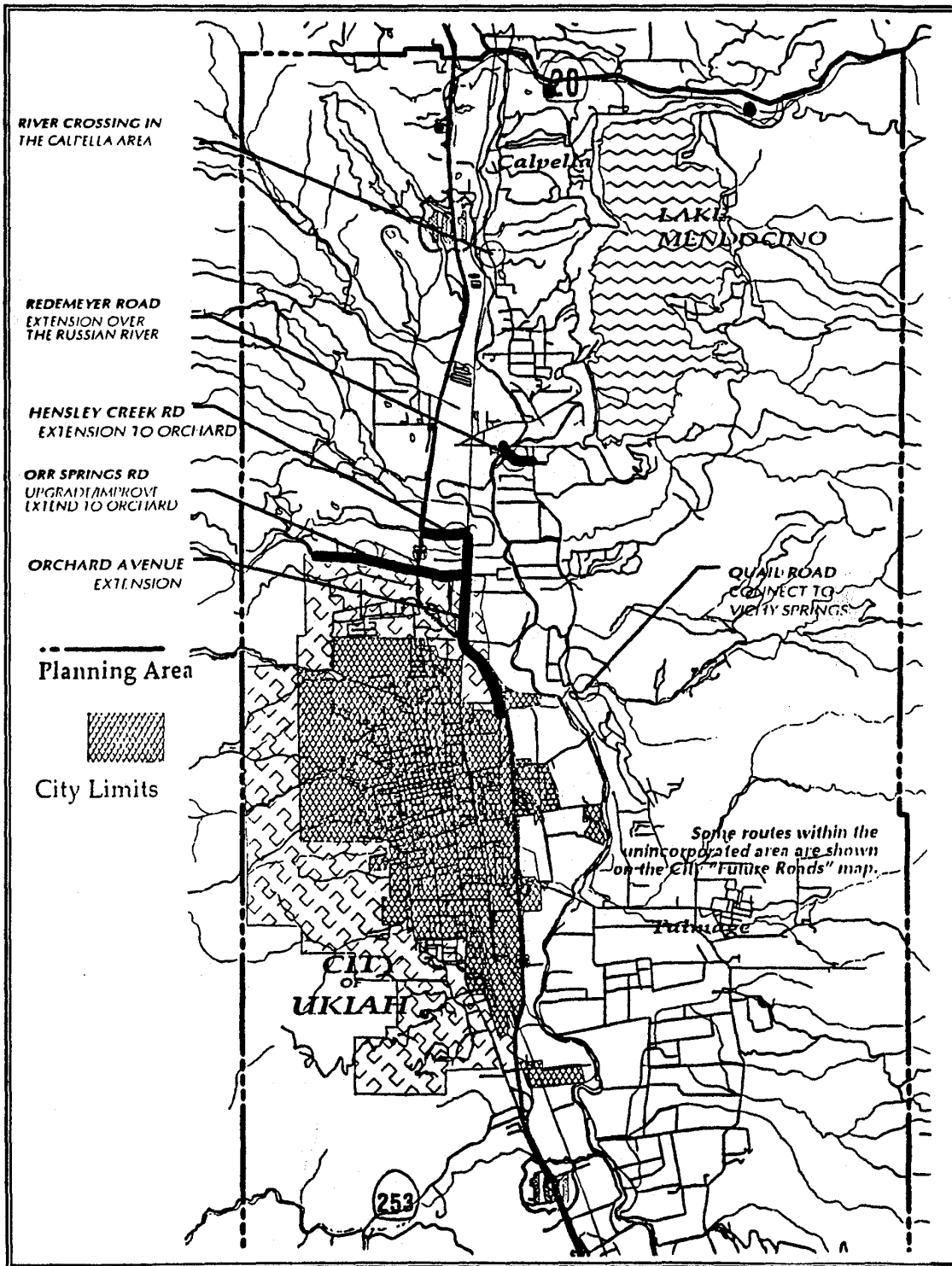


Figure V.5-GG: Future roads and road extensions — Planning Area

Adopted by the City Council: December 6, 1995

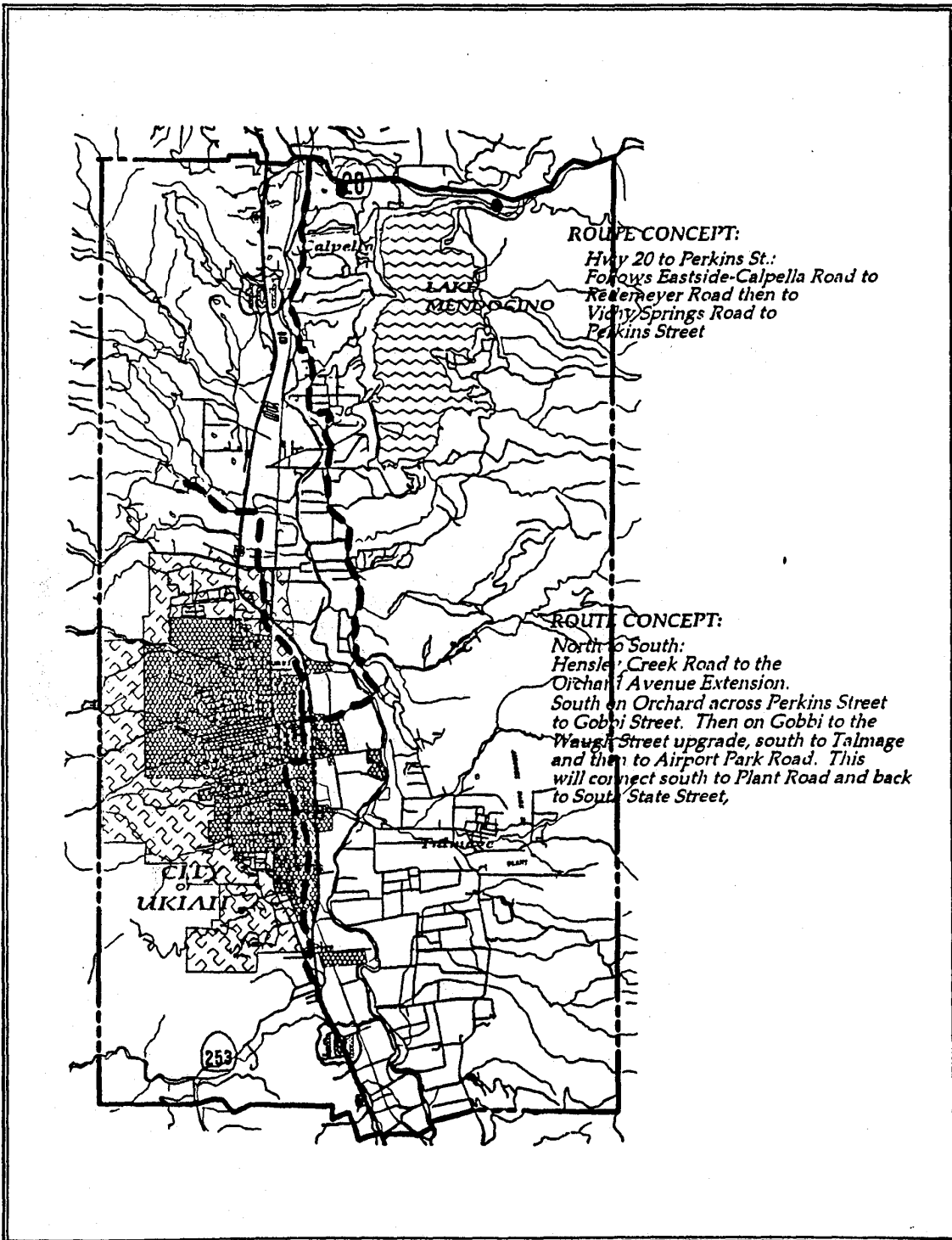


Figure V.5-HH: Route concepts in the City and Planning Areas (map does not show alignment or precise route)

Adopted by the City Council. December 6, 1995

5.08.02 General Plan goals, policies, and implementing programs

Goal CT-19: Establish alternate North/South and East/West access routes.

Policy CT-19.1: Develop a program to extend existing roads or construct new roads to meet existing traffic demands.

Implementation Measure CT-19.1(a): During the short-term planning period, the City and County shall identify which road extensions and new roads will be needed in order to maintain or improve existing levels of service based on current traffic patterns. These shall be the "immediate need" new roads or road extensions. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.1(b): Roads identified as "immediate need" shall have the proposed routes identified and surveyed during the short-term planning period, and shall be incorporated into the City or County Road Improvement Budget as high priorities. Preparation of a budget and cost of improvements shall be a City or County responsibility. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.1(c): During the latter portion of the short-term planning period and the beginning of the intermediate-term planning period, the City or County shall allocate funds for the "immediate need" road construction. [Timeframe for completion: Intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.1(d): Road improvements shall be required as a condition of project approval related to the extension of any road or construction of a new road in conformance with the requirements of the Land Development Code and City or County Road Standards. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Public Works Department]

Policy CT-19.2: Develop a program to extend existing roads or construct new roads to meet future traffic demands.

Implementation Measure CT-19.2(a): During the short-term planning period — as well as each five year update — the City and County shall identify which road extensions and new roads will be needed in order to maintain or improve future or projected levels of service based on pending or proposed traffic patterns. These shall be the "future need" new roads or road extensions. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.2(b): In the event of an amendment to the General Plan or the proposing of a project that will result in a shift in priorities, roads classified as "future need" may be reclassified as "immediate need" when necessary to mitigate potential traffic impacts. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure CT-19.2(c): Roads identified as "future need" shall have their proposed routes identified and surveyed during the intermediate-term planning period, and shall be incorporated into the City or County Road Improvement Budget as middle to high priorities. [Timeframe for completion: Intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.2(d): During the intermediate-term planning period and into the long-term planning period, the City or County shall allocate funds for the "future need" road construction. [Timeframe for completion: Intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.2(e): During each five year Circulation and Transportation Element update, review and revise as needed the classification of roads from "future" to "immediate." [Timeframe for completion: Intermediate-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-19.2(f): In the event that approval of a development proposal would raise a road extension or new road priority from "future" to "immediate," and the direct impact of the proposed new development is insufficient to warrant changing the road's priority from "future" to "immediate," then approval of the project shall be based on one of the following options:

- (a) the project approval and issuance of any grading or building permits may be deferred until the road improvements have been scheduled and funding allocated; or
- (b) the project proponent may construct the improvements to City or County standards — including those improvements not directly related to the project's impact — and the City or County shall create a zone of benefit assessment in which the non-direct project costs shall be collected from future development and reimbursed to the proponent; or

Failure to incorporate one of the options of this implementation measure within a project approval results in a project that is not consistent with the General Plan. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal CT-20: **Provide for flexibility in siting new road routes or route extensions.**

Policy CT-20.1: Allow Plan amendments for additional routes or modification to routes.

Implementation Measure CT-20.1(a): During the annual review of the General Plan, the City or County may propose alternate road extensions or new routes in addition to those identified in the General Plan. The new routes shall be added to the General Plan by amendment. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-20.1(b): During the annual review of the General Plan the City or County may propose to delete identified road routes or road extensions by amendment to the General Plan. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-20.1(c): Once a proposed road extension or new road is constructed, it shall be deemed to be removed from the "proposed road and road extension" list. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Goal CT-21: Improve freeway access.

Policy CT-21.1: Work to improve the existing freeway interchanges.

Implementation Measure CT-21.1(a): Working through the Mendocino Council of Governments, seek improvements to allow access in all directions to the interchanges of US 101 at Gobbi, Perkins, and North State Street. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Implementation Measure CT-21.1(b): Work with MCOG and Caltrans to develop an off ramp to Perkins Street via Orchard Avenue. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works Departments]

Goal CT-22: Ensure abandonments result in a public benefit.

Policy CT-22.1: Provide for abandonment of undeveloped or little-used roads when there is a general public benefit to the Valley.

Implementation Measure CT-22.1(a): The Planning Commission and the City Council (for the City) or the Board of Supervisors (for the County) may find that an abandonment is consistent with the General Plan if it also finds that there is a greater public benefit from the abandonment than from maintaining public ownership of the road, easement, or right-of-way. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

5.09 Major circulation improvements to the existing street system

5.09.01 Summary of major findings

Within the Planning Area, there are numerous intersections and road segments that need to be improved in order to provide for a better traffic flow. Some improvements may be minor, such as removing a four-way stop from an intersection that does not warrant the traffic control. Other cases may require that a four-way stop be added to increase traffic safety. Additional improvements can range from replacing four-way stops with traffic signals, synchronizing traffic signals, adding lanes, and realigning intersections.

Improvements to existing roads may be classified as "general improvements" or "project-specific improvements." Project specific improvements are construction or design activities that take place as a direct result of development. General improvements are related to increasing capacity, improving or maintaining level of service, or increasing safety.

During preparation of the General Plan, a number of major intersections were assessed for existing peak hour levels of service. Some of the intersections were reported at Levels of Service at "E" and "F", indicating that improvements are needed in the short-term. Others with Levels of Service "C" and "D", are candidates for intermediate-term improvements. The approach for improving roads is to develop a system that places the greatest priority on intersections and street segments that currently have unacceptable levels of service (E or F). The second level priority is placed upon on intersections or road segments at risk of dropping to a Level of Service "D" or lower. Long-term priorities will be established during the review periods for intersections with current levels of service at "A" or "B".

Future streets need not only address the need for new roads, routes, or intersection improvements but also need to encourage pedestrian traffic, especially in the downtown area. A downtown plaza and park is a key component to revitalizing the downtown area. Eliminating Stephenson Street between South State and South School streets is the first step to creating a Downtown Plaza.

5.09.02 General Plan goals, policies, and implementing programs

Goal CT-23: Improve traffic flows with intersection improvements.

Policy CT-23.1: Develop a phased program to improve intersections based on existing LOS.

Implementation Measure CT-23.1(a): When roads are identified with levels of service of "E" or "F," plans to decrease demand, to improve flows, or increase capacity shall be prepared and implemented during the short-term planning period. [Timeframe for completion: Short-term planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Implementation Measure CT-23.1(b): When roads have levels of service of "C" or "D" traffic reduction measures, intersection improvements, or road segment improvements shall be put into place as soon as the periodically prepared traffic studies indicate that the level of service will drop from a "D" to an "E" or less. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works and Mendocino Council of Governments]

Implementation Measure CT-23.1(c): The periodic traffic studies prepared for each Circulation and Transportation Element update shall alert the City and County to roads in which the level of service is in danger of dropping from an "A" or "B" to a "C" or less. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works and Mendocino Council of Governments]

Goal CT-24: Establish policies for the use of traffic control devices.

Implementation Measure CT-24.1(a): When requested to install a four-way stop, utilize accepted traffic engineering practices to determine whether the intersection warrants the change in traffic control. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Implementation Measure CT-24.1(b): When intersection levels of service at a four-way stop controlled intersection are at risk of dropping to an “E” or “F”, prepare a study to determine if a signal is needed. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Implementation Measure CT-24.1(c): Signal sequencing shall be given a high priority, particularly where lights are numerous. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Policy CT-24.2: Improve traffic movement when improving intersections.

Implementation Measure CT-24.2(a): When intersections are improved or designed, provide large curb radii at arterial intersections as often as possible. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City and County Public Works]

Implementation Measure CT-24.2(b): Bus stops shall be downstream from intersections. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: Mendocino Transit Authority]

Goal CT-25: Develop programs to improve traffic flows without requiring publicly-funded improvements.

Policy CT-25.1: Seek to establish programs which reduce the amount of traffic on the road during peak hours.

Implementation Measure CT-25.1(a): Work with employers to evaluate peak times of employee traffic and evaluate spreading work hours or allowing flexible scheduling. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Planning and Building Department and Mendocino Council of Governments]

Implementation Measure CT-25.1(b): Cooperate with government and commerce employers to encourage work-at-home programs. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department, County Planning and Building Department and Mendocino Council of Governments, Board of Supervisors]





Ukiah General Plan Open Space and Conservation Element

Implementation Measure Status Report

March 2016, Revised January 2021

| Implementation Measure | Status |
|---|---|
| OC-1.1(a): Ensure that the undeveloped lands inventory is updated each year | Staff capacity is limited so the vacant and underutilized land inventory is updated every five years as part of the General Plan Housing Element update. Last update was in 2009. |
| OC-1.1(b): Provide information to people interested in learning about how undeveloped lands can be acquired as a means of preserving open space. | |
| OC-1.1(c): When private organizations or public groups seek to acquire open space, provide staff support to answer questions and supply supporting information as needed. | Staff has not been approached by any private or public groups with questions about acquiring open space. |
| OC-1.2(a): The revised Land Development Code shall include standards for maintaining open space and green areas within new developments. | The zoning code contains landscaping standards. |
| OC-11.3(a): In the Land Development Code or design standards, incorporate requirements for enhancing native vegetation. | Creek Maintenance Policies and Procedures, zoning code, Master Tree List |
| OC-2.1(a): During the short-term planning period, the City shall facilitate acquisition of open space by the <i>land Conservation Trust</i> . | The Land Conservation Trust has not approached the City about open space acquisition. |
| OC-3.1(a): Amend the Land Development Code to incorporate incentives, such as density bonuses, for cluster housing to conserve critical natural habitat. | The zoning code was updated to include density bonuses for high density affordable housing projects. |
| OC-3.1(b): Ensure that the Land Development Code incorporates subdivision design standards to plan for shared or clustered driveways. | Downtown Zoning Code 2012. |
| OC-4.1(a): Using community relations programs, provide notice and an opportunity for groups to participate in the annual General Plan report to provide views concerning the implementation of the Open Space and conservation elements. | Public notice is provided every time a General Plan report is given. |
| OC-5.1(a): Evaluate and prepare an inventory of existing natural resources on a periodic and systematic basis during the life of the General Plan. The inventory may include encouraging other trustee or responsible agencies to take the lead in developing an inventory in areas of appropriate responsibility, it may include sponsorship of studies found by the Council to be of immediate importance to the City, or it may include City contributions in kind or monetarily, if appropriate, to assist in funding such studies. | |
| OC-5.1(b): During the short-term planning period, prepare a list of resources to be included in the inventory. The list shall be utilized to develop the systematic program for preparing the inventory. | |
| OC-5.1(c) The City shall strive to start an inventory of at least one resource identified on its list or in its program every two fiscal years. | |
| OC-6.1(a): The Land Development Code shall include provisions for review of the site terrain and natural characteristics as part of site design and development. | Hillside Zoning District regulations. Site Development Permit Findings. Also common practice through Building Permit and Public Works review. |
| OC-7.1(a): Working cooperatively on an ongoing basis with the affected property owners, the Russian River Flood Control and Water Conservation Improvement District (RRFC&WCID), Mendocino County, and other responsible and trustee agencies, develop and support programs to maintain the riverbed for flood control, fishery habitat, and water delivery. | |

| | |
|---|---|
| OC-7.2(a): Working cooperatively on an ongoing basis with affected property owners, the RRFC&WCID, Mendocino County, and other responsible and trustee agencies, establish a program to set a minimum riverbed elevation above mean sea level along its route within the Ukiah Valley and participate in project review to ensure that the channel elevation is maintained. | |
| OC-7.3(a) During the short-term planning period, work with the affected property owners, County of Mendocino, Department of Fish and Game, and California Division of Mines and Geology to determine the resupply levels of river gravel. | |
| OC-7e(b): When reviewing permit applications for mineral resource harvesting from within the river channel, ensure that permit conditions maintain a maximum harvest volume that will not, when combined with other extraction permits, exceed the resupply levels for river gravel. | Not applicable to the City |
| OC-7.4(a): The revised Land Development Code shall incorporate standards for retention or volume reduction of stormwater flows as a means of reducing flood potential from surface runoff from large paved areas. | Ongoing and routine practice. LID |
| OC-7.5(a): Incorporate design standards in the Land Development Code to integrate riparian habitat into project design as a means of avoiding potential impacts of river sedimentation and lessening the effects of erosion. | |
| OC-7.5(b): Review project landscaping proposals, working with proponents, to avoid removal or damage to riparian habitat and develop programs to avoid or manage sedimentation and erosion of river channels and tributaries. | On-Going. Examples: The Buddy Eller Center, Riverside Park. |
| OC-7.5(c): The Land Development Code shall include either specified setbacks from the Russian River based on precise criteria or site-specific performance standards for each zoning district. | Not applicable to the City |
| OC-8.1(a): No land within the one hundred year flood plain of the Russian River shall be converted from agricultural use to residential, general commercial or industrial development. | No conversions have occurred. |
| OC-8.1(b): Establish land development programs that place an emphasis on public or commercial recreation development of riverfront property, for lands converted from agricultural uses. | No conversions have occurred. |
| OC-9.1(a): In the short term planning period, the City shall establish a citizen's task force for the Stream and Creek Restoration Master Plan and provide staff and technical assistance. | Attempted to establish Task Force in mid-late 1990's. Unsuccessful. |
| OC-9.1(b): The task force's final plan shall include recommendations for private and public funding sources and incentives to property owners to accomplish stream or creek restoration. | No Task Force established. |
| OC-9.2(a): When maintaining creek and stream channels, the City shall be cognizant of the natural conditions, restoring them whenever possible. | 2010 Creek Maintenance Policies and Procedures. |
| OC-9.2(b): During the short-term planning period, wherever feasible and safe, remove barriers and impediments to fish passage following appropriate study of the channel. | |
| OC-9.2(c): The City shall maintain information available to the public about the use of riparian plants and vegetation for landscaping, including sources of plant material. | 2010 Creek Maintenance Policies and Procedures, Master Tree List |
| OC -9.2(d): Ensure that grading and development codes incorporate measures to protect and enhance fish habitat including riparian vegetation protection and restoration and erosion and sediment control measures. | 2009 Storm Water Management Ordinance |
| OC-9.2(e): Development plans shall be reviewed to ensure that proposals are coordinated with adjoining development in design to maintain or enhance contiguous riparian corridors. | No opportunities have materialized. |
| OC-9.2(f): Support efforts of appropriate agencies to ensure in stream water flows adequate to maintain and protect historic fisheries in the streams and creeks within the Planning Area. | |

| | |
|--|---|
| OC-9.2(g): Work with the California Department of Fish and Game and community groups to inventory spawning streams in the Planning Area and establish population counts for important fish species. | Fish and Game Orrs Creek Inventory late 1990's. |
| OC-9.2(h): During the intermediate and long-term planning period, the Redevelopment Authority shall consider among its projects the restoration of creeks within its jurisdiction. | Redevelopment Agency eliminated. |
| OC-9.2(i): The City shall develop and implement a review procedure with the California Department of Fish and Game which provides each local agency the opportunity to comment on all proposed Streamed Alteration Agreements in the Planning Area. The focus of this review shall be upon the protection and enhancement of stream and creek natural resources, including fish and riparian vegetation. | Permit application routing system in place. |
| OC-9.2(j): The City Planning Department shall develop a review and comment procedure with the City Engineer and the Building Official which ensures that all public and private projects in or adjacent to a City stream or creek are designed and approved in a manner which preserves and enhances fish habitat. | Permit application routing system in place. |
| OC-9.3(a): As a part of stream restoration and maintenance programs, the City and County shall ensure that floodwater carrying capacity has not been significantly reduced or damaged. | Orrs and Gibson Creek Plans, Creek Maintenance Policies and Procedures. |
| OC-9.3(b): Whenever possible, riparian vegetation shall be used for streambank protection in conjunction with natural materials or appropriate structural material to achieve a natural-looking appearance. | City participation with <i>The Friends of Gibson Creek</i> . |
| OC-9.4(a): Working cooperatively between the City, County, and private landowners during the short-term and intermediate-term planning periods, develop pedestrian access along creeks flowing through the City. | Perkins Street and North Oak Street pocket parks. |
| OC-9.4(b): During the short-through intermediate-term planning periods, develop <i>pocket parks</i> along creek channels on public lands where feasible. | Perkins Street and North Oak Street pocket parks. |
| OC-9.5(a): The Land Development Code shall include either specified setbacks from streams based on precise criteria or site-specific performance standards for each zoning district. | Completed recommendation in May, 2019. |
| OC-10.1(a): During the short-term planning period, a "Habitat conservation Plan" shall be developed in cooperation with the California Department of Fish and Game for the purpose of conserving valuable grounds in prime habitat areas. | |
| OC-10.2(a): Utilize the Land Development Code to establish road and structure siting standards in the area's hills which conform to the Habitat Conservation Plan. | |
| OC-10.2(b): Site and design development to minimize impacts on views from the Valley. | Ongoing. This is a part of CEQA and Site Development Permit findings |
| OC-10.2(c): Clearings for roads, buildings, and fire protection zones shall be sited in the least visible and ecologically damaging locations possible and screened with vegetation wherever feasible. | Ongoing. This is a part of CEQA and Site Development Permit findings |
| OC-10.3(a): Prior to the conclusion of the short term planning period, establish a citizen committee appointed by the City Council and Board of Supervisors to identify and select locations within the hills which would be appropriate for future public acquisition. | |
| OC-10.3(b): The City and County shall work to identify for ridgeline areas found to be suitable for general public use for possible acquisition. | |
| OC-10.3(c): Provide points of connecting access from the ridge-top trails into the Valley in any plans or programs for trail development. | City View Trail, 2010 |
| OC-11.1(a): Utilize the existing natural resource inventory combined with the Habitat Conservation Plan as a basis for allocating areas for development and areas for conservation. | |
| OC-11.1(b): Lands designated for conservation shall be developed with onsite density transfer provisions such as cluster housing. | |

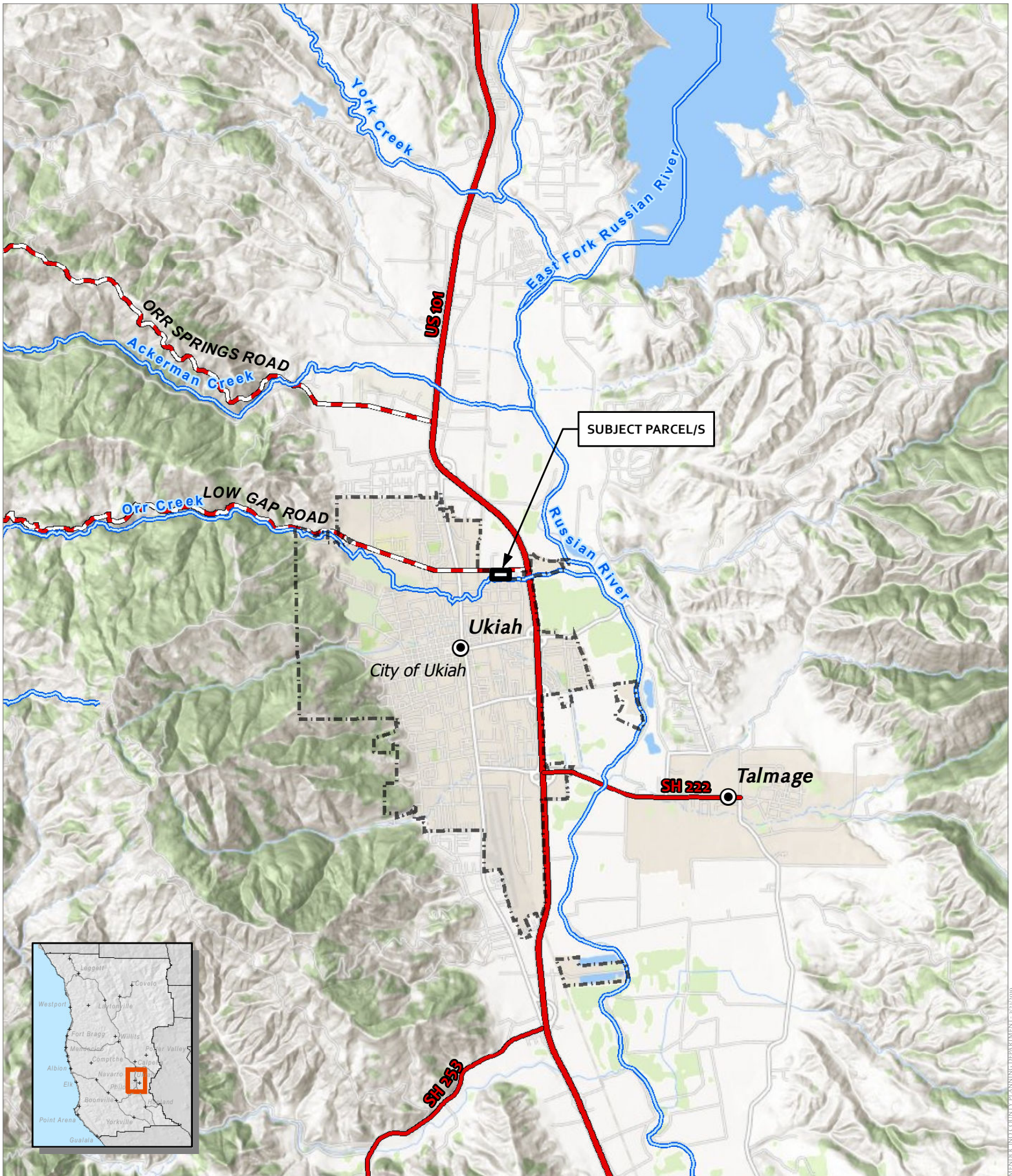
| | |
|---|--|
| OC-11.1(c): Utilize the provisions of the Land Development Code to allow density transfer within parcels that create cluster development to provide a balance between open space retention and the need to maintain a growing housing stock | |
| OC-11.1(d): Density transfer shall be utilized as part of a project's subdivision review through provisions in the Land Development Code. | |
| OC-11.1(e): Residential development density shall be allocated in relation to the availability of services and facilities to serve the property in the land use element. | 2002 Hillside Constraints Analysis Study, Mid-late 1990's GP compliance re-zonings and 2012 Downtown Zoning Code |
| OC-11.2(a): When new residential development is proposed in the hills, provide incentives to encourage cluster development add a means of maintaining and enhancing natural areas and public hiking access. | |
| OC-12.1(a): If it is determined that a development proposal may result in a significant reduction in groundwater recharge areas or water quantity, the developer shall be required to analyze the areas of new impermeable surfaces to provide information as to whether the potential impact is significant. | |
| OC-13.1(a): During the intermediate term planning period, assemble available baseline information describing the Valley's groundwater system – physical and natural characteristics, quality and quantity, and demand and resupply | 2005 and 2010 Urban Water Management Plans, 2006-2008 Health Waterways Study (UC Davis). |
| OC-13.1(b): Compile information necessary to prepare a comprehensive evaluation of potential impacts and standardize mitigation measures and project conditions related to groundwater protection. | |
| OC-13.1(c): When development proposals are received, ensure that there is adequate information from the baseline study, and the standardized impact analysis and mitigation program to determine whether the proposed project will result in a significant change in the Ukiah Valley aquifer. | |
| OC-14.1(a): Participate with other area agencies in hearings and petitions before state or federal agencies to oppose transfer of water rights or Ukiah Valley-source water from within the Ukiah Valley to other areas. | |
| OC-15.1(a): Adopt grading regulations for purposes of reducing erosion and sedimentation. | 2009 Storm Water Management ordinance. |
| OC-15.1 Support public and private land management programs which aim to reduce erosion and agricultural run-off. | |
| OC-16.1(a): Parking lot design shall be reviewed to ensure that there are adequate containment features to separate contaminated surface water from storm water run-off. | On-going and routine practice. |
| OC-16.1(b): Utilize appropriate technology to delay storm surges from running off parking areas and potentially overburdening the drainage system. | On-going and routine practice. LID. |
| OC-16.2(a): Review all proposed projects to ensure that the calculated volume and locations of surface water discharges do not exceed the capacity of area drainage systems. If the drainage system is exceeded, improvements can be required through Appendix 70 of the Uniform Building Code. | On-going and routine practice. LID. |
| OC-16.2(b): During the intermediate-term planning period, develop a stormwater management program for urbanized areas in the Valley to prevent damage to agricultural areas from conveyance of flood capabilities waters. | Not applicable to the City. |
| OC-17.1(a): Land use designations shall avoid conflicts between agricultural uses and adjoining land uses. | Accomplished with the General Plan Land Use Map and rezoning program in the mid to late 1990's. |
| OC-17.2(a): Encourage the use and renewal of Williamson Act contracts for agriculture lands in the Valley. | Not applicable to the City. |
| OC-17.2(b): Encourage the County to approve requests for qualifying lands to enter into Williamson Act contracts. | |

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| OC-17.3(a): Within six months of initial General Plan adoption, enact the County Right-to-Farm ordinance or a more stringent right-to-farm ordinance. | |
| OC-18.1(a): Utilizing methods such as public and private purchase of development rights, or other tradeoffs, including land trusts, open-space easements or transfer of development rights, work with the County to implement a program during the short-term planning period designed to remove or reduce development pressures on agricultural lands. | |
| OC-19.1(a): Work with the County to provide for zoning that will permit establishment of small-sized, specialized, intensive farming operations or necessary accessory uses. | Community gardens approved within the City limits. |
| OC-19.1(b): Require parcel sizes created by new subdivisions to be sufficient in size to be compatible with adjoining agriculture areas. | Not applicable to the City. |
| OC-19.1(c): A land use classification and overlying zoning district could be changed from an agricultural classification to a non-agricultural classification only when all of the following have been substantiated: <ul style="list-style-type: none"> • The application includes either a proposed Specific Plan meeting the requirements of California law, or meets the requirements for a Master Plan Area and land development regulations; • Included in the application is a letter from the source of funding for the project that the funds have been committed and approved for the proposed development. This document may be considered confidential and not a part of the public record, however, lead agency officials shall be required to attest to its authenticity • The development plan shows how infrastructure shall be provided. The project shall not result in a need for premature expansion of infrastructure; • Along with the application, proof must be provided that o other locations within the Planning Area could meet the project's objectives; • The General Plan amendment must achieve the long-range goals of the General Plan as it exists prior to amendment; • The application shall not have a significant adverse effect on adjoining agricultural uses; • The subject land is substantially unusable for agricultural purposes due to encroaching adjacent nonagricultural uses. | Not applicable to the City |
| OC-20.1(a): Permit residential land use on agricultural lands at parcel sizes compatible with commercial agricultural uses on lots that are not feasible for commercial-scale agricultural use. | Not applicable to the City. |
| OC-20.1(b): Utilize provisions of the Land Development Code to ensure that there is a suitable separation between commercial agriculture uses and non-compatible uses such as residential. The responsibility for providing the separation shall be borne by the non-agricultural use. | Not applicable to the City. |
| OC-20.1(c): Ensure that the "right-to-farm" ordinance or Land Development Code includes appropriate performance standards for agricultural-residential separation on agricultural lands. | Not applicable to the City. |
| OC-21.1(a): Lend support on an ongoing basis to programs which encourage organic and sustainable farming. | Support of local Farmers Market |
| OC-22.1(a): When reviewing proposals for development, require that all valley oaks on the project area be identified, and ensure that all reasonable efforts have been undertaken to protect the trees. | Common and routine practice is for the planners to require all existing trees to be shown on submitted site plans. City also has adopted Tree Mgmt Guidelines |
| OC-23.1(a): Provide information about native plant landscaping to developers. | Master Tree List (2012), Creek Maintenance Policies and Procedures (2010), Landscaping and Streetscape Design Guidelines (1996). |
| OC-23.1(b): Develop landscaping standards which use native plant landscaping for all new development and redevelopment projects. | Zoning code amendment 1998. Native species "strongly encouraged" in development landscaping plans. |
| OC-23.1(c): Landscaping standards for new development and redevelopment projects shall be applicable to all but individual single-family residential development. Compliance with landscaping standards shall be required as a condition of discretionary approvals | Accomplished - Zoning Code amendment 1998. |

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| or a condition of issuing a building permit. This implementation measure does apply to single family residences located within planned developments or subdivisions for which landscaping standards where incorporated as conditions of project approval. | |
| OC-24.1(a): Implement the program to replace aging trees giving preference to native species. | Community Services Department implements this measure. |
| OC-25.1(a): During the short-term planning period, utilize the Land Development Code or enact an ordinance identifying important shade tree areas and providing for their long-term management and health. | Included in landscaping standards in code. |
| OC-25.1(b): Establish a requirement for public notice and hearing when trees are to be removed from undeveloped public, private, and redeveloped property – except for recreational purposes or in relation to agriculture – as part of the design review program. | |
| OC-26.1(a): Establish restricted or no access points to area where fish are known to spawn. | |
| OC-27.1(a): During the intermediate-term planning period, identify areas for acquisition or dedication as easements for purposes of wildlife preserves. | |
| OC-28.1(a): Utilize the Land Development Code to require new construction, permits for remodeling, and replacement of landscaping to meet current landscaping standards to ensure an upgraded appearance through the Ukiah Valley. | Accomplished for commercial, office and industrial projects 1998. Ongoing. |
| OC-28.1(b): During the short-term planning period, enhance the appearance of the Highway 101 corridor and Caltrans right-of-way with additions to the recently planted tree and flower plantings. The emphasis shall be to favor native species. | Accomplished with development projects with Highway 101 frontage; ex: Friedman Brothers Home Improvement store. Costco and other new development must adhere to landscaping and design requirements. |
| OC-29.1(a): The Land Development Code shall incorporate measures to maintain and enhance the urban tree canopy. | Zoning Code amendments 1998, master tree List 2012. |
| OC-29.1(b): Review construction and landscaping site plans to ensure that healthy trees are not removed unnecessarily. | Common and routine practice. Enforcement is challenging. |
| OC-29.2(a): Make available information on sound urban forest management practices. | Master Tree List 2012, tree information available at Civic Center. |
| OC-30.1(a): During the short-term planning period, redesign the Civic Center grounds/Seminary Avenue corridor as urban park gathering place. Landscape the corridor that connects downtown to the Courthouse area via School Street. | Benches and trash receptacles added in lawn area in front of the Civic Center. |
| OC-30.1(b): Maintain Seminary Avenue as tree-lined boulevard. | Aging trees replaced. |
| OC-31.1(a): Utilize the revised Land Development Code as a means of promoting improved siting of development to reduce vehicle emissions. | Downtown Zoning Code 2012. |
| OC-31.1(b): Consider measures to reduce traffic in other parts of the community to offset emissions (or traffic) not mitigated by site-specific measures. | Bicycle-Pedestrian Master Plan (1999), Bike facilities grant writer (2001), Gobbi Street bike lanes (2003), Clara Avenue bike lanes, Rail Trail Feasibility Study, Rail Trail construction project (2012), etc. |
| OC-31(c): Develop traffic management measures that are designed to discourage through-traffic as a means of reducing emissions. | Clara Avenue traffic calming project. |
| OC-32.1(a): The City and County shall consult with the MCAQMD regarding the effectiveness of mitigation measures proposed by the applicant in developing a mitigation monitoring and reporting program. | Common and routine practice. |
| OC-32.1(b): When using mitigation measures suggested by the MCAQMD, consideration shall be given to site-specific factors which may make a measure unnecessary or infeasible. | Common and routine practice. |
| OC-33.1(a): During the short-term planning period, the City and County shall work with the Air Quality Management District to support the preparation of basin-wide Air Quality Impact Guidelines that will provide standard criteria for determining (1) thresholds for significant environmental effects; (2) a uniform method of calculating project emissions; and (3) a list standard mitigation measures. | 1998 MC Air Quality Study (Sonoma Technologies) MCAQMD Attainment Plan (2005) CEQA Criteria and GHG Thresholds (2013) |
| OC-34.1(a): The City and County shall consult with the MCAQMD during CEQA review for all discretionary projects. | Common and routine practice. |

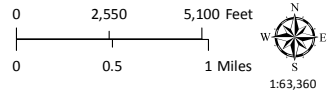
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| OC-34.1(b): City and County project applications shall include a recommendation that applicants meet with the MCAQMD prior to submitting applications for processing if it appears that the proposed project may meet or exceed MCAQMD emissions thresholds. | Common and routine practice |
| OC-34.1(c): Conduct a pre-application air quality review with MCAQMD to identify issues or problems that might require design or major alterations of the project and recommend applicants submit formal air quality impact analyses to the District for adequacy review. | MCAQMD invited to participate in pre-application reviews. |
| OC-35.1(a): In the short-term planning period, the City and County shall cooperate with the AQMD when developing transportation, air quality and other resource modeling, and when establishing geographic information system (GIS) technology. This policy supports data sharing with County, Regional, and State agencies and avoids redundant tasks. | Common and routine practice. |
| OC-36.1(a): The City and County shall assist the MCAQMD in educating developers and the public on the benefits of pedestrian and transit friendly development. | Common and routine practice. |
| OC-36.1(b): Jointly develop and promote seminars on planning that enhances air quality and other community values. | |
| OC-36.1(c): During the short term planning period. The City and County shall develop employee education programs about the possibilities of reducing air pollution through personal life-style choices. This program may include the importance of using wood burning appliances appropriately, developing employee rideshare matching, and programs to encourage employees to use non-polluting modes for commuting. | |
| OC-37.1(a): During the short-term planning period, work with the Farm Bureau, the University of California, the MCAQMD and farm organizations on educational programs designed to share knowledge and techniques of reducing agri-business generated PM. | |
| OC-37.2(a): Include paving requirements in the Land Development Code. | Accomplished. Alternative materials can be considered to balance air quality concerns with hydrological concerns. |
| OC-37.2(b): In the Land Development Code, require measures to reduce particulate emissions from road and site construction, grading, and demolition to the maximum extent feasible. | Common and routine practice during CEQA analysis. Standard mitigation measures developed with the MCAQMD. |
| OC-37.2(c): The land Development Code shall require that new access roads and parking areas shall be covered with pavement or other appropriate material to reduce or eliminate dust. | Common and routine practice during CEQA analysis. Standard mitigation measures developed with the MCAQMD. |
| OC-37.2(d): Utilize recommendations from the MCAQMD on appropriate dust-control activities, suitable for soil, wind, slope, and other site particulars. Provide for regular inspection of the project's dust-suppression measures. Incorporate dust-control enforcement provisions in all construction permits, and consult with District enforcement staff if a nuisance issue arises from project earth-moving or construction-equipment exhaust. | Common and routine practice during CEQA analysis. Standard mitigation measures developed with the MCAQMD. |
| OC-37.3(a): During the short-term planning period, the City and County, in consultation with the District, shall develop a program to reduce PM emissions from City and County maintained roads. | |
| OC-38.1(a): Through local building codes or ordinances, the City and County shall require primary heat sources in all new development, room additions, or remodels involving space heating to utilize low/no air emission heat sources. Examples may include solar, natural gas, propane, butane, fuel oil, or electricity. | Building Code requirements. |
| OC-38.1(b): The City and County may restrict or prohibit installation of wood burning appliances in new development. | MCAQMD adopted regulations. |
| OC-38.1(c): During the short-term planning period, the City and County plan reviews and inspections shall verify that solar access is optimized and primary heat sources come from low-polluting sources. Special exemptions may be made for oil-fired appliances in out-lying areas not served by natural gas. | Building Code requirements. |
| OC-38.1(d): Where wood burning appliances are permitted, dwellings may be required by local ordinance to (a) incorporate increased insulation or reduced window area sufficient to exceed insulation | Building Code requirements. |

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| <p>requirements of Title 24 of the state energy code by 25% or more; (b) install only EPA-certified wood stoves, fireplace inserts and pellet stoves; and (c) provide energy calculations to substantiate that wood-burning is not the primary heat source.</p> | |
| <p>OC-38.1(e): The City, County, and the Mendocino County Air Quality Management District shall develop a program to voluntary retrofit existing homes containing older, highly polluting wood stoves, and fireplaces with Environmental Protection Agency (EPA) certified clean burning appliances. Funding may come from the City, the County, the MCCAQMD, developer offset fees, fines or settlements, grants or other mechanisms.</p> | <p>Building Code requiremetns. MCAQMD Burn Wise program.</p> |

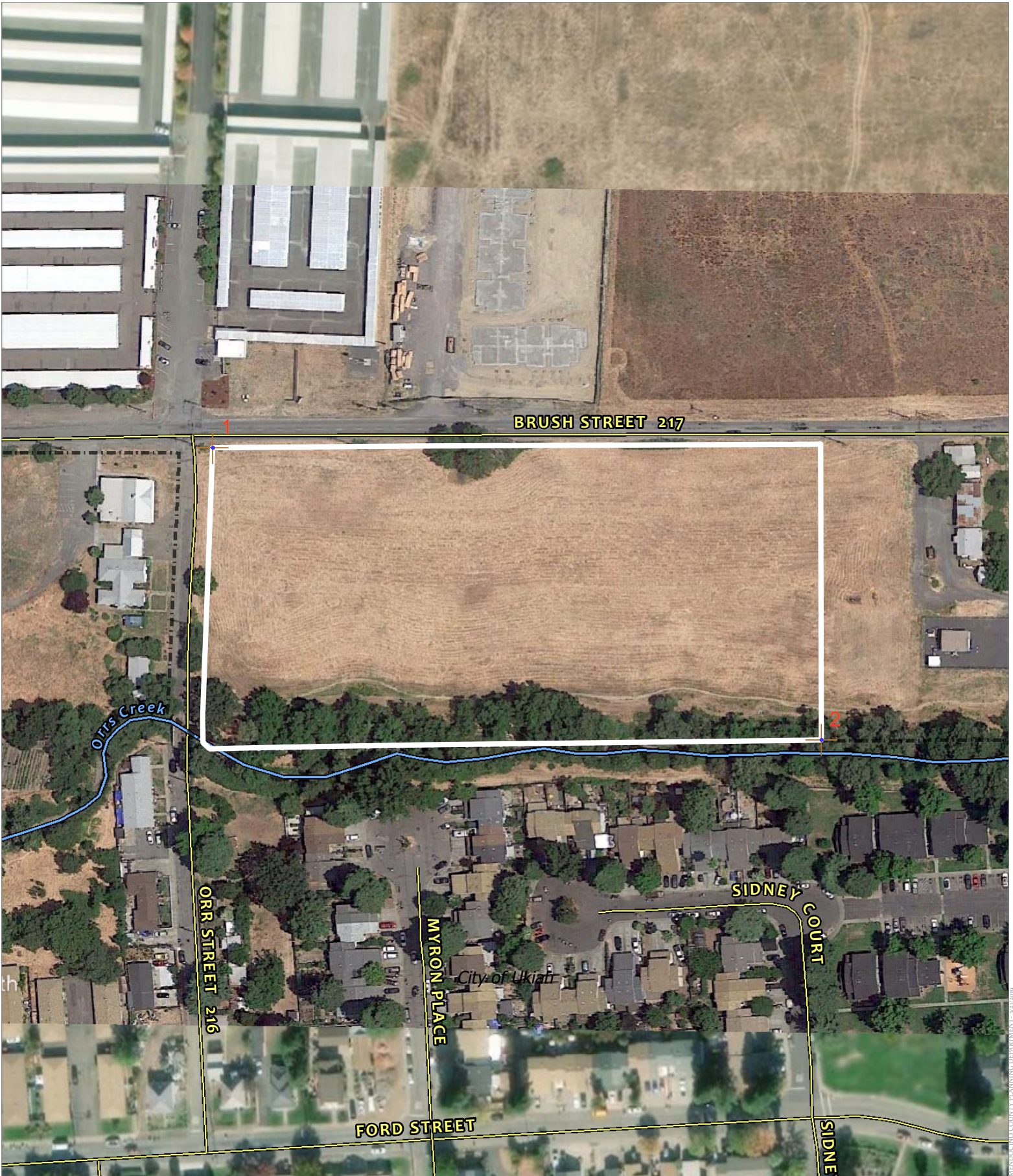


CASE: **UM 2019-0001**
 OWNER: **RCHDC**
 APN: **002-101-26**
 APLCT: **RCHDC**
 AGENT:
 ADDRESS: **Brush Street, Ukiah**




- Major Towns & Places
- Highways
- City Limits
- Major Roads
- Major Rivers

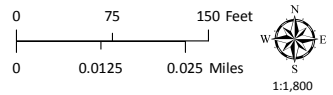


MENDOCINO COUNTY PLANNING DEPARTMENT - 3/12/2019

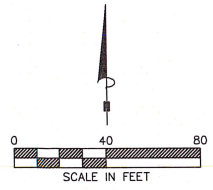
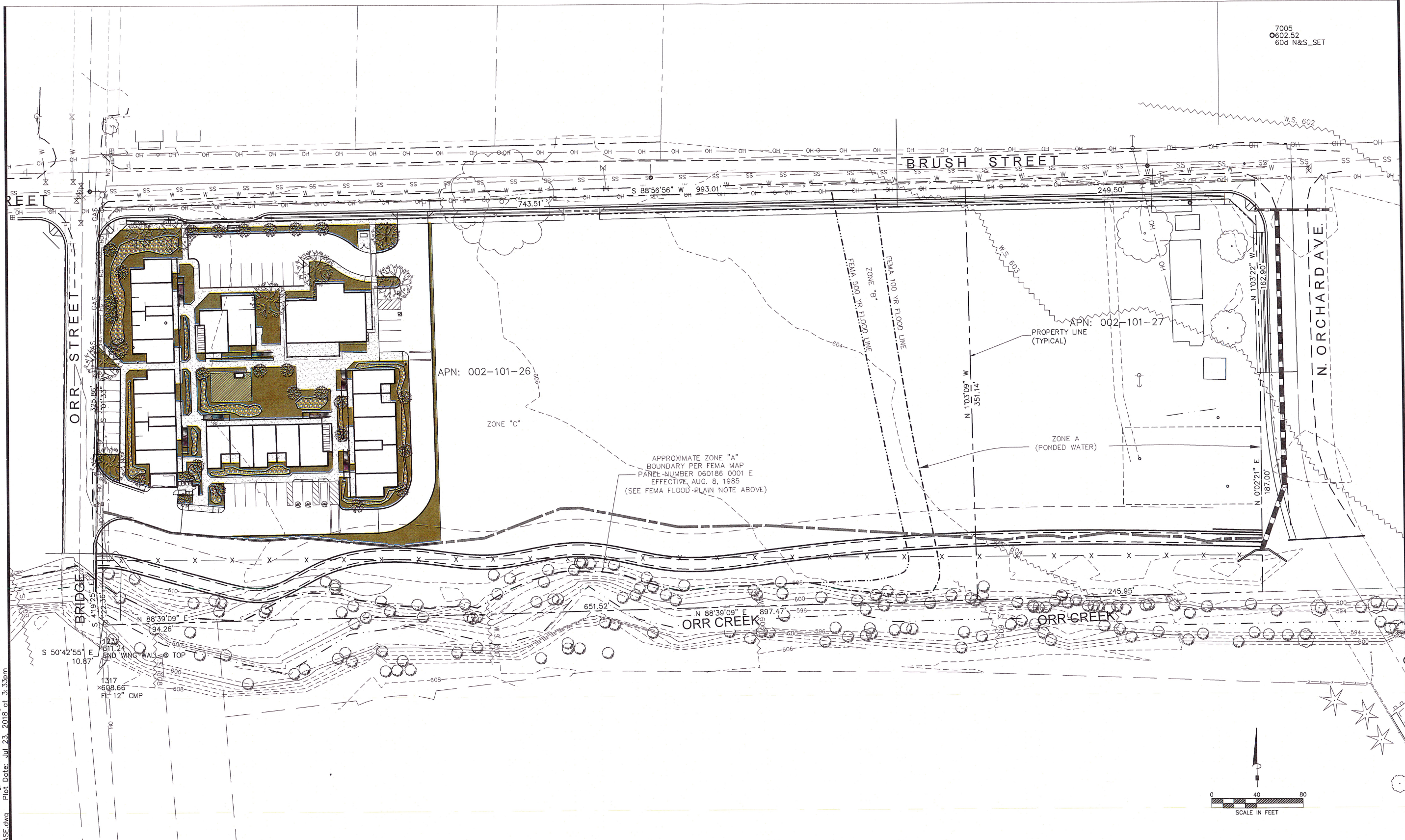


CASE: UM 2019-0001
 OWNER: RCHDC
 APN: 002-101-26
 APLCT: RCHDC
 AGENT:
 ADDRESS: Brush Street, Ukiah

-  City Limits
-  Named Rivers
-  Public Roads



Xrefs: R16012_TBLOCK-RAU.dwg; R16012_ALTA-C3D.dwg; x-site_1807.00.dwg
 Path: Z:\r16012\Drawings\Civil\R16012_BASE.dwg Plot Date: Jul 23, 2018 at 3:33pm



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| DATE: | FEB. 2016 |
| SCALE: | AS SHOWN |
| DRAWN: | JCJ |
| CHECKED: | GGR |
| JOB NO. | R16012 |
| OWNER: | RURAL COMMUNITIES HOUSING DEVELOPMENT CORPORATION |
| LOCATION: | UKIAH, CA. |
| DRAWING: | PRELIMINARY LAYOUT |
| PROJECT: | ORR CREEK COMMONS CORNER OF ORR ST. and BRUSH ST., UKIAH CA. |

RAU AND ASSOCIATES INC.
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CITY OF UKIAH
PATHS, OPEN SPACE, AND CREEKS COMMISSION

Ginevra Chandler, Chair

Dianne Knox, Commissioner

Susan Knopf, Vice Chair

Megan Parker Prout, Commissioner

Jeanne Wetzel Chinn, Commissioner

February 5, 2021

Honorable Mayor and Members of the City Council
City of Ukiah
300 Seminary Avenue
Ukiah, CA 95482

Re: Proposed City of Ukiah Creek Setback Ordinance

Dear Mayor and City Council Members:

As members of the City of Ukiah's Paths, Open Space, and Creeks Commission (POSCC), we are tasked with recommending and advising with regard to the implementation of the following measures of the Ukiah General Plan:

- A. Efficient implementation of the Open Space and Conservation Element of the Ukiah General Plan
- B. Efficient implementation of the pathway sections of the Transportation Element of the Ukiah General Plan
- C. Procedure and funding mechanisms for acquisition, preservation, and effective stewardship of City paths, open space, and creeks.

The ordinance that created the POSCC decreed that this advisory body shall report to the City Council.

In accordance with our directive to provide stewardship of the City's creeks and at the behest of the City Planning Department, on May 5, 2019, the members of POSCC drafted a creek setback ordinance which was to be brought before City Council. We are hereby bringing this ordinance to the members of City Council now, and we encourage swift adoption of this ordinance.

Most other municipalities in our great State of California have creek setback ordinances already in place. The purposes of a creek setback ordinance are manifold:

1. Protect scenic resources, water quality, and natural creekside habitat, including opportunities for wildlife habitation, rest, and movement.

2. Further the restoration of damaged or degraded habitat, especially where a continuous riparian habitat corridor can be established.
3. Allow for natural changes that may occur within the creek corridor.
4. Help avoid damage to development from erosion and flooding.

Our proposed creek setback ordinance measures (see attached) are in keeping with other creek setback requirements in other municipalities around the state.

We are incredibly lucky, here in Ukiah, to have fish-bearing creeks flow through our beautiful town. As we all reckon, in big ways and small, with the ways in which practices from the past adversely impact our natural world today, it is incumbent upon us, as City leaders, to do what we can to ensure a healthy and vibrant environment for generations to come. A creek setback ordinance will not only help keep fish swimming in our creeks; it will furthermore help restore our creeks to the spectacular riparian ecosystems that they once were.

Please pass this creek setback ordinance and thereby protect one of Ukiah's most beautiful aspects: its creeks.

Respectfully,

Ginevra Chandler, Chair
Paths, Open Space, and Creeks Commission

Upper City View Trail Project Description

The Project site comprises two parcels (APNs 001-030-01 and 001-020-12) owned by the City of Ukiah, totaling approximately 86 acres. The parcels are situated in the City's westernmost jurisdictional boundary within the "Western Hills". The site is immediately south-west of the Ukiah Municipal Golf Course and south of Low Gap Park, a County-maintained park that is developed with recreation facilities including the following trails: Orr Creek Trail, East Orr Creek Trail, Shooting Star Trail, Canyon Creek Trail, the Lost Treasure Road, and the City View Trail that the proposed trail would connect to.

The proposed trail route and design was established by the Ukiah Valley Trail Group (UVTG), a volunteer non-profit organization comprised of individuals and participating organizations dedicated to preserving, enhancing, and establishing trails in the Inland of Mendocino County. UVTG staff and volunteers have extensive experience in trail design, building and maintenance. The trail is designed and will be built in accordance with the UVTG Design and Maintenance Standards. The proposed trail was also designed with input from the Sanhedrin Chapter of the Native Plant Society, who often collaborates with the UVTG to review trail design with special status plant species in mind.

The project proposes the development of a one-mile loop of narrow gauge natural surface trail commonly known as a "hiking trail" that would begin and end on the upper leg of the existing 2.8-mile City View Trail. The City View Trail is primarily used for hiking, walking, and trail running and is accessible year-round. The new trail will utilize a series of switch backs to ascend, then traverse approximately one-half mile before descending to return to the upper leg of City View Trail. Beginning from the northern junction with City View Trail, the proposed trail crosses moderate side slopes and utilizes a series of switchbacks through mixed hardwoods with occasional small redwoods to gain elevation. After gaining approximately 200 feet the trail begins its contouring southerly traverse. The proposed trail crosses an unsanctioned "use" trail that climbs steeply to the Ukiah "U." As the trail approaches the southern boundary of the property it descends and reverses direction twice before reconnecting with the southern end of City View Trail.

Trail grade will vary according to topography with average grades of 7-8 percent, for the majority of the trail, with some shorter trail sections in the steeper areas reaching approximately 12 percent. However, this trail route will ensure that the average grade for the entirety of the trail does not exceed the 10 percent threshold suggested in the UVTG standards. The proposed trail route does not cross blue line drainages or wet areas. In accordance with the UVTG design and maintenance standards, the trail will be 2 to 4 feet wide, back sloped to create an angle of repose to the greatest extent possible, and built with a 3 to 5 percent outslope and rolling dips to allow sheet water drainage.

Construction is anticipated to take approximately two weeks to complete. Trail construction will be completed by hand tools (McLeod, pulaski, axe, pick, pole saw, hand saw, loppers, shovel, etc.). However, different trail construction methods and tools will be utilized to accommodate the varied topography, vegetation, and other natural conditions on the project site; this may include the use of power equipment tools as conditions require and opportunity allows such as chainsaws, power wheel barrows, vibra-plates, jackhammers, or small trail dozers designed specifically for trail building. First, vegetation and detritus materials will be removed to establish the trail's path and contour. Base cuts will then be made to remove the uppermost organic layer and expose base soils while causing minimal disturbances to trailside banks. This method also allows the construction of the three percent out-slopes and tapered shoulders that are designed to maintain the original sheet drainage patterns over the trail and reduce erosion and subsequent maintenance. The proposed trail route was selected to maintain consistent slope integrity and to

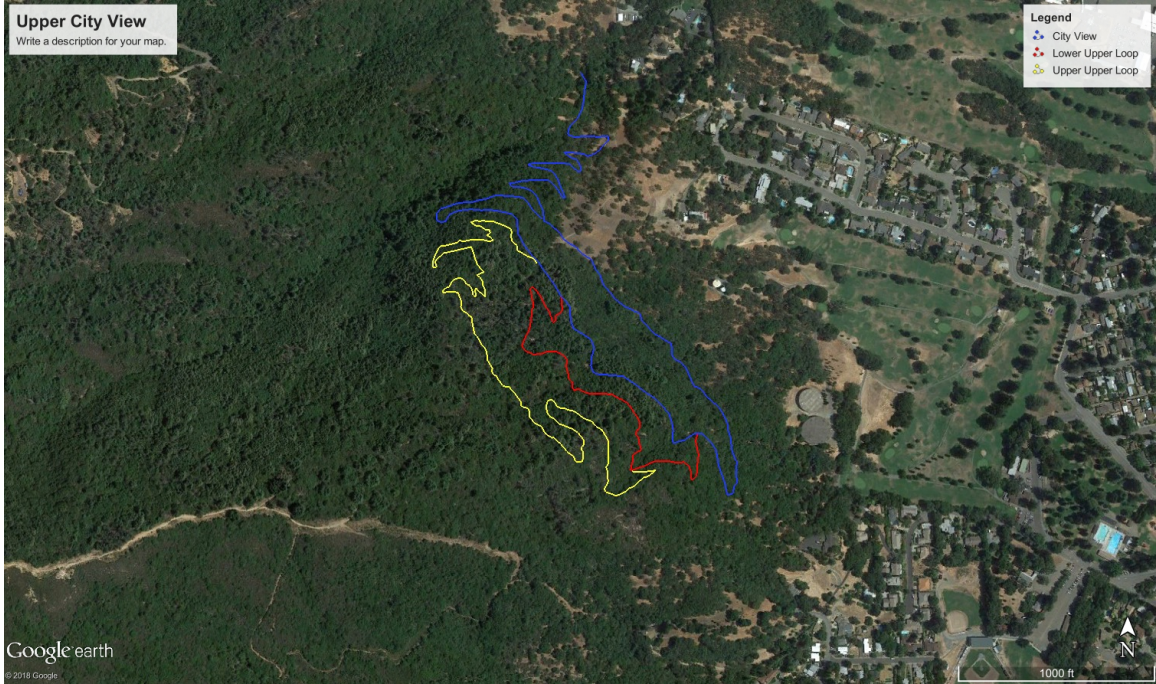
keep disturbances to natural areas at minimal levels. However, due to the one-mile length of the trail and its route through a densely wooded area, it is anticipated that some under-canopy vegetation and trees will require pruning or removal to maintain acceptable trail grade standards.

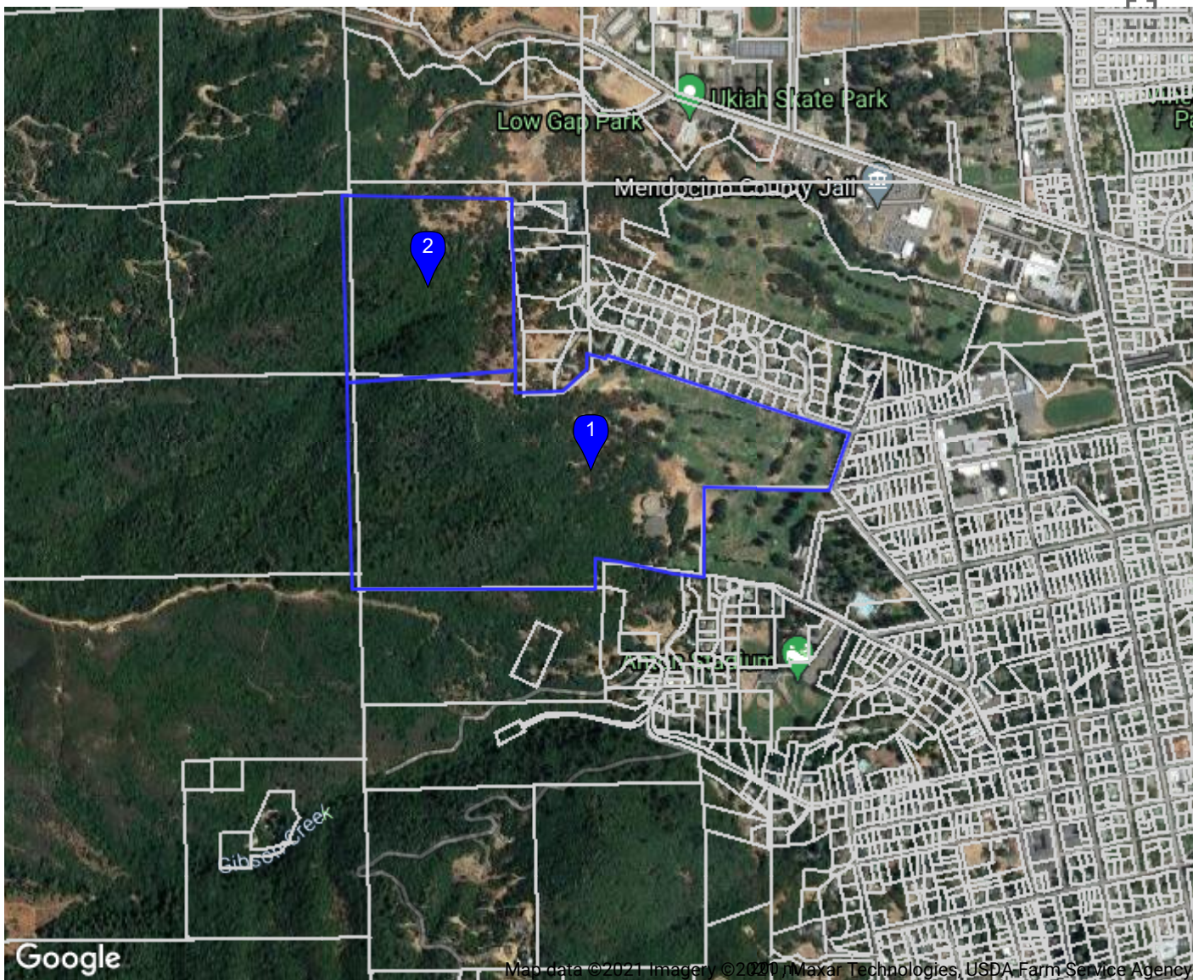
Once constructed, UVTG trail maintenance standards require that natural vegetation be permitted to grow back on the sides of the trail and along the shoulder areas to help maintain the trail base and reestablish its original natural appearance.

The proposed trail will be constructed by UTVG volunteers and the California Conservation Corps. The Project will be funded by UVTG through donations collected by the Pacific Medical Redwood Group as a part of UVTG fundraising efforts.

Parking will be provided in the existing Low Gap Park parking lot and the trail will be accessed through the main park entrance. Existing restrooms, trash receptacles and water fountains are provided within the park. The trail is intended for hikers only and will be accessible during regular Low Gap Park hours (8:00 a.m. to 9:00 p.m.).

An Initial Study will be prepared for the Project in accordance with the California Environmental Quality Act to assess potential environmental impacts, and identify mitigation measures to reduce impacts, if needed. The Initial Study will be circulated for public review and comment, and requires approval by the Ukiah City Council prior to construction of the trail.





Google

Map data ©2021 Imagery ©2020 Maxar Technologies, USDA Farm Service Agency

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