



**City Council
Regular Meeting
AGENDA**

(to be held both at the physical and virtual locations below)

Civic Center Council Chamber ♦ 300 Seminary Avenue ♦ Ukiah, CA 95482

To participate or view the virtual meeting, go to the following link: <https://us06web.zoom.us/j/83361434303>

Or you can call in using your telephone only:

- Call (toll free) 1-888-788-0099
- Enter the Access Code: 833 6143 4303
- To Raise Hand enter *9
- To Speak after being recognized: enter *6 to unmute yourself

Alternatively, you may view the meeting (without participating) by clicking on the name of the meeting at www.cityofukiah.com/meetings.

May 21, 2025 - 5:15 PM

-
1. **ROLL CALL**
 2. **PLEDGE OF ALLEGIANCE**
 3. **AB 2449 NOTIFICATIONS AND CONSIDERATIONS**
 4. **PROCLAMATIONS/INTRODUCTIONS/PRESENTATIONS**

- 4.a. Proclamation of the City of Ukiah Recognizing June as Mountain Bike Month.
Recommended Action: Issue a Proclamation of the City of Ukiah Recognizing June as Mountain Bike Month.
Attachments:
 1. Mountain Biking Month
- 4.b. Proclamation of the City of Ukiah Recognizing May as Older Americans' Month.
Recommended Action: Issue a Proclamation of the Ukiah City Council recognizing May as Older Americans' Month.
Attachments:
 1. 2025-05-21 Older Americans Month
- 4.c. Presentation of the PFM Group on an Update to the City Council on the City's Investment Portfolio.
Recommended Action: Receive a presentation from PFM Asset Management LLC (PFM) on the City's investment portfolio.
Attachments:

1. PFMAM Presentation to Ukiah_City_Council_May 2025_Final
2. Ukiah IP 2025 Review Memo_final
3. Ukiah_Investment Policy Approved 8-16-23_REVIEW 2024

5. PETITIONS AND COMMUNICATIONS

6. APPROVAL OF MINUTES

- 6.a. Approval of the Minutes for the May 7, 2025, Regular Meeting.

Recommended Action: Approve the Minutes for the May 7, 2025, Regular Meeting.

Attachments:

1. 2025-05-07 Draft Minutes

7. RIGHT TO APPEAL DECISION

Persons who are dissatisfied with a decision of the City Council may have the right to a review of that decision by a court. The City has adopted Section 1094.6 of the California Code of Civil Procedure, which generally limits to ninety days (90) the time within which the decision of the City Boards and Agencies may be judicially challenged.

8. CONSENT CALENDAR

The following items listed are considered routine and will be enacted by a single motion and roll call vote by the City Council. Items may be removed from the Consent Calendar upon request of a Councilmember or a citizen in which event the item will be considered at the completion of all other items on the agenda. The motion by the City Council on the Consent Calendar will approve and make findings in accordance with Administrative Staff and/or Planning Commission recommendations.

- 8.a. Approval of Contract Amendment to the Existing Three-Year Contract with Evergreen Job and Safety Training in the Amount of \$90,588.00 to Provide Job and Safety Training for Electric Utility Employees.

Recommended Action: Approve an amendment to the existing contract with Evergreen Job and Safety Training for an additional three years in the amount of \$90,588.00 to provide job and safety training for Electric Utility Employees.

Attachments:

1. Ukiah - 2025 - 3 year Proposal

- 8.b. Approval for the Purchase of the Schneider Electric UPS InRow Cooling System Replacement for the Civic Server Data Center from The REDESIGN Group in the Amount of \$76,014.57.

Recommended Action: Approve the purchase of the Schneider Electric UPS InRow Cooling System replacement for the Civic Server Data Center from The REDESIGN Group in the amount of \$76,014.57.

Attachments:

1. City of Ukiah - UPS Quote - Option 1 - 5.8.25

- 8.c. Authorization for the City Manager to Terminate Existing Contract with Pioneer Law Group and Negotiate and Execute a Contract for Specialty Legal Services with Matarazzo Law, APC.

Recommended Action: Authorize the City Manager to terminate existing contract with Pioneer Law Group and Negotiate and Execute a contract for specialty legal services with Matarazzo Law, APC.

Attachments:

1. Pioneer Law Group 2020-09-09
2. Pioneer Law Group 2020-06-04

- 8.d. Authorize City Manager to Negotiate and Execute a Contract with West & Associates Engineering, Inc. in the Amount of \$39,440 to Prepare the 2025 Urban Water Management Plan and 2025 Annual Water Supply and Demand Assessment, and Approve Corresponding Budget Amendment.

Recommended Action: Authorize City Manager to negotiate and execute a contract with West & Associates Engineering, Inc. in the amount of \$39,440 to prepare the 2025 Urban Water Management Plan and 2025 Annual Water Supply and Demand Assessment, and approve corresponding budget amendment.

Attachments:

1. PROPOSAL FOR 2025 UWMP_UKIAH
2. COST PROPOSAL - UKIAH
3. AWSDA PROPOSAL_UKIAH

- 8.e. Adoption of Resolution Approving Amendment to the Joint Powers Agreement of the Mendocino Council of Governments to Add Energy & Related Programs as Specific Powers.
Recommended Action: Approve and adopt a resolution approving an amendment to the Joint Powers Agreement of the Mendocino Council of Governments (MCOG) to add energy & related programs as specific powers.

Attachments:

1. MCOG letter 2025-04-18-Ukiah
2. MCOG Resolution

9. AUDIENCE COMMENTS ON NON-AGENDA ITEMS

The City Council welcomes input from the audience. If there is a matter of business on the agenda that you are interested in, you may address the Council when this matter is considered. If you wish to speak on a matter that is not on this agenda that is within the subject matter jurisdiction of the City Council, you may do so at this time. 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 in which the subject is not listed on the agenda.

10. COUNCIL REPORTS

11. CITY MANAGER/CITY CLERK REPORTS

12. PUBLIC HEARINGS (5:30 PM)

- 12.a. Public Hearing and Consideration of the 2025 Ukiah Climate Action Plan that Includes: 1) Adoption of a Resolution Adopting the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration (ISND) Prepared for the Ukiah Climate Action Plan; and 2) Adoption of a Resolution Adopting the Ukiah Climate Action Plan (CAP).

Recommended Action: Conduct a public hearing to discuss and consider the 2025 Ukiah Climate Action Plan including: 1) adopt a resolution adopting the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration (ISND) prepared for the Ukiah Climate Action Plan, and 2) adopt a resolution adopting the Ukiah Climate Action Plan (CAP).

Attachments:

1. 2022 GHG Inventory Presentation
2. Ukiah Climate Action Plan
3. CAP Initial Study Negative Declaration
4. CAP Public Comments
5. Draft Resolution Adopting the CAP CEQA ISND
6. Draft Resolution Adopting Ukiah CAP

- 12.b. Review and Consider Adoption of a Resolution Amending the Fee Schedule of the Planning and Building Divisions of the Department of Community Development to Add Two Fees Associated with the Vacant and Abandoned Property Registration and Maintenance Ordinance, No. 2024-1250.

Recommended Action: Adopt resolution amending the Fee Schedule of the Planning and Building Divisions of the Community Development Department to add an Annual Registration Fee and

Vacant Building Monitoring Fee for the Department's administration of the Vacant and Abandoned Property Registration and Maintenance Ordinance.

Attachments:

1. 1250 - Adding Code for Vacant and Abandoned Properties
2. Draft Fee Schedule Resolution- Planning and Building

- 12.c. Introduction by Title Only of an Ordinance Modifying Ukiah City Code to Update the City's Sign Regulations, Modifying Standards for Signage Type, Placement, Illumination, and Design Consistency Across Zoning Districts.

Recommended Action: Introduce by title only an Ordinance modifying Ukiah City Code to update the City's sign regulations, modifying standards for signage type, placement, illumination, and design consistency across zoning districts.

Attachments:

1. Design Guidelines – Sign Highlights (1992)
2. Design Guideilnes - Checklist (2007)
3. City of Ukiah Signage Handout (2012)
4. Draft Ordinance
5. Planning Commission 2025-01 Resolution

13. UNFINISHED BUSINESS

- 13.a. Status Report on Emergency Contract with Diamond D Construction, LLC for the Emergency Repair of the Western Hills Mudslide at the City Water Tank (Pressure Zone 1-North, or PZ1-N) and Request for Authorization to Continue Work Under This Emergency Contract.

Recommended Action: Receive report and approve the continued work on the emergency contract with Diamond D Construction for the emergency repair of the Western Hills mudslide at the City water tank PZ1-N.

Attachments:

1. Resolution 2025-08 - Emergency Procurement for Mudslide at PZ1
2. Diamond D Estimate for PZ1
3. Purchase Order for Diamond D Slide
4. Slide Pictures

14. NEW BUSINESS

- 14.a. Receive Updates on City Council Committee and Ad Hoc Assignments, and, if Necessary, Consider Modifications to Assignments and/or the Creation/Elimination of Ad Hoc(s).

Recommended Action: Receive report(s). The Council will consider modifications to committee and ad hoc assignments along with the creation/elimination ad hoc(s).

Attachments:

1. 2025 City Council Special Assignments and Ad Hocs

15. CLOSED SESSION - CLOSED SESSION MAY BE HELD AT ANY TIME DURING THE MEETING

- 15.a. **Conference with Legal Counsel – Anticipated Litigation**

(Government Code Section 54956.9(d)(4))

Initiation of litigation (5 cases)

- 15.b. **Conference with Legal Counsel – Existing Litigation**

(Government Code Section 54956.9(d)(1))

Name of case: Vichy Springs Resort v. City of Ukiah, Et Al; Case No. SCUk-CVPT-2018-70200

- 15.c. **Conference with Legal Counsel – Existing Litigation**
(Government Code Section 54956.9(d)(1))
Name of case: Vichy Springs Resort, Inc v. City of Ukiah, et al.; Case No. 24-cv-07106-JSC
- 15.d. **Conference with Legal Counsel – Existing Litigation**
(Government Code Section 54956.9(d)(1))
Name of case: Russian River Keepers et al. v. City of Ukiah, Case No. SCU-K-CVPT-20-74612
- 15.e. **Conference Involving a Joint Powers Agency (Inland Water and Power Commission)**
City representative on IWPC Board (Mari Rodin)
Discussion will concern: (Conference with Real Property Negotiators (Gov't Code §54956.8)
Property: PG&E Potter Valley Project;
Agency Negotiators: Scott Shapiro, Janet Pauli.
Negotiating Parties: IWPC and PG&E
Under Negotiation: Price and Terms
- 15.f. **Conference with Real Property Negotiators**
(Cal. Gov't Code Section 54956.8)
Property: APN No: 167-280-15-00
Negotiator: Shannon Riley, Deputy City Manager
Negotiation Party: AE Carousel, LP
Under Negotiation: Price & Terms of Payment
- 15.g. **Conference with Real Property Negotiators**
(Cal. Gov't Code Section 54956.8)
Property: APN Nos: 184-080-37;184-080-36; 184-090-01; 184-090-07; 184-090-06; 184-100-04
Negotiator: Sage Sangiacomo, City Manager
Negotiating Parties: Henry's Original
Under Negotiation: Price & Terms of Payment
- 15.h. **Conference with Labor Negotiator (54957.6)**
Agency Designated Representative: Sage Sangiacomo, City Manager
Employee Organizations: All bargaining units
Unrepresented Employee: Police Chief

16. 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 front counter at the Ukiah Civic Center, 300 Seminary Avenue, Ukiah, CA 95482, during normal business hours, Monday through Friday, 8:00 am to 5:00 pm. Any handouts or presentation materials from the public must be submitted to the clerk 48 hours in advance of the meeting; for handouts, please include 10 copies.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah City Hall, located at 300 Seminary Avenue, Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

Kristine Lawler, City Clerk
Posted 5/16/25



AGENDA SUMMARY REPORT

SUBJECT: Proclamation of the City of Ukiah Recognizing June as Mountain Bike Month.

DEPARTMENT: Community Services **PREPARED BY:** Neil Davis, Community Services Director, Sean White, Water Resources Director
PRESENTER: Mayor Crane or Councilmember

ATTACHMENTS:

1. Mountain Biking Month

Summary: Ukiah City Council to issue a proclamation of the City of Ukiah Recognizing June as Mountain Bike Month.

Background: California is widely recognized as the birthplace of mountain biking, with its roots in the County of Marin in the late 1970s. Mountain biking includes many forms, including trail riding, dirt jumping, BMX, cyclocross, downhill, enduro, gravel riding, bikepacking, freeride, and other related off-road cycling activities; it takes place on natural surface trails, unpaved roads, and purpose-built bike park facilities throughout California's public lands and open spaces using bicycles designed for off-road use. Mountain biking is a health-promoting activity that provides numerous physical and mental health benefits, including cardiovascular exercise, weight loss, stress reduction, fitness, and strength and endurance building.

Discussion: Mountain biking clubs and organizations throughout California such as the Ukiah Valley Trail Group, Ukiah Valley Mountain Bike Group, the Willits Area Cyclists, the Ukiah High Composite Mountain Bike Team, and the Rusty Bowl BMX league contribute millions of dollars' worth of volunteer hours, technical expertise, and manual labor to steward and maintain our parks and natural surface trails for the benefit of all trail users and federal, state, and local land management agencies throughout the state. Local mountain bikers have been key players in trail and facility building and maintenance efforts in the inland of Mendocino County contributing over a million dollars in trail and facility work.

Ukiah is now collaborating with two Grasshopper Adventure Series events per year, each of which brings over 500 mountain bikers and visitors to the community.

The Ukiah City Council will issue a proclamation of the City of Ukiah Recognizing June as Mountain Bike Month (Attachment 1).

Recommended Action: Issue a Proclamation of the City of Ukiah Recognizing June as Mountain Bike Month.

BUDGET AMENDMENT REQUIRED:

CURRENT BUDGET AMOUNT:

PROPOSED BUDGET AMOUNT:

FINANCING SOURCE:

REVENUE: Yes / No **GRANT:** Yes / No

PREVIOUS CONTRACT/PURCHASE ORDER NO.:

COORDINATED WITH:

STRATEGIC PLAN (SP):

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP):

Approved:


Sage Sangiacomo, City Manager



Whereas, mountain biking, in its many forms, including trail riding, dirt jumping, BMX, cyclocross, downhill, enduro, gravel riding, bikepacking, freeride, and other related off-road cycling activities; takes place on natural surface trails, unpaved roads, and purpose-built bike park facilities throughout California's public lands and open spaces using bicycles designed for off-road use; and

Whereas, California is widely recognized as the birthplace of mountain biking, with its roots in the County of Marin in the late 1970s, which is now the home of the Mountain Bike Hall of Fame; and

Whereas, mountain biking clubs and organizations throughout California such as the Ukiah Valley Trail Group, Ukiah Valley Mountain Bike Group, the Willits Area Cyclists, the Ukiah High Composite Mountain Bike Team, and the Rusty Bowl BMX League contribute millions of dollars' worth of volunteer hours, technical expertise, and manual labor to steward and maintain our parks and natural surface trails for the benefit of all trail users and federal, state, and local land management agencies throughout the state; and

Whereas, mountain biking is a health-promoting activity that provides numerous physical and mental health benefits, including cardiovascular exercise, weight loss, stress reduction, fitness, and strength and endurance building; and

Whereas, local mountain bikers have been key players with trail building and maintenance efforts in the inland of Mendocino County, contributing hundreds of thousands of dollars in trail work; and

Whereas, Ukiah has the potential to become a mountain biking destination providing world-class mountain biking opportunities that encourage tourism and contribute to economic revitalization; and

Whereas, designating June as Mountain Biking Month in the City of Ukiah will promote participation in off-road cycling and mountain biking as a form of healthy outdoor recreation, encourage people to connect with and experience their public lands and natural settings, increase diversity of the mountain biking community, encourage increased stewardship of trails, and celebrate California's significant mountain biking culture, history, and incredible destinations.

Therefore be it resolved, that the City of Ukiah formally and publicly acknowledges the benefits of mountain biking to the community and hereby designates the month of June 2025 as:

Mountain Biking Month in the City of Ukiah

*Signed and sealed, this 21st day of May in the year
Two Thousand and Twenty-Five.*

Douglas F. Crane, Mayor



AGENDA SUMMARY REPORT

SUBJECT: Proclamation of the City of Ukiah Recognizing May as Older Americans' Month.

DEPARTMENT: City Manager / Admin

PREPARED BY: Maria Ceja, Administrative Analyst

PRESENTER: Mayor Crane or Councilmember

ATTACHMENTS:

1. 2025-05-21 Older Americans Month

Summary: Ukiah City Council to issue a proclamation recognizing May as Older Americans' Month.

Background: The City of Ukiah appreciates and supports the need to recognize the contributions of older citizens, celebrate them, encourage our community to embrace, learn from, and engage with older Americans and create an inclusive society that accepts and supports the need for flexible thinking around aging.

Discussion: The Ukiah City Council will issue a proclamation recognizing May as Older Americans' Month (Attachment 1).

Recommended Action: Issue a Proclamation of the Ukiah City Council recognizing May as Older Americans' Month.

BUDGET AMENDMENT REQUIRED: N/A

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

REVENUE: Yes / No GRANT: Yes / No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: Diversity and Equity Committee

STRATEGIC PLAN (SP): SP 5C - Create, sustain, and advance a diverse and inclusive workplace and workforce that reflects, values, and celebrates the diverse community we serve.

CLIMATE INITIATIVES (CI): N/A

GENERAL PLAN ELEMENTS (GP): N/A

Approved: 
Sage Sangiacomo, City Manager



Whereas, the City of Ukiah includes a growing number of older Americans who have years of valuable experience and seasoned judgement, and built resilience and strength over their lives through successes and difficulties; and

Whereas, the City of Ukiah benefits when people of all ages, abilities, and backgrounds are included; and

Whereas, the City of Ukiah appreciates and supports the need to recognize the contributions of older citizens, celebrate them, encourages our community to embrace, learn from, and engage with older Americans and create an inclusive society that accepts and supports the need for flexible thinking around aging; and

Whereas, many often ignore seniors, dismiss the value of their knowledge and experience and fail to recognize that they suffer from loneliness and financial stresses; and

Whereas, the City of Ukiah is committed to fostering communities of strength by creating opportunities to share stories and learn from each other; engaging older adults through education, recreation, and services, and encouraging people of all ages to celebrate their connections; and

Whereas, there is a critical need for both public and private financial support, programs and involvement in activities and organizations that serve to keep our seniors active, engaged, challenged and healthy; and

Whereas, we further encourage the community to observe this month by actively supporting appropriate programs and activities to celebrate Older Americans' Month to affirm Ukiah's commitment to an inclusive community that increases awareness, appreciation, and celebration of people of all ages.

Therefore be it resolved, that the City Council of the City of Ukiah, hereby proclaims May 2025, as:

Older Americans' Month in the City of Ukiah

*Signed and sealed, this 21st day of May in the year
Two Thousand and Twenty-Five.*

Douglas F. Crane, Mayor



AGENDA SUMMARY REPORT

SUBJECT: Presentation of the PFM Group on an Update to the City Council on the City's Investment Portfolio.

DEPARTMENT: Finance

PREPARED BY: Jessie Brunell, Financial Controller

PRESENTER: Allison Kaune, PFM Asset Management

ATTACHMENTS:

1. PFMAM Presentation to Ukiah_City_Council_May 2025_Final
2. Ukiah IP 2025 Review Memo_final
3. Ukiah_Investment Policy Approved 8-16-23_REVIEW 2024

Summary: Council will receive a presentation from PFM Asset Management LLC (PFM) on the City's investment portfolio.

Background: The City of Ukiah contracts with PFM Asset Management LLC (PFM), an independent investment advisor, to manage the investment of the City's funds.

Each year, PFM meets with the Investment Oversight Committee - which includes the City Manager, Director of Finance, a City Councilmember, a public member, and the City Treasurer – to review and discuss the City's portfolio. The annual report is attached (Attachment 1). A brief memo from PFM on the City's current investment policy is attached as Attachment 2. The full investment policy is found in Attachment 3.

Discussion: PFM, the City's investment portfolio manager, will provide an update to the City Council on the performance of its investment portfolio.

Recommended Action: Receive a presentation from PFM Asset Management LLC (PFM) on the City's investment portfolio.

BUDGET AMENDMENT REQUIRED: N/A

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: N/A

DIVERSITY-EQUITY INITIATIVES (DEI): N/A

CLIMATE INITIATIVES (CI): N/A

GENERAL PLAN ELEMENTS (GP): N/A

Approved: 
Sage Sangiacomo, City Manager

City Ukiah

Investment Program Update Presentation to the City Council

Allison Kaune, Relationship Manager

415-515-6389

May 21, 2025



- U.S. economy is clouded by tariff and policy uncertainty
 - Labor market continues to serve as backbone
 - Inflation remains above Fed's 2% target
 - Fiscal policy uncertainty and volatile tariff rollouts weigh on consumer

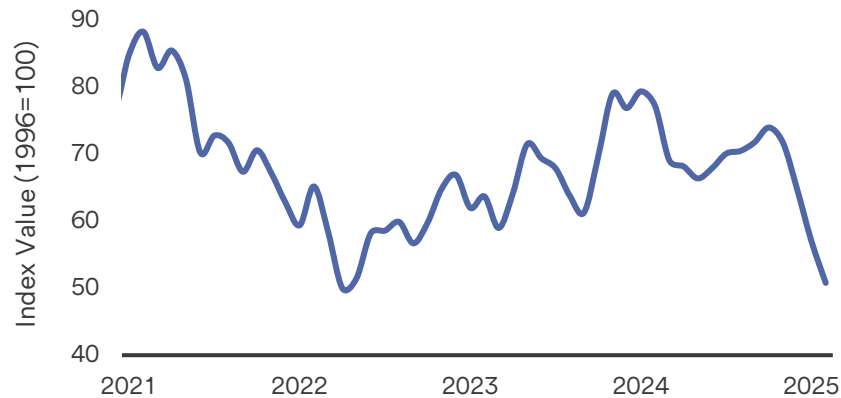


- Federal Reserve ("Fed") likely to cut overnight rates later this year
 - The federal funds target rate is at 4.25% - 4.50%
 - Market analysts anticipate 0.50% of rate cuts in 2025
 - Fed Chair Powell reiterated that monetary policy remains data dependent

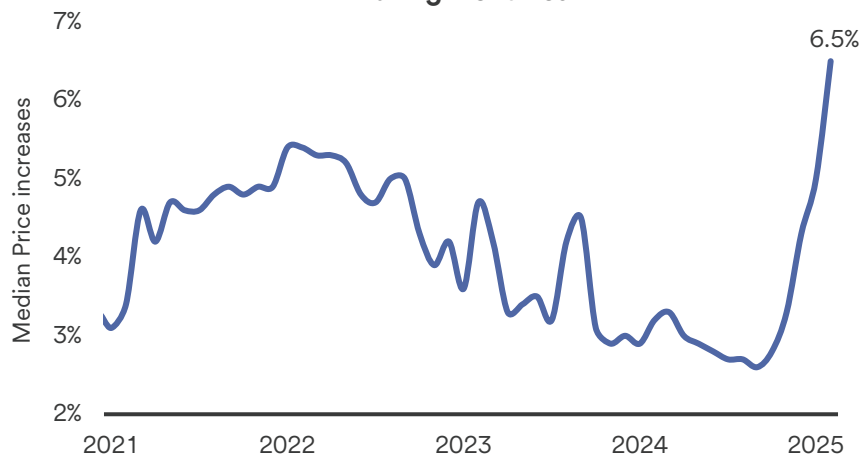


- U.S. Treasury yields moved lower during past year
 - Yields moved lower on expectations for rate cuts and investor uncertainty
 - Inverse relationship exists between price and yield for fixed income securities
 - Falling rates led to strong total return performance

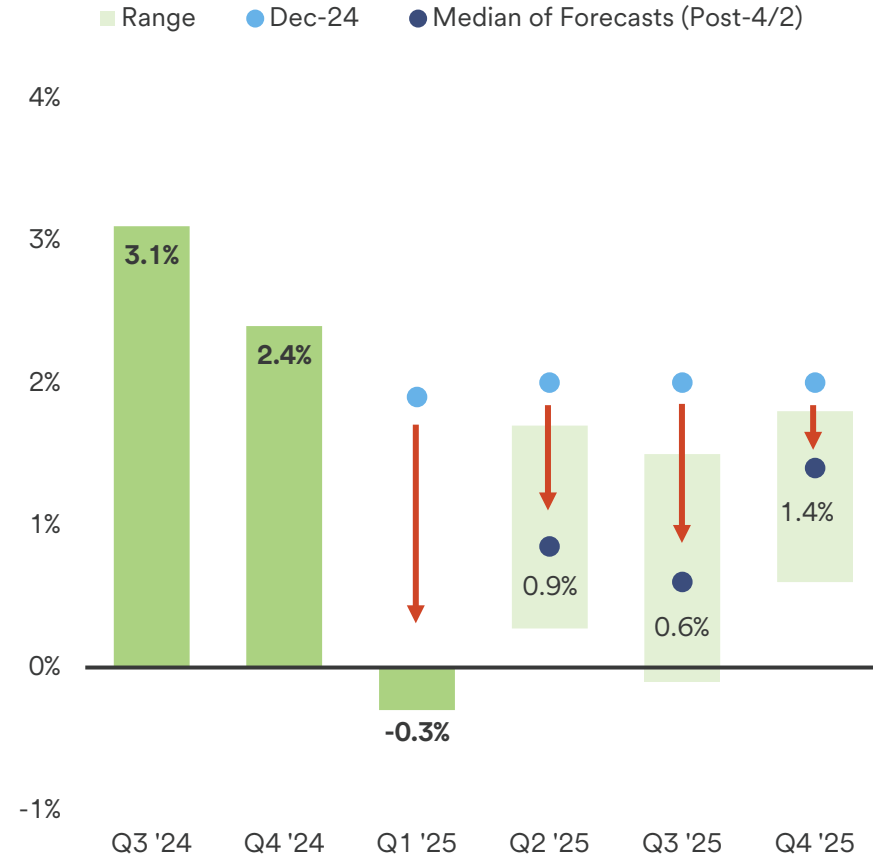
Consumer Sentiment Index



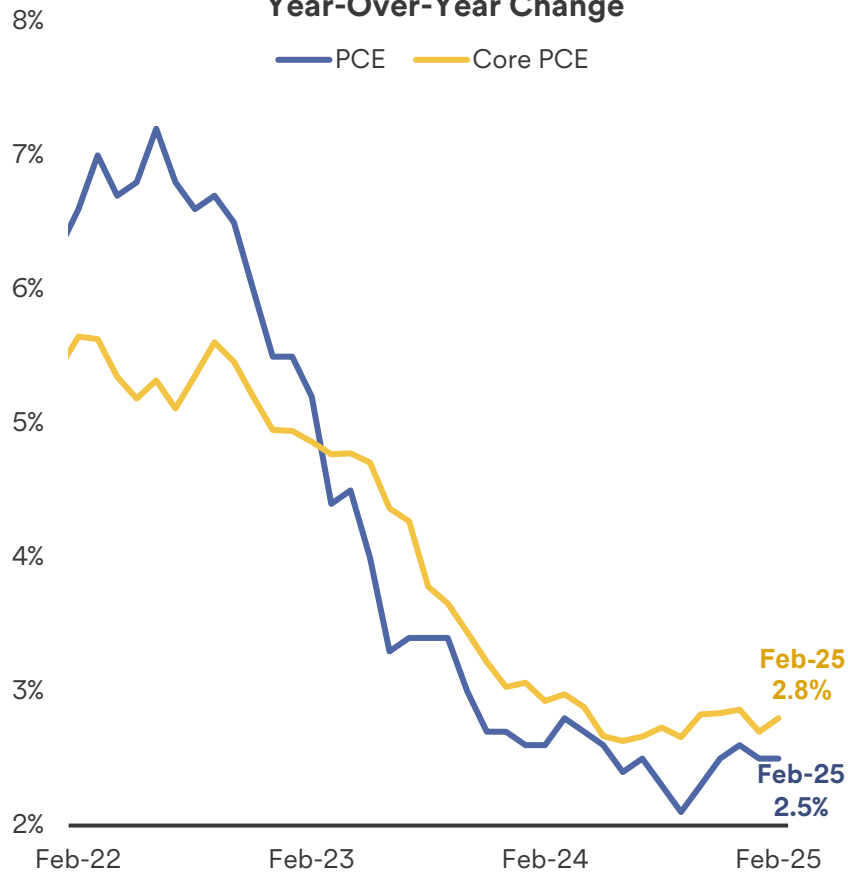
Expected Change in Prices During Next Year



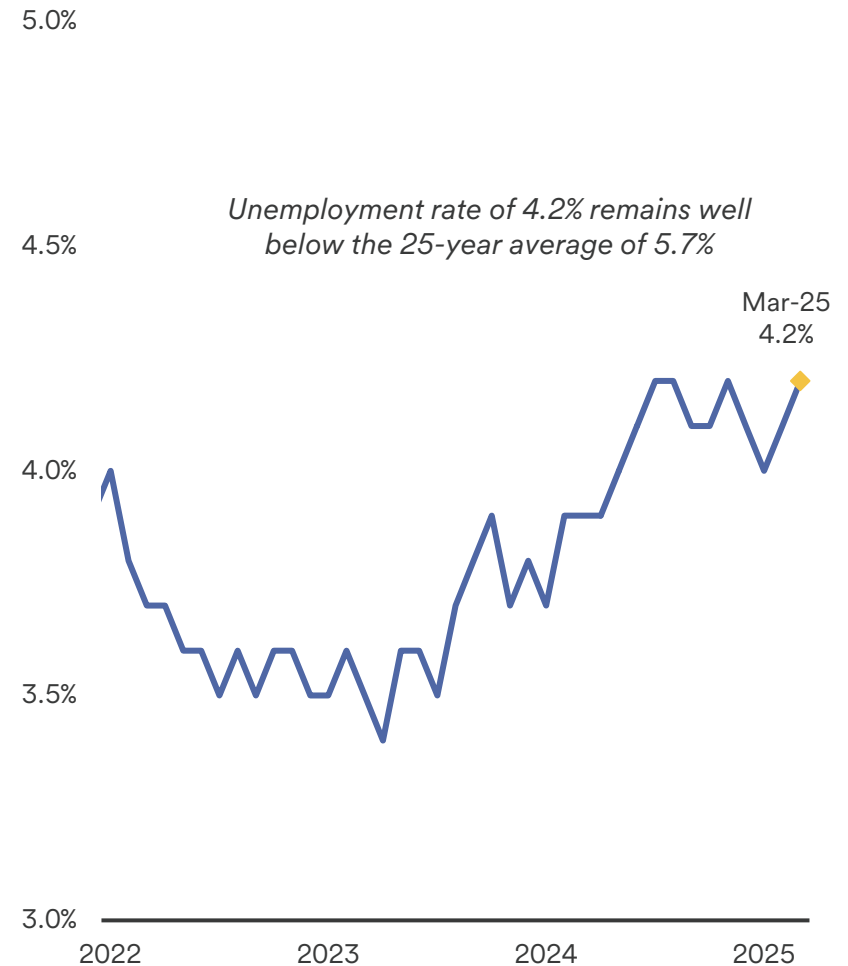
U.S. GDP Forecasts Annualized Rate



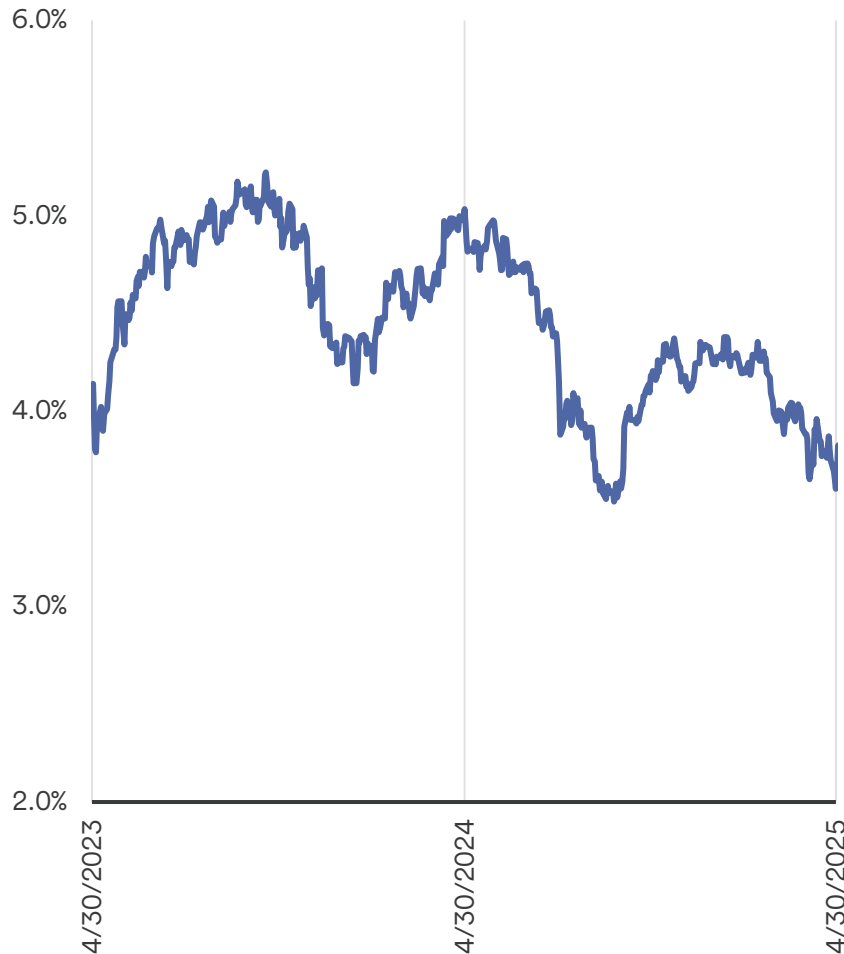
**Personal Consumption Expenditure
("PCE") Inflation
Year-Over-Year Change**



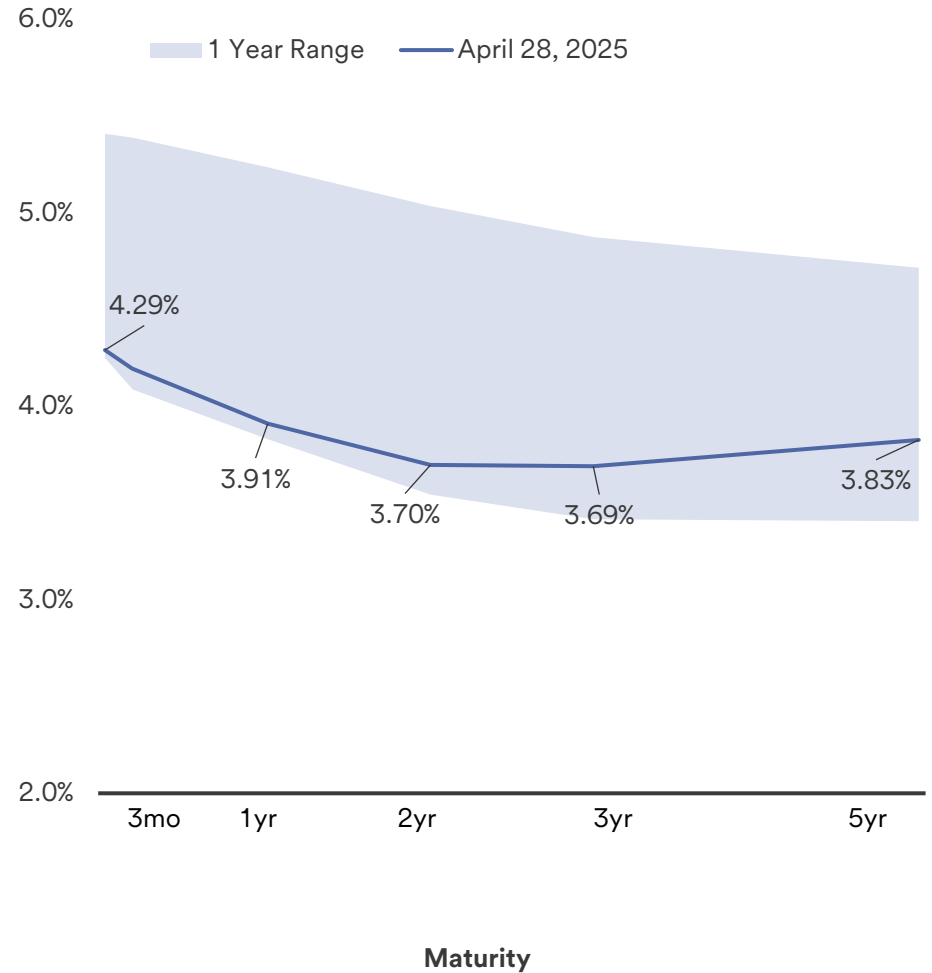
Unemployment Rate



2-Year Treasury Yield



U.S. Treasury Yield Curve



Source: Bloomberg Finance L.P., as of April 30, 2025.

Safety

- High Quality investments
- Diversification by sector, issuer, and maturity

Liquidity

- Cash flow coordination with the City
- Appropriate allocation among overnight and invested balances

Return on Investment

- Duration management
- Active trading and continual evaluation of relative value among allowable sectors



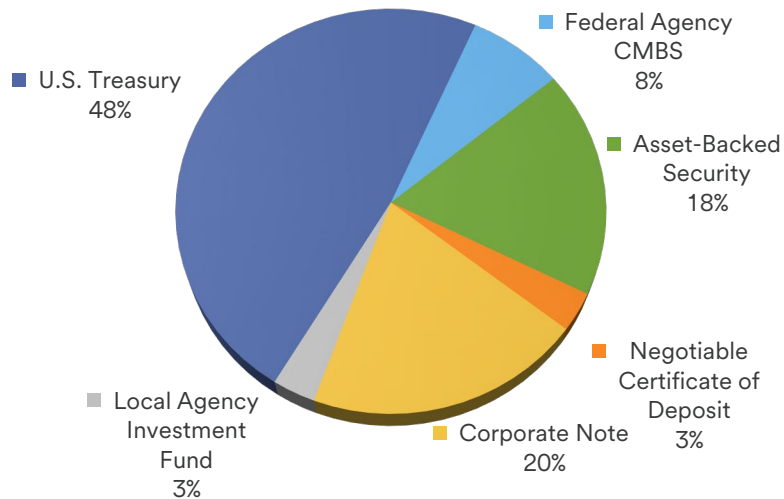
City of Ukiah Portfolio Snapshot as of March 31, 2025

Attachment 1

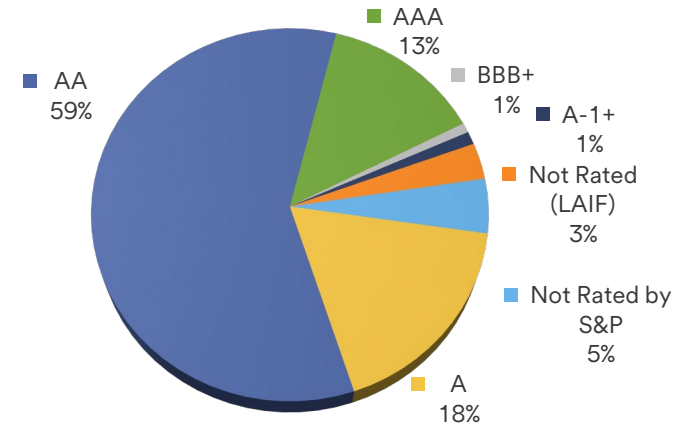
Portfolio Statistics

Market Value	\$20,327,888
Yield at cost	4.45%
Yield at market	4.18%
Average maturity (years)	2.33
Average Credit	AA

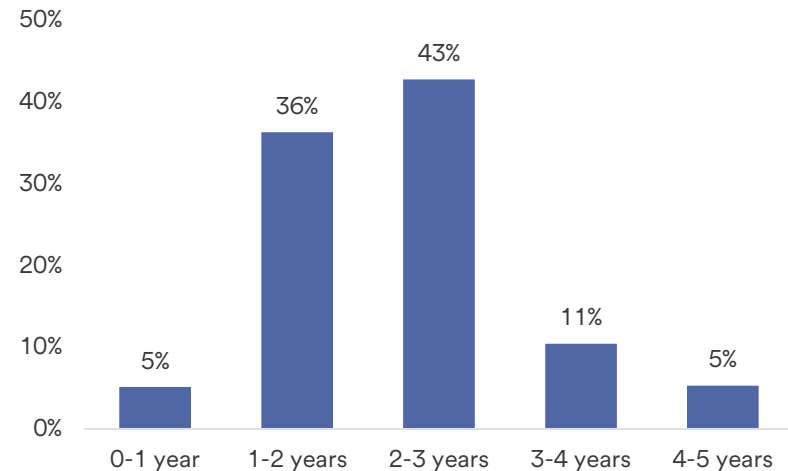
Sector Allocation



Credit Quality (S&P Ratings)



Maturity Distribution

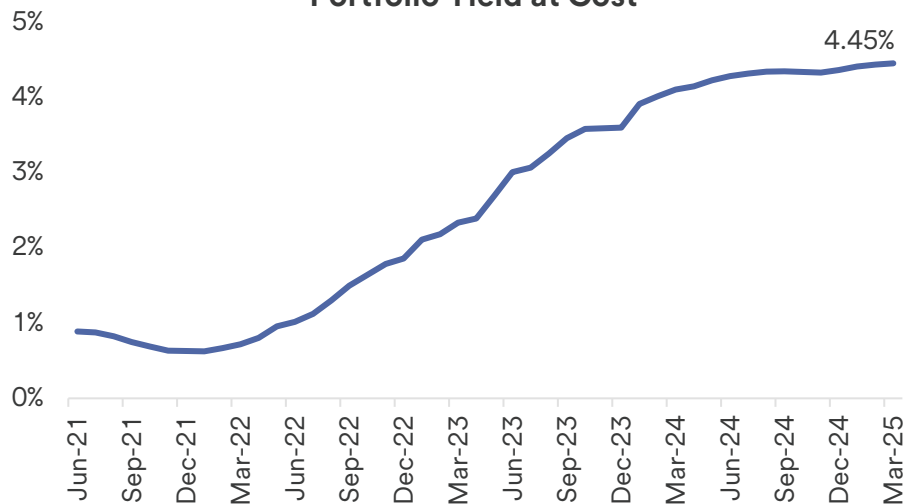


Portfolio market value and charts include funds managed by PFAM and balances in LAIF. Excludes accrued interest.
Yield at cost, yield at market, and average credit exclude LAIF.
Securities held in the City's portfolio are in compliance with California Government Code and the City's investment policy.

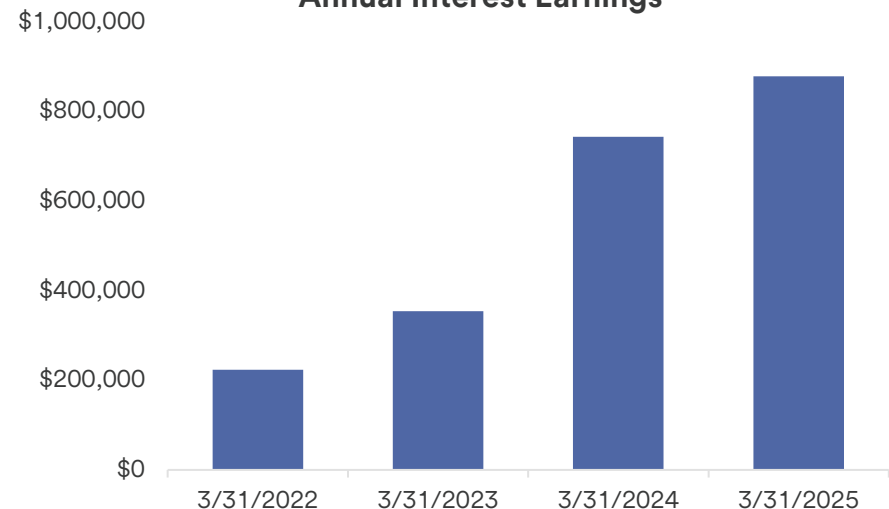
Total Return For Period Ending March 31, 2025

	Duration	Annualized Total Return			
		Past Year	Past 3 Years	Past 5 Years	Past 10 Years
City of Ukiah	1.76	5.60%	3.25%	1.79%	1.87%
Performance Benchmark (1-3 Year U.S. Treasury Index)	1.75	5.43%	2.84%	1.16%	1.50%
Difference	-	+0.17%	+0.41%	+0.63%	+0.37%

Portfolio Yield at Cost



Annual Interest Earnings



Performance and interest earnings on trade-date basis, gross of PFAM fees. Excludes funds invested in LAIF. Index data provided by Bloomberg Financial Markets.

- Recession probabilities have been slowly rising as the uncertainty from domestic policy clouds the economic outlook
- Average tariff rate at historically high levels; negotiations of agreements with trading partners remain a focus
- Fed willing to stay patient but aware of risks
- Key factors in City's investment strategy:
 - Maintain broad diversification
 - Continue to coordinate cash flow needs with City
 - Continue to utilize disciplined approach emphasizing risk management



Disclaimer

The views expressed within this material constitute the perspective and judgment of U.S. Bancorp Asset Management, Inc. at the time of distribution and are subject to change. Any forecast, projection, or prediction of the market, the economy, economic trends, and equity or fixed-income markets are based upon current opinion as of the date of issue and are also subject to change. Opinions and data presented are not necessarily indicative of future events or expected performance. Information contained herein is based on data obtained from recognized statistical services, issuer reports or communications, or other sources, believed to be reliable. No representation is made as to its accuracy or completeness.

PFM Asset Management serves clients in the public sector and is a division of U.S. Bancorp Asset Management, Inc., which is the legal entity providing investment advisory services. U.S. Bancorp Asset Management, Inc. is a registered investment adviser, a direct subsidiary of U.S. Bank N.A. and an indirect subsidiary of U.S. Bancorp. U.S. Bank N.A. is not responsible for and does not guarantee the products, services, or performance of U.S. Bancorp Asset Management, Inc.

NOT FDIC INSURED : NO BANK GUARANTEE : MAY LOSE VALUE





April 28, 2025

Memorandum

To: Dan Buffalo, Finance Director
Members of the Investment Oversight Committee
City of Ukiah

From: Monique Spyke, Managing Director
Allison Kaune, Relationship Manager
PFM Asset Management

RE: 2025 Investment Policy Review

At your request, we reviewed the City of Ukiah's ("City") Investment Policy ("Policy") dated July 2024, as part of the City's annual review process.

This year we are recommending no changes to the Policy. As written, the Policy follows the applicable California Government Code ("Code") sections regulating the investment of public funds. Furthermore, since the Policy's review last year, there have been no relevant Code changes that would prompt a Policy change.

Please let us know if you have any questions.

CITY OF UKIAH
STATEMENT OF INVESTMENT POLICY
July 17, 2024

I. PURPOSE

The purpose of this document is to establish and organize investment policies, which will govern the investment activities of the City of Ukiah.

II. SCOPE

This investment policy covers all the City's surplus funds and investments (except retirement funds and bond proceeds) and investment activities under the direction of the City. Investment of bond proceeds will be governed by the provisions of relevant bond documents.

The investment policies of the City of Ukiah are based on state law and prudent money management practices. All funds will be invested in accordance with this Investment Policy and applicable California Government Codes, including § 53601 et seq.

III. OBJECTIVES

The primary objectives of the City, in order of priority, shall be:

- 1) **Safety:** Safety of principal is the foremost objective of the investment program. Investments of the City shall be undertaken in a manner that seeks to ensure preservation of capital in the portfolio.
- 2) **Liquidity:** The investment portfolio of the City will remain sufficiently liquid to enable the City to meet its cash flow requirements.
- 3) **Yield:** The investment strategy of the City shall be to earn a reasonable investment return, considering current market conditions, and within the parameters set forth by priorities (1) and (2) above.

An adequate percentage of the portfolio shall be maintained in liquid, short-term securities that can be converted into cash if necessary to meet forecasted disbursement requirements. The portfolio shall also be appropriately diversified to avoid unreasonable and avoidable risks regarding specific security types or individual financial institutions.

IV. POLICIES

1. **Public Funds:** It is the policy of the City of Ukiah to invest public funds in a manner which will provide the maximum safety and liquidity, while earning an investment return consistent with the objectives and parameters set forth by this policy.
2. **Prudent Investor Standard:** Ukiah operates its investments program under the

Prudent Investor Standard, which states that the governing body of the local agency or the persons authorized to make investment decisions on behalf of the local agency are trustees, and, therefore, subject to the Prudent Investor Standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency.

3. **Management Responsibilities:** Management responsibility for the investment program is delegated, for a one-year period, subject to annual review and delegation, to the City Treasurer. The City Treasurer may further delegate day-to-day management of the investment program to a professional external investment advisor.
4. **Internal Controls:** A system of internal controls shall be established and documented in writing by the Finance Director. The controls shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation of third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of the City of Ukiah. Controls deemed most important include: minimization of opportunities for collusion, separation of duties, separation of transaction authority from accounting and recordkeeping, avoidance of bearer-form securities, specific limitations regarding securities losses and remedial actions, written confirmation of all transactions, minimizing the number of authorized investment officials, documentation of transactions and strategies, and proper review and approval of brokerage accounts and investment transactions.
5. **Safekeeping, Custody, and Delivery:** The City's investments shall be held in safekeeping, in the name of the City of Ukiah, by a third party custodian bank. Investment transactions shall be executed and settled using the "delivery vs. payment" method.
6. **Reporting:** The Finance Director shall review and have available monthly reports in the Finance Department, and available for public review, which shall include type of investment, issuer, purchase and maturity dates, rating, purchase price, par, current market value as of the date of the report and the source of this valuation, and yield to maturity. These reports shall include a list of all transactions during the past month.

The Investment Advisor will also deliver periodic market updates and portfolio reviews to the Finance Director. The Finance Director will deliver investment reports to the Investment Oversight Committee and City Council.

The Oversight Committee will meet at least once annually in order to conduct a

comprehensive review of the investment activities of the City so as to ensure that regulations are being adhered to and that strategies are being followed.

7. **Conflict of Interest:** In accordance with California Government Code sections 1090, et seq. and 87100, et seq., officers and employees of the City will refrain from any activity that could conflict with the proper execution of the investment program or which could impair their ability to make impartial investment decisions. All investment personnel shall comply with the reporting requirements of the Political Reform Act, to include the annual filing of Statements of Economic Interest.
8. **Return on Investment:** The City's investment portfolio shall be designed to attain a market-average rate of return through economic cycles. The Investment Oversight Committee will measure the portfolio against an appropriate benchmark.
9. **Annual Review of Policy:** The Investment Advisor shall review the Investment Policy annually and provide the City Manager and Finance Director with recommendations if any are needed. The Finance Director will present the Policy, and any recommended changes, to the Investment Oversight Committee and City Council. City Council will review the Policy and recommended changes at a public meeting.

V. AUTHORIZED INVESTMENTS

Generally, investments shall be made in the context of the Prudent Investor Standard. The City is further governed by applicable California Government Codes, including sections 53600 and 53601 et seq. Within the context of these regulations, the following investments are authorized, and further limited herein:

- (a) **Ukiah Bonds:** Bonds issued by the City of Ukiah, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the City or by a department, board, agency, or authority of the City.
- (b) **U.S. Treasury Obligations:** United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the full faith and credit of the United States are pledged for payment of principal and interest.
- (c) **California State Obligations:** Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state.
- (d) **Non-California State Obligations:** Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49

United States in addition to California.

- (e) **Local Agency Obligations:** Bonds, notes, warrants, or other certificates of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state.
- (f) **Federal Agency or Government Sponsored Enterprise Obligations:** Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by Federal Agencies or United States Government Sponsored Enterprises.
- (g) **Bankers' Acceptances:** Bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers' acceptances may not exceed 180 days maturity or 40% of the portfolio, and no more than 5% of the portfolio may be invested in the banker's acceptance of any one commercial bank.
- (h) **Commercial Paper:** Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2):
 - (1) The entity meets the following criteria: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated in a rating category of "A" or its equivalent or higher by an NRSRO.
 - (2) The entity meets the following criteria: (a) is organized within the United States as a special purpose corporation, trust, or limited liability company; (b) has program-wide credit enhancements, including, but not limited to, over collateralization, letters of credit or surety bond; and (c) has commercial paper that is rated "A-1" or higher, or the equivalent, by an NRSRO.

Eligible commercial paper shall have a maximum maturity of 270 days. Purchases of commercial paper may not exceed 25% of the City's portfolio. No more than 5% of the portfolio may be invested in commercial paper of any one institution.

- (i) **Negotiable Certificates of Deposit:** Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a state or federal savings and loan association, or a federally-licensed or state-licensed branch of a foreign bank provided that the senior debt obligations of the issuing institution are rated in a rating category of "A"(long-term) or its equivalent or better or A-1 (short-term) or its equivalent or better by an NRSRO. Purchases of negotiable certificates of deposit may not exceed 30% of the portfolio, and no more than 5% of the City's portfolio may be invested in any one financial institution.

- (j) **Repurchase Agreements:** The City may invest in repurchase agreements with banks and dealers with which the City has entered into a master repurchase agreement. The maturity of repurchase agreements shall not exceed 365 days. The market value of securities used as collateral for repurchase agreements shall be valued at 102% or greater of the funds borrowed against those securities at all times and shall be monitored daily by the investment staff. In order to conform with provisions of the Federal Bankruptcy Code, which provide for the liquidation of securities held as collateral for repurchase agreements, the only securities acceptable as collateral shall be direct obligations of the United States or any agency of the United States as described in §V of this policy.

In addition, the City may enter into repurchase agreements only with “primary dealers” as designated by the Federal Reserve Bank of New York. All securities underlying Repurchase Agreements must be delivered to the City’s custodian bank (delivery vs. payment) or be handled under a properly executed “tri-party” repurchase agreement. The market value must be recalculated each time there is a substitution of collateral. The City or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to Repurchase Agreement.

- (k) **Reverse Repurchase Agreements:** The City may invest in reverse repurchase agreements only with “primary dealers” with which the City has entered into a master repurchase agreement contract. The City may invest in reverse repurchase agreements with the following conditions:

Reverse repurchase agreements may be used only after prior approval of the City Council. The City may only use reverse repurchase agreements to (1) cover a temporary cash shortage, or (2) augment earnings. Reverse repos may not be used to leverage the portfolio. In addition:

If a reverse repurchase agreement is authorized, it may be utilized only if the security to be sold on a reverse repurchase agreement has been owned and fully paid for by the City for a minimum of 30 days prior to the sale; the total of all reverse repurchase agreements on investments owned by the City does not exceed 20% of the portfolio; and the agreement does not exceed a term of 92 days, unless the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of the security using a reverse repurchase agreement and the final maturity date of the same security. The proceeds of the reverse repurchase agreement may not be invested in securities whose maturity exceeds the term of the reverse repurchase agreement.

- (l) **Medium-term Notes:** The City may invest in all corporate and depository institution debt securities with a maximum remaining maturity of five year or less, issued by corporations organized and operating within the United States, or by depository

institutions licensed in the United States or any state and operating within the United States. Notes eligible for investment shall be rated in a rating category of “A” or its equivalent or better by an NRSRO. Purchase of corporate notes may not exceed 30% of the portfolio, and no more than 5% of the corporate notes in the portfolio may be invested in the same corporation.

- (m) **Money Market Funds:** Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as authorized by California Government Code section 53601 subdivisions (a) to (k), inclusive, and subdivisions (m) to (q), inclusive and that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940. To be eligible for investment these companies shall either: (i) attain the highest ranking or highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations, or (ii) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000). The purchase price of shares of beneficial interest purchased shall not include any commission that these companies may charge and shall not exceed 20% of the City’s portfolio.
- (n) **Local Agency Investment Fund:** The City may invest in the Local Agency Investment Fund (LAIF) established by the State Treasurer for the benefit of local agencies under §16429.1 of the Government Code. The maximum balance that can be held in the fund is the maximum amount permitted by LAIF’s Local Investment Advisory Board.
- (o) **Time Deposits:** The City may invest in non-negotiable time deposits that are FDIC insured or fully collateralized in financial institutions located in California, including U.S. branches of foreign banks licensed to do business in California. To be eligible to receive local agency deposits, a financial institution must receive a minimum overall “satisfactory rating” for meeting the credit needs of California Communities in its most recent evaluation. All time deposits must be collateralized in accordance with the California Government Code § 53650, et seq. Since time deposits are not liquid, no more than 25% of the cost value of the portfolio may be invested in this category.
- (p) **Mortgage-Backed and Asset-Backed Securities:** Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond. For securities eligible for investment under this subdivision not issued or guaranteed by an agency or issuer identified in subdivision (b) or (f) of this Policy section, the following limitations apply: (1) the security shall be rated in a rating category of “AA” or equivalent or higher by an NRSRO and have a maximum remaining maturity of five years or less. (2)

Purchase of securities authorized by this subdivision may not exceed 20% of the agency's surplus money that may be invested pursuant to this section.

- (q) **Local Government Investment Pools (LGIPs).** Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 that invests in the securities and obligations authorized in California Government Code section 53601 subdivisions (a) to (r), inclusive. Each share shall represent an equal proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria: (1) The adviser is registered or exempt from registration with the Securities and exchange Commission. (2) The adviser has not less than five years of experience investing in the securities and obligations authorized in subdivisions (a) to (q), inclusive. (3) The adviser has assets under management in excess of five hundred million dollars (\$500,000,000).
- (r) **Supranational Debt.** United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and shall not exceed 30% of the portfolio.

Credit criteria listed in this section refers to the credit quality of the issuing organization at the time the security is purchased. The maturity limits are applied at the time of purchase. A security purchased in accordance with this Policy shall not have a forward settlement date exceeding 45 days from the time of investment.

VI. INELIGIBLE INVESTMENTS

The City may only invest in those obligations authorized by this policy. The City shall not invest any funds in inverse floaters, range notes, or interest-only strips that are derived from a pool of mortgages, or in any security that could result in zero interest accrual if held to maturity. However, the City may hold prohibited investments until their maturity dates.

Notwithstanding the prohibition in the above paragraph, the City may invest in securities issued by, or backed by, the United States government that could result in zero- or negative-interest accrual if held to maturity, in the event of, and for the duration of, a period of negative market interest rates. The City may hold these instruments until their maturity dates. This paragraph shall remain in effect only until January 1, 2026, and as of that date is repealed.

For purposes of the investment of idle City funds, the City shall not purchase securities or other investment instruments by firms explicitly and directly involved with the extraction and/or refinement of fossil fuel products (defined as follows: Fossil fuels are

non-renewable energy sources, including coal, oil, and natural gas, formed from ancient organic matter that is extracted from the Earth's crust and burned as fuel). Any investments currently held in the portfolio shall be sold when determined to be financially prudent to do so, negating any recognized or realized losses related to those specific investments.

VII. PORTFOLIO LIMITS AND DIVERSIFICATION

1. **Maximum Investment Maturity:** Unless otherwise noted within this investment policy, the City may not invest in a security with a maturity that exceeds five years from the date of purchase. For purposes of compliance with this Policy, an investment's term or remaining maturity shall be measured from the settlement date to final maturity. Investments which exceed five years in maturity require authority granted by City Council before purchase. Written authority of the City Council must be granted specifically or as part of an investment program no less than three months prior to the date of purchase.
2. **Maximum Weighted Average Maturity:** The maximum weighted average maturity of the City's investment portfolio shall not exceed 3 years to control overall exposure to interest rate risk.
3. **Diversification:** With the exception of obligations of the United States Government and its Agencies and authorized investment pools, no more than 10% of the portfolio may be invested in the securities of any single issuer, regardless of sector. For certain investment types, a 5% issuer limit is imposed and is stated in the investment description in the Authorized Investment section.

Adopted on the 17th day of July, 2024, by the Ukiah City Council.

**CITY OF UKIAH
CITY COUNCIL MINUTES
Regular Meeting
CIVIC CENTER COUNCIL CHAMBERS
300 Seminary Avenue, Ukiah, CA 95482
Virtual Meeting Link: <https://us06web.zoom.us/j/84232575010>**

**May 7, 2025
5:15 p.m.**

1. ROLL CALL

Ukiah City Council met at a Regular Meeting on May 7, 2025, having been legally noticed on May 2, 2025. The meeting was held in person and virtually at the following link: <https://us06web.zoom.us/j/84232575010>. Mayor Crane called the meeting to order at 5:17 p.m. Roll was taken with the following **Councilmembers Present:** Mari Rodin, Heather Criss, Juan V. Orozco, and Douglas, F. Crane. **Councilmember Absent by Prearrangement:** Susan Sher. **Staff Present:** Sage Sangiacomo, City Manager; David Rapport, City Attorney; and Kristine Lawler, City Clerk.

MAYOR CRANE PRESIDING.

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Crane.

3. AB 2449 NOTIFICATIONS AND CONSIDERATIONS

Clerk stated that there were no notifications.

4. PROCLAMATIONS/INTRODUCTIONS/PRESENTATIONS

a. Proclamation of the City of Ukiah Recognizing May as Asian American and Pacific Islander Heritage Month.

Presenter: Councilmember Rodin.

Proclamation was received by Jin Jr Shi, Instilling Goodness and Developing Virtue School.

b. Proclamation Recognizing May 18th - 24th as Emergency Medical Services (EMS) Week in the City of Ukiah.

Presenter: Councilmember Criss.

No public comment was received.

Proclamation was received by the Fire Department Team Members.

c. Proclamation Recognizing May 11th – 17th as Police Week in the City of Ukiah.

Presenter: Councilmember Orozco.

Proclamation was received by Tom Corning, Police Chief and Police Department Team Members.

RECESS: 5:36 – 5:46 P.M.

5. **PETITIONS AND COMMUNICATIONS**

City Clerk, Kristine Lawler, stated that all communications had been distributed.

6. **APPROVAL OF MINUTES**

a. **Approval of the Minutes for the April 16, 2025, Special Meeting.**

b. **Approval of the Minutes for the April 16, 2025, Regular Meeting.**

Motion/Second: Orozco/Criss to approve the Special and Regular meeting minutes of April 16, 2025, as submitted. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

7. **RIGHT TO APPEAL DECISION**

Mayor Crane read the right to appeal decision.

8. **CONSENT CALENDAR**

a. Report of Disbursements for the Month of March 2025 – *Finance*.

b. Consideration of Adoption of Resolution (2025-17) Approving Record Destruction for Outdated Records from the Payroll Division, City Manager's Office, Electric Utility, and Fire Department – *City Clerk*.

c. Annual Report on Mobilehome Park Stabilization Fees and Activities, Adoption of Resolution (2025-18) Updating Program Costs, and Approval to Waive Fees for the FY 2024-25 – *City Clerk*.

d. Notification of Purchase of Services (PO 48814; 2425-213) from National Aquatic Services in the Amount of \$60,590 for Installation of Municipal Pool Filters – *Community Services*.

e. Approval of Five (5) Year Agreement (2425-214) with Fishbowl Inventory for Inventory Maintenance and Warehouse Management Software for a Total of \$82,071.59, and Approve Corresponding Budget Amendment – *Finance*.

f. Approve Plans and Specifications for Corporation Yard Monitoring Well Abandonment Project – *Public Works*.

g. Approval of Financial Contribution in the Amount of \$84,000 to the Inland Water and Power Commission for Consulting and Legal Services Related to the Potter Valley Project, and Approve Corresponding Budget Amendment – *Water Resources*.

h. Consider Adoption of Resolution (2025-19) Approving the Grant of Funds from the State Coastal Conservancy for the Construction of Phase 4 of the Great Redwood Trail, and Approve Corresponding Budget Amendments – *Public Works*.

i. Receive Annual Report Regarding the City of Ukiah's Electric Utility Wildfire Mitigation Plan in Response to Senate Bill 901 – *Electric Utility*.

Motion/Second: Criss/Rodin to approve Consent Calendar Items 8a-8i, as submitted. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

9. **AUDIENCE COMMENTS ON NON-AGENDA ITEMS**

No public comments were received.

10. COUNCIL REPORTS

Presenter: Councilmember Rodin.

11. CITY MANAGER/CITY CLERK REPORTS

Presenters: Sage Sangiacomo, City Manager; and

- **State's Fire Hazard Severity Zone Update** – Sage Sangiacomo, City Manager.
- **Construction Update** – Tim Eriksen, Public Works Director / City Engineer.

12. PUBLIC HEARINGS (5:30 PM)

No public hearings scheduled.

13. UNFINISHED BUSINESS

a. Status Report on Emergency Contract with Diamond D Construction, LLC for the Emergency Repair of the Western Hills Mudslide at the City Water Tank (Pressure Zone 1-North, or PZ1-N) and Request for Authorization to Continue Work Under This Emergency Contract.

Presenter: Sean White, Water Resources Director.

No public comment was received.

Motion/Second: Rodin/Criss to receive report and approve the continued work on the emergency contract (PO 48757) with Diamond D Construction for the emergency repair of the Western Hills mudslide at the City water tank PZ1-N. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

b. Consider Resolution to Adopt an Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program for the Development of an Additional Municipal Well.

Presenter: Sean White, Water Resources Director.

No public comment was received.

Motion/Second: Criss/Orozco to adopt a resolution (2025-20) to adopt an Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program for development of an additional municipal Well. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

14. NEW BUSINESS

a. Authorize the City Manager to Negotiate and Execute a Purchase Agreement for One Parcel, APN 167-280-15, Located at 1 Carousel Lane, and Adopt Resolution Approving the Purchase of Real Property Located at 1 Carousel Lane for the City of Ukiah Corporation Yard; Find the Project Categorically Exempt from the California Environmental Quality Act Pursuant to CEQA Guidelines Section 15301 (Existing Facilities); and Approve Corresponding Budget Amendment.

Presenter: Shannon Riley, Deputy City Manager.

No public comment was received.

Motion/Second: Rodin/Criss to adopt resolution (2025-21) approving the purchase of real property located at 1 Carousel Lane for the City of Ukiah Corporation Yard; and find the project Categorically Exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15301

(Existing Facilities). Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

Motion/Second: Rodin/Criss to authorize the City Manager to negotiate and execute a Purchase Agreement (2425-215) for one parcel, APN 167-280-15, located at 1 Carousel Lane. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

Motion/Second: Criss/Rodin to approve corresponding budget amendment. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

The City Manager Sangiacomo re-stated the three motions for clarity of the record.

b. Discussion and Possible Action Regarding the Cancellation of August 6, 2025, and January 7, 2026, Regular City Council Meetings, with the Option for the Mayor and/or City Manager to Call for a Special Meeting on an Alternate Date if Time-Sensitive Business Arises.

Presenter: Sage Sangiacomo, City Manager.

No public comment was received.

Motion/Second: Rodin/Criss to approve the cancellation of the August 6, 2025, and January 7, 2026, Regular City Council Meetings, with the option for the Mayor and/or City Manager to call for a special meeting on an alternate date if time-sensitive business arises. Motion **carried** by the following roll call votes: AYES: Rodin, Criss, Orozco, and Crane. NOES: None. ABSENT: Sher. ABSTAIN: None.

c. Receive Updates on City Council Committee and Ad Hoc Assignments and, if Necessary, Consider Modifications to Assignments and/or the Creation/Elimination of Ad hoc(s).

Presenter: Sage Sangiacomo, City Manager.

Council Consensus confirms and recognizes that the talks with the County regarding the LAFCo application for annexation that falls under the meet and confer for the Master Tax Sharing and Annexation agreement, is continued work of the "Advance Planning & Policy for Annexation Applications Ad Hoc," with Mayor Crane and Councilmember Rodin serving.

15. CLOSED SESSION

a. Conference with Legal Counsel – Anticipated Litigation

(Government Code Section 54956.9(d)(4))

Initiation of litigation (5 cases)

b. Conference with Legal Counsel – Existing Litigation

(Government Code Section 54956.9(d)(1))

Name of case: Vichy Springs Resort v. City of Ukiah, Et Al; Case No. SCUk-CVPT-2018-70200

c. Conference with Legal Counsel – Existing Litigation

(Government Code Section 54956.9(d)(1))

Name of case: Vichy Springs Resort, Inc v. City of Ukiah, et al.; Case No. 24-cv-07106-JSC

d. Conference with Legal Counsel – Existing Litigation

(Government Code Section 54956.9(d)(1))

Name of case: Russian River Keepers et al. v. City of Ukiah, Case No. SCUJ-CVPT-20-74612

e. Conference Involving a Joint Powers Agency (Inland Water and Power Commission)

City representative on IWPC Board (Mari Rodin)

Discussion will concern: (Conference with Real Property Negotiators (Gov't Code §54956.8)

Property: PG&E Potter Valley Project;

Agency Negotiators: Scott Shapiro, Janet Pauli.

Negotiating Parties: IWPC and PG&E

Under Negotiation: Price and Terms)

f. Conference with Real Property Negotiators

(Cal. Gov't Code Section 54956.8)

Property: APN No: 167-280-15-00

Negotiator: Shannon Riley, Deputy City Manager

Negotiation Party: AE Carousel, LP

Under Negotiation: Price & Terms of Payment

g. Conference with Real Property Negotiators

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 184-080-37;184-080-36; 184-090-01; 184-090-07; 184-090-06; 184-100-04

Negotiator: Sage Sangiacomo, City Manager

Negotiating Parties: Henry's Original

Under Negotiation: Price & Terms of Payment

h. Conference with Labor Negotiator (54957.6)

Agency Designated Representative: Sage Sangiacomo, City Manager

Employee Organizations: All bargaining units

Unrepresented Employee: Police Chief

No Closed Session was held.

16. ADJOURNMENT

There being no further business, the meeting adjourned at 6:20 p.m.

Kristine Lawler, CMC/CPMC



AGENDA SUMMARY REPORT

SUBJECT: Approval of Contract Amendment to the Existing Three-Year Contract with Evergreen Job and Safety Training in the Amount of \$90,588.00 to Provide Job and Safety Training for Electric Utility Employees.

DEPARTMENT: Electric Utility

PREPARED BY: Diann Lucchetti, Administrative Secretary

PRESENTER: Cindy Sauers, Electric Utility Director

ATTACHMENTS:

1. Ukiah - 2025 - 3 year Proposal

Summary: The Council will consider approving an amendment to the existing contract with Evergreen Job and Safety Training for an additional three years in the amount of \$90,588.00.

Background: To maintain compliance with California Title 8 High Voltage Electrical Safety Orders, the City is required to provide comprehensive operational and safety training for the Electric Utility field crews. This training is not only a regulatory requirement, but a critical investment in preventing serious injuries and operational disruptions.

The proposed training program consists of twelve (12) targeted sessions annually, addressing core safety and operational topics such as: electrical theory, emergency rescue procedures, protective equipment use, fall protection, live line tool handling, transformer safety, and equipment protection. Each session is designed to directly reduce on-the-job hazards while improving efficiency and ensuring that Staff are fully prepared to respond to emergencies and perform their duties safely.

Discussion: In Ukiah, resources for comprehensive electric utility safety training - especially programs that cover a broad spectrum of required topics - are limited. Prior to the original contract award, Staff conducted extensive research, including outreach to other municipal electric utilities, to better understand how they meet these training mandates. Several vendors were identified and evaluated; however, many were unable to deliver the full range of required curriculum or did not offer on-site instruction, which is essential for relevance and effectiveness.

Evergreen Job and Safety Training was selected through that thorough process several years ago, and has since proven to be a capable and reliable provider. Their training covers all mandated topics and aligns well with the needs of our operations. Monthly refresher sessions help maintain a high level of safety awareness among our employees, who routinely work around high-voltage systems in dynamic and potentially hazardous environments.

To continue this critical safety program without disruption, an addendum to the existing agreement is proposed. The contractor has submitted a three-year pricing structure as follows: \$2,467.00 per month for Year 1, with modest 2% annual increases in Years 2 and 3—bringing the monthly costs to \$2,516.00 and \$2,566.00 respectively. This results in annual totals of \$29,604.00 in Year 1, \$30,192.00 in Year 2, and \$30,792.00 in Year 3, for a total not-to-exceed contract amount of \$90,588.00 over the three-year period. The proposal has been reviewed by Staff and is deemed reasonable and appropriate. A copy is included as Attachment 1.

Staff recommends Council approve a three-year contract for Job and Safety Training be awarded to Evergreen Job and Safety Training for the amount of \$90,588.00. Funds for the first year have been budgeted and are available in FY2025/2026 in account 80026110.52100. Years two and three will be subject to budget approval in future fiscal years.

Recommended Action: Approve an amendment to the existing contract with Evergreen Job and Safety Training for an additional three years in the amount of \$90,588.00 to provide job and safety training for Electric Utility Employees.

BUDGET AMENDMENT REQUIRED: No

CURRENT BUDGET AMOUNT: 80026110.52100: \$30,000 (Subject to Council's adoption of 25/26 Fiscal Year Budget)

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: Electric Fund

REVENUE: Yes / No ☒ **GRANT:** Yes / No ☒

PREVIOUS CONTRACT/PURCHASE ORDER NO.: 2122246

COORDINATED WITH: Dan Quarles, Electric Superintendent; Myles Fisette, Purchasing Manager

STRATEGIC PLAN (SP): SP 5A - Promote the core values that are embedded in the operational culture of the organization.

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP):

Approved: 
Sage Sangiacomo, City Manager



Evergreen Job & Safety Training, Inc.

1352 Palmerston Loop
 Roseville, CA 95678
 Office: (916) 742-1811
 Fax: (916) 742-1852
evergreenjobandsafety@gmail.com

City of Ukiah
 Electric Department
 1320 Airport Rd.
 Ukiah, CA 95482

April 30, 2025

Re: Contract Proposal: July 1, 2025 – June 30, 2028 – 3 Year Term

To Whom It May Concern,

I appreciate the opportunity to present you with this proposal. As your training instructor, I will be dedicated to providing you with the best possible service to meet the specific needs of the City of Ukiah Electric Department. This proposal is based on 12 programs per year, with a price per meeting of \$2,467.00 for year one, with a 2% increase for year two at \$2,516.00 per meeting and a 2% increase for year three at 2,566.00 per meeting. The fee for all three years combined would be \$90,588.00 in total.

Year One:	\$2,467.00 per meeting	(12 meetings)
Year Two:	\$2,516.00 per meeting	(12 meetings)
Year Three:	\$2,566.00 per meeting	(12 meetings)

Total fees for 3-year term of contract: \$90,588.00

This proposal includes all of my expenses, including but not limited to; administration, record keeping, program development, travel, lodging and meals. Certain additional training materials, such as CPR/First Aid and Traffic Control materials will be billed to you at my cost. I will discuss the cost of these materials prior to supplying any of them to your employees.

If this proposal meets your approval, I will proceed with addressing any additional contract requirements you have, in addition to providing you a course schedule for upcoming year. This proposal is a firm, irrevocable offer 90 days. Furthermore, I will comply with the insurance requirements for the City of Ukiah. I look forward to serving you in this capacity. Please contact me if you have any questions.

Sincerely,
Jesse Langslet
 Jesse Langslet
 Owner/Instructor



AGENDA SUMMARY REPORT

SUBJECT: Approval for the Purchase of the Schneider Electric UPS InRow Cooling System Replacement for the Civic Server Data Center from The REDESIGN Group in the Amount of \$76,014.57.

DEPARTMENT: Information Services
PREPARED BY: Scott Shaver, I.T. Manager, Mary Horger, Financial Services Manager, Myles Fisette, Purchasing Manager, Ryan Burkhart, IT Manager
PRESENTER: Ryan Burkhart, IT Manager, and Scott Shaver, IT Manager/Special Projects

ATTACHMENTS:

1. City of Ukiah - UPS Quote - Option 1 - 5.8.25

Summary: Council will consider approving the purchase of a Schneider Electric UPS InRow Cooling System Replacement for the Civic Server Data Center from The REDESIGN Group in the Amount of \$76,014.57.

Background: The City of Ukiah's InRow cooling system has reached the end of its service life and is unsupported. This InRow system is placed within the component racks, efficiently cooling the air and directing it to the front of the components. These components pull the air through the chassis and exhaust it to the rear of the rack. One of Schneider Electric's oldest models, it fails to provide adequate cooling if the additional Split Unit also used for cooling fails. Replacing this system is essential for maintaining temperature control in the room housing critical network infrastructure like servers, switches, routers, and battery backup systems.

Discussion: The City of Ukiah relies significantly on the temperature-controlled environment of our Data Center. Without maintaining the proper temperatures, including during outages and failures, the electronic equipment will overheat and begin to shut down. The new InRow replacement is more efficient and suitable for our room application. Please refer to Attachment 1 for a copy of the equipment quote.

The hardware being purchased is the direct replacement recommended by the manufacturer to ensure compatibility and maintain system integrity. This purchase aligns with the manufacturer's specifications and is necessary to support ongoing operations.

The labor portion of the project is currently out to bid, and staff anticipates bringing a recommendation for award of the installation contract to the City Council on June 4. However, to avoid potential delays in procurement and to secure current pricing and availability of the equipment, staff recommends proceeding with the equipment purchase at this time.

Staff recommends Council approve the purchase of a Schneider Electric UPS InRow Cooling System Replacement for the Civic Server Data Center from The REDESIGN Group in the amount of \$76,014.57.

Recommended Action: Approve the purchase of the Schneider Electric UPS InRow Cooling System replacement for the Civic Server Data Center from The REDESIGN Group in the amount of \$76,014.57.

BUDGET AMENDMENT REQUIRED: No

CURRENT BUDGET AMOUNT: 20913900.80100.18424: \$85,000

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: IT Fund reserves

REVENUE: No **GRANT:** No

PREVIOUS CONTRACT/PURCHASE ORDER NO.:

COORDINATED WITH: Myles Fisette, Purchasing Manager; Mary Horger, Financial Services Manager; Scott Shaver, IT Manager/Special Projects; Ryan Burkhardt, IT Manager

STRATEGIC PLAN (SP):

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP):

Approved:


Sage Sangiacomo, City Manager

UPS Replacement - Option 1

City of Ukiah

by

Sarah Reynolds
Senior Account Manager and Team Lead
The [RE]DESIGN Group
sreynolds@redesign-group.com

for

Scott Shaver
City of Ukiah
sshaver@cityofukiah.com

UPS Replacement - Option 1

Description		Price	Qty	Ext. Price
BUILD	UPS Replacement	\$69,843.00	1	\$69,843.00
AR8580	Cable Trough, Open Bottom, 300mm		2	
ACAC10005	InRow Bridge Partition, Data Cable 300 MM		2	
ACRD100	InRow RD, 300mm, Air Cooled, 208-230V, 60Hz		2	
AP9325	Leak Sensor - 6.1 m (20 ft) w/ interface cable		2	
ACAC75009	"Flooded Receiver 17lb, R410A, 6" Diameter, 18" Length"		2	
ACAC10022	"Isolation Valve Assemblies, 1/2" ODF"		2	
ACCD75214	Condenser 1 Fan, Single Circuit, 2.4 MBH/1F TD, 208-240V/1/60		2	
WSTRTUP5X8-AX-15	Start-up Service 5X8 for In Row ACRD Half Rack 10KW		2	
WASSEM5X8-AX-15	Scheduled Assembly Service 5X8 for InRow RD10 kW Water/Glycol and Air cooled		2	
WUPGEAA-AX-00	1 Yr EAA Prevent Svc Upgrade to FW or Existing Svc Plan for -1 In Row Cooling Unit		2	
			Subtotal:	\$69,843.00

UPS Replacement - Option 1



Prepared by:
The [RE]DESIGN Group
Sarah Reynolds
405.831.8395
sreynolds@redesign-group.com

Prepared for:
City of Ukiah

Scott Shaver
sshaver@cityofukiah.com

Quote Information:
Quote #: 009395
Version: 1
Delivery Date: 05/08/2025
Expiration Date: 06/07/2025

Quote Summary

Description	Amount
UPS Replacement - Option 1	\$69,843.00
	Subtotal: \$69,843.00
	Estimated Taxes: \$6,198.57
	Total: \$76,014.57

Acceptance and Incorporation by Reference

Acceptance of this Quote is binding and the above item(s) will be purchased in reliance thereon. All sales are final. Payment Terms are Net 30. After orders are placed, a final invoice will be provided that shall include all applicable taxes and shipping charges not included herein.

This Order together with the Master Services Agreement and Service Attachments and other terms and conditions identified on Exhibit A, all of which are incorporated herein by reference (collectively, the "Agreement") is between REDESIGN Group (sometimes referred to as "we," "us," "our," or "Provider"), and the customer found on the signature block at the end of this Order (sometimes referred to as "you," "your," or "Client"). This Agreement is effective as of the date both parties have signed below (the "Effective Date"). Both Provider and Client are sometimes referred to individually as a "Party", or together as the "Parties". Any capitalized terms in this Order not directly defined are referred to in the applicable document identified on Exhibit A of this Order. If there is a conflict between this Order, the Master Services Agreement, any Service Attachment, or Exhibit, this Order will control.

By signing or accepting this Order, Client acknowledges, represents, and warrants that it has read and agrees to the terms and conditions identified on Exhibit A to this Order which are incorporated as if fully set forth herein.

The parties hereby agree that electronic signatures to this Order shall be relied upon and will bind them to the obligations stated herein. Each party hereby warrants and represents that it has the express authority to execute this Agreement(s). This Order supersedes all prior negotiations, proposals, orders, agreements and communications between the parties regarding Provider's Services.

Provider may make changes to the Agreement at any time. If there are changes, Provider will revise the date at the top of the document. Provider may or may not provide Client with additional notice regarding such changes. Client should review the terms and conditions regularly. Unless otherwise noted, the amended terms and conditions will be effective immediately, and your continued use of the Services thereafter constitute your acceptance of the changes. If you do not agree to the amended terms and conditions, you must stop using the Services immediately. Please note, you may incur a termination fee or other third-party fees, if applicable. You may access the current version of the terms and conditions at any time by visiting <http://redesign-group.com/legal>.

The parties, acting through their authorized officers, hereby execute this Agreement.

Is a PO Required?

☐ Yes - PO# _____ ☐ No

Signature: _____

Name: _____

Title: _____

Date: _____

Signature: _____

Name: _____

Title: _____

Date: _____

Exhibit A

Agreement	Description
Master Services Agreement	General terms and conditions applicable to all Provider products and services
Services Attachment for Managed Services	Core managed services including monitoring, remote management, and help-desk
Data Processing Agreement	Data security and privacy agreement including statutorily required terms
Service Level Objectives	Targeted response times by tier of severity
Schedule of Services	Description of managed services offered by Provider
Schedule of 3rd Party Services	Notice of third-party services and waiver of claims

The Future Belongs to the Curious

redesign-group.com



AGENDA SUMMARY REPORT

SUBJECT: Authorization for the City Manager to Terminate Existing Contract with Pioneer Law Group and Negotiate and Execute a Contract for Specialty Legal Services with Matarazzo Law, APC.

DEPARTMENT: City Attorney

PREPARED BY: Darcy Vaughn, Assistant City Attorney, David Rapport, City Attorney

PRESENTER: Darcy Vaughn, Assistant City Attorney

ATTACHMENTS:

1. Pioneer Law Group 2020-09-09
2. Pioneer Law Group 2020-06-04

Summary: Council will consider authorizing the City Manager to terminate the existing contract with Pioneer Law Group, and to negotiate and execute a contract for specialty legal services with Matarazzo Law, APC.

Background: On June 17, 2020, the City Council voted to enter into an agreement with Pioneer Law Group to utilize the services of Andrea Matarazzo for specialized legal services concerning the California Environmental Quality Act ("CEQA"). That agreement was amended September 9, 2020, (Attachment 1, with the original June 4, 2020, engagement letter attached hereto as Attachment 2). At that time, the City had pending before it certification of the Environmental Impact Report for the landfill closure and post-closure maintenance plan, an application pending before the Local Agency Formation Commission ("LAFCo") to detach the Ukiah Valley Sanitation District from the City limits, and was contemplating additional applications to LAFCo for reorganizations.

Discussion: Andrea Matarazzo, who has been providing specialty legal services to the City since 2020, is leaving the Pioneer Law Group effective June 1, 2025, to open Matarazzo Law, APC. Ms. Matarazzo will continue to advise the City regarding the Waste Discharge Permit from the North Coast Regional Water Quality Control Board for the landfill closure plan, which could potentially lead to additional litigation. In addition, based on her expertise in environmental law and CEQA compliance, the City Attorney recommends associating Ms. Matarazzo as an attorney of record in the matter of *Vichy Springs Resort v. City of Ukiah et al.*, Mendocino County Superior Court case number SCUK-CVPT-18-70200. Finally, Ms. Matarazzo is and would continue providing legal services regarding CEQA compliance for the proposed reorganization application to LAFCo.

Staff recommends terminating the existing contract with Pioneer Law Group, directing it to transfer the City files to Matarazzo Law, APC, and authorizing the City Manager to negotiate and execute a contract with Ms. Matarazzo as a practitioner at Matarazzo Law, APC to continue utilizing her expertise. The draft legal services agreement for Ms. Matarazzo's services and a fee schedule for legal services will be provided prior to the meeting. The legal services will be used on an as-needed basis, and contingent upon available budgeted funds each fiscal year.

Recommended Action: Authorize the City Manager to terminate existing contract with Pioneer Law Group and Negotiate and Execute a contract for specialty legal services with Matarazzo Law, APC.

BUDGET AMENDMENT REQUIRED: No

CURRENT BUDGET AMOUNT:

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

REVENUE: Yes / No **GRANT:** Yes / No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: Contract 1920260

COORDINATED WITH: : Sage Sangiacomo, City Manager; David Rapport, City Attorney; Mary Horger, Financial Services Manager

STRATEGIC PLAN (SP):

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP):

Approved:


Sage Sangiacomo, City Manager



Andrea A. Matarazzo

Partner

andrea@pioneerlawgroup.net

direct: (916) 287-9502

September 9, 2020

Via Electronic Mail

drapport@cityofukiah.com

David J. Rapport, City Attorney
City of Ukiah
300 Seminary Ave.
Ukiah, CA 95482

Re: Engagement Letter Amendment I
File No.: 5364.003

Dear Mr. Rapport:

Pioneer Law Group, LLP ("PLG") is very pleased to continue to provide legal services to the City of Ukiah ("City") in environmental matters with a focus on the California Environmental Quality Act (CEQA). Specifically, this letter updates the existing scope of services to include PLG's representation of the City as co-counsel in the matter of *Russian Riverkeeper et al. v. City of Ukiah*, Mendocino County Superior Court case number SCUk-CVPT-20-74612.

Pursuant to our discussions, PLG will serve as co-counsel to the City Attorney, and our attorneys will report to the City Attorney or any other representative whom the City designates as appropriate. Our scope of services includes all legal work required to obtain a judgment in the referenced litigation. PLG's legal services will be provided on an hourly basis as directed by the City. At this time, our fees and costs in this case are estimated to be in the range of approximately \$150,000 based on our experience in similar matters, with the understanding that (1) the estimate is not a cap; and (2) actual fees incurred are a function of the time required to provide the necessary legal services, which will depend on how the case is litigated by the petitioners and other factors we cannot control.

All invoices shall be provided monthly to the City's designated representative, with an electronic copy to the City Attorney. Invoices will provide an accounting of attorney time for the month's tasks as well as any costs incurred. Our current public agency billing rates for legal personnel range from \$150 per hour for paralegals to \$395 per hour for partners. These rates are

2 | Engagement Letter Amendment I

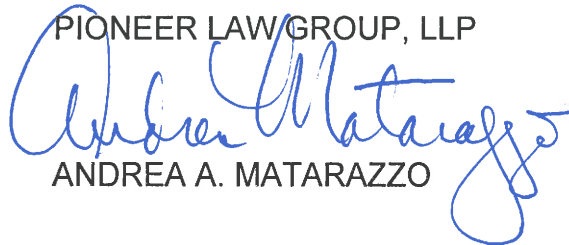
adjusted effective as of January 1 of each year. All work assignments will be made, where possible, in a way that maximizes our legal effectiveness and time efficiency and minimizes your legal expenses. Our goal is to provide quality legal services in a cost-effective fashion.

If you have any questions concerning a billing statement, we will be pleased to discuss them with you. We will also provide any additional explanation of our work that may be required. It is essential that you promptly advise us if you do have questions or concerns regarding the billings so that we may resolve them as quickly as possible.

Although we have set forth the terms of our representation in the form of a letter, you should understand that the Agreement set forth in this letter is a binding legal contract. If the Agreement meets with your approval, please sign and mail or email a copy back to this office.

Thank you very much for having engaged this firm to provide legal services. We appreciate the opportunity to continue to work with you.

Very truly yours,

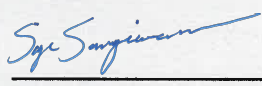
PIONEER LAW GROUP, LLP

ANDREA A. MATARAZZO

AAM:sr
Enclosure

ACCEPTANCE AND APPROVAL

The undersigned has reviewed and understands the foregoing terms and conditions and agrees to them as of the date indicated below.

Dated: Sep 17, 2020

By: 
Name: Sage Sangiacomo
Title: City Manager



Andrea A. Matarazzo

Partner

andrea@pioneerlawgroup.net

direct: (916) 287-9502

June 4, 2020

Via Electronic Mail
drapport@cityofukiah.com

David J. Rapport, City Attorney
City of Ukiah
300 Seminary Ave.
Ukiah, CA 95482

Re: Terms of Engagement
File No.: 0000.000

Dear Mr. Rapport:

Pioneer Law Group, LLP ("PLG") is very pleased to have the opportunity to provide legal services to the City of Ukiah ("City") in environmental matters with a focus on the California Environmental Quality Act (CEQA). To avoid future confusion, this letter constitutes the written fee agreement ("Agreement") that California law requires attorneys to have with their clients. This Agreement contains certain terms and conditions which are set forth in the accompanying materials, entitled "Standard Terms of Engagement for Legal Services." These terms are incorporated herein by this reference. You should familiarize yourself fully with these terms, because they set forth important terms and conditions upon which our services will be provided. This Agreement will not take effect until you return either a signed original of this letter or transmit a signed copy via e-mail.

Pursuant to our discussions, PLG will serve as outside legal counsel, and our attorneys will report to the City Attorney or any other representative whom the City designates as representative whom the City designates as appropriate for the required task. For our initial scope of services regarding CEQA review of the Ukiah Landfill Closure Project, PLG's legal services will be provided on an hourly basis as directed by the City, and our fees and costs at this stage shall not exceed \$10,000 without the City's prior written approval. Please note that this is not an estimate of total fees and costs.

2 Engagement Letter

All invoices shall be provided monthly to the City's designated representative, with an electronic copy to the City Attorney. Invoices will provide an accounting of attorney time for the month's tasks as well as any costs incurred. Our current public agency billing rates for legal personnel range from \$150 per hour for paralegals to \$395 per hour for partners. These rates are adjusted effective as of January 1 of each year. All work assignments will be made, where possible, in a way that maximizes our legal effectiveness and time efficiency and minimizes your legal expenses. Our goal is to provide quality legal services in a cost-effective fashion.

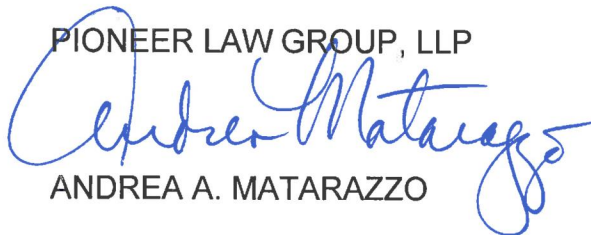
If you have any questions concerning a billing statement, we will be pleased to discuss them with you. We will also provide any additional explanation of our work that may be required. It is essential that you promptly advise us if you do have questions or concerns regarding the billings so that we may resolve them as quickly as possible.

Although we have set forth the terms of our representation in the form of a letter, you should understand that the Agreement set forth in this letter is a binding legal contract. If the Agreement meets with your approval, please sign and mail or email a copy back to this office.

Thank you very much for having engaged this firm to provide legal services. We welcome the opportunity to work with you.

Very truly yours,

PIONEER LAW GROUP, LLP



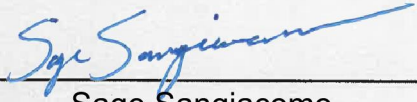
ANDREA A. MATARAZZO

AAM:jr
Enclosure

ACCEPTANCE AND APPROVAL

The undersigned has reviewed and understands the foregoing terms and conditions and agrees to them as of the date indicated below.

Dated: 06/09/2020

By: 
Name: Sage Sangiacomo
Title: City Manager



AGENDA SUMMARY REPORT

SUBJECT: Authorize City Manager to Negotiate and Execute a Contract with West & Associates Engineering, Inc. in the Amount of \$39,440 to Prepare the 2025 Urban Water Management Plan and 2025 Annual Water Supply and Demand Assessment, and Approve Corresponding Budget Amendment.

DEPARTMENT: Water Resources

PREPARED BY: Sean White, Water Resources Director

PRESENTER: Consent Calendar

ATTACHMENTS:

1. PROPOSAL FOR 2025 UWMP_UKIAH
2. COST PROPOSAL - UKIAH
3. AWSDA PROPOSAL_UKIAH

Summary: Council will consider authorizing the City Manager to negotiate and execute a contract with West & Associates Engineering, Inc. in the amount of \$39,440 to prepare the 2025 Urban Water Management Plan (UWMP) and 2025 Annual Water Supply and Demand Assessment (AWSDA), and approving the corresponding budget amendment.

Background: The City of Ukiah (City) currently has approximately 5,030 active water service connections. Therefore, the City is required to comply with the requirements of the Urban Water Management Planning Act, which was originally established by Assembly Bill 797 (AB797) on September 21, 1983. Adoption of an Urban Water Management Plan (UWMP) is required every five years by the Urban Water Management Planning Act for urban retail water suppliers that “directly provide potable municipal water to more than 3,000 end users or that supply more than 3,000 acre-feet of potable water annually at retail for municipal purposes”.

In 2020, Staff prepared and released a Request for Proposal (RFP) for preparation of the City's 2020 UWMP. Three proposals were received and found the proposal from West & Associates to be qualified and the lowest price (\$42,500).

In addition, per executive order N-7-22 issued by Governor Newsom on March 28, 2022, urban water suppliers are required to submit an Annual Water Supply and Demand Assessment (AWSDA) to the Department of Water Resources (DWR) on or before July 1 every year. The AWSDA consists of Excel data and an optional written summary that is required to be uploaded to DWR's Water Use Efficiency (WUE) website. West & Associates has been assisting the City with AWSDA compliance since 2022.

Discussion: Based on our positive experiences and their familiarity with our facilities and data, Water Resources staff contacted West Associates regarding preparation of both the UWMP and the AWSDA for 2025. West Associates provided the City with a UWMP preparation (Attachment 1) and cost proposal (Attachment 2). It is worth noting that the proposed 2025 cost is \$2560 less than their 2020 proposal. West Associates also submitted a proposal and fee for completing the 2025 AWSDA (Attachment 3).

Staff recommends authorizing the City Manager to negotiate and execute a sole source contract with West & Associates Engineering, Inc. in the amount of \$39,440 to prepare the 2025 Urban Water Management Plan and 2025 Annual Water Supply and Demand Assessment. West & Associates is uniquely qualified to perform the tasks given their recent performance on these specific/similar items, access/analysis of past data, and

knowledge of the City's facilities. A corresponding budget amendment is necessary to cover the cost of this contract.

Recommended Action: Authorize City Manager to negotiate and execute a contract with West & Associates Engineering, Inc. in the amount of \$39,440 to prepare the 2025 Urban Water Management Plan and 2025 Annual Water Supply and Demand Assessment, and approve corresponding budget amendment.

BUDGET AMENDMENT REQUIRED: Yes

CURRENT BUDGET AMOUNT: 82027110.52100: -\$177,361.95

PROPOSED BUDGET AMOUNT: 82027110.52100: \$39,440

FINANCING SOURCE: Water Fund

REVENUE: Yes / No **GRANT:** Yes / No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: Sean White, Director of Resources

STRATEGIC PLAN (SP):

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP):

Approved:


Sage Sangiacomo, City Manager

City of Ukiah

Proposal for:

2025 Urban Water Management Plan



March 19, 2025

Submitted by:

West & Associates Engineering, Inc.

March 19, 2025

Sean White
Director of Water and Sewer
City of Ukiah
300 Seminary Avenue
Ukiah, CA 95482

Proposal for: Consulting Services to prepare 2025 Urban Water Management Plan (2025 UWMP)

Dear Mr. White,

West & Associates is pleased to submit our Proposal for the 2025 UWMP to the City of Ukiah (City). We have extensive Public Water Systems knowledge and Various Water Reporting experience, including UWMPs. We recently had the pleasure of working with the City on the 2024 Urban Water Use Objective Report and 2023 Validated Water Loss Audit. Our team members have been involved in the preparation of nearly each page of thirty-two (32) UWMPs for agencies throughout California, as well as two (2) additional Water Supply Assessments, one (1) Water Supply Verification, fourteen (14) Annual Water Supply and Demand Assessments, fourteen (14) Urban Water Use Objective Reports, and thirty (30) Validated Water Loss Audits. As a firm, our goal is to prepare highly professional Reports/Plans, of which we have provided a sample of a 2020 UWMP we prepared in this Proposal (**Exhibit A**). As is evident by the sample, our goal is to not merely complete the scope of work, but to provide the City with a report that staff can enjoy reading and rely on as a quick source of information.

Having prepared the City's 2020 UWMP, we understand the intricacies of the City's water system and its specific needs. We are also very familiar with the 2020 UWMP Guidebook and the Water Code (Sections 10630 to 10635). Although the Guidebook for updates to the 2025 UWMP is not yet available, we plan to attend the Department of Water Resources' (DWR) public meeting regarding UWMPs in early 2025. The following were some of the key updates to the water code affecting the 2020 UWMPs:

- CWC § 10632(a)(3): Water Shortage Contingency Plan must have six (6) Standard Stages
- CWC § 10635 (a): Water reliability projections must project droughts lasting up to five (5) years.

We have provided an ambitious schedule to submit the 2025 UWMP to DWR by early-June 2026, which is **one (1) month** prior to the July 1, 2026 deadline. Our proposal has been prepared in good faith without collusion with any other firms and the statements made herein are true and correct. We have no objections to the City's standard agreement for professional services. This proposal is valid for a period of no less than one-hundred & twenty (120) calendar days from this submittal.

Thank you for this opportunity. Please contact me if you have any questions.



Jake Comer, P.E., CA-NV AWWA certified Water Audit Validator
West & Associates Engineering, Inc.
(949) 716-7670 Office | (949) 335-2029 Cell
jakec@westaeng.com

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COVER LETTER

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3. RELATED EXPERIENCE & REFERENCES
4. PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK
 - PROJECT SCHEDULE
5. QUALITY ASSURANCE & QUALITY CONTROL
6. VALUE ADDED SERVICES
7. COST PROPOSAL (PROVIDED SEPARATELY)

SECTION 1: COMPANY BACKGROUND

Company Background

West & Associates Engineering, Inc. was started in 2015 by Mr. Phillip West. We provide consulting services to clients throughout the state of California for a broad range of services, including planning, design, and construction management. In particular, we **specialize** in the following types of work:



UTILITIES/PIPELINES

Water Mains, Recycled Water, Sewer, Storm Drains, etc.



GENERAL CIVIL

Streets & Streetscapes, Grading, Parks, Parking Lots, etc.



WATER REPORTING

UWMPs (See **Exhibit A**), Water Supply Assessments & Verifications, Annual Water Supply and Demand Assessments, Urban Water Use Objectives, and Validated Water Loss Audits.



QSD/QSP SERVICES

Including preparation and inspection of SWPPPs, WQMPS, etc.

Services Listed Include ALL Major Phases of Work:

- Planning
- Design
- Construct. Management

Other Notable Services:

- Plan Check
- Staffing Augmentation
- Specialty Studies

Nearly all of the past experience by the West project team members has been with public agencies. As such, **our focus is on public clients**. Mr. West and the project team members have experience with **over sixty-five (65)** public agencies throughout Southern California. A good portion of these clients are repeat

SECTION 1: COMPANY BACKGROUND

clients that the team members have worked with over the years on more than one project. The following are clients that Mr. West and the project team members have worked with:

- **Cities (51), including:** Alhambra, Anaheim, Arcadia, Azusa, Baldwin Park, Banning, Beverly Hills, Bellflower, Blythe, Calexico, Chino, Chino Hills, Covina, Commerce, Culver City, Cypress, Glendale, Glendora, Hawaiian Gardens, Huntington Park, Imperial, Inglewood, Irwindale, Irvine, Laguna Niguel, La Habra, La Palma, Lomita, Lynwood, Manhattan Beach, Moreno Valley, Norwalk, Pico Rivera, Pomona, Rancho Santa Margarita, Ranchos Palos Verdes, Rialto, Riverside, San Dimas, San Fernando, San Juan Capistrano, Santa Monica, Shafter, Sierra Madre, Simi Valley, South El Monte, South Pasadena, Thousand Oaks, Torrance, Ukiah, Whittier
- **Water Agencies (15), including:** Azusa Light & Water, Crescenta Valley Water District, East Orange County Water District, Foothill Municipal Water District, Golden State Water Company, Irvine Ranch Water District, Kinneloa Irrigation District, Lake Arrowhead Community Services Department, Lincoln Avenue Water Company, Long Beach Water Department, Mesa Water District, San Gabriel Valley Municipal Water District, Santa Ana River Water Company, South Coast Water District, Valley Water Company
- **County Agencies (2) including:** Los Angeles, San Bernardino

As evident by our clients shown above, our Project Team members have served clients all over California, regardless of the distance. Our goal as a firm is to provide high-quality services for all clients, regardless of distance, at a competitive rate, and to go the extra mile to ensure that not only the contractual services are met, but that all clients are satisfied and well-taken care of.

Office Location and Contact Information

We are a small California "S" Corporation. Our office is located in Foothill Ranch (Lake Forest) in Orange County, California. Mr. Phillip West acts as the Principal/President of the firm.



www.westaeng.com

- Started in 2015
- California "S" Corporation
- Contact: Phillip West, P.E., QSD/QSP
- Office: (949) 716-7670
- Cell: (714) 728-8082
- philw@westaeng.com

SECTION 1: COMPANY BACKGROUND

General Company Information:

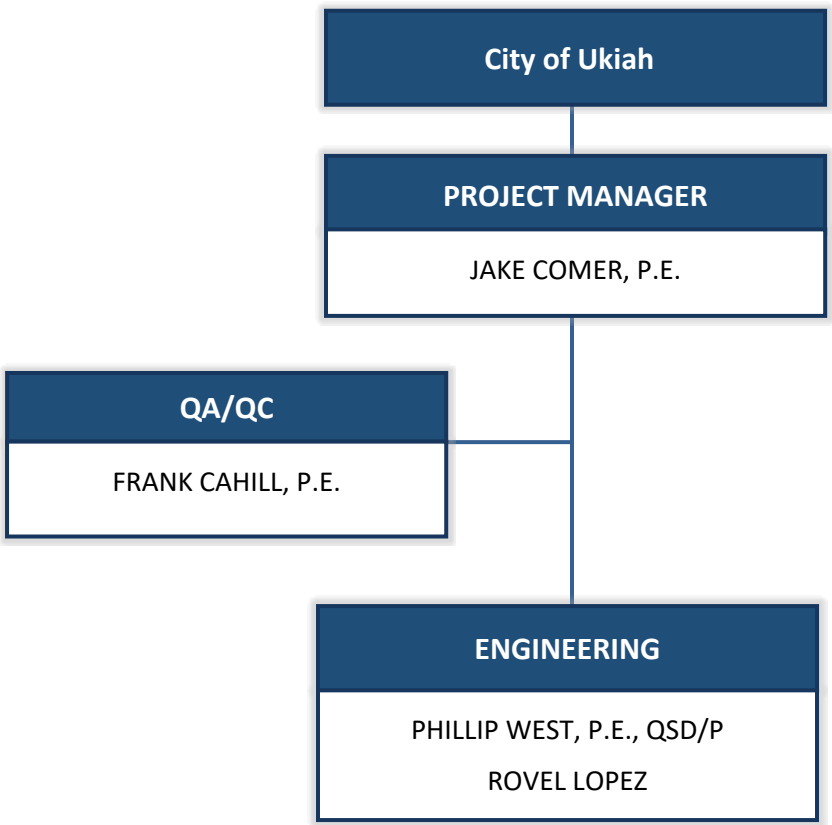
In accordance with the information requested in the RFP, we hereby provide the following information:

No.	Information Requested in RFP	Company Data
1	Official name and address	West & Associates Engineering, Inc. 78 Anacapa Court Foothill Ranch, CA 92610
2	Proposer's primary point of contact	Phillip West (949) 716-7670 philw@westaeng.com
3	Type of entity	S-Corporation
4	Corporation Numbers	Fed No. 81-5259524 CA No. C3986570
5	Totally or partially owned by another business organization or individual?	No. Privately owned and operated.
6	Number of years Proposer has been in business under the present business name	8 years
7	Number of years of experience the Proposer has provided equivalent or related services	18 years (50 years+ for Team)
8	Failures or refusals to complete a contract?	No
9	Individuals/Firms who own an interest of 10% or greater in the firm	Mr. Phillip West, P.E.
10	Number of Employees (Including Part-Time Support Staff)	8
11	Financial interests in other lines of business?	No
12	Claims for Money or Damages History	None
13	Litigation/Adverse Judgement History	None
14	Termination of Contract "For Cause" History	None
15	Disciplinary Actions by Professional/Governing Bodies	None

SECTION 2: PROJECT TEAM & ORGANIZATIONAL CHART

Organizational Chart

The project team will consist of the following individuals:



Resumes of the above individuals are provided later in this Section.

Jake Comer, P.E.
Project Manager

EDUCATION:
California State University, Long Beach
B.S. Civil Engineering

REGISTRATION:
Registered Civil Engineer, California No. 96586
CA-NV Certified Water Audit Validator

OVERVIEW:

Mr. Comer serves as a Project Engineer for various projects, including water, sewer, and storm drain projects. **The majority of Mr. Comer's experience has been with public agencies.**

UWMP PROJECT EXPERIENCE:

Mr. Comer has a significant amount of UWMP experience as described below:

2020 Urban Water Management Plans (UWMPS)

Prepared the written report alongside Phillip West, coordinated with Client staff and outside agencies, assisted with Council/Board Adoption, and coordinated the submittal to the Department of Water Resources (DWR) for a total of eight (8) UWMPS for the following agencies:

- | | |
|--------------------|---------------------------|
| ❖ City of Banning | ❖ City of Calexico |
| ❖ City of Imperial | ❖ City of Shafter |
| ❖ City of Blythe | ❖ City of Huntington Park |
| ❖ City of Lomita | ❖ City of Ukiah |

2015 Urban Water Management Plans

Assisted with the preparation of sixteen (16) UWMPS for the following agencies:

- | | |
|-------------------------------|--|
| ❖ City of Alhambra | ❖ Crescenta Valley Water Dist. |
| ❖ City of Lomita | ❖ San Gabriel Valley Municipal Water Dist. |
| ❖ City of Blythe | ❖ Foothill Municipal Water Dist. |
| ❖ Rubio Canyon Land & Water | ❖ City of Sierra Madre |
| ❖ City of Azusa Light & Water | ❖ Lake Arrowhead CSD |
| ❖ City of San Fernando | ❖ City of Torrance |
| ❖ City of Calexico | ❖ Lincoln Avenue Water Com. |
| ❖ City of Santa Monica | ❖ Valley Water Com. |

OTHER WATER REPORTING EXPERIENCE:

2024 Urban Water Use Objective Report (UWUOs) and Validation of 2023 Water Audits

Prepared a total of twelve (12) reports for the following agencies:

- | | |
|---------------------------|---|
| ❖ City of Arroyo Grande** | ❖ City of Banning** |
| ❖ City of Blythe | ❖ Riverside Highland Water Company |
| ❖ City of Imperial* | ❖ City of Morgan Hill** |
| ❖ City of Calexico | ❖ City of South Gate* |
| ❖ City of Shafter | ❖ Lakeside Water District |
| ❖ City of Ukiah | ❖ Crescenta Valley Community Water District |

*Only 2024 UWUO

**Only 2023 Water Loss Audit

2023 Urban Water Use Objective Report (UWUOs) and Validation of 2022 Water Audits

Prepared a total of five (5) reports for the following agencies:

- | | |
|---------------------|-------------------|
| ❖ City of Blythe* | ❖ City of Shafter |
| ❖ City of Imperial* | ❖ City of Ukiah |
| ❖ City of Calexico* | |

*Including 2017 – 2021 Water Audits

2022-2024 Annual Water Supply and Demand Assessment (AWSDA)

For the past three years prepared a total of fourteen (14) reports for the following agencies:

- ❖ City of Blythe
- ❖ City of Imperial
- ❖ City of Calexico
- ❖ City of Shafter*
- ❖ City of Ukiah
- ❖ City of South Gate*

*Only 2024 AWSDA

Water Supply Assessment (WSA) & Water Supply Verification (WSV)

Prepared the written reports for the following agencies:

- ❖ City of Banning (2 WSAs & 1 WSV)
- ❖ Mesa Water District (1 WSA)

OTHER PROJECT EXPERIENCE:

USACE LOS ANGELES DISTRICT

Performed field inspections of multiple levee systems using the Levee Inspection System (LIS) tablet and prepared Periodic Inspection Reports (PIR). Used available levee information (previous inspections, design manuals, as-built drawings, O&M manuals, etc.) to compile information that could assess the as-built condition of the levee to the current condition of the levee. Periodic Inspections consist of extensive reconnaissance efforts which drew from the afore mentioned available levee information and current field inspections data. Work also included a design criteria review in which the original levee design is evaluated to determine if it meets the current design criteria. The overall integrity of the levee was rated based on the deficiencies observed during the periodic inspection, such as excessive vegetation, erosion, slope instability, seepage, settlement, etc. Jake then presented these ratings to the USACE Los Angeles District and levee sponsor through PowerPoint.

Performed field inspections of over forty channels in both California and Arizona using the Levee Inspection System (LIS) tablet and prepared Continued Eligibility Reports. The previous inspection reports, as-builts, and site locations were reviewed prior to the inspections. Coordination with the local sponsor for each facility was also undertaken. The inspections consisted of walking along each channel, noting deficiencies and anything that may cause a fluctuation in the original design.

ORANGE COUNTY FLOOD CONTROL DISTRICT

Lead existing utilities research efforts at several bridge and channel intersections within the Westminster and East Garden Grove project vicinity. Aided with the design of proposed culverts and the relocation of conflicting utilities. Was hired by the Orange County Flood Control District to analyze key locations where channel systems intersected bridge crossings. Analyses of the design and cost for improvements would then be used to develop a cost for improving other locations. A feasibility study that revealed possible conflicting utilities was submitted along with a plan set.

VENTURA COUNTY WATERSHED PROTECTION DISTRICT

Used GIS software to develop flood inundation maps necessary for FEMA grants. The purpose of this project was to determine which areas along the Santa Clara River were a flood risk, how to approach mitigating the risk, and to determine the cost for mitigation. The proposed design included a floodwall and NFIP certification to the structures and infrastructure located behind the levee. The FEMA grant was accepted and construction is currently underway.

KINNELOA IRRIGATION DISTRICT

Assisted with the East-West Tank Connector Pipeline consisting of about 3,800 ft. of pipeline. The project also involves coordination with LA County Flood Control District for permitting related to several storm drain facilities, including RCP, box culverts, and open channels.

Frank Cahill, P.E. Engineer

EDUCATION:

University College Dublin,
Ireland
B.Eng. Civil Engineering

REGISTRATION:

Registered Civil Engineer, California
No. 55373

OVERVIEW:

Mr. Cahill has about **thirty (30) years** of experience in California with civil engineering for **municipal projects** in the **water/wastewater** industry. For this project, he will be providing engineering services to support the preparation of the UWMP.

RELATED PROJECT EXPERIENCE

Mr. Cahill has been involved with the related projects described below and on the following page. These projects are only a small portion of Mr. Cahill's overall experience:

EAST ORANGE COUNTY WATER DISTRICT

Mr. Cahill acted as the District Engineer for East Orange County Water District from 2017 to 2018, for a period of nearly two years. District Engineer duties included oversight of current projects, planning and budgeting of proposed projects, direction of staff and resources. During his tenure, Mr. Cahill oversaw the implementation of the District's Master Plan Update.

IRVINE RANCH WATER DISTRICT

Project Manager & QA/QC services for the Culver Drive Recycled Water Main Replacement project. The project involved replacement of approximately 1,200 feet of existing recycled water main with a new 12-inch PVC recycled water main, along with new recycled service laterals, air-vacs and a blow-off, and abandonment of existing facilities. The project also involved a complex connection in a busy intersection that required traffic control and the installation of a large 8-inch meter vault to an existing golf course.

MOULTON NIGUEL WATER DISTRICT

Project Manager for the Wood Canyon Domestic Water Booster Pump Station which included four 150 HP pumps, suction and discharge piping and valves, LPG standby generator, electrical system and controls, masonry building, grading and miscellaneous site work. Also provided construction management and inspection services.

CITY OF SANTA MONICA

Provided On-Call/As-Needed Engineering Services to the City's Water Department for a period of five (5) years. Services included project management, design, and construction support services.

SANTA CLARITA VALLEY WATER AGENCY (SCV WATER)

Currently providing On-Call/As-Needed Engineering for SCV Water of five (5) years. Services include project management, design, and construction support services.

CITY OF SIMI VALLEY

Prepared a Water Master Plan for a proposed development in the City. The proposed development included roughly 200 homes, new golf courses, a clubhouse, and club member suites. The master plan included nearly 5 miles of new mains, a booster station, a new reservoir, and revitalization of an existing reservoir.

UNIVERSAL STUDIOS

Prepared Domestic and Fire Water Master Plans as a Universal Studios Project Engineer. Recommended modifications to enhance the performance of the existing systems.

Phillip West, P.E., QSD/QSP Engineer

EDUCATION:
California State University,
Long Beach
B.S. Civil Engineering

REGISTRATION:
Registered Civil Engineer, California
No. 77453
Qualified SWPPP Developer (QSD)
Qualified SWPPP Practitioner (QSP)
Certificate No. 25034

OVERVIEW:

As Principal/President at West & Associates, Mr. West also serves as a Project Manager for all projects. The entirety of Mr. West's career has been **solely focused on public clients**, and he has served **over sixty-five (65) public agency clients** throughout his career. His experience has been very diverse and involves planning, design, construction management, field surveying, and even staffing augmentation. Most importantly for this particular project, Mr. West's background involves a **strong component of water infrastructure planning, design, and construction management**.

UWMP PROJECT EXPERIENCE:

Mr. West has a significant amount of UWMP experience as described below:

2020 Urban Water Management Plans (UWMPS)

Prepared the written report alongside Jake Comer, coordinated with Client staff and outside agencies, assisted with Council/Board Adoption, and coordinated the submittal to the Department of Water Resources (DWR) for a total of eight (8) UWMPS for the following agencies:

- | | |
|--------------------|---------------------------|
| ❖ City of Banning | ❖ City of Calexico |
| ❖ City of Imperial | ❖ City of Shafter |
| ❖ City of Blythe | ❖ City of Huntington Park |
| ❖ City of Lomita | ❖ City of Ukiah |

2015 Urban Water Management Plans

Prepared nearly each page of the written report, coordinated with Client staff and outside agencies, assisted with Council/Board Adoption, and coordinated the submittal to DWR for a total of sixteen (16) UWMPS for the following agencies:

- | | |
|-------------------------------|--|
| ❖ City of Alhambra | ❖ Crescenta Valley Water Dist. |
| ❖ City of Lomita | ❖ San Gabriel Valley Municipal Water Dist. |
| ❖ City of Blythe | ❖ Foothill Municipal Water Dist. |
| ❖ Rubio Canyon Land & Water | ❖ City of Sierra Madre |
| ❖ City of Azusa Light & Water | ❖ Lake Arrowhead CSD |
| ❖ City of San Fernando | ❖ City of Torrance |
| ❖ City of Calexico | ❖ Lincoln Avenue Water Com. |
| ❖ City of Santa Monica | ❖ Valley Water Com. |

2010 Urban Water Management Plans

Prepared each page of the written report, coordinated with City staff and outside agencies, assisted with Council/Board Adoption, and coordinated the submittal to DWR for a total of eight (8) UWMPS for the following agencies:

- | | |
|-------------------------------|------------------------------------|
| ❖ City of Azusa Light & Water | ❖ City of Lomita |
| ❖ City of Rialto | ❖ City of Santa Monica |
| ❖ City of Beverly Hills | ❖ City of Lynwood |
| ❖ City of San Fernando | ❖ City of Torrance Municipal Water |

Rovel Lopez
Engineering Assistant

EDUCATION:
California State University, Los Angeles
B.S. Civil Engineering

OVERVIEW:

Mr. Lopez serves as an assistant engineer for various projects, including water, sewer, and storm drain projects. **The majority of Mr. Lopez's experience has been with public agencies.**

WATER REPORTING EXPERIENCE:

2024 Urban Water Use Objective Report (UWUOs) and Validation of 2023 Water Audits

Assisted with preparation of twelve (12) reports for the following agencies:

- | | |
|---------------------------|---|
| ❖ City of Arroyo Grande** | ❖ City of Banning** |
| ❖ City of Blythe | ❖ Riverside Highland Water Company |
| ❖ City of Imperial* | ❖ City of Morgan Hill** |
| ❖ City of Calexico | ❖ City of South Gate* |
| ❖ City of Shafter | ❖ Lakeside Water District |
| ❖ City of Ukiah | ❖ Crescenta Valley Community Water District |

*Only 2024 UWUO

**Only 2023 Water Loss Audit

2023 Urban Water Use Objective Report (UWUOs) and Validation of 2022 Water Audits

Assisted with preparation of five (5) reports for the following agencies:

- | | |
|---------------------|-------------------|
| ❖ City of Blythe* | ❖ City of Shafter |
| ❖ City of Imperial* | ❖ City of Ukiah |
| ❖ City of Calexico* | |

*Including 2017 – 2021 Water Audits

2022-2024 Annual Water Supply and Demand Assessment (AWSDA)

Assisted with preparation of fourteen (14) reports for the following agencies:

- | | |
|--------------------|-----------------------|
| ❖ City of Blythe | ❖ City of Shafter* |
| ❖ City of Imperial | ❖ City of Ukiah |
| ❖ City of Calexico | ❖ City of South Gate* |

*Only 2024 AWSDA

Water Supply Assessment (WSA) & Water Supply Verification (WSV)

Assisted with preparation of written reports for the following agencies:

- | | |
|------------------------------------|-------------------------------|
| ❖ City of Banning (2 WSAs & 1 WSV) | ❖ Mesa Water District (1 WSA) |
|------------------------------------|-------------------------------|

SECTION 3: RELATED EXPERIENCE & REFERENCES

Total UWMP Experience

The following table provides a listing of all relevant projects for the project team members:

AGENCY	UWMP
City of Alhambra	2015
City of Azusa	2010 & 2015
City of Banning	2020
City of Beverly Hills	2010
City of Blythe	2015 & 2020
City of Calexico	2015 & 2020
City of Huntington Park	2020
City of Imperial	2020
City of La Palma	2005
City of Lomita	2010, 2015, & 2020
City of Lynwood	2010
City of Rialto	2010
City of San Fernando	2010 & 2015
City of Santa Monica	2010 & 2015
City of Shafter	2020
City of Sierra Madre	2015
City of Torrance	2010 & 2015
City of Ukiah	2020
Crescenta Valley Water District	2015
Foothill Municipal Water District	2015
Lake Arrowhead Community Services District	2015
Lincoln Ave. Water Co.	2015
Rubio Canyon Land & Water	2015
Valley Water Co.	2015
24 AGENCIES SERVED	32 TOTAL RELATED PROJECTS

Note: UWMPs prior to 2020 were prepared by Mr. West while working for his previous firm, where he managed the UWMP process. 2020 UWMPs were prepared under West & Associates contracts. A sample of our work is displayed later in **Exhibit A** of this Section.

SECTION 3: RELATED EXPERIENCE & REFERENCES

References

The following are key references for this proposal:



CITY OF BANNING

99 E. Ramsey Street, Banning, CA 92220

Art Vela, Director of Public Works [\(951\) 922-3134](tel:(951)922-3134)

avela@banningca.gov



CITY OF BLYTHE

235 N. Broadway, Blythe, CA 92225

Mallory Crecelius, City Manager [\(760\) 922-6161 Ext. 1237](tel:(760)922-6161 Ext. 1237)

msutterfield@cityofblythe.ca.gov



CITY OF UKIAH

300 Seminary Ave, Ukiah, CA 95482

Sean White, Water & Sewer Director [\(707\) 467-5712](tel:(707)467-5712)

swhite@cityofukiah.com



CITY OF CALEXICO

608 Heber Avenue Calexico, CA 92231

Liliana Falomir, Public Works Manager [\(760\) 768-2160](tel:(760)768-2160)

falomirl@calexico.ca.gov



CITY OF SHAFTER

720 Commerce Way, Shafter, CA 93263

Marcos Torres, Deputy Public Works Director [\(661\) 746-5004](tel:(661)746-5004)

mtorres@shafter.com



CITY OF SOUTH GATE

4244 Santa Ana St, South Gate, CA 90280

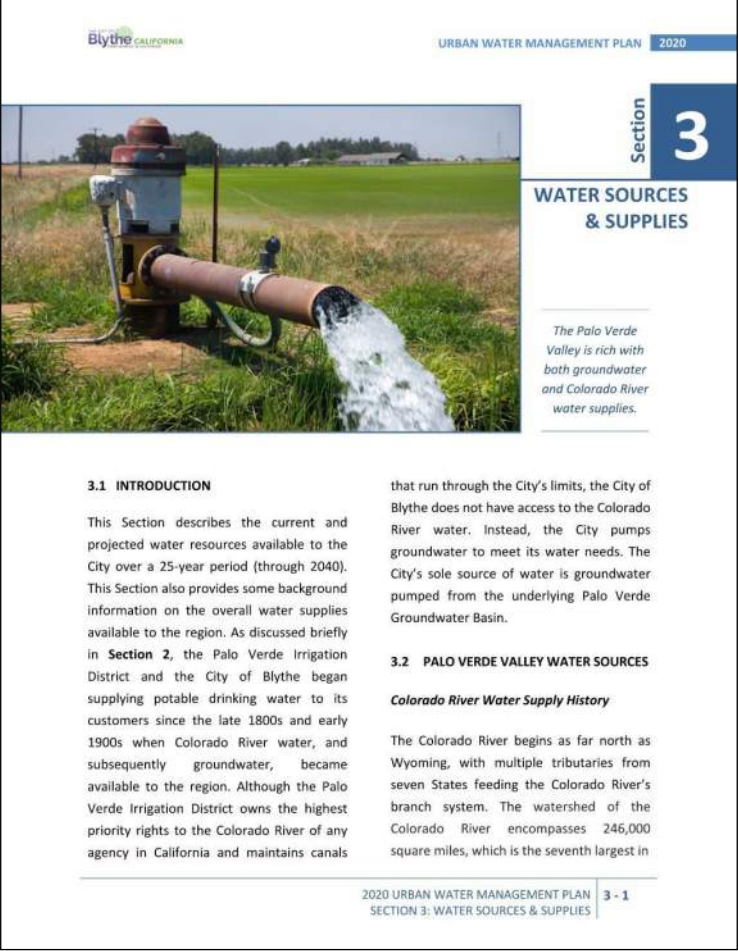
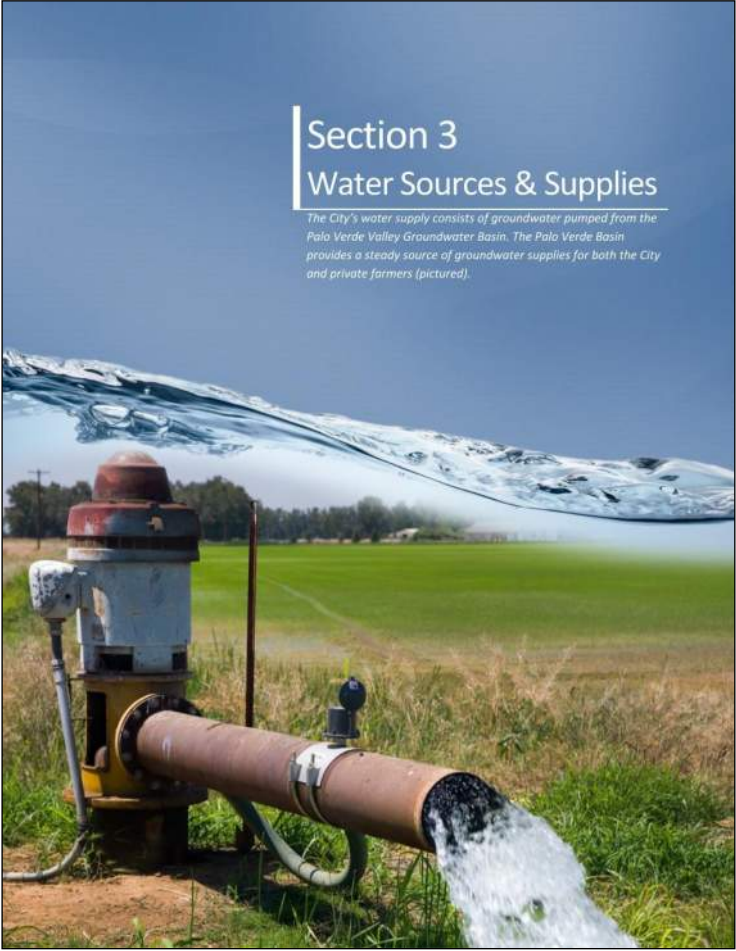
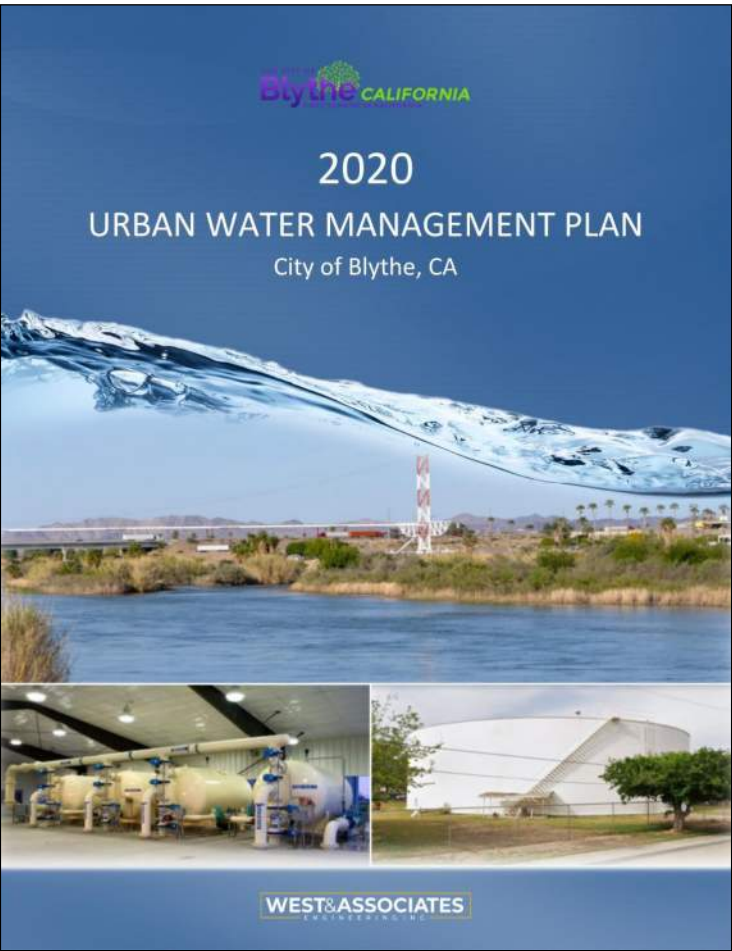
Chris Castillo, Water Division Manager [\(323\) 563-5779](tel:(323)563-5779)

ccastillo@sogate.org

SECTION 3: RELATED EXPERIENCE & REFERENCES

Related Project Examples

We have experience with **over sixty-five (65)** public agencies throughout California. During DWR's June Water Loss Webinar, West & Associates showcased our services and resources available to assist Agencies with various water reporting. This presentation has since been updated to include the most recent 2024 Urban Water Use Objective Reports and Validation of 2023 Water Loss Audits, and is displayed later in **Exhibit B** of this Section. This is just a small sample of project experience for our firm.



The full 2020 UWMP for the City of Blythe can be found [here](#).

EXHIBIT A – QUALITY OF WORK

MONTHLY WATER LOSS WEBINAR

CONSULTING SERVICES FOR VALIDATED WATER LOSS AUDITS, URBAN WATER USE OBJECTIVES, AND OTHER WATER REPORTING

WEST & ASSOCIATES SHOWCASE
PRESENTED BY JAKE COMER, P.E., CA-NV AWWA CERTIFIED WATER AUDIT VALIDATOR
(949) 335-2029
JAKEC@WESTAENG.COM
JUNE 20, 2024
3:45 PM



1. FIRM AND TEAM INTRODUCTION

- Founded in Fall of 2015. Incorporated in 2017.
- Operated out of Orange County. Projects all over Southern California.
- Focus is on Public Agencies
- West & Associates recently provided similar services for Cities varying from Calexico to Ukiah (approx. 11 hr apart)

- Team members have been involved with over sixty-five (65) public agencies.
- Key Team members include:
 - Jake Comer, P.E.
 - Phillip West, P.E.
 - Nabil Henein, P.E.
 - Wonchul Lee, E.I.T.
 - Rovel Lopez



2. QUALITY OF WORK (updated slide)

WATER REPORTING PROJECT EXPERIENCE

2024 Urban Water Use Objective Report (UWUOs) and Validation of 2023 Water Loss Audits
Preparation for various agencies:

- City of Arroyo Grande**
- City of Calexico
- City of Ukiah
- City of Banning**
- City of Morgan Hill**
- Lakeside Water District

- City of Imperial
- City of Shafter
- Crescenta Valley Community Water District
- Riverside Highland Water Company
- City of South Gate*

*Only 2024 UWUO
**Only 2023 Water Loss Audit



2. QUALITY OF WORK

WATER REPORTING PROJECT EXPERIENCE

2023 Urban Water Use Objective Report (UWUOs) and Validation of 2022 Water Audits
Assisted with preparation of UWUOs and validation of Water Audits for various agencies:

- City of Blythe*
- City of Calexico*
- City of Ukiah

- City of Imperial*
- City of Shafter

*Including 2017 – 2021 Water Audits

2022-2024 Annual Water Supply and Demand Assessment (AWSDA)
For the past three years assisted with preparation of AWSDAs for various agencies:

- City of Blythe
- City of Calexico
- City of Ukiah

- City of Imperial
- City of Shafter*
- City of South Gate*

*Only 2024 AWSDA

Water Supply Assessment (WSA) & Water Supply Verification (WSV)
Assisted with preparation for various agencies:

- City of Banning (2 WSAs & 1 WSV)
- Mesa Water District (1 WSA)



Note: Images Above are Sample Extracts Only

EXHIBIT B – SAMPLE OF WAE’S SHOWCASE (DURING DWR’S JUNE 2024 WATER LOSS WEBINAR)

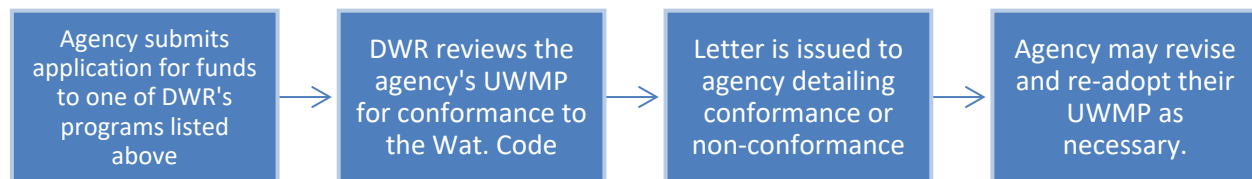
SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

General UWMP Project Understanding

It is our understanding that the City of Ukiah (City) is seeking a qualified consultant to prepare the 2025 Urban Water Management Plan. As mandated by the State of California's Urban Water Management Planning Act, every urban water supplier providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet of water annually, is required to prepare and adopt an Urban Water Management Plan (UWMP) containing prescribed requirements. The UWMP needs to be periodically reviewed every five years. UWMPs are required for a water supplier to be eligible for State grants and loans, including:

- Drinking Water State Revolving Fund – Primarily funds to help correct deficiencies.
- Proposition 50 – Primarily funds for security and treatment technology
- Proposition 84 – Primarily funds for supplies and infrastructure.
- Proposition 1 – Primarily funds for supplies and infrastructure.

With regard to the funding opportunities listed above, the process typically goes as follows:



From our discussions with DWR, we understand that agencies that submit their UWMPs past the deadline are still eligible for grants or loans, but applications for such funds can be challenged by competing agencies for the same funding.

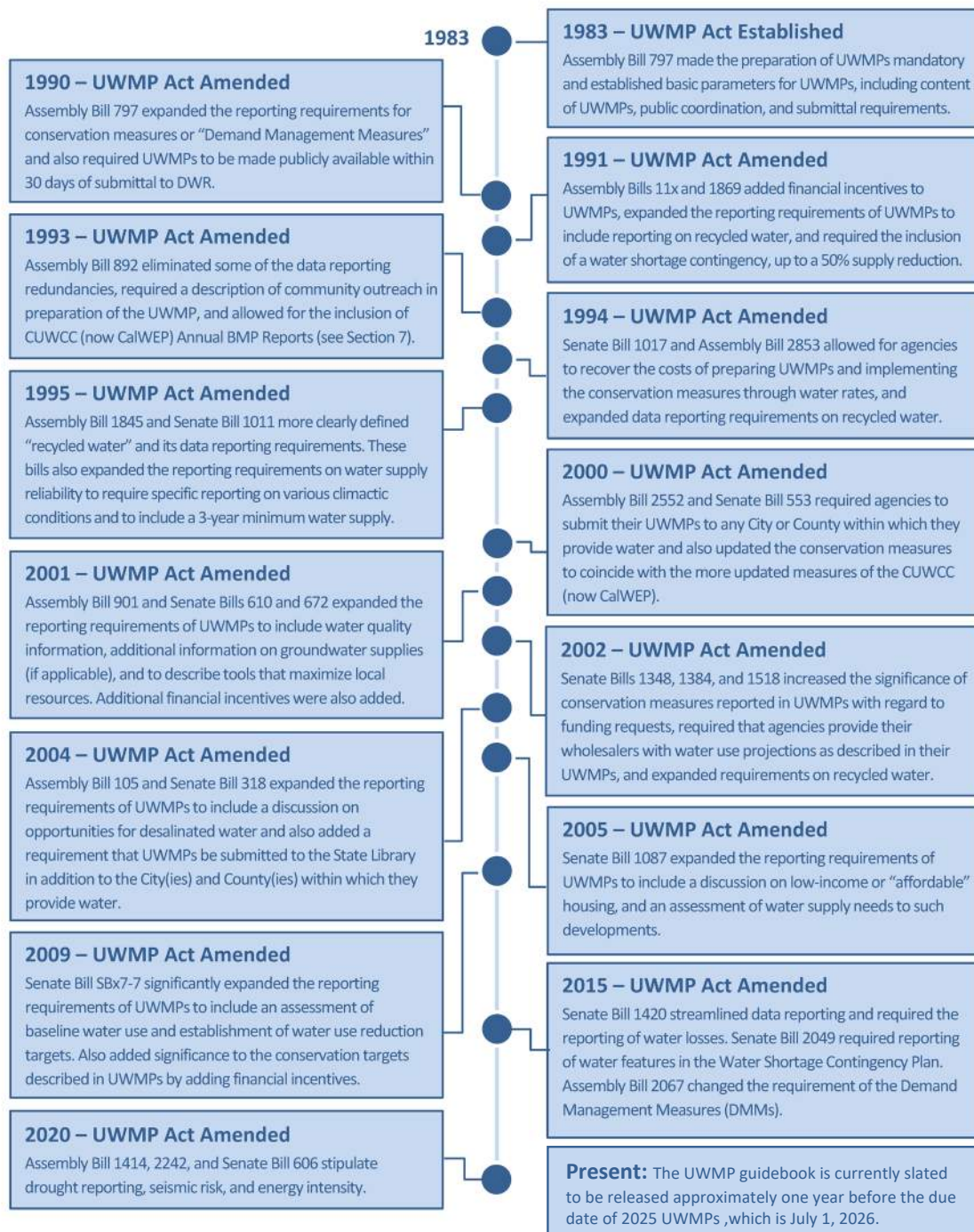
UWMP Significance for the City of Ukiah

UWMPs are considered to be a foundation document and a source of information for Water Supply Assessments (Senate Bill 610) and Written Verifications of Water Supply (SB 221). In addition, a UWMP may serve as a long-range planning document for water supply, a source of data for development of a regional water plan, and a source document for cities and counties as they prepare their General Plans. These planning documents are linked, and their accuracy and usefulness are interdependent.

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

UWMP Timeline

We have prepared the following graphic to display our understanding of UWMPs:



SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

Current Updates to UWMPs (2025)

To help provide our clients with the best possible service for the 2025 UWMPs, we have recently reached out to the Department of Water Resources (DWR) regarding key updates for the 2025 UWMPs. Although the Draft Guidebook for updates to the 2025 UWMPs will not be released until approximately one year before the due date of the UWMPs (July 1, 2026) we plan to attend DWR's public meeting regarding UWMPs in early 2025. The following were some of the key updates to the water code affecting the previous **(2020) UWMPs**:

- *CWC § 10631 (a)*: Include current and projected land uses in addition to population estimates.
- *CWC § 10631 (f)*: Identify potential water supply projects during droughts of up to five (5) years.
- *CWC § 10631.2 (a)*: UWMPs must report on the energy intensity of water supplies.
- *CWC § 10632 (a)(3)*: Water Shortage Contingency Plan must include six (6) Standard Stages.
- *CWC § 10632.5 (a)*: Water Shortage Contingency Plan must include Seismic Risk Assessment.
- *CWC § 10635 (a)*: Water reliability projections must project droughts lasting up to five (5) years.
- *CWC § 10635 (b)(4)*: Water reliability projections should account for impacts of climate change.

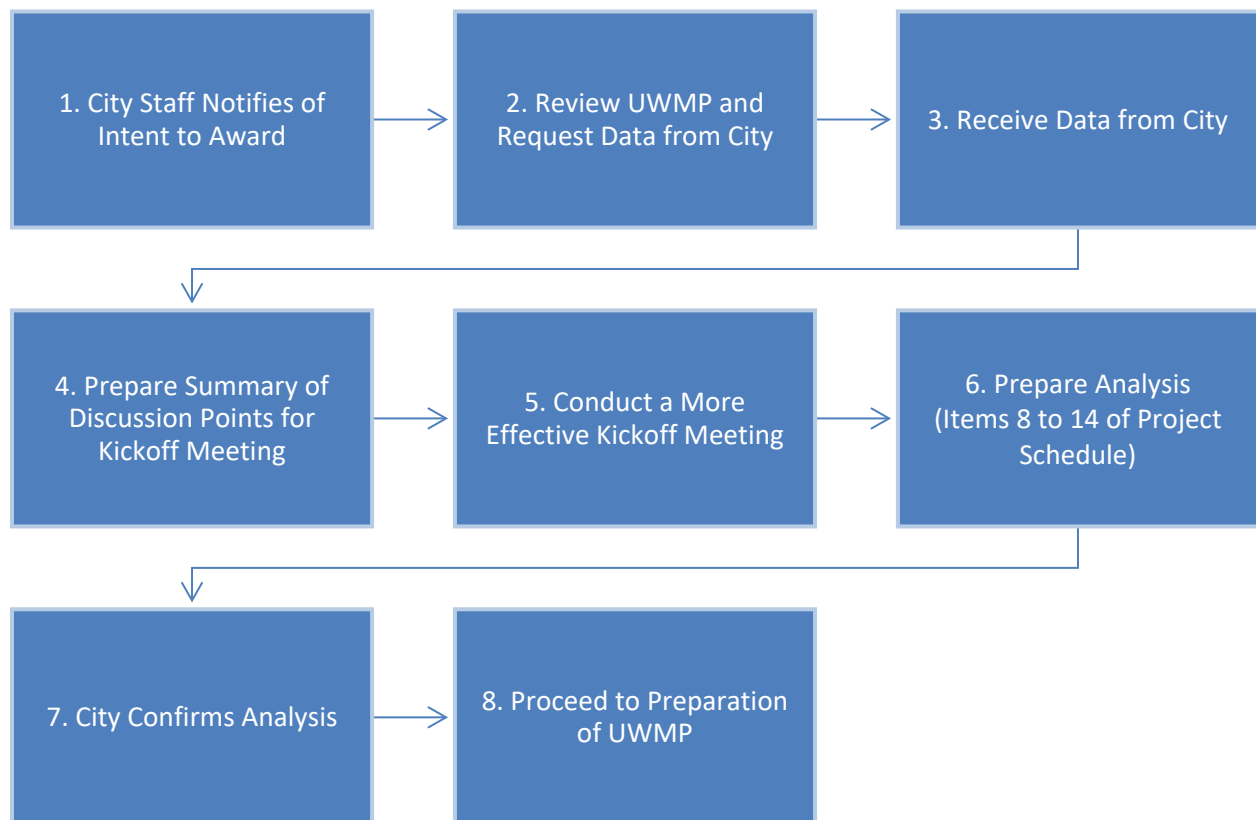
Guidance on the "60-Day" Notice

Some of our UWMP clients have questions regarding the "60-Day" notice of the Public Hearing. It may appear from first glance that the "60-Day" notice must be contingent on the Draft UWMP being available for review or inspection. However, the "60-Day" notice is simply an alert to neighboring agencies, including the County, that the UWMP is being updated. Nevertheless, our schedule allows for the Draft UWMP to be available throughout the entire "60-Day" review period.

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

Project Approach

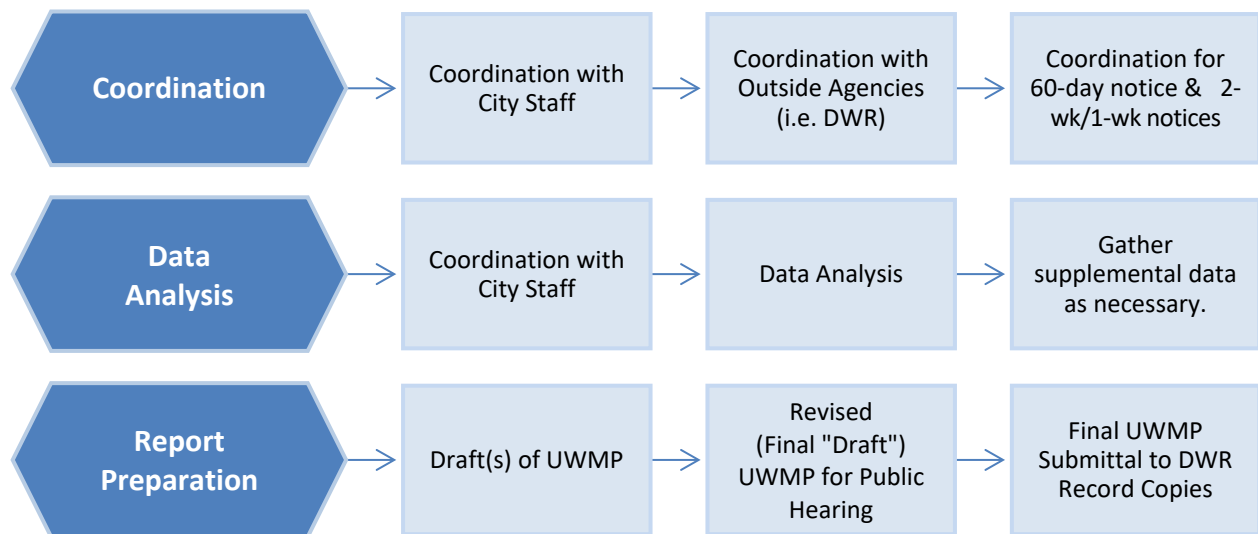
To accomplish the Scope of Work, we intend to begin preliminary work on this project upon notice of contract award (instead of upon Notice to Proceed). Typically, notice of contract award occurs up to two weeks prior to the Kickoff Meeting. The preliminary work conducted prior to the Kickoff Meeting will include conducting a thorough review of the previous 2010 UWMP, 2015 UWMP, and 2020 UWMP (which we prepared), and requesting data from the City in advance of the Kickoff Meeting. This approach will result in a more productive Kickoff Meeting and an accurate analysis of data. Most importantly, **an early start will save time**. Our approach is **illustrated below**.



SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

Scope of Services

The Scope of Work presented in this proposal can be simplified into **three (3) basic categories of work** with three (3) basic tasks. This allows for the entire project to be viewed in a simple “3x3” work plan as shown on the following page:



The above graphic is not meant to convey sequence. The sequence of tasks is presented in our **project schedule** of this Proposal. Some of the scope items listed in the graphic above can be performed at the same time, whereas others are inter-linked. The above graphic is merely presented to show the categories of work. We will provide the services as described on the following pages:

A. Project Management & Meetings

Work to be performed under this category will commence by conducting a Kick-Off meeting with City staff to form internal contacts and to lay out the agenda and schedule. Following the kickoff meeting, this category will include the following tasks:

1. Establishing quality assurance and control standards.
2. Establishing contacts with outside agencies to obtain additional data and assistance.
3. Schedule monitoring and updating as necessary.
4. Coordination with City's Project Manager and other key staff to clarify data and to schedule deliverables and meetings.

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

5. Coordination with City staff to issue the 60-day notice.
6. Coordination with City Staff to issue the 2-week notice and the 1-week notice.
7. Progress meetings with City staff at the First Draft and Final Draft of the UWMP.
8. Coordination with City Staff prior to the Public Hearing.
9. Other meetings as necessary.
10. Preparation of meeting agendas and minutes.
11. Printing, packaging, and delivery of documents.
12. Invoicing at Draft and Final Levels of UWMP.

B. Data Collection & Analysis

1. Projected Population & Commercial/Industrial/Institutional (CII) Growth: Prepare population and CII projections based on City's 2020 UWMP for compliance with the Water Code and Guidebook. Projections will address both permanent and transient populations.
2. Projected Demand: Prepare a complete demand forecast, including permanent and transient populations, distribution system water loss, CALGreen Codes, and water savings from demand management measures as well as state and municipal codes and standards for a minimum 25-year horizon.
 - The projections will include gallons per capita per day (GPCD) in baseline water use and demand projections
 - Projections will also take into account historical and current water production by user class (including but not limited to residential, multi-family, irrigation, fire service, and each sub-class of commercial)
3. Projected Supply: Prepare an update of current and potential water sources for a minimum 25-year horizon. Include supply use targets in GPCD as well as acre feet (AF), based on the baseline developed in projected demand. Consider all data available including the hydrological model, Replenish reports, Technical Review Team agenda items, and historic documents.
4. Water-Energy Intensity Analysis: Calculate the energy intensity of groundwater pumping, conveyance, treatment, storage, and distribution.
5. Drought Risk Assessment and Climate Assessment: These assessments will be a part of the UWMP. Quantify the impact of climate change and drought risk on supplies. Evaluate plausible

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

worst-case conditions for a period of at least ten years. Consider reviewing the Drought and Water Shortage Risk Explorer Tool for Small Water Suppliers and Rural Communities for local risk scores and indicators.

6. Water Shortage Contingency Plan: The Water Shortage Contingency Plan (WSCP) will be part of the UWMP. The WSCP must demonstrate the ability of City to meet demands under a supply shortage up to 50 percent, with levels of shortage and response actions. We will work with City staff to develop:
 - a. An annual water budget forecast process and assessment.
 - b. A list of indicators (reviewed annually) to determine if a water supply shortage is anticipated.
 - c. A worksheet that can be used to compare supply and demand, including available supply mitigation options.
 - d. A calendar indicating the months or seasons when the water budget will be developed and when indicators of a potential shortage should be evaluated.
 - e. A description of revenue impacts in water shortage periods. Potential water rate adjustments may be developed in collaboration with City.
 - f. A process flow chart to document implementation actions to be taken.
 - g. An organizational chart showing which City staff are responsible for tracking and implementing the WSCP.
 - h. A Public Outreach plan based on WSCP implementation.
7. Seismic Risk Assessment and Mitigation Plan: The seismic risk assessment must include a description of the vulnerability of each of its water system(s) facilities as follows:
 - a. Evaluate seismic risk zone for the water supplier.
 - b. Identify best practices to reduce seismic risk at critical water facilities (e.g. tie tanks to foundations, flex couplings at tanks, anchoring at pump stations, and treatment plants).
 - c. Inventory major equipment at pump stations (including wells), treatment plants, and most critical facilities.
 - d. Confirm best practices are implemented by the water supplier at the facilities.
 - e. Identify facilities that are most at-risk and the relative impact of that facility on water delivery. Develop a plan to reduce the risk at these facilities.

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

C. Outreach & Coordination with Other Agencies and Stakeholders

This work item will include contacts with outside agencies necessary to obtain additional data and assistance.

1. Coordination with local water agencies to provide data for use in preparing the UWMP; to obtain water supply forecasts, reliability assessments, and water shortage contingency planning for the region; and for discussion of imported water quality.
2. Coordination with DWR as necessary.
3. Prepare public notices for City staff's review and approval.
4. Draft the 60-day notice for City's use in sending out to agencies.
5. Draft the 2-week and the 1-week notices for City's use in publishing to the local press.

D. Preparation of Urban Water Management Plan

This work item will include the preparation of City's UWMP per the latest requirements, and will include the following content:

1. Describe the service area of City. Include current and projected population in five-year increments over a 25-year period. This data will be provided by City.
2. Identify and quantify the existing and planned sources of water available to City over the same five-year increments over a 25-year period.
3. Describe the reliability of the water supply and vulnerability to seasonal or climatic shortages. Provide data for an average water year, a single dry water year, and multiple dry water years.
4. Describe the opportunities for exchanges or transfers of water on a short-term or long-term basis.
5. Quantify past, current, and projected water use in the same five-year increments over a 25-year period. Identify the uses among water use sectors, including:
 - a. Single-family residential
 - b. Multi-family residential
 - c. Commercial
 - d. Industrial

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

- e. Institutional and Governmental
 - f. Landscape
 - g. Sales to other agencies
 - h. Agricultural
6. Describe City's water demand management measures (DMMs), including:
- a. A schedule of implementation for all water demand management measures proposed or described in the UWMP.
 - b. A description of the methods that City will use to evaluate the effectiveness of water demand management measures implemented or described in the UWMP.
 - c. An estimate, if available, of existing conservation savings on water use within City's service area, and the effect of such savings on City's ability to further reduce demand.
7. Evaluate each water demand management measure that is not currently being implemented or scheduled for implementation. In the course of the evaluation, first consideration will be given to water demand management measures that offer lower incremental costs than expanded or additional water supplies. This evaluation will do the following:
- a. Take into account economic and non-economic factors, including environmental, social, health, customer impact, and technological factors.
 - b. Include a cost-benefit analysis, identifying total benefits and total costs.
 - c. Include a description of funding available to implement any planned water supply project that would provide water at a higher unit cost.
 - d. Include a description of City's legal authority to implement the measure and efforts to work with other relevant agencies to ensure the implementation of the measure and to share the cost of implementation.
8. Prepare a detailed description of expected future projects and programs, other than the demand management programs, that City may implement to increase the amount of the water supply available to City in average, single-dry, and multiple dry water years.
9. Describe the opportunities for development of desalinated water, including ocean water, brackish water, and ground water as a long-term supply.
10. Provide the wholesale agency with water use projections in five-year increments over a 25-year period, or as far as data is available.

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

11. Prepare a Water Shortage Contingency Plan (WSCP), which includes the following elements:
 - a. Stages of action to be undertaken by City in response to water supply shortages, including up to a 50 percent reduction in water supply and an outline of specific water supply conditions that are applicable to each stage.
 - b. An estimate of the minimum water supply available during each of the next three water years based on the driest three-year historic sequence for City's water supply.
 - c. Actions to be undertaken by City to prepare for and implement during a catastrophic interruption of water supplies, including a regional power outage, an earthquake, or other disasters.
 - d. Additional mandatory prohibitions against specific water use practices during water shortages, including prohibiting the use of potable water for street cleaning.
 - e. Consumption reduction methods in the most restrictive stages.
 - f. Penalties or charges for excessive use.
 - g. Revenues and expenditures, and proposed measures to overcome those impacts.
 - h. A draft water shortage contingency resolution or ordinance.
 - i. A mechanism for determining actual reductions in water use pursuant to the urban water shortage contingency analysis.
12. Evaluate the requirements of Senate Bill No. 7 (SBx7-7) to achieve a 20% reduction in urban per capita water use by December 31, 2025. Since this date is approaching, this requirement will be reevaluated with DWR upon project kickoff.
13. Provide, to the extent available, information on recycled water and its potential for use as a water source in City's service area.
14. Include information, to a practicable extent, on the quality of existing sources of water available to City in five-year increments over a 25-year period. Identify how the quality of these sources affect water management strategies and supply reliability.
15. Provide an assessment of the reliability of City's water service, which will include an assessment of the reliability of City's water service to its customers during normal, dry, and multiple dry water years. This water supply and demand assessment will compare the total water supply sources available to City, with the total projected water use in five-year increments over a 25-year period for a normal water year, a single dry water year, and multiple dry water years.

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

16. Prepare a report outlining the findings, conclusions, and recommended actions pursuant to the Urban Water Management Planning Act.

E. Presentation of UWMP

Work to be performed under this work item will include preparation of presentation documents and presentation of the UWMP as follows:

1. Preparation of documents including exhibits, agenda, and PowerPoint files.
2. Presentation to City Staff during progress meetings.
3. Provide assistance to City staff in scheduling Public Hearing.
4. Presentation of 2025 UWMP to City Council at the Public Hearing (Council Meeting).
5. Provide assistance to City staff for the adoption and resolution of the 2025 UWMP.

F. Submission to Department of Water Resources

Once City adopts its 2025 UWMP, we will finalize the entire document (including appendices) submit the FINAL UWMP to DWR electronically via their “WUE” tool. We will also assist City staff in providing CD copies of the FINAL UWMP to the County and the State Library, as required by DWR.

G. Project Deliverables

We will provide the following deliverables for City during the course of this project:

1. Initial Data Request Memo upon Notice of Contract Award (to Kick-Start Task B above)
2. Technical Analysis (Spreadsheets, Tables, and/or Graphs) for:
 - a. Population Analysis
 - b. Supply/Demand
 - c. Other Analysis (Water Quality, Energy, Drought, Contingency)
3. First Draft of the UWMP
4. Final Draft of the UWMP
5. Three (3) Hard Copies of the Final Record (Adopted) 2025 UWMP

SECTION 4: PROJECT UNDERSTANDING, APPROACH, & SCOPE OF WORK

6. Electronic Copies of the following:
 - a. PDF and Microsoft Word version of the Draft of Demand Projections, Draft of the Water Shortage Contingency Plan, First Draft, Final Draft, and Final Record 2025 UWMP
 - b. 60-day notice letter (template for City use)
 - c. 2-week notice and 1-week notices (template for City use)
 - d. Agenda for the Public Hearing
 - e. PowerPoint Presentation at the Public Hearing
 - f. City Council Resolution (Included in the UWMP; City to provide)
 - g. PDF version of Final Record 2025 UWMP with Appendices to Outside Agencies
7. Other deliverables as necessary.

Assumptions

For this project, we assume City staff will have the following responsibilities:

- Provide Data on City's Water System
- Provide Other City Data (Planning Documents, Financial Documents, etc.)
- Host/Facilitate In-Person Meetings or Conference Calls
- Mediate Contact between City Council and West Team Staff
- Mediate Contact between City Residents and West Team Staff
- Provide Outreach to Agencies/Stakeholders for 60-day Notice (West to Provide Template)
- Provide Outreach to Local Press for 2-wk/1-wk Notices (West to Provide Template)
- Provide Copy of City Council Resolution after City Council Adoption of UWMP

Project Schedule

2025 UWMPs can cover either CY 2025 or FY 2024-2025, and the City's 2020 UWMP covered CY 2020. We have included our schedule to complete the project in MS Project format based on an assumed start date two (2) weeks following the end of CY 2025. This will allow for all required data to become available prior to the Kickoff Meeting and provides ample time to review the 2025 UWMP Guidebook, which isn't expected to be published until July 2025. Our schedule shows submittal of the Final Contract Documents to DWR by early-June 2026, which is **one (1) month** prior to the July 1, 2026 deadline. Of course, this Project Schedule is flexible and we can begin the work at any time.

City of Ukiah 2025 Urban Water Management Plan Project Schedule

ID	Task Name	Duration	Start	Finish	December 2025										January 2026										February 2026										March 2026										April 2026										May 2026										June 2026									
					6	11	16	21	26	31	5	10	15	20	25	30	4	9	14	19	24	1	6	11	16	21	26	31	5	10	15	20	25	30	4	9	14																																					
1	Preparation of 2025 UWMP	98 days	Tue 1/20/26	Thu 6/4/26	Preparation of 2025 UWMP 98 days																																																																					
2	Kickoff Meeting	1 day	Tue 1/20/26	Tue 1/20/26	Kickoff Meeting																																																																					
3	Data Collection/Analysis	40 days	Wed 1/21/26	Tue 3/17/26	Data Collection/Analysis 40 days																																																																					
4	Collection and Review of Data from City	2 wks	Wed 1/21/26	Tue 2/3/26	Collection and Review of Data from City 2 wks																																																																					
5	Demographic Analysis	2 wks	Wed 2/4/26	Tue 2/17/26	Demographic Analysis 2 wks																																																																					
6	Demand Analysis	2 wks	Wed 2/4/26	Tue 2/17/26	Demand Analysis 2 wks																																																																					
7	Water Supply Analysis	2 wks	Wed 2/4/26	Tue 2/17/26	Water Supply Analysis 2 wks																																																																					
8	Water Quality Analysis	2 wks	Wed 2/4/26	Tue 2/17/26	Water Quality Analysis 2 wks																																																																					
9	Water Energy Analysis	2 wks	Wed 2/4/26	Tue 2/17/26	Water Energy Analysis 2 wks																																																																					
10	Conservation Measure Analysis	2 wks	Wed 2/4/26	Tue 2/17/26	Conservation Measure Analysis 2 wks																																																																					
11	Seismic Risk, Mitigation, and Contingency Plan Analysis	2 wks	Wed 2/18/26	Tue 3/3/26	Seismic Risk, Mitigation, and Contingency Plan Analysis 2 wks																																																																					
12	City Review	2 wks	Wed 3/4/26	Tue 3/17/26	City Review 2 wks																																																																					
13	Prepare & Submit 2025 UWMP	67 days	Wed 3/4/26	Thu 6/4/26	Prepare & Submit 2025 UWMP 67 days																																																																					
14	Prepare & Submit Draft UWMP	4 wks	Wed 3/18/26	Tue 4/14/26	Prepare & Submit Draft UWMP 4 wks																																																																					
15	City Review	2 wks	Wed 4/15/26	Tue 4/28/26	City Review 2 wks																																																																					
16	Prepare & Submit Final UWMP	3 wks	Wed 4/29/26	Tue 5/19/26	Prepare & Submit Final UWMP 3 wks																																																																					
17	Assist City with Preparing for Advertisement of Final UWMP	2 wks	Thu 5/14/26	Wed 5/27/26	Assist City with Preparing for Advertisement of Final UWMP 2 wks																																																																					
18	2wk & 1wk notices of City Council Mtg (Public Hearing)	2 wks	Thu 5/14/26	Wed 5/27/26	2wk & 1wk notices of City Council Mtg (Public Hearing) 2 wks																																																																					
19	"60-Day" Public Notification/Advertisement to Agencies	8 wks	Wed 3/4/26	Tue 4/28/26	"60-Day" Public Notification/Advertisement to Agencies 8 wks																																																																					
20	Presentation of Final UWMP to City Council (Public Hearing)	1 day	Thu 5/28/26	Thu 5/28/26	Presentation of Final UWMP to City Council (Public Hearing) May 28																																																																					
21	Finalize Record (Adopted) UWMP and Submit to DWR	1 wk	Fri 5/29/26	Thu 6/4/26	Finalize Record (Adopted) UWMP and Submit to DWR Jun 4																																																																					

SECTION 5: QUALITY ASSURANCE & QUALITY CONTROL

Quality Assurance/Control

From our UWMP experience, we understand that the Department of Water Resources (DWR) may take a few years to review the UWMP. Should DWR have any comments to the UWMP, we are able to respond to any DWR comments even if the comments are received a few years after completion of the 2025 UWMP. However, our goal is to prepare a UWMP that meets DWR requirements. To accomplish this, we will implement the following quality assurance/control measures:

- The Project Manager, Mr. Jake Comer, will be directly involved with this project. Instead of periodic reviews and dictations to engineering staff, he will work alongside engineering staff to ensure the work is done properly. All staff members have access to the same files and can edit as the needs arise without things being “lost-in-translation”. This drastically reduces errors during the work process.
- We will keep in touch with DWR on a regular basis. This will include phone calls, emails, and webinars. In fact, we plan to attend DWR’s public meeting regarding the Draft Guidebook for updates to the 2025 UWMPs in early 2025 and we have attended various DWR working group meetings throughout 2024 regarding proposed changes to the 2025 UWMPs.
- All work will go through a quality assurance/control process before submittal to the client. We strive to have all projects reviewed by an experienced individual not directly involved with the project, although general familiarity with the project and the client is desirable. During the quality assurance/control process, Adobe PDF software is utilized to review documents as opposed to printing hard copies. Although this is a “green” method, its primary function is to **save time and to keep records of our quality control**. This is also important if any quarantines persist during this project. The review of the construction documents shall focus on the following three key areas: 1) conformance to DWR criteria, 2) accuracy of data, and 3) quality of writing.

To ensure the Final UWMP adheres to DWR requirements, we will complete the UWMP checklist before each submittal. The checklist will provide the Section and/or Page number where the information can be found in the UWMP. This will help the City confirm that the UWMP adheres to DWR requirements before it is submitted to DWR.

SECTION 6: VALUE-ADDED SERVICES

Creative Solutions to Provide Additional Value

Although UWMPs are required for State funding eligibility, the documents can be of good value for the City:

1. UWMPs can serve as a foundation document and a source of information for Water Supply Assessments (Senate Bill 610) and Written Verifications of Water Supply (SB 221).
2. In addition, an UWMP may serve as a long-range planning document for water supply, a source of data for development of a regional water plan, and a source document for cities and counties as they prepare their General Plans. These planning documents are linked, and their accuracy and usefulness are interdependent.

Therefore, our goal is to not merely complete the scope of work and be in good standing with DWR, but to provide the City with a report that staff can enjoy reading and rely on as a quick source of information. The photos below present our solution for the City. This is also shown in **Exhibit A**.



Figure 1: Two-Column Style with Photo and Text Insert

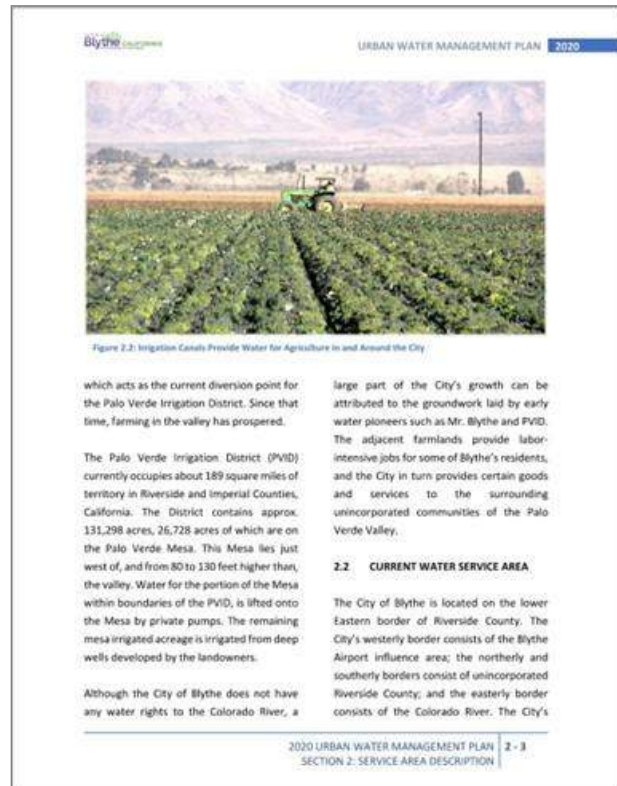


Figure 2: Two-Column Style with Full-Page Photo



COST PROPOSAL

Detailed Fee Estimate

Task No.	ITEM	PM	ENGR	QA/QC	SEC	TOTAL	
		\$170	\$135	\$170	\$72	HRS.	\$
NON-OPTIONAL WORK LISTED IN PROPOSED SCOPE							
Pt. 1 - PROJECT MANAGEMENT & MEETINGS							
1	Kickoff Meeting Including Agenda & Minutes	3	3	2		8	\$1,170
2	Coordination & Support for 60-day Notice	2	4			6	\$880
3	Coordination & Support for the 2-week Notice and 1-week Notice	2	4			6	\$880
4	Progress Meetings (2)	2	2		2	6	\$754
Subtotal		9	13	2	2	26	\$3,684
Pt. 2 - DATA COLLECTION & REVIEW							
1	Data Collection and Review	4	8			12	\$1,760
2	Technical Analysis (Population, Supply/Demand, Water Quality, etc.)	8	16			24	\$3,520
Subtotal		12	24	0	0	36	\$5,280
Pt. 3 - OUTREACH & COORDINATION WITH OTHER AGENCIES & STAKEHOLDERS							
1	Coordination with Agencies as Necessary/Required by UWMP Code	4	8			12	\$1,760
2	Coordination with Department of Water Resources	4	8			12	\$1,760
Subtotal		8	16	0	0	24	\$3,520
Pt. 4 - UWMP PREPARATION & SUBMITTAL							
1	Prepare & Submit First Draft UWMP	16	38	8	4	66	\$9,498
2	Prepare & Submit Final Draft UWMP	8	24	6	4	42	\$5,908
3	Prepare & Submit Final UWMP	4	10	3	3	20	\$2,756
4	Finalize Record (Adopted) UWMP (After Board/Council Adoption) & Submit to DWR	3	4	2	2	11	\$1,534
5	Assist with Final Record (Adopted) UWMP Distribution to County, State Library, etc.	3	4		4	11	\$1,338
Subtotal		34	80	19	17	150	\$21,034
Pt. 5 - PRESENTATIONS							
1	Preparation of PowerPoint Presentation (Slides for Council)	4	4			8	\$1,220
2	Council Meeting / Public Hearing (Help With Presentation)	4	4		4	12	\$1,508
Subtotal		8	8	0	4	20	\$2,728
Direct Costs (printing, reproduction, shipping, mileage, etc.)						N/A	\$754
TOTAL NON-OPTIONAL WORK		71	141	21	23	256	\$37,000

Non-Optional Work: \$37,000

OPTIONAL/AS-NEEDED WORK							
1	Revisions to the UWMP Following DWR Review	2	6	2		10	\$1,490
Subtotal		2	6	2		10	\$1,490

Optional Work: \$1,490

COST PROPOSAL

HOURLY RATE CHART AND EXPENSE REIMBURSEMENT SCHEDULE (FOR UWMPs)

Key Positions

Position	Hourly Rates
Project Manager	\$170
Engineer	\$135
Quality Assurance/Control	\$170
Secretary	\$72

Reimbursable In-House Costs

Vehicle mileage, between engineer's office and project site and/or client offices	\$ 0.7/mile
Reproduction, printing, and any other services performed by subcontractor	cost + 15%
Postage Delivery Service, Express Mail	cost + 15%

NOTE: All rates are effective until the end of this contract.



March 19, 2025

Sean White
 Director of Water and Sewer
 City of Ukiah
 300 Seminary Avenue
 Ukiah, CA 95482

Proposal: Consulting Services to prepare 2025 Annual Water Supply and Demand Assessment (2025 AWSDA)

Dear Mr. White,

West & Associates is pleased to submit our Proposal for the 2025 AWSDA to the City of Ukiah (City). Per executive order N-7-22 issued by Governor Newsom on March 28, 2022 (and listed under CWC § 10632.1), we understand that urban water suppliers are required to submit an AWSDA to the Department of Water Resources (DWR) on or before July 1, 2022 (and every year thereafter). The AWSDA Consists of Excel data and an optional Written Summary that will be uploaded to DWR's Water Use Efficiency (WUE) website ([WUEdata - 2024 Water Shortage Report Plans \(ca.gov\)](https://www.water.ca.gov/wue/)). This Proposal presents a Scope of Work and Fee to prepare the City's fourth-annual AWSDA, which is flexible and can be adjusted if requested by the City.

Scope of Work:

Task 1: Coordinate with the City to obtain recent water year data, including:

- Recent (January 1, 2024 – March 31, 2025) Water Supply/Production
- Recent (January 1, 2024 – March 31, 2025) Water Demand/Use
- Recent (January 1, 2024 – March 31, 2025) Water Quality Data (Including Shutdowns)
- Planned Expansions to Water Production and/or Treatment Facilities

Data Source Options: California State Water Resources Control Board – Drought Report, DWR Form 38, and City's Internal Tabulated Data (i.e. on Excel spreadsheets). We will review the data above and determine if additional data is needed.

Task 2: Prepare Draft AWSDA. This will include supply and demand projections (in numbers), as well as a written summary of the recent and projected conditions. Surpluses or shortages will be noted.

Task 3: Coordinate with City to obtain feedback/comments on the Draft AWSDA.

Task 4: Prepare Final AWSDA per City comments.

Task 5: Submit Final AWSDA to DWR's WUE Data portal (link above).

Task 6: Update the written annual water supply and demand assessment. The written assessment will focus on determining whether a water shortage exists and stages of the Water Shortage Contingency Plan (WSCP) that should be implemented.

Fee Estimate: Non-optional services (Tasks 1-5) are **\$950**.

Thank you for this opportunity. Please contact me if you have any questions.

A handwritten signature in blue ink that reads "Jake Comer".

Jake Comer, P.E., CA-NV AWWA certified Water Audit Validator
 West & Associates Engineering, Inc.
 (949) 716-7670 Office | (949) 335-2029 Cell
jakec@westaeng.com

References

The following are key references for this proposal:



CITY OF BLYTHE

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CITY OF UKIAH

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Sean White, Water & Sewer Director [\(707\) 467-5712](tel:(707)467-5712)

swhite@cityofukiah.com



CITY OF CALEXICO

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Liliana Falomir, Public Works Manager [\(760\) 768-2160](tel:(760)768-2160)

falomirl@calexico.ca.gov



CITY OF SOUTH GATE

4244 Santa Ana St, South Gate, CA 90280

Chris Castillo, Water Division Manager [\(323\) 563-5779](tel:(323)563-5779)

ccastillo@sogate.org



CITY OF SHAFTER

720 Commerce Way, Shafter, CA 93263

Marcos Torres, Deputy Public Works Director [\(661\) 746-5004](tel:(661)746-5004)

mtorres@shafter.com



CITY OF IMPERIAL

400 S. Imperial Ave, Suite 101, Imperial, CA 9225

Jenell Guerrero, Assistant to City Manager [\(760\) 355-1153](tel:(760)355-1153)

jguerrero@imperial.ca.gov



AGENDA SUMMARY REPORT

SUBJECT: Adoption of Resolution Approving Amendment to the Joint Powers Agreement of the Mendocino Council of Governments to Add Energy & Related Programs as Specific Powers.

DEPARTMENT: Public Works

PREPARED BY: Seth Strader, Administrative Analyst

PRESENTER: Tim Eriksen, Director of Public Works/City Engineer

ATTACHMENTS:

1. MCOG letter 2025-04-18-Ukiah
2. MCOG Resolution

Summary: Council will consider approving and adopting a resolution approving an amendment to the Joint Powers Agreement (JPA) of the Mendocino Council of Governments (MCOG) to add energy and related programs as specific powers.

Background: The Mendocino Council of Governments (MCOG) is a Joint Powers Authority (JPA) that was originally formed in 1972. MCOG performs a multitude of tasks; some include oversight and allocation of grant funds, transportation policy development, advocacy, and transportation planning.

Discussion: MCOG has joined a new partnership with Redwood Coast Energy Authority (RCEA), Lake Area Planning Council (APC), and the nonprofit Sierra Business Council (SBC) to use public purpose program funds paid by ratepayers to plan, administer, and implement energy efficiency programs as approved by the California Public Utilities Commission. Staff has reported progress over the past three years, and on December 2, 2024, MCOG's Board authorized the Executive Director to sign the Memorandum of Agreement and Bylaws of the Northern California Rural Regional Energy Network (REN), a.k.a. Northern Rural Energy Network (NREN). To internally formalize MCOG's NREN participation, an amendment to the Joint Powers Agreement (JPA) is needed to add energy programs as a specific power.

On April 18, MCOG sent the City Clerk a request (Attachment 1) for the Ukiah City Council to adopt a resolution (Attachment 2) approving this amendment. Staff recommends Council approve and adopt a resolution (Attachment 2) approving an amendment to the Joint Powers Agreement (JPA) of the Mendocino Council of Governments (MCOG) to add energy and related programs as specific powers.

Recommended Action: Approve and adopt a resolution approving an amendment to the Joint Powers Agreement of the Mendocino Council of Governments (MCOG) to add energy & related programs as specific powers.

BUDGET AMENDMENT REQUIRED: NA

CURRENT BUDGET AMOUNT: _____

PROPOSED BUDGET AMOUNT: _____

FINANCING SOURCE: _____

REVENUE: Yes / No **GRANT:** Yes / No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: _____

COORDINATED WITH: Jason Benson, Senior Engineer and Tim Eriksen, Director of Public Works/City Engineer

STRATEGIC PLAN (SP): **SP 1C** - Encourage and support an environmentally sustainable and resilient community by embracing new technology, setting policy, and evaluating critical infrastructure.

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP): A5 - Environment and Sustainability Element

Approved: 
Sage Sangiacomo, City Manager



MENDOCINO COUNCIL OF GOVERNMENTS

525 South Main Street~Ukiah~California~95482
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B
(707) 463-1859
Transportation Planning: Suite G
(707) 234-3434

April 18, 2025

Kristine Lawler, City Clerk
City of Ukiah
300 Seminary Ave.
Ukiah, CA 95482

Re: Proposed Amendment to MCOG
Joint Powers Agreement

Dear Ms. Lawler:

On April 7, 2025, MCOG's Board of Directors unanimously voted to amend the Joint Powers Agreement (JPA) by adding energy and climate related programs to the specific purposes and powers of the Council. The Board directed staff to circulate the enclosed amendment text, in the form of a sample resolution, to the five parties to MCOG's Joint Powers Agreement, for approval by resolution of each of their legislative bodies.

The JPA states as follows:

10. This agreement may be amended at any time by the parties to the agreement. In order for such an amendment to take effect, it must be approved by Resolutions adopted by the respective legislative bodies of each of the parties to this agreement.

Based on previous letters of support from the JPA membership, MCOG has joined as a partner in creating the Northern Rural Energy Network (NREN), to use public purpose program funds paid by utility ratepayers to plan, administer, and implement energy efficiency programs. This will benefit all of Mendocino County. MCOG also is interested in pursuing climate-related program work in its regional role.

Therefore, we request that the City Council, as a party to the JPA, consider this matter at the next available opportunity, according to your agenda procedures.

I have enclosed our sample resolution with Exhibit A (the current JPA in effect) in electronic form, which has been reviewed and approved by the Council, for your use and reference.

If there are any questions, you are welcome to contact me at 463-1859 or by email to orthj@dow-associates.com, or at the address on this letterhead. Thank you for your assistance and cooperation.

Sincerely,

Janet M. Orth
Deputy Director & CFO

Via email

Enc: Sample Resolution with exhibit
cc: Councilmember Criss

RESOLUTION NO. 2025-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH APPROVING AN AMENDMENT TO THE JOINT POWERS AGREEMENT OF THE MENDOCINO COUNCIL OF GOVERNMENTS TO ADD ENERGY & CLIMATE RELATED PROGRAMS AS SPECIFIC POWERS

WHEREAS:

1. The Mendocino Council of Governments (MCOG) was formed by a Joint Powers Agreement (attached as **Exhibit A**) in 1972 and amended in 1978, 1993, 1994, 2008, and 2020 by the Cities of Fort Bragg, Point Arena, Ukiah, and Willits and the County of Mendocino to serve as the Regional Transportation Planning Agency and other regional purposes; and
2. The Joint Powers Agreement (JPA) identifies specific powers for which MCOG is responsible; and
3. The JPA currently identifies transportation planning, economic development planning, and housing production matters as MCOG's specific powers, and states that other specific powers may be expressly authorized by Resolutions adopted by the respective bodies of each of the parties to the agreement; and
4. In order to carry out agreements as a Governing Partner of the Northern California Rural Regional Energy Network (REN), a.k.a. Northern Rural Energy Network (NREN), it is proposed that the Joint Powers Agreement be amended to specify that the Joint Powers Agency has the authority to use public purpose program funds paid by ratepayers to plan, administer, and implement energy efficiency programs as approved by the California Public Utilities Commission; and
5. The MCOG Board of Directors also has been considering the possibility of forming a climate resilience or protection authority for the benefit of the region and related activities; and
6. The MCOG Board of Directors approved an amendment to add these specific powers at their meeting of April 7, 2025, and in order for such an amendment to take effect, it must be approved by resolutions adopted by the respective legislative bodies of each of the parties to this agreement; and
7. Upon full execution of an amendment, MCOG shall prepare and file a notice of amendment with the California Secretary of State in accord with California Government Code Section 6503.5;

NOW, THEREFORE, BE IT RESOLVED that:

1. MCOG's Joint Powers Agreement Section 3 shall be amended as follows:
 - "3. MCOG shall have the power to serve the following specific purposes:
 - a. act as the transportation planning agency for Mendocino County, as designated by the Secretary of the Business and Transportation Agency of the State of California,

- b. undertake economic development planning for Mendocino County,
 - c. undertake planning related to the production of housing in the region, including activities related to development and implementation of the Regional Housing Needs Allocation Plan,
 - d. implement energy programs including partnership in the Northern California Rural Regional Energy Network, a.k.a. Northern Rural Energy Network,
 - e. implement climate programs including potentially forming a climate resilience or protection authority, and similar activities, and
 - f. any other specific power, including regional planning in other functional areas besides transportation, economic development, housing, energy and climate programs, which has been expressly authorized by Resolutions adopted by the respective bodies of each of the parties to this agreement.”
2. All other terms and conditions set forth in MCOG’s Joint Powers Agreement of 1972 as amended in 1978, 1993, 1994, 2008, and 2020 shall remain in full force and effect.
3. This amendment shall become effective upon approval by resolution of each of the member agencies.

PASSED AND ADOPTED this 21st day of May, 2025, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Douglas F. Crane, Mayor

ATTEST:

Kristine Lawler, City Clerk

JOINT POWERS AGREEMENT

MENDOCINO COUNCIL OF GOVERNMENTS

Incorporating All Amendments of 1978, 1993, 1994, 2008, and 2020

This is an Amendment to a Joint Powers Agreement executed in 1972 by the CITIES OF FORT BRAGG, POINT ARENA, UKIAH, and WILLITS, and the COUNTY OF MENDOCINO, that Agreement being the legal basis for the Mendocino County and Cities Area Planning Council (MCCPC). The 1978 and subsequent Amendments changed the name to MENDOCINO COUNCIL OF GOVERNMENTS (MCOG), clarified the powers and purposes of the agency, and established a new BOARD OF DIRECTORS. By this Amendment, the above Agreement is changed to read in its entirety as follows:

This AGREEMENT is made by and among the incorporated CITIES OF FORT BRAGG, POINT ARENA, UKIAH, and WILLITS, municipal corporations of the State of California, acting through their respective City Councils, and the COUNTY OF MENDOCINO a body politic and corporate subdivision of the State of California, acting through the Board of Supervisors (hereinafter referred to as PARTIES), as follows:

WHEREAS, Sections 6500 et seq., of the California Government Code (Title 1, Division 7, Chapter 5, Article 1) provide for agreements between two or more public agencies to jointly exercise any power common to the contracting parties; and,

WHEREAS, the parties hereto recognize that Mendocino County is changing from an isolated, rural area to a developed area with continuing expansion of its incorporated cities and formerly underdeveloped areas; and,

WHEREAS, by reason of this growth, governmental problems affecting incorporated and unincorporated areas jointly are frequently arising and are expected to increase in the near future; and,

WHEREAS, it is necessary and desirable that a single regional agency be created with authority to (1) assist and advise on such problems, and (2) in specified functional areas, develop plans and approve or disapprove, in whole or in part, projects to which such plans apply; and,

WHEREAS, existence of such an agency, and action by it upon certain transportation matters, economic development matters, and housing production matters appear necessary in order for the PARTIES to qualify for allocation of needed funds from the State and Federal Governments;

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. The Mendocino County and Cities Area Planning Council (MCCPC) is hereby reconstituted as the MENDOCINO COUNCIL OF GOVERNMENTS (MCOG), which is hereby created and established pursuant to Sections 6500 et seq., of the California Government Code (Title 1, Division 7, Chapter 5, Article 1).

2. MCOG shall have the power to serve the following general purposes, which are advisory only:
 - a. provide a regular forum to facilitate discussion and the exchange of information on matters of mutual interest to the parties to this agreement,
 - b. serve as a vehicle for the joint sponsorship of informational workshops and training programs related to problems for local governments in Mendocino County, and
 - c. advise and assist the parties to this agreement in their efforts to deal with problems which they have in common, or which transcend jurisdictional boundaries.
3. MCOG shall have the power to serve the following specific purposes:
 - a. act as the transportation planning agency for Mendocino County, as designated by the Secretary of the Business and Transportation Agency of the State of California,
 - b. undertake economic development planning for Mendocino County,
 - c. undertake planning related to the production of housing in the region, including activities related to development and implementation of the Regional Housing Needs Allocation Plan, and
 - d. any other specific power, including regional planning in other functional areas besides transportation, economic development, and housing which has been expressly authorized by Resolutions adopted by the respective bodies of each of the parties to this agreement.

Nothing contained herein shall be construed as limiting in any manner the power of any of the respective parties or other public entities in the County to initiate and complete a local project within their respective jurisdictions. It is understood, however, the recommendations of the MCOG may be considered by agencies of the State or Federal Government in providing financial or other assistance to such a project. The MCOG shall take no action to preclude or discourage any direct appeal by any entity to any State, or Federal Agency for financial or other assistance in that entity's program before, during or after consideration of the proposal by the MCOG.

4. MCOG shall have a BOARD OF DIRECTORS consisting of seven members. The City Council of each of the four incorporated cities in Mendocino County (the cities of Fort Bragg, Point Arena, Willits and Ukiah) shall annually appoint one of its members to serve as a member of the MCOG Board of Directors. The Board of Supervisors of the County of Mendocino shall annually appoint two of its members plus one public appointee to serve as members of the MCOG Board of Directors. In selecting the public appointee, the Board of Supervisors shall give first preference to a countywide elected official. If a countywide elected official does not apply for the position, then the Board of Supervisors may appoint any registered voter of Mendocino County who has an interest in regional transportation issues. Each elected member of the MCOG Board of Directors shall serve only so long as he or she holds the appropriate elective office, and each member shall serve at the pleasure of their respective appointing authority.

MCOG has adopted its own bylaws as allowed by the amendment of 1993.

The appointing authority, for each regular member it appoints, may appoint an alternate member to serve in place of the regular member when the regular member is absent or disqualified from participating in a meeting of the Council of Governments. Agency alternates must be an elected official.

5. In addition to the incorporated Cities mentioned in this Agreement, any other City which may hereafter be incorporated within the boundaries of Mendocino County, and which may desire to participate in the activities of this Council of Governments may do so by executing this agreement without prior approval or ratification of the named parties herein and shall thereafter be bound by all of the terms and conditions of this agreement as of the date of execution, and shall have all of the rights of the named Cities in relation to the provisions of this Agreement, including the right to appoint a member to the MCOG Board of Directors.

In the event of conflict amongst the members to the MCOG relative to specific issues, individual resolutions may be requested from each of the member agencies to be directed back to the MCOG for review and final action.

6. The undersigned parties to this agreement pledge full cooperation, and agree to appoint members to the MCOG Board of Directors as specified above. The MCOG shall assign individuals to serve as members of any MCOG committee (s) who shall act for and on behalf of their member agencies in any or all matters which shall come before MCOG, subject to any necessary and legal approval of their acts by the legislative bodies of said member agencies.
7. The MCOG acting as the Regional Transportation Planning Agency for Mendocino County shall be administered in accordance with the Transportation Development Act. Funding for this function shall consist of Local Transportation Funds, State Transit Assistance Funds and any federal or state grants. Any other function(s) identified in Section 3 of this agreement must have a correlating funding source for administrative reimbursement.
8. The County Auditor shall be the depository and shall have custody of all funds of MCOG from whatever source and shall hold and disburse such monies in accord with Section 6505.5. There shall be strict accountability by all parties and by MCOG of all funds. MCOG shall contract with a certified public accountant to make an annual audit. The minimum requirements of such an audit shall be those prescribed by the State Controller for special districts under Section 26909 of the Government Code and shall conform to generally accepted auditing standards. Where an audit is made, a report thereof shall be filed as public records with each of the contracting parties to the agreement and also with the County Auditor-Controller. The cost of the audit shall be borne by MCOG (Section 6505).
9. This agreement shall be effective for a period of one year and shall be automatically renewed from year to year thereafter unless and until one of the parties hereto, by Resolution of its legislative body, terminates its consent to the exercise of these joint powers herein agreed upon, and gives written notice of such to MCOG at least ninety days prior to the end of the annual term. In the event of such notice of termination, MCOG shall

have continuing authority to act upon all applications filed with it prior to receipt of said ninety day notice of termination and shall take such action in regard thereto as is required under the laws, regulations and policies established by the particular state or federal agency to whom such applications have been made. Upon the conclusion of such action and expiration of said ninety day notice period, following receipt of said notice, this agreement shall be automatically renewed for another annual term without the withdrawn entity as a party to the agreement, and without a member of the Board of Directors appointed by the withdrawn entity. Once any entity has filed proper notice of withdrawal, there shall be a single sixty day period, during which any remaining Party or Parties to the agreement may also file a ninety day notice of withdrawal, regardless of the expiration date of the annual term.

10. This agreement may be amended at any time by the parties to the agreement. In order for such an amendment to take effect, it must be approved by Resolutions adopted by the respective legislative bodies of each of the parties to this agreement.
11. This amendment shall take effect upon (1) its execution by the legislative body of each of the parties to the above Joint Powers Agreement, such execution occurring by Resolution of the respective legislative bodies, and (2) receipt of a letter from the Secretary of the Business and Transportation Agency of the State of California, officially designating the Mendocino Council of Governments as the transportation planning agency for Mendocino County according to Section 29532(b) of the Government Code of the State of California.
12. MCOG shall prepare and file a notice of this agreement, or any amendment thereto, with the Office of the Secretary of State in accord with Section 6503.5.

CITY OF FORT BRAGG: _____ DATE: _____
Mayor

Approved: _____ ATTEST: _____
City Attorney City Clerk

CITY OF POINT ARENA: _____ DATE: _____
Mayor

Approved: _____ ATTEST: _____
City Attorney City Clerk

CITY OF WILLITS: _____ DATE: _____
Mayor

Approved: _____ ATTEST: _____
City Attorney City Clerk

CITY OF UKIAH: _____ DATE: _____
Mayor

Approved: _____ ATTEST: _____
City Attorney City Clerk

COUNTY OF MENDOCINO: _____ DATE: _____
Chair, Board of Supervisors

Approved: _____ ATTEST: _____
County Counsel Clerk of the Board

Original documents and amending resolutions are executed by:

Cities of Fort Bragg, Point Arena, Willits, and Ukiah
(by Mayor or Vice Mayor; City Attorney and/or City Clerk)

County of Mendocino
(by Chairman, Board of Supervisors; County Counsel; and Clerk of the Board)

I attest to the accuracy of this document. Originals are on file at MCOG's offices of each member agency—
digital signatures have been received by MCOG.

/s/ September 15, 2020

Janet M. Orth, MCOG Deputy Director / CFO



AGENDA SUMMARY REPORT

SUBJECT: Public Hearing and Consideration of the 2025 Ukiah Climate Action Plan that Includes: 1) Adoption of a Resolution Adopting the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration (ISND) Prepared for the Ukiah Climate Action Plan; and 2) Adoption of a Resolution Adopting the Ukiah Climate Action Plan (CAP).

DEPARTMENT: Community
Development

PREPARED BY: Blake Adams, Chief Resiliency Officer

PRESENTER: Blake Adams, Chief Resilience Officer

ATTACHMENTS:

1. 2022 GHG Inventory Presentation
2. Ukiah Climate Action Plan
3. CAP Initial Study Negative Declaration
4. CAP Public Comments
5. Draft Resolution Adopting the CAP CEQA ISND
6. Draft Resolution Adopting Ukiah CAP

Summary: Council will conduct a public hearing to consider adoption of a resolution adopting the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration (ISND) prepared for the Ukiah Climate Action Plan (CAP); and to consider adoption of a resolution adopting the Ukiah Climate Action Plan (CAP).

Background: On June 15, 2022, the City Council unanimously adopted Resolution No. 2022-44, declaring a climate emergency and joining governments worldwide in recognizing the urgent need to mitigate climate impacts. This declaration acknowledged climate change as a threat to public health, infrastructure, and ecosystems and pledged to accelerate local actions to achieve carbon neutrality.

Council Climate Action and State Goals Incorporated into 2040 General Plan

In addition to the Council's climate emergency resolution, California has set clear statutory goals for municipal climate action calling for a 40% reduction in 1990 level GHG emissions by 2030 and 100% reduction in GHG emissions by 2045. Recognizing the State's GHG emission reduction goals and building off the Council's resolution, the Ukiah 2040 General Plan and the 2024 City Council Strategic Plan outlined an approach to climate action, sustainable development, and conservation of Ukiah's natural resources. For example, the General Plan established a local goal "to create a more resilient community that is prepared for, responsive to, and recoverable from hazards created or made worse by climate change" and directed the adoption of a Community CAP.

The 2040 General Plan's associated Environmental Impact Report (EIR), State CEQA Clearinghouse (SCH) # 2022050556, identified significant and unavoidable impacts related to greenhouse gas (GHG) emissions under CEQA Guidelines §15064.4. To mitigate these impacts, the 2040 General Plan directed within the new Environment and Sustainability Element completion of the following General Plan Implementation Program:

M - Adopt a Municipal Climate Action Plan: The City shall adopt a municipal Climate Action Plan to achieve carbon neutrality for all municipal operations and meet State and City GHG emission reduction

goals. Completion and adoption of the CAP would accomplish three policies within the Environment and Sustainability Element and one within the Public Facilities, Services, and Infrastructure Element, as noted below. A CAP would also direct a clear plan for achieving Goal ENV-8 of the 2040 General Plan- To Achieve Carbon Neutrality By or Before 2045.

ENV-8.1 Carbon Neutrality Resolution: The City shall adopt a Carbon Neutrality Resolution that provides a foundation for all subsequent climate actions.

ENV-8.3: Municipal Building Electrification Plan: The City shall adopt an electrification plan for all municipal buildings to convert them to all electric using energy from carbon-free and renewable sources by 2035.

ENV-9.1: Zero Waste- The City shall promote innovative activities that reduce waste and increase waste diversion, including sourcing products with reusable, recyclable, or compostable packaging; establishing food diversion programs; gasification, and promoting and educating on waste diversion and its importance.

PFS-3.1: Solid Waste Diversion Targets: The City shall encourage increased community participation in recycling and composting programs and weekly collection of recyclables and organic waste to achieve 85 percent diversion for community waste and municipal operations by 2030.

Climate Action Plan Ad Hoc and Working Group

On March 1, 2023, Staff proposed the creation of a CAP Ad Hoc Committee and Working Group to guide development of the Climate Action Plan. The CAP working group reflected a diverse group of stakeholders in the community, including two members of Climate Action Mendocino, a member of the Greater Ukiah Business and Tourism Alliance, a member of the Diversity, Equity, and Inclusion Committee, the Deputy City Manager, and the Electric Utility Director. Appointed by the City Council to the CAP Ad Hoc Committee were Councilmembers Susan Sher and Josefina Duenas (Councilmember Heather Criss was appointed to replace former Councilmember Duenas in January 2025).

GHG Inventory

As the initial meetings of the CAP Ad Hoc and Working Group were getting underway, on May 3, 2023, as a required first step towards completion of the CAP, Council directed preparation of a community-wide GHG inventory (Attachment 1). Completed in March 2024, the GHG inventory established a baseline level of emissions in Ukiah (for the year 2022) for which future reduction actions outlined in a CAP could be evaluated against to quantify progress towards carbon neutrality. On March 20, 2024, the Council approved the 2022 GHG emissions within the community-wide inventory to be used as the baseline level of emissions for development of the CAP. Please see Attachment 1 for a copy of the PowerPoint presentation for the March 20, 2024, GHG inventory presentation item.

With the GHG Inventory completed, the City was ready to undertake development of its Climate Action Plan. To assist Staff with the scientific analysis necessary for this effort, also on March 20, 2024, Council approved a contract amendment with Mintier-Harnish, Advanced Planning Consults, for subconsultant Rincon, Inc. to assist Staff with the CEQA and technical analysis required for this effort.

Discussion: The 2025 Ukiah Climate Action Plan (CAP) (Attachment 2) was developed through research and development of best practices for municipal-led greenhouse reduction strategies, public outreach and engagement, and environmental policy analysis to ensure alignment with established environmental law and federal, state, and local goals for climate action. The below history describes development of the CAP, along with relevant CEQA analysis and determinations.

Community Engagement Efforts

The City's Climate Adaptation & Resilience Division implemented a bi-lingual public engagement campaign to solicit valued public input from a wide cross-section of Ukiah's population. A "balancing act" community survey provided respondents with an opportunity to select between Moderate and High rates of action for key climate action strategies. Respondents could also provide direct public comment, and the survey was accessible online for a period of 30 days. When given a choice, survey respondents opted to select the High impact measure options. Respondents demonstrated the highest support towards actions like City procurement efforts to bolster the City's carbon-free energy mix, EV adoption rates for both commercial and passenger vehicles, and tree planting.

In addition to the online survey, the engagement campaign featured social media posts, physical flyers, email notices, earned media, a community workshop, two online webinars, and two 30-day public comment periods. The City also upgraded its Climate Adaptation & Resilience Division website during this process, which can be found by visiting: <https://cityofukiah.com/climate-resilience/>. As part of the development of the CAP, the Community Development Department (CDD) hosted an in-person Climate Action Community Workshop on Thursday, September 26, 2024, at the Ukiah Valley Conference Center (UVCC) to solicit feedback from the community regarding their priorities for future city-led investment. The City provided Spanish language translation, food and beverages, and on-site childcare services.

Highlights of Ukiah Climate Action Plan

The City of Ukiah's Climate Action Plan includes:

- Sector-specific measures (transportation, building energy, waste, water resources).
- Monitoring and enforcement mechanisms; and
- CEQA streamlining benefits for future projects that conform to CAP measures.

Renewable energy adoption will accelerate through incentives for residential and commercial solar paired with battery storage, particularly in underserved areas. The City will leverage its municipal utility to increase local generation, targeting 77% renewable electricity by 2030. Battery storage systems can be deployed to stabilize the grid and provide backup power during outages, to varying degrees and where most effective.

Waste diversion efforts will emphasize compliance with SB 1383, including expanded composting programs and public education to reduce landfill-bound organics by 75% by 2030. Electrification of buildings will be incentivized through rebates for heat pumps and appliance upgrades, prioritizing low-income households to improve air quality and reduce fossil fuel dependence. Workforce training programs will ensure local contractors can meet demand for these retrofits.

These actions are designed to meet state-mandated emissions targets while maintaining cost-effectiveness and feasibility. Progress will be tracked through biennial reporting, with adjustments made as needed to stay on course for carbon neutrality by 2045.

In time, the City will identify priorities as well as the best strategies for implementation. The implementation timeline is divided into three phases to promote structured and efficient progress. Phase 1 (1–2 years) focuses on foundational actions, such as planning, engagement, and establishing key programs or policies. Phase 2 (2–3 years) emphasizes scaling up initiatives, building capacity, and achieving early measurable outcomes. Phase 3 (3–5 years +) consolidates efforts, refines strategies through evaluation and adjustments, and begins building towards long-term goals.

CEQA Initial Study and Negative Declaration (ISND)

Under CEQA Guidelines, a 30-day public commenting period is required for CEQA Negative Declarations. On February 27, 2025, a public notice was published in the Ukiah Daily Journal, opening the public commenting period. On March 28, 2025, the public commenting period closed. No comments were received related to the Initial Study and Negative Declaration (Attachment 3).

Understanding the complexity of the ISND and to ensure the finalized CAP was reflective of community input, Staff provided a second commenting period only for the Climate Action Plan. This period ran from March 3, 2024 to April 2, 2024. 12 comments were received (Attachment 4) on the CAP, and Staff incorporated a portion of relevant comments into the final draft of the CAP.

The 2025 Ukiah CAP functions as a qualified GHG reduction plan under CEQA Guidelines §15183.5. It implements mitigation identified in the Ukiah General Plan Environmental Impact Report (EIR) and provides a framework for streamlining future CEQA review for projects consistent with the Ukiah 2040 General Plan.

The 2025 Ukiah Climate Action Plan supports the Ukiah 2040 General Plan by:

- Offsetting all projected GHG emissions from General Plan buildout through enforceable measures.
- Enabling project-level streamlining under CEQA by allowing future discretionary projects to rely on the CAP's GHG analysis, eliminating the need for duplicative GHG-related review.

The ISND concludes that the 2025 Ukiah Climate Action Plan will not result in new significant environmental effects because all GHG impacts were addressed in the General Plan EIR and are mitigated by CAP implementation; and no new physical environmental impacts (air quality, traffic, noise) are introduced beyond those already analyzed.

Staff recommends Council conduct a public hearing; adopt the Resolution in Attachment 5 adopting the CEQA Initial Study and Negative Declaration for the Ukiah CAP; and adopt the Resolution in Attachment 6 adopting the 2025 Ukiah Climate Action Plan.

Recommended Action: Conduct a public hearing to discuss and consider the 2025 Ukiah Climate Action Plan including: 1) adopt a resolution adopting the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration (ISND) prepared for the Ukiah Climate Action Plan, and 2) adopt a resolution adopting the Ukiah Climate Action Plan (CAP).

BUDGET AMENDMENT REQUIRED: N/A

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

REVENUE: Yes / No GRANT: Yes / No N/A

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: Climate Action Plan Ad Hoc Committee

STRATEGIC PLAN (SP): SP 1C - Encourage and support an environmentally sustainable and resilient community by embracing new technology, setting policy, and evaluating critical infrastructure.

CLIMATE INITIATIVES (CI): 1d – Continue plan to meet statewide goals for purchased power by 2030; **1e** – Decarbonize existing building stock; **1f** – Continue to explore rebate programs; **1g** – Perform energy and waste audits. **2a** – Transformation of the fleet; **2c** – Encourage clean vehicles when active transportation is not feasible; **2e** – Educate the public about the dangers of idling vehicles; **3a** – Continue to lead the way in solid waste diversion including the diversion of compostable food; **4a** – Implement nature-based climate solutions; **4d** – Enhance carbon sequestration capacity.

GENERAL PLAN ELEMENTS (GP): Environment & Sustainability, Implementation Program M- Adopt a Municipal Climate Action Plan; Policies ENV-8, ENV-8.1, ENV-8.3, ENV-9.1; and GP-A4 - Public Facilities, Services, and Infrastructure Element, Policy PFS-3 (and supporting policies).

Approved: 
Sage Sangiacomo, City Manager

2022 Greenhouse Gas Emissions Inventory

PREPARED FOR CITY OF UKIAH BY RINCON ENVIRONMENTAL CONSULTANTS
FEBRUARY 29, 2024

Craig Schlatter, AICP, Community Development Director

Overview of 2022 GHG Inventory

- 2005 and 2010 GHG inventories originally completed for draft 2014 Climate Action Plan (CAP)
 - 2014 CAP not adopted
- 2022 GHG inventory updates 2005 and 2010 and compares to new (2022) GHG emissions data
- Utilizes new (Version 1.2) ICLEI U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions: $\text{GHG emissions} = \text{activity sector data} \times \text{emissions factor}$
- Analyzes emissions from five activity sectors:
 - Electricity
 - Natural gas
 - Transportation
 - Water and Wastewater
 - Solid Waste

The Why and What of the GHG Inventory

Why complete the 2022 GHG inventory?

1. Create a baseline level of emissions to use for identifying mitigation measures, setting GHG reduction targets, and tracking progress over time (CAP).
 - If no GHG inventory and no CAP, then no way to know impacts climate change efforts have on Ukiah community.
2. Provide clarity into where the highest source(s) of GHG emissions are occurring.

What is analyzed? Is it only CO2?

- 6 internationally recognized GHGs: CO2, CH4, N2O, SH6, hydrofluorocarbons, perfluorocarbons
- GWPs listed for each gas, consistent with IPCC

Greenhouse Gas	Primary Source	100-year GWP
Carbon dioxide (CO ₂)	Combustion	1
Methane (CH ₄)	Combustion, anaerobic decomposition of organic waste (e.g., in landfills, wastewater treatment plants)	28
Nitrous Oxide (N ₂ O)	Leaking refrigerants and fire suppressants	265
Hydrofluorocarbons	Leaking refrigerants and fire suppressants	4 - 12,400

2022 GHG Inventory

Data and Conclusions



Ukiah Community GHG Inventories

Final Greenhouse Gas Emissions Inventories Report

Figure 1 2022 Inventory GHG Emissions by Sector

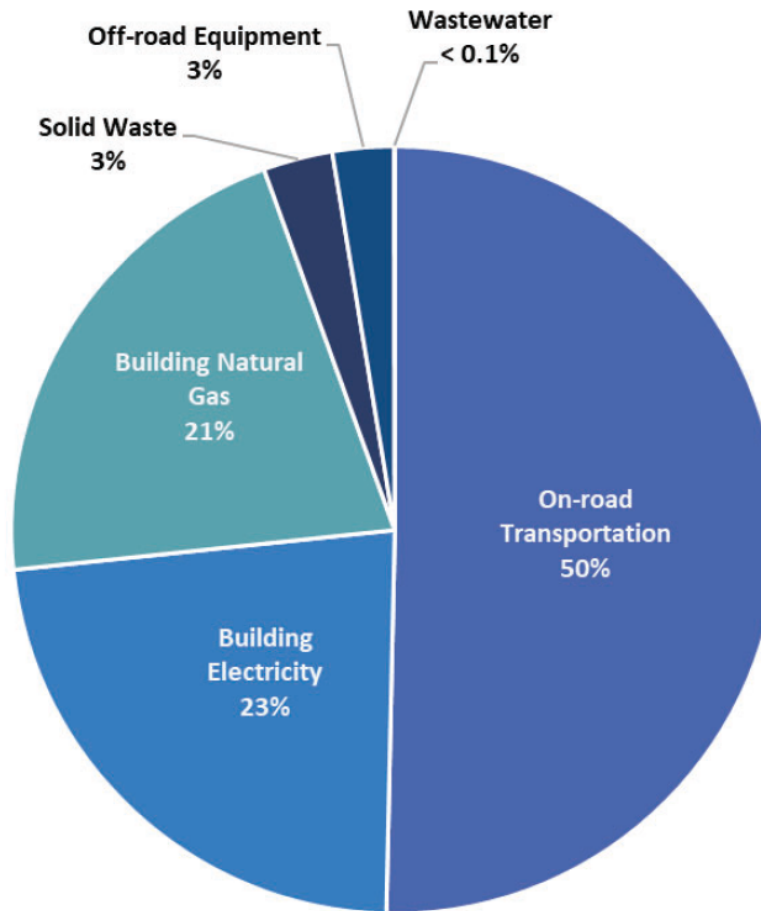
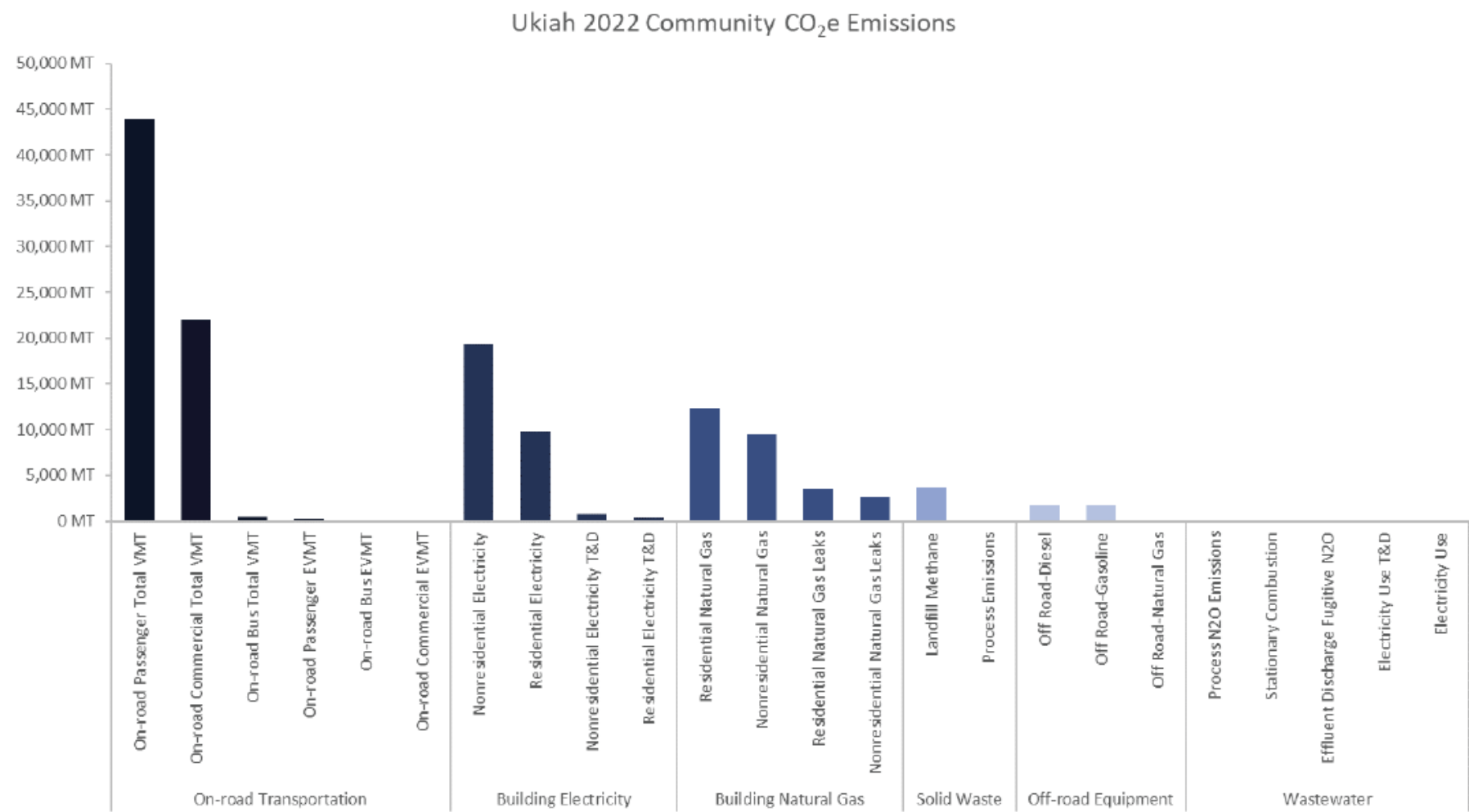


Figure 2 2022 Inventory GHG Emissions by Sub-Sector



2005/2010 GHG Inventories Update

- Original 2005/2010 inventories completed in accordance with ICLEI protocol but some data sources updated based on best practices and regulatory changes.
- Update completed to remove potential for artificial trends when comparing to 2022 data.
- Fugitive emissions from closed landfill excluded from updated inventory.

→ In sum, the update was conducted to have most accurate GHG baseline data for CAP development going forward.

2005/2010 GHG Inventories Update

Notable Changes

- Electricity data under-reported by 50% in original 2005/2010 inventories

Table 17 2005/2010 Electricity GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Residential Electricity	1,918	3,733
Residential Electricity T&D ¹	–	131
Nonresidential Electricity	4,323	8,418
Nonresidential Electricity T&D ¹	–	295
2010 Inventory		
Residential Electricity	1,679	3,720
Residential Electricity T&D ¹	–	130
Nonresidential Electricity	3,212	7,119
Nonresidential Electricity T&D ¹	–	249

2005/2010 GHG Inventories Update

Notable Changes

- Natural gas- updated inventory now accounts for natural gas leakage, resulting in increased GHG emissions in 2005 and 2010.

Table 18 2005/2010 Natural Gas GHG Emissions Update		
Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Residential Natural Gas	14,370	14,265
Residential Natural Gas Leaks	–	4,011
Nonresidential Natural Gas	9,658	9,587
Nonresidential Natural Gas Leaks	–	2,696
2010 Inventory		
Residential Natural Gas	14,490	14,384
Residential Natural Gas Leaks	–	4,044
Nonresidential Natural Gas	9,231	9,164
Nonresidential Natural Gas Leaks	–	2,576

2005/2010 GHG Inventories Update

Notable Changes

- Transportation- no change in protocol but changes from VMT methodology resulting in nominal increases and decreases in 2005 and 2010 inventories, depending on whether off-road or on-road transportation.
- See pages 28-29 for detail

2005/2010 GHG Inventories Update

Notable Changes

- Solid Waste- closed landfill (2001) emissions no longer counted, resulting in decrease in emissions for 2005 and 2010.

Table 21 2005/2010 Solid Waste GHG Emissions Update		
Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Landfill Methane	4,722	6,332
Process Emissions	—	184
Landfill Methane (closed)	36,934	—
2010 Inventory		
Landfill Methane	2,641	3,541
Process Emissions	—	103
Landfill Methane (closed)	30,543	—

2005/2010 GHG Inventories Update

Notable Changes

- Water – water sector GHG emissions removed to avoid double counting.
- Wastewater – updates to the methodology resulted in nominal decreases in GHG emissions in 2005 and 2010.

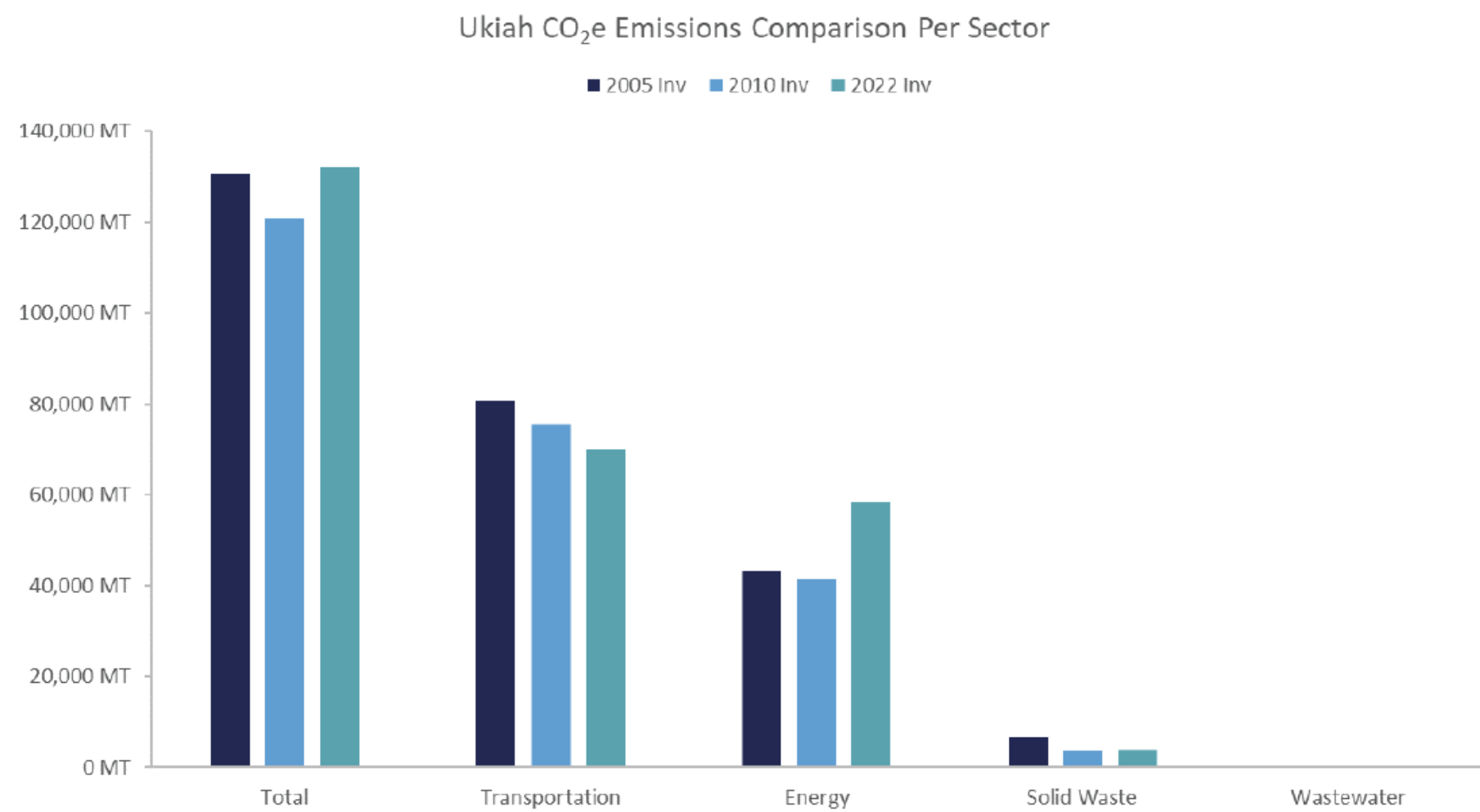
Table 22 2005/2010 Wastewater GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory¹		
Stationary Combustion		0.7
Process N ₂ O Emissions	377.3	13.5
Effluent Discharge Fugitive N ₂ O		309.8
2010 Inventory		
Stationary Combustion	0.7	0.7
Process N ₂ O Emissions	15.6	13.5
Effluent Discharge Fugitive N ₂ O	356.1	308.3

Comparisons of GHG Emissions 2005/2010 vs. 2022

- Emissions dropped between 2005 and 2010 because of decrease in tons of waste sent to the landfill and decreased VMT because of the increase in unemployment in 2008
- 2022 GHG emissions increased to above 2005 levels because of increased electricity sector emissions. However, this is not the full picture due to AB 1110 and RECs.
 - Emissions expected to decrease in future as City EUD brings more traceable power sources online.

Figure 5 Ukiah Community Inventory GHG Emissions Comparison by Sector



Recommendations

1. Receive this presentation; and
2. Approve reported GHG Emissions in 2022 GHG Inventory as baseline emissions for use in the development of the City's (2024) Climate Action Plan.



City of Ukiah

Climate Action Plan

May 21, 2025



Land Acknowledgment

We honor the Pomo tribes, including the Yokayo, Hopland, Pinoleville, Redwood Valley Rancheria, Potter Valley, Coyote Valley, and Guidiville Rancheria communities, who have acted as stewards of this land, its waters, and its natural resources with profound respect and wisdom for generations. We acknowledge the enduring resilience of the Pomo people in the face of colonization, displacement, and systemic oppression and whose descendants continue to maintain their political sovereignty, cultural traditions, and connection to the Ukiah Valley as vital members of our community. We are grateful to share this space and thank them for their long-term stewardship. As climate change increasingly threatens our region, its peoples, their livelihoods, and their cultural identities, we strive to learn from local wisdom and Traditional Ecological Knowledge so to foster greater harmony with our natural environment, preserve the health of our planet, and build a more climate resilient community.

May this acknowledgment remind us of our shared responsibility to care for this land and to uplift the voices, sovereignty, and leadership of Indigenous peoples. We commit to fostering relationships built on respect, reciprocity, and reconciliation, today and for generations to come.

A Special Thanks

This community-informed Climate Action Plan (CAP) places public input and equity at its core and aspires to foster collaborative community efforts that will help build a sustainable future for all residents in the City of Ukiah. The CAP is the result of a multi-year process developed by the City of Ukiah's Community Development Department (CDD) and Rincon Consultants Inc.

We wish to extend our sincere gratitude to the many people who helped shape the CAP, including the City of Ukiah City Council, City Manager's Office, and an inter-departmental project team comprised of City staff. The City of Ukiah also would like to acknowledge the County of Mendocino as well as the State of California for their ongoing support and collaboration. We particularly want to convey a special thanks the residents of Ukiah who shared their voices throughout the public engagement process create a plan that addresses Ukiah's existing needs and its future aspirations. This inaugural Climate Action Plan would not have been possible without the significant contributions in time, energy and thoughtful comments provided by Ukiah's diverse community members, environmental stakeholders, local businesses, community organizations, tribal groups, and advocacy groups.

2025 Ukiah City Council:

Mayor - Douglas Crane
Vice Mayor - Susan Sher
Council member - Juan Orozco
Council member - Heather Criss
Council member - Mari Rodin
City Treasurer - Allen Carter
City Attorney - David Rapport

City Manager's Office:

City Manager - Sage Sangiacomo
Deputy City Manager - Shannon Riley
City Clerk - Kristine Lawler
Deputy City Clerk - Araceli Sandoval
Senior Analyst - Traci Boyl
Project & Grant Administrator - Maya Simerson
Administrative Analyst - Maria Ceja

Community Development Department Staff:

Chief Resilience Officer - Blake Adams
Chief Planning Manager - Jesse Davis
Planning Manager - Katherine Schaefer

City Department Heads:

Director, Community Development - Craig Schlatter
Director, Electric Utility - Cindy Sauers
Director, Public Works - Tim Eriksen
Director, Water Utilities - Sean White
Director, Community Services - Neil Davis
Director, Finance - Daniel Buffalo
Chief, Fire Department - Doug Hutchison
Chief, Police Department - Cedric Cook
Airport Manager - Greg Owen

Consultant Team:

Principal in Charge - Erik Feldman
Project Director - Kelsey Bennett
Assistant Project Manager - Joanna Thelen
Technical Lead - Erica Linard
Climate Action Plan Analyst - Ella Fletcher



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Glossary of Terms

Active Transportation – Human-powered transportation, such as walking or biking.

Adaptation – Adjusting to actual or expected climate changes to minimize harm or take advantage of beneficial opportunities.

Area of Interest (Aoi) – A geographic area designated for study, analysis, or project planning, commonly used in environmental and land-use assessments.

CALGreen – The California Green Building Standards Code, setting minimum sustainability requirements for residential and commercial construction projects, updated every three years.

CALGreen Tier 1 & 2 – Voluntary sustainability standards exceeding CALGreen's mandatory requirements; Tier 1 adds additional measures, while Tier 2 includes even stricter requirements.

California Air Resources Board (CARB) – The lead agency overseeing climate change programs and air pollution control efforts in California to achieve and maintain health-based air quality standards.

California Environmental Quality Act (CEQA) – A statute requiring state and local agencies to identify and mitigate environmental impacts of development projects.

California Public Utilities Commission (CPUC) – A regulatory agency overseeing electricity, natural gas, water, and telecommunications services in California.

Carbon Dioxide (CO₂) – A naturally occurring greenhouse gas and by-product emitted from fossil fuel combustion, land-use changes, and industrial processes.

Carbon Dioxide Equivalents (CO₂e) – A metric that standardizes emissions from various greenhouse gases based on their global warming potential.

Carbon Neutrality – Achieving net-zero carbon emissions by balancing emitted carbon with carbon removal through sequestration.

Carbon-Free Energy – Energy generated without carbon emissions, such as wind or solar power.

Circular Economy – An economic system focused on eliminating waste and maximizing resource efficiency through reuse, repair, refurbishment, and recycling.

Climate Action Plan (CAP) – A strategic framework that outlines policies, programs, and actions to reduce greenhouse gas emissions and address climate change impacts at the local level.

Community Choice Aggregation (CCA) – A local energy program allowing cities and counties to procure electricity for residents and businesses, often prioritizing renewable sources.

De-carbonization – The process of replacing fossil fuel-based technologies with zero-carbon alternatives, such as renewable electricity.

Electrification – Transitioning from fossil fuel-based technologies to electricity-powered alternatives, particularly those sourced from renewables.

Environmental Justice (EJ) – Prioritizing fair treatment and meaningful participation of all communities in environmental policies, preventing disproportionate negative impacts on any group.

Equity – Refers to fairness and justice and is distinguished from equality: Whereas equality means providing the same to all, equity means recognizing that we do not all start from the same place and must acknowledge and make adjustments to imbalances. The process is ongoing, requiring us to identify and overcome intentional and unintentional barriers arising from bias or systemic structures.

Fossil Fuel – A natural energy source formed from decomposed plants and animals, including coal, oil, and natural gas.

Greenhouse Gas (GHG) – Gases that trap heat in the atmosphere, contributing to climate change, including carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).

Intergovernmental Panel on Climate Change (IPCC) – A United Nations body assessing scientific research on climate change, its impacts, and strategies for adaptation and mitigation.

Local Governments for Sustainability (ICLEI) – A global network of local and regional governments committed to sustainable urban development, using best practices for emissions assessments.

Low-Impact Development (LID) – Sustainable land-use practices that manage stormwater and promote water conservation through features like permeable pavements, rain gardens, and green roofs.

Mendocino Council of Governments (MCOG) – A regional agency coordinating transportation planning and funding in Mendocino County.

Mendocino Solid Waste Management Authority (MSWMA) – A joint powers authority overseeing solid waste disposal, recycling programs, and waste reduction efforts in Mendocino County.

Mendocino Transit Authority (MTA) – The public transportation agency providing bus services throughout Mendocino County.

Methane (CH₄) – A potent greenhouse gas emitted under anaerobic conditions (without oxygen) from sources such as landfills, livestock digestion, wastewater treatment, and fossil fuel extraction.

Microgrid – A localized energy system that can operate independently or in connection with the main power grid, often integrating renewable energy and battery storage.

Migration – Actions taken to reduce greenhouse gas emissions and mitigate climate change impacts, such as transitioning to renewable energy or increasing energy efficiency.

Mode Share – The proportion of travelers using different transportation modes, such as walking, biking, public transit, or private vehicles.

Model Water Efficient Landscape Ordinance (MWELO) – A California regulation establishing standards for water-efficient landscaping and irrigation practices.

Nitrous Oxide (N₂O) – A greenhouse gas with high global warming potential, primarily emitted from agricultural activities, fossil fuel combustion, and industrial processes.

Northern California Power Agency (NCPA) – A joint powers agency that provides energy generation and transmission services to its member communities in Northern California.

Renewable Energy – Energy sourced from naturally resources which replenish faster than they are consumed, such as solar, wind, hydropower, and geothermal.

Renewable Portfolio Standard (RPS) – A California policy requiring utilities to increase the percentage of renewable energy in their electricity supply over time.

Resilience – The ability of a system or community to anticipate, withstand, and adapt to climate-related disruptions.

Sequestration – The process of capturing and storing atmospheric carbon dioxide in natural systems such as forests, soil, and wetlands to reduce greenhouse gas concentrations.

Small Off-Road Engines (SORE) – Gasoline-powered engines under 25 horsepower, commonly found in lawn mowers, leaf blowers, and other small equipment.

Sustainable Land Use – Development and planning practices that balance environmental, social, and economic factors to create long-term, livable communities.

Traditional Ecological Knowledge (TEK) – Indigenous and local knowledge systems encompassing environmental beliefs, practices, and wisdom passed down through generations.

Urban Water Management Plan (UWMP) – A long-term planning document required for water suppliers in California to ensure a reliable water supply and promote water conservation.

Vehicle Miles Traveled (VMT) – A measure of the total miles driven by all vehicles in a defined area over a specific time period, often used to assess transportation impacts and emissions.

Zero-Emission Vehicle (ZEV) – A vehicle that produces no tailpipe emissions, such as electric or hydrogen fuel cell vehicles.



Disclaimer

The City of Ukiah's CAP articulates broad policy and program objectives to achieve equitable climate action. This CAP does not directly approve, fund, or authorize implementation of any specific projects. Greenhouse gas (GHG) reduction Measures will be achieved through implementation of Actions, and corresponding City Projects. City Projects will be reviewed and approved and follow protocols and best practices for adoption, which may require additional public review, review by City decision-makers, and/or environmental review under the California Environmental Quality Act (CEQA). As a result of those reviews, there may be viable alternatives and/or mitigation measures that may be implemented as well. The CAP includes implementation monitoring of the CAP's progress toward achieving the identified targets. In 2030, the City of Ukiah will provide an update to its 2025 CAP and, at that time, will reassess all available strategies for climate action while also addressing any gaps or obstacles to progress.



Ukiah's Trail to Carbon Neutrality

Introduction

The City of Ukiah faces the growing threat of an increasingly warming planet as a community set on the frontlines of climate change. The City of Ukiah exists as a rural, disadvantaged community with a population of 16,000 but provides critical services to more than 40,000 people. The City is situated along the Russian River, which flows through the Ukiah Valley, winding its way through agricultural lands bracketed on both sides by the heavily forested foothills of the Mendocino and Mayacamas ranges. Located 45 miles north of Healdsburg and 155 miles south of Eureka, the City of Ukiah spans more than 3,000 acres (4.6 square miles). Ukiah, which serves as the center of governance seat of for the County of Mendocino, also functions as a regional hub for commerce, recreation, medical and social services, and cultural events. **Figure 1** shows Ukiah's location in the region. The nearest major city to Ukiah is Santa Rosa, a city of 175,000, which is located approximately 60 miles to the south. Larger urban centers including San Francisco and Sacramento are approximately 100 miles to the south and southeast. The City of Ukiah's geography, physical terrain, land use, and Mediterranean climate¹ create conditions that put the City at severe risk for climate forces including extreme heat, extreme drought, extreme weather, wildfire, and flooding.

The primary strategy to limit the worst impacts of climate change is to rapidly reduce GHG emissions, especially carbon dioxide and methane. The State of California has set clear statutory goals for municipal climate action calling for a 40% reduction in 1990 level GHG emissions by 2030 and 100% reduction in GHG emissions by 2045. In 2022, the City of Ukiah adopted a resolution endorsing the declaration of a climate emergency and a call to action to restore a safe climate². vThe Ukiah 2040 General Plan³ as well as the 2024 City Council Strategic Plan set the initial tone for climate action, sustainable development, and conservation of Ukiah's natural resources. The Ukiah 2040 General Plan established a local goal "to create a more resilient community that is prepared for, responsive to, and recoverable from hazards created or made worse by climate change" and calls for the adoption of a Community CAP.

A communitywide GHG inventory was subsequently produced in 2023, in advance of the development of this CAP. Ukiah's GHG Inventory demonstrates that 97% of the City's emissions derive from two sectors: Building Energy & Transportation⁴ (see below for more information). Since Ukiah does not possess a GHG emissions inventory for calendar year 1990, a 1990 baseline was developed based on State GHG emissions trends and Ukiah's 2022 GHG Inventory in order to measure performance. The geographic boundary used for the purposes of this planning document is the incorporated city limits of Ukiah, as defined in the planning year of 2022.

This document has been carefully designed to ensure alignment with scientific findings and in support of goals outlined within the Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report⁵, Indicators of Climate Change in California (Fourth Edition)⁶, California's Fourth Climate Change Assessment⁷, The State of California's Priority Climate Action Plan (PCAP)⁸, California's Nature-Based Solutions Climate Targets⁹, California's 2022 Scoping Plan for Achieving Carbon Neutrality¹⁰, U.N. Sustainable Development Goals (SDGs)¹¹, and Executive Order N-82-20 (30x30 California)¹². Measures were developed based on community input and established best practices for municipal climate action, taking inspiration from peer cities here in California and across the world. Actions were further informed by staff subject matter expertise, as well as implementation programs established within the City of Ukiah 2040 General Plan and its Environment & Sustainability Element¹³. The Ukiah CAP recognizes the urgent threat of climate change to both the local community and the world and establishes SMART¹⁴ goals for GHG reduction.

Acknowledging the need to do our fair share, the City of Ukiah is committed to reducing our community's contribution to climate change and will take all necessary actions to achieve the goals outlined in this document.

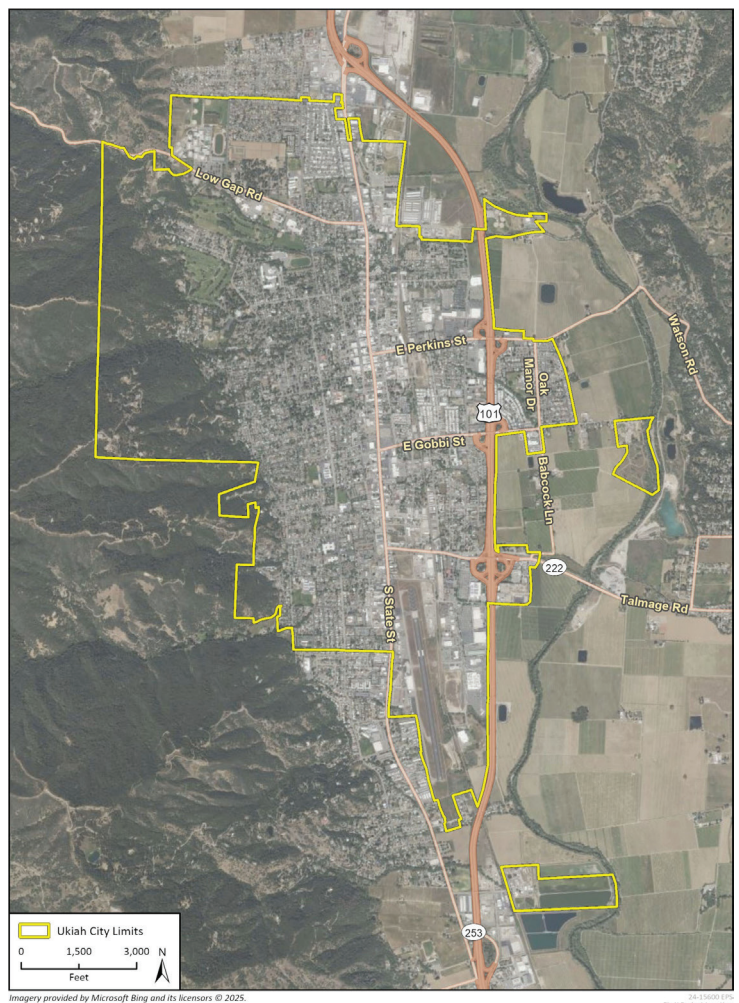


Figure 1 Map of Ukiah Community

Background

Local Context

Ukiah will face unique challenges as well as intriguing opportunities to reduce GHG emissions. Notable challenges include local staffing and program funding limitations, as well as physical land constraints for new development projects such as utility-scale renewable energy installations. Ukiah's aging building stock currently relies heavily on natural gas, which has been found to cause detrimental harm both to human health and the environment, and is used for heating, cooling, and cooking. Ukiah's geography, namely its rural and dispersed setting, as well as its role as a regional economic hub and aspirations for growth further complicates mitigation efforts. Addressing the region's reliance on personal vehicles and fossil fuel use provides the City with sizeable opportunities for sustainable electrification.

Ukiah also has significant opportunities to enhance its urban sustainability standards, improve local public health and environmental quality, and achieve economic growth. For example, Ukiah's proximity to the Mendocino National Forest and recently annexed Western Hills, as well as its rich agricultural heritage, offers intriguing opportunities for carbon sequestration initiatives. Ukiah can also leverage its municipal ownership over the community's electric utility to enhance regional energy resilience, renewable energy procurement, and local renewable energy generation. Ukiah's true strengths can be found in its history of progressive environmental stewardship, cultural diversity, its core values¹⁵, and its close-knit community structure. Ukiah can tap into its robust network of local community organizations and non-profits, and regional partners to achieve success. This CAP underscores the importance of strategic partnerships to leverage opportunities that effectively address emissions across the transportation, energy distribution, water resources, and waste management sectors.



Regional Context

California has long been a leader in environmental policy and stewardship, pioneering innovative approaches to address climate change, protect natural resources, and promote sustainable development. California's climate policy is anchored by the Global Warming Solutions Act of 2006, Assembly Bill (AB) 32. This landmark legislation established a statewide goal of reducing GHG emissions to 1990 levels by 2020 which under Senate Bill (SB) 32 (Pavley, 2016) extended the target to a 40% reduction below 1990 levels by 2030. The state's cap-and-trade program, established under AB 32, is a cornerstone of its climate strategy. The program sets a declining cap on GHG emissions and allows industrial businesses to buy and sell allowances. The program was extended through 2030 by AB 398 (Garcia, 2017). Revenues from the program fund projects through the Greenhouse Gas Reduction Fund (GGRF), supporting initiatives like clean transportation, affordable housing, and renewable energy. California participates in the Western Climate Initiative (WCI), a regional cap-and-trade market that includes Quebec. Private sector initiatives, such as voluntary carbon offset programs, also complement state efforts by enabling businesses to offset emissions through investments in reforestation, renewable energy, and other projects.

The California Environmental Quality Act (CEQA, Public Resources Code § 21000 et seq.) remains a critical tool for assessing the environmental impacts of development projects. Recent legislative efforts have sought to streamline CEQA to balance environmental protection with the need for affordable housing and clean energy infrastructure. Key policies include:

- **SB 7 (Atkins, 2021):** Known as the Environmental Leadership and Economic Development Act, this law expedites CEQA review for qualifying housing and clean energy projects.
- **SB 9 (Atkins, 2021):** Allows for the development of duplexes and lot splits on single-family parcels, with exemptions from full CEQA review.
- **AB 819 (Friedman, 2023):** Streamlines CEQA compliance for renewable energy projects, supporting the state's goal of achieving 100% clean electricity by 2045.

California has also set ambitious targets for transitioning to a clean energy economy. Key policies include:

- **SB 100 (De León, 2018):** Mandates 100% clean electricity by 2045.
- **AB 1279 (Muratsuchi, 2022):** Establishes a statewide goal of achieving carbon neutrality by 2045.
- **AB 1346 (Berman, 2021):** Phases out the sale of new gas-powered small off-road engines, such as those used in lawn equipment.

In the transportation sector, California has adopted the Advanced Clean Cars II rule, requiring 100% of new car sales to be zero-emission vehicles (ZEVs) by 2035. The state also offers incentives for ZEV adoption through programs like the Clean Vehicle Rebate Project (CVRP) and the Clean Cars for All initiative.

Environmental justice has become a central focus of California's environmental policy agenda. The State has established the California Environmental Justice Advisory Committee (CEJAC) to ensure that disadvantaged communities benefit from climate investments. Key initiatives include:

- **AB 617 (C. Garcia, 2017):** Requires air quality monitoring and emissions reductions in communities disproportionately affected by pollution.
- **SB 535 (De León, 2012):** Directs at least 25% of cap-and-trade revenues to projects that benefit disadvantaged communities.

California's environmental policies often align with federal initiatives, such as the Inflation Reduction Act (IRA) of 2022, which provided funding for clean energy, electric vehicles, and climate resilience. The state also collaborates with private sector partners through programs like the California Climate Investments initiative, which leverages cap-and-trade revenues to support community-based projects.

In November 2024, California voters approved Proposition 4, a \$10 billion bond measure aimed at funding environmental and climate resilience projects. Proposition 4 reflects California's focus on addressing the dual challenges of climate change and environmental degradation through targeted investments. This bond measure is anticipated to be a game-changer for local climate action and will likely provide Ukiah with a tangible funding opportunity to catalyze City projects. By leveraging state and federal resources, fostering public-private partnerships, and maintaining strong public support, the City of Ukiah looks forward to building a collaborative framework across these stakeholder groups to ensure success.

Interested Party Context

The City of Ukiah plays a critical role in advancing climate action within its jurisdiction and beyond. The city's efforts are part of a broader ecosystem that includes local government agencies, residents, businesses, county-wide stakeholders, the County of Mendocino, the State of California, and the private sector, each with distinct yet interconnected roles.

Local Government Agencies

The City of Ukiah's municipal government will be the primary driver of local climate action, responsible for developing and implementing policies, programs, and infrastructure projects that reduce GHG emissions and enhance community resilience. This includes adopting CAPs and supporting ordinances, leading by example to promote energy efficiency across municipal operations, directly investing in renewable energy, improving public transportation and bike infrastructure, and leveraging the City's purchasing power for sustainable goods and services. The city also collaborates with Mendocino County and other local agencies to align regional efforts, such as wildfire prevention and water conservation, with state climate goals.

Residents of the City of Ukiah

Residents are essential partners in climate action, as individual behaviors and collective community efforts significantly impact emissions reduction and sustainability. Ukiah residents can contribute by adopting energy-efficient practices at home and in their places of business, reducing waste, opting to utilize active and public modes of transportation, conserving water and electricity, supporting local agriculture, shopping locally and "with a conscious", and by participating in city-led initiatives. Public engagement in climate planning processes ensures that policies reflect the community's needs and priorities, fostering a sense of ownership and accountability.

Ukiah's Small Business Community

Local businesses play a dual role in climate action: reducing their own carbon footprints and driving innovation in sustainable practices. Ukiah's business owners can adopt energy-efficient technologies, minimize waste, and source materials locally to support the circular economy. Additionally, businesses can serve as community leaders by educating customers and employees about sustainability practices and advocating for supportive policies at the local and state levels.

Residents and Travelers Across Mendocino County

As the county seat, the actions that Ukiah takes directly influences climate action across Mendocino County. Residents and travelers in the region can support Ukiah's efforts by supporting local business during this transition, using sustainable public transportation options, and participating in county-wide initiatives like forest conservation and eco-tourism. Collaboration between Ukiah and other county municipalities ensures a unified approach for the region to address shared challenges, such as wildfire risk, extreme heat, drought, extreme weather, natural resource scarcity, and energy security.

Government of the State of California

The State of California provides the regulatory framework, funding, and technical assistance that enable cities like Ukiah to pursue ambitious climate goals. State mandates, such as SB 32 and AB 32, set emissions reduction targets that guide local action, while grant programs support projects like renewable energy installations and resilience planning. Ukiah can leverage these resources to align its local efforts with statewide objectives, such as achieving carbon neutrality by 2045.

The Private Sector

The private sector, particularly technology companies and start-ups in California, can play a transformative role in advancing climate action here in Ukiah. Established tech firms can partner with the City of Ukiah to pilot innovative solutions, such as smart grid technologies or carbon capture systems, while emerging start-ups bring fresh ideas and agility to the table. By fostering strategic partnerships with the private sector and establishing physical space for innovation districts and/or clean energy parks, the City can attract cutting-edge technology and expertise thereby accelerating its climate action and economic development goals.

Our Commitment to Equity

The City of Ukiah is committed to advancing a CAP that prioritizes equity, inclusivity, and environmental justice as foundational pillars of our socially just transition to a sustainable and resilient future.

We recognize that the impacts of climate change disproportionately affect marginalized communities, including low-income households, Indigenous peoples, communities of color, and other vulnerable or at-risk populations. As such, we pledge to center social justice in every aspect of our climate strategies, ensuring that no one is left behind in our pursuit of a healthier, more equitable, and environmentally sustainable community. By centering equity in our climate actions, we can ensure a more livable and resilient Ukiah where everyone has access to clean air, affordable clean energy, sustainable transportation options, and preserved green space.

We commit to:

1. **Equitable Engagement and Representation:** Actively involving historically underserved and marginalized communities in the planning, decision-making, and implementation of climate actions. We will prioritize their voices, knowledge, and needs to ensure that solutions are inclusive and culturally responsive.
2. **Culturally Tailored Education and Outreach:** Develop educational materials and programs in multiple languages and formats (e.g., visual, audio, and digital) to ensure accessibility for diverse communities.
3. **Culturally Sensitive Enforcement:** Train enforcement staff in cultural competency and equitable practices to ensure fair and respectful interactions with all community members. Focus on education and assistance rather than punitive measures, helping residents understand and comply with climate-related regulations.
4. **Fair Distribution of Benefits and Burdens:** Ensuring that the benefits of climate action—such as clean energy, green jobs, and improved air quality—are accessible to all, while mitigating potential burdens that may arise from this multi-decade transition, such as displacement or economic hardship, will be critical to long-term success.
5. **Investment in Vulnerable Communities:** By designing resources, funding, and programs for communities most impacted by climate change and systemic inequities ensures a socially just transition can occur. This includes expanding access to affordable renewable energy and public transportation, bolstering rebates and subsidies for low-income home upgrades, and siting climate-resilient infrastructure.
6. **Green Job Creation and Workforce Development:** Identifying ways to create accessible pathways to high-quality, well-paying green jobs through targeted training, education, and apprenticeship programs, with a focus on empowering underrepresented groups, is a winning economic development strategy.
7. **Climate Resilience and Adaptation:** By prioritizing climate action projects that also enhance the resilience of vulnerable populations to climate impacts, such as extreme heat, wildfires, and flooding, while preserving cultural heritage and community values, Ukiah can both address the community's needs of today while preparing for future risk.
8. **Transparency and Accountability:** By establishing clear metrics and mechanisms to track progress toward our social equity and climate goals, the city can ensure accountability and foster public trust through open communications and reporting.

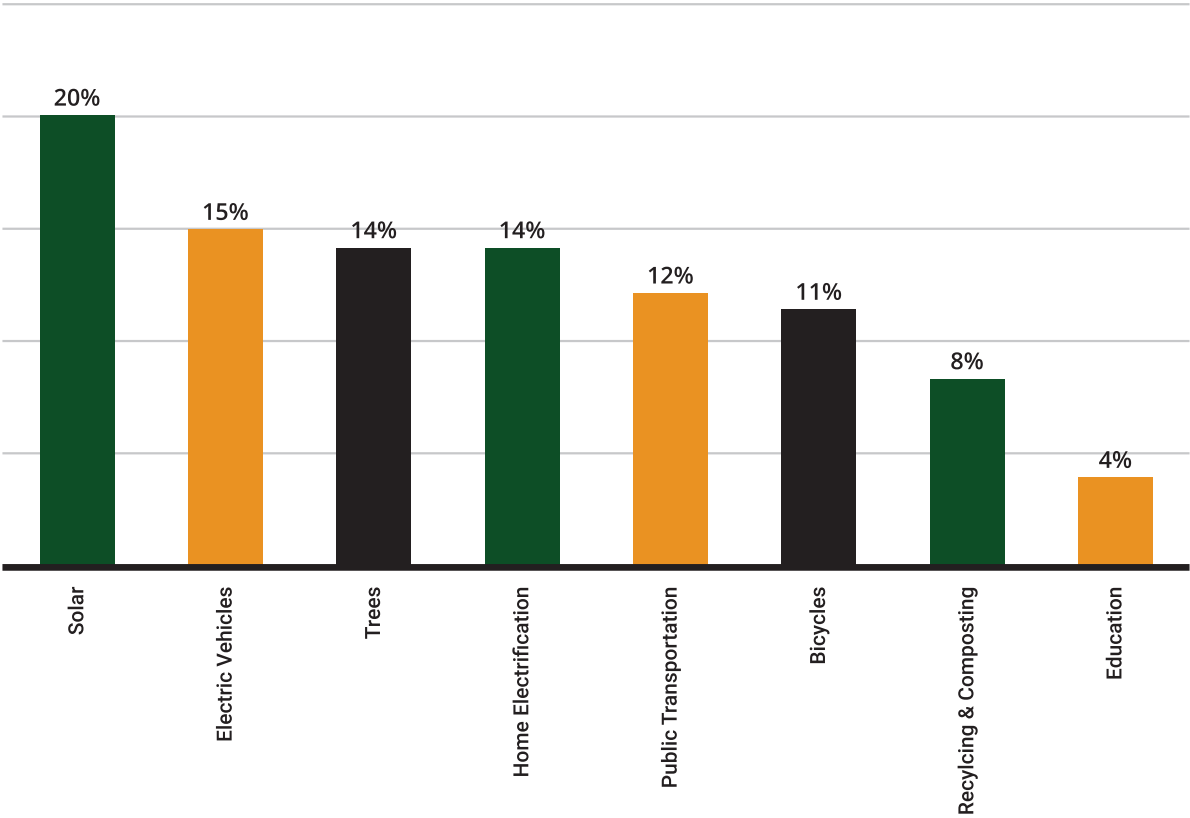


Engaging With Our Diverse Community

Taking the City’s commitment to equity, inclusivity, and diversity to heart, the City’s Climate Adaptation & Resilience Division implemented a bi-lingual public engagement campaign to solicit valued public input from a wide cross-section of Ukiah’s population. An innovative “balancing act” community survey provided respondents with an opportunity to select between Moderate and High rates of action for key climate action strategies. Respondents could also provide direct public comment, and the survey was accessible online for a period of 30 days. When given a choice, survey respondents consistently opted to select the High impact measure options which demonstrates the community’s eagerness to see transformative change. Respondents demonstrated the highest support towards actions like City procurement efforts to bolster the City’s carbon-free energy mix, EV adoption rates for both commercial and passenger vehicles, and tree planting. Additional comments centered around leveraging the City’s ownership of its electric grid as a means to quickly achieve goals. Specifically, residents and stakeholders expressed desire for the City to consider microgrids, battery storage, heat pumps, a green rate option and rebate access, and EV charging infrastructure. Altogether this represents a theme – residents and ratepayers wish to see rapid adoption of renewable energy and electrification here in Ukiah. In addition to the online survey, the engagement campaign featured social media posts, phys-

ical flyers, email notices, earned media, a community workshop, two online webinars, and two 30-day public comment periods. The City also upgraded its Climate Adaptation & Division website during this process, which can be found by visiting: <https://cityofukiah.com/climate-resilience/>. As part of the development of the CAP, the Community Development Department (CDD), on behalf of the City of Ukiah, hosted an in-person Climate Action Community Workshop on Thursday, September 26, 2024, at the Ukiah Valley Conference Center (UVCC) to solicit feedback from the community regarding their priorities for future city-led investment. The City provided Spanish language translation, food and beverage, and on-site childcare services. Members of the public and City staff were in attendance. This public engagement event involved a community activity where members of the public were given fictional dollars (\$) and were asked to make “investments” in 7 different climate action strategies to help the City determine an appropriate level of prioritization. Participants were directed to spend their entire “capital budget” and select at least three different strategies. Figure 2 details the results of this exercise and is being shared to demonstrate the community’s “willingness to pay” for climate solutions which can be used at a City leadership level to inform budget formulation and the City’s capital improvement plan (CIP).

Figure 2 Community Investment Priorities



Climate action, and climate adaptation and resilience, are interconnected yet distinct approaches to addressing the challenges posed by climate change.

Climate action refers to proactive measures aimed at reducing GHG emissions and slowing the pace of global warming. *Climate action* focuses on addressing the root causes of climate change by transitioning to cleaner energy sources, improving energy efficiency, promoting sustainable transportation, and protecting natural carbon sinks like forests and wetlands. In California, climate action is often codified in local CAPs, which outline strategies for cities and counties to meet state-mandated emissions reduction targets under laws like AB 32 and SB 32. Climate action is inherently forward-looking, emphasizing prevention and systemic change to avoid the worst impacts of climate change.

In contrast, *climate adaptation and resilience* focus on preparing for and responding to the unavoidable impacts of climate change. While *climate action* seeks to mitigate future risks, adaptation addresses the present and near-term consequences of a warming planet. Building resilience, a key component of the integrated climate planning model, refers to the ability of communities, ecosystems, and infrastructure to withstand, recover from, and adapt to climate-related disruptions. In California, *climate adaptation* efforts are critical due to the state's vulnerability to extreme weather, sea-level rise, extreme heat, wildfire, drought, flood, and broad-scale environmental shifts.

Local governments play a pivotal role in both climate action and adaptation and resilience.

Local efforts by the City's Climate Adaptation & Resilience Division will reflect the understanding that *climate action* and *adaptation and resilience* are not mutually exclusive but rather complementary. Climate action (mitigation) measures lessen the severity of future impacts, while adaptation and resilience measures ensure communities can thrive in the face of current and projected changes. Together, these approaches form a two-pronged strategy that enables the City to tackle the climate crisis holistically, safeguarding both the environment and the well-being of its residents. Some jurisdictions have opted to develop a singular, integrated model for climate action, adaptation, and resilience within the same planning document. The City of Ukiah has opted to address climate action and adaptation and resilience separately, albeit still within an integrated model. As such, City staff have designed these climate action strategies to complement forthcoming adaptation and resilience measures currently being developed in tandem as part of a Climate Adaptation & Resilience Strategy (CARS). The City expects to release this strategy in 2026 as a complement to the 2025 CAP. Together, these two documents will represent the City of Ukiah's unified climate strategy.



Prioritizing Actions That Maximize Community Impact

This section highlights key themes and implementation priorities to establish a visionary framework for climate action in Ukiah. To achieve carbon neutrality by 2045, the City of Ukiah will reduce our emissions as much as possible and offset irreducible emissions. Achieving carbon neutrality requires a paradigm shift away from fossil fuels. This also means generating and sourcing 100% clean power sources while maximizing energy and water efficiencies in buildings.

Co-Benefits

The implementation of activities detailed in the CAP would deliver additional co-benefits beyond GHG emissions reduction, providing longer-term positive outcomes for the community as a result of implementing the CAP. These co-benefits would support Ukiah in achieving the broader community goals. The co-benefits associated with each measure in the CAP include the following:



Improved Health and Safety

This co-benefit is connected to CAP measures that promote a healthier community by reducing respiratory illnesses through improved indoor and outdoor air quality, enhancing safety and property protection by strengthening adaptive capacity and improving quality of life by expanding opportunities for physical activity, increasing access to green spaces, and maintaining thermal comfort.



Climate Change Resilience

This co-benefit is connected to CAP measures that enhance community capacity to prepare for, mitigate, and recover from climate hazards such as extreme heat, sea level rise, flooding, wildfires, landslides, and drought.



Environmental Quality & Ecosystem Services

This co-benefit is connected to CAP measures that restore and protect local ecosystems provide multiple public benefits, including reducing pollutants and runoff in creeks, supporting biodiversity through habitat creation, improving water and air quality, decreasing local flood risks, and offering recreational opportunities for community enjoyment.



Sustainable Land Use/Transportation Connection

This co-benefit is connected to CAP measures that prioritize human-centered economic corridors, such as transit-oriented development and promote intentional, sustainable development (i.e., smart growth) that supports Ukiah's climate goals.



Jobs Development

This co-benefit is connected to CAP measures that promote clean energy adoption and sustainable business practices that, in turn, are essential for creating lucrative, modern, and well-paying job opportunities and supporting Ukiah's long-term economic prosperity.

Implementation Themes

Prioritization is a means to describe how the City plans to pursue public supported activities that are also the most immediate, tangible, and cost-effective. Community priorities were identified during the engagement process and represent, from the City's perspective, "the middle way" for local climate action - where broad-scale community needs like public health and safety, affordability, economic development, and equity benefit from well-designed programs and activities. Section 1 outlines in greater technical detail and specificity regarding the specific Measures and Actions that the City of Ukiah will take to achieve its GHG reduction goals, but the following section aims to highlight emerging implementation "themes" that will define successful implementation, thus representing a visionary framework for action:



Education, Outreach, & Enforcement

The City of Ukiah is committed to spurring efforts that positively influence human behavior, both on an individual and collective basis, as human behavior is what ultimately drives local climate action. To promote more sustainable behaviors and foster broad community participation, the City will need to develop targeted education and outreach campaigns, host "hands-on" public workshops and trainings, develop youth education programs, and leverage tools like digital and social media. This includes addressing topics such as vehicle idling, turfgrass lawns, water use, and food waste recovery. Taking these steps will ensure that engagement and enforcement efforts are meaningful, culturally sensitive, and equitable.

Implementation Themes Continued



Financial Assistance & Incentives

To achieve Ukiah's electrification and renewable power goals, the City will rely upon a combination of financial assistance and incentive programs tailored to meet the needs of its residents and businesses, particularly within disadvantaged communities. These financial support programs may include the provision of rebates/vouchers, mini-grants, low-interest loans, incentivized utility rate programs, and point-of-sale discounts designed. By combining these approaches, Ukiah can address financial barriers, build-out its local green economy and green workforce, and ensure that climate action benefits are equitably distributed across the community.



Walking, Biking, & Active Transportation

The City is committed to investing in Ukiah's public right-of-way to ensure all residents and visitors have equitable access to a safe network of protected bike lanes and walking/running paths that connect residents with green spaces and one another. By fully embracing active modes of transportation, the City can create healthy alternatives to personal vehicle use, empowering residents to advance local climate action and improve public health. The City can pilot bike-share programs, test temporary bike lanes, pedestrian plazas, walking buses, carpooling, and car-free pedestrian zones to demonstrate the benefits of active transportation and gather feedback from the community.



Local Renewable Power & Storage

The City of Ukiah is committed to expanding local renewable energy generation, such as solar and wind, to reduce emissions, lower energy costs, and enhance energy independence. To effectively increase local renewable energy generation at a local level, the City of Ukiah can invest in community solar projects and incentives to promote residential solar and battery storage systems that provide backup power during outages and reduce household energy costs over the long-term. The City can also look to underutilized urban space such as rooftops, parking lots, mobile home parks, and playgrounds as a means of increasing local renewable generation while also reducing the urban heat effect.



Affordable & Convenient Public Transportation

The City of Ukiah is committed to working with Mendocino Transit Authority (MTA) to identify strategies to expand affordable, reliable, and convenient public transportation options that reduce community emissions and enhance mobility. Investing in expanded service routes and schedules that connect residents to essential services, education, workforce development, and business corridors, can catalyze local economic growth. Installing bike racks at transit stops and on vehicles and co-locating bike share stations near transit hubs can encourage multimodal transportation.



Residential Electrification & Home Hardening

The City of Ukiah is committed to advancing residential home electrification and resilient home improvements to reduce emissions, lower energy costs, and enhance climate resilience. To support the community during this transition, the City can adopt innovative building codes and standards that phase-out fossil fuel energy and protect structures from extreme weather and wildfire, partner with trade schools and institutions of higher learning to develop a local workforce comprised of electricians, contractors, and skilled labor, and streamline permitting processes for electrification projects to reduce barriers and costs for homeowners.



Circular Economy

The City of Ukiah is committed to supporting local waste reduction, reuse, repair, and recycling initiatives that can help build a circular economy that strengthens community resilience. To realize this vision of enhanced materials circularity, the City will need to work with established haulers to expand education and outreach to increase awareness and improve participation rates particularly within multi-family housing, and by leveraging the City's purchasing power encourage the use of locally sourced, sustainable materials in new construction and manufacturing to reduce the carbon footprint of new development projects. Lastly, the City can establish a network of distributed composting infrastructure to recycle food waste into soil that supports urban agriculture and community gardens to enhance food security, especially in underserved areas.



Nature Based Solutions

Some of the best available tools for climate action are nature-based solutions, such as urban greening, regenerative agriculture, reforestation, afforestation, and wetland restoration. To enhance climate resilience, sequester carbon, and improve community health, the City can strengthen the local ecosystem through urban tree planting, enhancing wetland and riparian habitats, promote regenerative agriculture and carbon farming, support pollinators and the soil micro-biome, and manage healthy and fire-resilient landscapes. Leveraging Ukiah's vibrant and culturally valuable natural resources, particularly its open, wild, and working lands, presents intriguing opportunities for carbon sequestration as a strategy to offset unavoidable emissions.

Implementation Themes Continued



Resource Conservation & Land Use

The Ukiah 2040 General Plan along with the Ukiah Valley Area Plan outline how the City plans to protect and conserve valuable natural and ecological resources, such as the western hills and the Ukiah Valley Basin Watershed, preserve the natural and aesthetic character of hillside areas, and permanently protect open spaces and agricultural lands. To achieve these aspirations of environmental stewardship while balancing sustainable growth, the City is working to adopt zoning regulations that prioritize the preservation of open spaces, green spaces, and agricultural lands, limiting urban sprawl and incompatible development. The City also recognizes that concrete, asphalt, and other low-albedo surfaces contribute directly to global warming and amplify the local urban heat effect and, therefore, should be minimized wherever possible.



Sustainable Development

To ensure the City's future growth aspirations are balanced with the goal of carbon neutrality by 2045, the City will look to align its land use policies, development strategy, and climate action efforts with the UN's 17 Sustainable Development Goals (SDGs)¹⁶ and the U.S. Green Building Council's (USGBC) LEED rating system¹⁷ along with emerging innovations in building codes and community development planning trends in California. By promoting density, infill development, and redevelopment of underutilized urban space, the City can achieve its inclusive economic growth and climate action goals.



Climate Resilient Infrastructure & Energy Systems

The City of Ukiah is committed to developing climate-resilient infrastructure and energy systems to withstand extreme weather, reduce emissions, and ensure reliable services. To model the way for the public to emulate, the City can integrate solar power with battery storage in all its critical facilities to improve operational resilience and reliability, especially during power outages. The City-owned and operated electric utility can both procure more renewable energy and identify ways to store intermittent power at scale, which supports Ukiah's energy security and resilience goals. Households and businesses can support the City during this transition by taking advantage of available and future incentives for household solar, wind, and battery storage systems.



Pilots & Demonstration Projects

Climate action demands urgent, bold, and relentless effort, but also flexibility as challenges and solutions emerge and evolve over time. For Ukiah, integrating pilot and demonstration projects as a strategy for implementation offers a practical way for the City and the public to test innovative approaches, refine strategies, and identify alternatives before scaling solutions. This pragmatic approach can inform how citywide infrastructure, operations, programs, and policies should be designed while also providing for an opportunity for the public to be educated on the efficacy of climate solutions.



Table 1 summarizes the CAP measures developed in accordance with the community's priorities and highlights how they align with other initiatives already occurring in Ukiah. For more information regarding the actions needed to implement these measures, see Sections 3-9.

Table 1 CAP Implementation Alignment with City Initiatives

Measure/ Action Number	Goal/Measure	City Plan Alignment ¹	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Building Energy				
Measure BE-1	Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045	2040 GP HO-1b CCSP AI-15 CCSP AI-14 CCSP AI-30	High	High (City) Moderate (Com)
Measure BE-2	Decarbonize 15% of existing buildings by 2030 and 100% by 2045	2040 GP HO-1d 2040 GP HO-1e CCSP AI-1 CCSP AI-10	High	Moderate (Com)
Measure BE-3	Decarbonize 95% of new building construction by 2026	2040 GP HO-1d 2040 GP HO-1e CCSP AI-1 CCSP AI-10	Moderate	Low (Com)
Measure BE-4	Decarbonize 50% of municipal buildings by 2030 and 100% by 2045	2040 GP AG-M CCSP AI-12 CCSP AI-13	Low	Moderate (City)
Transportation				
Measure T-1	Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045	2040 GP LU-A 2040 GP ED-5 2040 GP MO-C CCSP AI-5 CCSP AI-34 CCSP AI-37	Low	High (City)
Measure T-2	Increase total public transportation mode share to 5% by 2030, and 20% by 2045	2040 GP MO-F 2040 GP MO-J CCSP AI-36 CCSP AI-38	Low	High (City)
Measure T-3	Reduce local VMT from single passenger vehicles	2040 GP LU-A 2040 GP MO-D 2040 GP MO-E CCSP AI-30	Low	Low (City)
Measure T-4	Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045	CCSP AI-30	High	Moderate (City)
Measure T-5	By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20	CCSP AI-30 CCSP AI-10	Low	Low (City)
Measure T-6	Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements	2040 GP AG-M 2040 GP ES-M CCSP AI-10	Low	Moderate (City)

Measure/ Action Number	Goal/Measure	City Plan Alignment ¹	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Water Resources				
Measure WR-1	Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption	2040 GP PI-A 2040 GP SF-W 2040 GP ES-J 2040 GP ES-B 2040 GP ES-K 2040 GP ES-L CCSP AI-23 CCSP AI-15	Low	Low/ Moderate (City)
Solid Waste				
Measure SW-1	Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030	2040 GP HO-1e 2040 GP PI-E CCSP AI-2 CCSP AI-21	Moderate	Moderate (City) Low (Com)
Measure SW-2	Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030	2040 GP AG-M 2040 GP AG-I	Low	Moderate (City) Low (Com)
Carbon Sequestration				
Measure CS-1	Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045	2040 GP ES-B 2040 GP ES-A 2040 GP ES-E 2040 GP ES-C 2040 GP ES-F 2040 GP SF-U CCSP AI-4	Low	Low (City) Low (Com)
Measure CS-2	Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region	CCSP AI-13 CCSP AI-11 CCSP AI-17 CCSP AI-30	Low	Low (City)

Notes:

1. See Appendix F Climate Action Plan City Plans Alignment for more information regarding City Plan Alignment."

The following sections outline, in full technical detail, the data supported GHG inventory, forecast, targets, and reduction measures and actions that will define climate action in the City of Ukiah and as required by CEQA guidelines (see **Table 2**). The following sections are designed to inform implementation by policy and decision makers, while providing interested parties such as the business community, environmental groups, regulatory bodies, and regional governments with the full, in-depth context for how the City of Ukiah will take action.



1 Technical Overview

Technical Overview

1.1 Purpose

This living document serves as an iterative roadmap to help Ukiah achieve GHG emissions reductions in line with state goals and science-based thresholds set by the Intergovernmental Panel on Climate Change (IPCC). The CAP primarily focuses on outlining the Ukiah's current and projected GHG emissions, while prioritizing and detailing key near-term measures and actions that will have the greatest impact on reducing emissions, safeguarding that they are community-driven, feasible, and equitable.

While the impacts of climate change will be felt by all, certain groups—such as older adults, young children, individuals with pre-existing health conditions, and those with lower socioeconomic status—are particularly vulnerable. Consistent with the values identified in the 2040 General Plan, it is a priority for the City of Ukiah that strategies and measures developed as part of this CAP prioritize equity, benefiting all community members while avoiding disproportionate burdens on those most vulnerable to climate risks.

1.2 CEQA GHG Emissions Analysis Streamlining

This CAP fulfills the requirements of California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) to be considered a “qualified” GHG reduction plan.¹⁸ In compliance with CEQA and CEQA Guidelines, local agencies are required to evaluate the environmental impacts of discretionary projects or plans, including impacts related to GHG emissions associated with the construction and operation of projects or plans. The CEQA Guidelines provide guidance for proposed projects and plans to streamline CEQA GHG emissions analysis by conducting a consistency analysis with a qualified GHG reduction plan.

This CAP and the associated CEQA environmental assessment documentation are consistent with the criteria set forth in CEQA Guidelines Section 15183.5(b) as summarized in **Table 2**. Therefore, this CAP is considered a qualified GHG reduction plan. If future projects and plans are consistent with this CAP, future CEQA GHG emissions impact analyses can be streamlined according to the City's direction.

Table 2 CEQA Guidelines Section 15183.5(b) Criteria Addressed in CAP

Term	Definition
1. Quantify existing and projected GHG emissions within the plan area	Chapter 2
2. Establish a reduction target consistent with State targets	Chapter 2
3. Identify and analyze sector specific GHG emissions from specific actions or categories of actions anticipated within the geographic area	Chapter 2; Appendix C
4. Specify measures and actions that substantial evidence demonstrates would collectively achieve the specified reduction target	Chapters 4, 5, 6, 7, 8; Appendix D
5. Establish a mechanism to monitor progress and amend the plan if it is not achieving specified emissions levels	Chapter 9
6. Adopt in a public process following environmental review	See associated CEQA environmental assessment documentation

1.3 Ukiah General Plan EIR GHG Mitigation Requirement

Acknowledging the need for actionable strategies to address climate change, the City of Ukiah is required to develop and implement a community CAP as outlined in the 2040 Ukiah General Plan Environmental Impact Report (EIR) GHG emissions mitigation. The EIR established the necessity for a CAP to identify and implement measures that would enable Ukiah to meet GHG emissions reduction targets for 2030 and 2045, in alignment with State climate goals and the Ukiah climate emergency declaration (Resolution No. 2022-44).

This CAP is intended to serve as a key implementation tool for the 2040 Ukiah General Plan, providing a framework for measurable GHG emissions reduction while addressing local priorities such as economic resilience and community health. The planning process for this CAP has included strategies to achieve consistency with State climate policies, specifically SB 32 and AB 1279, that call for reduction of GHG emissions and carbon neutrality by 2030 and 2045, respectively.

For more details regarding the planning requirements and EIR GHG emissions mitigation measures tied to the CAP, please refer to the 2040 Ukiah General Plan and EIR.



2 Current and Projected GHG Emissions

Current and Projected GHG Emissions

2.1 Ukiah GHG Emissions Inventory Summary

Community GHG inventories measure the GHG emissions generated by residents and businesses operating within the jurisdictional boundaries of a given community, in this case City of Ukiah limits. The process of creating a GHG inventory includes identifying activities that are major sources of GHG emissions and collecting data on those activities for a specific calendar year. GHG emission factors are used to convert the collected activity data into GHG emissions produced. Inventories measure GHG emissions in units of metric tons of carbon dioxide equivalent, or MT CO₂e.

GHG Inventory Protocols

Emissions estimates were calculated using the International Council for Local Environmental Initiatives (ICLEI) methodologies. Specifically, the United States Community Protocol for Accounting and Reporting Greenhouse Gas Emissions Version 1.2 (Community Protocol) is used for community-wide emission. The Community Protocol is an authoritative guide for best practices in calculating community-scale GHG inventories. The protocol separates a city's GHG-generating activities into categories known as emissions sectors. Large emissions sectors identified by the Protocol include the transportation sector (such as combustion emissions from cars and other vehicles operating within the city), the building sector (including emissions from electricity and natural gas usage), and the waste sector (capturing emissions from sending solid waste to the landfill).

Activities that cannot be controlled or influenced by City policies are excluded from community inventory. For example, irreducible emissions from vehicles traveling with origins and destinations that are both outside of city limits are excluded because a city has limited influence on pass-through travel activity.¹⁹

Ukiah 2022 Community GHG Inventory

The CAP includes a 2022 inventory of GHG emissions from Ukiah's community-wide activities. The inventory accounts for sources within Ukiah's jurisdictional control in alignment with established GHG accounting protocols and state guidance. In 2022, Ukiah's GHG emissions totaled 132,323 MT CO₂e (see Appendix C).

As shown in **Figure 3** and **Table 3**, transportation emissions represented the largest share of community-wide emissions (70,050 MT CO₂e, or 53% of total emissions). Within the transportation sector, passenger on-road transportation was the largest contributor (44,190 MT CO₂e, 33%), followed by commercial on-road transportation (21,979 MT CO₂e, 17%). Building energy use, including electricity and natural gas consumption, was the second-largest source of emissions (58,368 MT CO₂e, 44% of total emissions). Residential energy use contributed 26,080 MT CO₂e (20%), while nonresidential energy use accounted for 32,288 MT CO₂e (24%). The remaining emissions were attributed to solid waste (3,873 MT CO₂e, 3%) and wastewater treatment (31 MT CO₂e, <1%).

Figure 3 Ukiah Greenhouse Gas Emissions by Sector, 2022

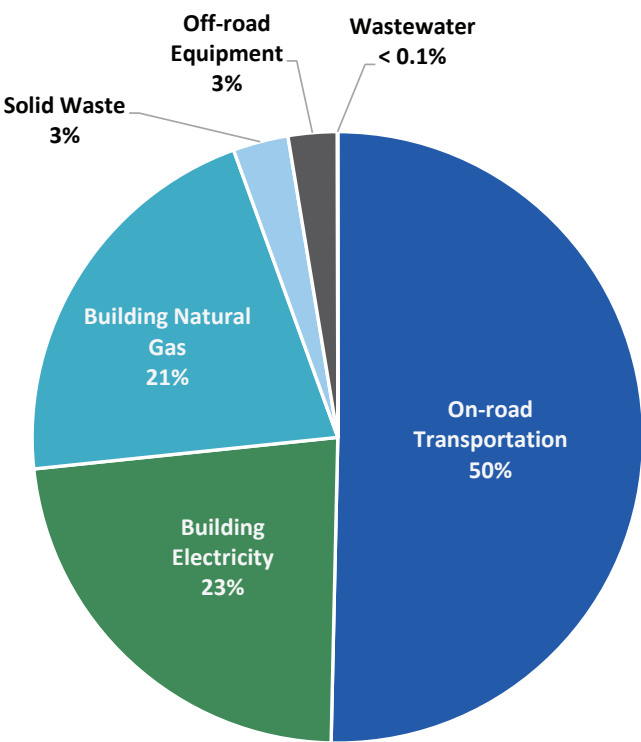


Table 3 Ukiah 2022 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	MT CO ₂ e	% of Total Emissions
Transportation	70,050	53%
On-Road Transportation - Passenger	44,190	33%
On-Road Transportation - Commercial	21,979	17%
On-Road Transportation - Bus	455	0%
Off Road - Diesel	1,742	1%
Off Road - Gasoline	1,684	1%
Off Road - Natural Gas	0	0%
Electricity	30,436	23%
Residential Electricity	10,265	8%
Nonresidential Electricity ¹	20,171	15%
Natural Gas	27,932	21%
Residential Natural Gas	15,815	12%
Nonresidential Natural Gas ¹	12,117	9%
Water Resources	31	< 0.1%
Wastewater	31	0%
Water ²	0	0%
Solid Waste	3,873	3%
Solid Waste	3,873	3%
Total		
Total Emissions	132,323	100%

Notes: CO₂e = carbon dioxide equivalent; MT = metric tons

1. Nonresidential includes emissions from commercial and industrial building electricity consumption

2. Distribution of water to consumers is anticipated to be included under nonresidential electricity consumption, as the City is the sole supplier of water to the community. Thus, emissions associated with distribution are not included to avoid double counting.

2.2 Ukiah GHG Emissions Forecasts Summary

GHG emissions forecasts estimate Ukiah's future GHG emissions and serve as a tool to track trends and measure progress. They help Ukiah determine the level of GHG emissions reduction needed to meet future GHG reduction targets. These forecasts, covering the years 2030, 2035, 2040, and 2045, were developed using data from the 2022 inventory.

To contextualize how GHG emissions are expected to change and guide GHG reduction efforts, the City developed two types of forecasts. The first is a business-as-usual (BAU) forecast, which is based on the 2022 inventory and projected changes in population, housing, and job growth. The second is an adjusted forecast, which incorporates the impact of State regulations aimed at reducing GHG emissions across California.

Business-as-Usual Forecast

The BAU forecast assumes that emission factors and activity levels remain constant over time, making population and job growth the primary drivers of GHG-emitting activities. This forecast serves as a baseline for comparison, operating under the assumption that there are no advancements in technology, shifts in behavior, or new legislation, while population and job growth follow projected trends.

To develop a GHG emissions forecast, growth metrics (e.g., population, housing, and employment projections) are multiplied by BAU growth indicators, which represent a baseline metric developed from the GHG emissions inventory (**Table 4**). Appendix C provides additional details on the growth metrics, demographics, and methodologies used to develop the BAU forecast.

Table 4 Growth Metrics for Ukiah BAU GHG Emissions Forecast

Growth Metric	2022	2030	2035	2040	2045
Population ¹	15,929	17,834	19,025	20,216	21,407
Households ²	6,589	7,616	8,109	8,601	9,094
Employment ³	6,800	9,632	11,402	13,172	14,942
Service Population ⁴	22,729	27,466	30,427	33,388	36,349

Note:

1. Population growth for 2045 provided by GHD was developed based on Department of Finance and Ukiah 2040 General Plan population data. Interim years were linearly interpolated based on reported 2045 population.
2. Household growth was calculated by multiplying GHD population projections by the 2022 Department of Finance average people per household.
3. Employment growth for 2045 provided by GHD was developed based on State of California Employment Development Department and Ukiah 2040 General Plan data. Interim years were linearly interpolated based on reported 2045 employment.
4. Service Population = Population + Employment

This BAU approach enables the City to translate growth projections into GHG emissions estimates by applying the same emissions factors used in the 2022 GHG emissions inventory. This methodology is applied to sectors such as electricity, natural gas, water resources, and solid waste. **Table 5** summarizes the BAU forecast for each forecast year.

Table 5 BAU Emissions Forecast (MT CO₂e)

GHG Emissions Source	2030	2035	2040	2045
Transportation				
On-Road Transportation - Passenger	54,037	59,851	65,452	70,855
On-Road Transportation - Commercial	22,894	24,626	27,090	30,237
On-Road Transportation - Buses	480	496	512	528
Off Road Transportation & Equipment	3,639	3,795	3,944	4,108
Electricity				
Residential Electricity	11,866	12,634	13,402	14,170
Nonresidential Electricity	28,572	33,822	39,073	44,323
Natural Gas				
Residential Natural Gas	15,815	18,281	19,463	20,646
Nonresidential Natural Gas	12,117	17,163	20,317	23,470
Water Resources				
Wastewater	37	41	45	49
Water ¹	0	0	0	0
Solid Waste				
Solid Waste	4,681	5,185	5,690	6,195
Total	161,649	180,231	199,324	218,918

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e); Values in this table may not add up to totals due to rounding

1. Distribution of water to consumers is anticipated to be included under nonresidential electricity consumption as the City is the sole supplier of water to the community. Thus, emissions associated with distribution are not included to avoid double counting.

Adjusted Forecast

The adjusted forecast refines the BAU forecast to incorporate the impact of state-level legislation, policies, and programs (e.g., SB 100, Title 24 Energy Efficiency Standards, Advanced Clean Truck Rule) expected to reduce GHG emissions. By accounting for the effects of enacted laws, this projection offers a more accurate representation of Ukiah's future emissions (see Table 6). Comparing the BAU and adjusted forecasts illustrates the anticipated reduction in Ukiah's GHG emissions resulting from State initiatives.

Numerous regulations and policies at the State level have been put into effect and are anticipated to lower Ukiah's future emissions. These pieces of legislation are incorporated into the adjusted forecast to provide a more accurate depiction of Ukiah's future emissions. The pertinent policies and initiatives are outlined below:

- **Advanced Clean Cars Program.** A comprehensive car emissions control program which regulates smog, soot-causing pollutants, and GHG emissions into a single coordinated package of requirements.²⁰
- **Innovative Clean Transit.** A regulation focused on long-term goal of full transition of the heavy-duty transportation sector to zero-emission technologies. It requires all public transit agencies to gradually transition to a 100 percent zero-emission bus fleet and encourages them to provide innovative first and last-mile connectivity and improved mobility for transit riders.
- **Title 24 Building Energy Efficiency Standards.** Building standards that regulate new residential and commercial development in California by requiring increased efficiency related to space heating and cooling, lighting, and water heating.
- **California Renewable Portfolio Standard (RPS).** Requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from renewable energy resources. Adopted in 2018, SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045. SB 1020 builds upon SB 100 by advancing the State trajectory to 100 percent clean energy procurement by 2045 by creating clean energy targets of 90 percent by 2035 and 95 percent by 2040.

See Appendix B for more information on these and a suite of other programs and policies that are intended to reduce emissions, including SB 1383 and AB 341, that are not included in the adjusted forecast because they are emphasized in the CAPs GHG reduction measures.

Table 6 Adjusted Forecast (MT CO₂e)

GHG Emissions Source	2030	2035	2040	2045
Transportation				
On-Road Transportation - Passenger	45,323	46,276	48,323	51,001
On-Road Transportation - Commercial	21,732	21,252	21,738	23,145
On-Road Transportation - Buses	412	347	296	227
Off Road Transportation & Equipment	3,639	3,795	3,944	4,108
Electricity				
Residential Electricity	5,963	1,541	796	0
Nonresidential Electricity	14,070	4,017	2,258	0
Natural Gas				
Residential Natural Gas	18,108	19,208	20,307	21,407
Nonresidential Natural Gas	17,163	20,317	23,470	26,624
Water Resources				
Water ¹	0	0	0	0
Wastewater ¹	37	41	45	49
Solid Waste				
Solid Waste	4,681	5,185	5,690	6,195
Total	131,128	121,979	126,868	132,758

Note: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e); Values in this table may not add up to totals due to rounding

1. Distribution of water to consumers is anticipated to be included under nonresidential electricity consumption as the City is the sole supplier of water to the community. Thus, emissions associated with distribution are not included to avoid double counting.

Comparing Forecast Scenarios

The BAU forecast for Ukiah projects an increase in GHG emissions above the 2022 GHG emissions inventory from all GHG emissions sources through 2045 based on projected job and population growth. Ukiah's BAU GHG emissions are projected to increase to 218,918 MT CO₂e by 2045 (see **Table 5**).

The adjusted forecast projects significant GHG emissions reduction in the electricity sector, nearing zero by 2045 due to stringent renewable energy mandates under SB 100 and SB 1020. Natural gas emissions are projected to rise with housing and employment growth but are partially offset by Title 24 efficiency standards for new construction. Transportation emissions are expected to grow due to increasing VMT and the expiration of State regulations on vehicle emissions and efficiencies by 2030, resulting in slower emissions reduction as 2045 approaches. Wastewater and solid waste emissions are also projected to increase through 2045.²¹ A detailed breakdown of projected emissions by sector and year can be found in **Table 6**. Refer to Appendix C for a more detailed discussion related to methodology modeling, and supportive evidence for Ukiah's GHG forecasts.

2.3 Ukiah GHG Emissions Targets and Gap Summary

State GHG Emissions Targets Context

Over the past two decades, California has implemented a wide range of legislation, policies, and programs to reduce GHG emissions, solidifying the State's position as a global leader in climate action. Key legislation driving the State's current climate goals includes SB 32 and AB 1279. These regulations establish State-wide GHG reduction targets for 2030 and 2045 and outline a pathway toward achieving carbon neutrality in California by 2045, as detailed below. See Appendix B for a full list of relevant State-level legislation.

- **Senate Bill 32:** Requires a State-wide reduction in GHG emissions of 40 percent below 1990 levels by 2030. A respective California Climate Change Scoping Plan update detailing the State's plan to achieve this reduction was adopted in 2017.
- **Assembly Bill 1279:** Requires California to achieve carbon neutrality no later than 2045, including an 85 percent GHG emissions reduction below 1990 levels. A respective California Climate Change Scoping Plan update detailing the State's plan to achieve this reduction was adopted in 2022.

Ukiah GHG Emissions Targets

The 2022 California Climate Change Scoping Plan recommends that local agencies establish community-wide GHG reduction goals for local CAPs that will help California achieve the 2030 target and longer-term goal. The Scoping Plan notes that it is appropriate to derive evidence-based targets or goals from local GHG emissions sectors and population projections, consistent with the framework used to develop the Statewide targets. CARB also notes that GHG goals and targets should display a downward trend consistent with State-wide objectives.²²

State climate legislation compares emissions reduction targets to a 1990 baseline. Ukiah's GHG targets were set based on the 2022 Community GHG emissions inventory which was used to back-cast to the 1990 GHG emissions level. This back-cast uses the State-wide change in GHG emissions from 1990 to 2021 for the same emission sectors that exist in Ukiah as a guide for estimating changes in Ukiah during the same period.²³ The estimated 1990 GHG emissions were then reduced by 40 percent to set the 2030 target and to zero for the 2045 target. These targets align with the State's GHG reduction goals for 2030 and 2045, as outlined below:

- **Reduce GHG emissions to 40 percent below 1990 levels by 2030 (SB 32 target year)**
- **Make substantial progress towards carbon neutrality²⁴ by 2045 (AB 1279 target year)**

These targets are further outlined and compared to the BAU and adjusted emissions forecasts from the 2022 baseline year through 2045 in the table below. The emissions "gap" is the difference between the adjusted emissions forecast and Ukiah's GHG targets. Gaps are presented for each year in the final row of **Table 7** and represents the amount of GHG emissions reduction that the community must achieve to meet Ukiah's targets. **Figure 4** provides a graphical representation of the forecasted emissions pathways.

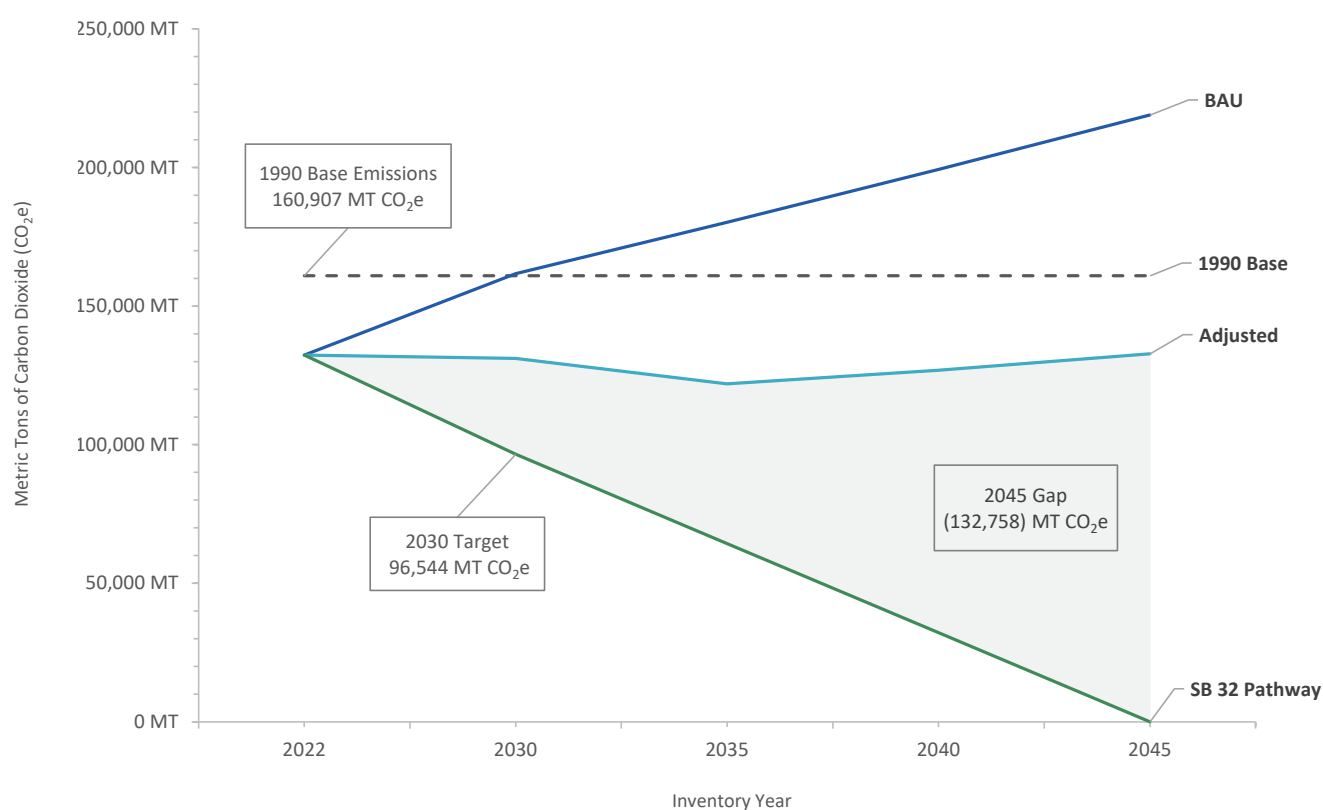
Table 7 GHG Reduction Target Pathway (MT CO₂e)

GHG Emissions Pathways	2022	2030	2035	2040	2045
BAU Forecast	132,323	161,649	180,231	199,324	218,918
Adjusted Forecast	132,323	131,128	121,979	126,868	132,758
Emissions Targets ¹	132,323	96,544	64,363	32,181	0
Emissions "Gap"	0	34,583	57,616	94,686	132,758

Note: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

1. The State carbon neutrality goal established by Assembly Bill 1279 considers carbon neutrality to be at least an 85 percent reduction in GHG emissions with the remaining fraction achieved through removals such as carbon sequestration. However, targets are set on a net-zero pathways to reflect that community-scale strategies will need to be employed to achieve sufficient carbon sequestration by 2045 and achieve carbon neutrality.

Figure 4 GHG Emissions Forecast and Targets Pathway (MT CO₂e)



Meeting the GHG Emissions Targets

While State regulations and programs will contribute to reducing state-wide GHG emissions, Ukiah must implement local GHG reduction measures to take on a fair share of GHG emissions reduction and meet the 2030 emissions target and make significant progress toward the 2045 target. To align with these goals, Ukiah needs to reduce emissions by 34,583 MT CO₂e by 2030 and 132,758 MT CO₂e by 2045.

Local policies and programs referred to as Measures and Actions, are key to achieving GHG reduction. The GHG reduction associated with these measures, as outlined in the CAP, are sufficient to meet the 2030 target set by SB 32 and substantially advance progress toward the 2045 carbon neutrality goal aligned with AB 1279. Further details on measures and actions are provided in Sections 3 through 8. **Table 8** summarizes Ukiah's emissions targets and the reduction expected from implementing the identified measures, showing that the 2030 target will be achieved and significant progress made toward the 2045 goal. **Figure 5** illustrates how Ukiah's measures align with the climate action targets, demonstrating Ukiah's strong commitment to reducing GHG emissions.

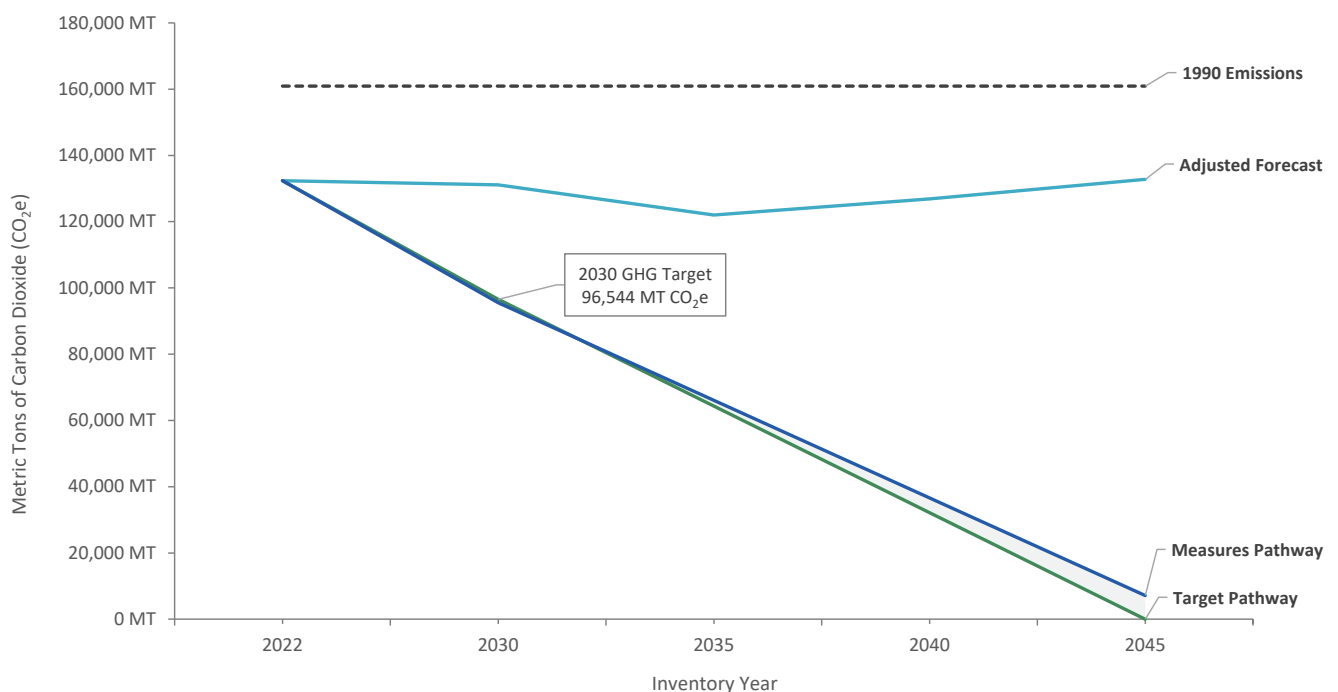
Table 8 Targets and GHG Reduction (MT CO₂e)

Target/Forecast	2030 GHG Emissions	2045 GHG Emissions
Adjusted Forecast ¹	131,128	132,758
GHG Reduction from CAP Measures	35,606	125,726
GHG Emissions after Measure Reduction ²	95,522	7,032
Climate Action GHG Targets	96,544	0
Target Anticipated to be Met?	Yes	Substantial progress demonstrated

Note: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

1. Calculated by subtracting Total GHG Reduction from CAP Measures from the Adjusted Forecast emissions.

Figure 5 Measures Emissions Reduction and Ukiah Targets (MT CO₂e)





3 GHG Reduction Measures Framework

GHG Reduction Measures Framework

3.1 Structure of GHG Reduction Measures

As part of the CAP development process, the City led interdepartmental staff interviews, conducted an engagement campaign for the public, and leveraged the expertise of its consultant team to design a comprehensive framework of measures aimed at reducing community-wide GHG emissions and achieving the climate action targets. Each measure is supported by a series of actions that provide measurable GHG emissions reduction backed by substantial evidence. Additionally, the City has established measures and actions to offset irreducible GHG emissions through carbon sequestration, organized under a sector titled “Carbon Sequestration.”

The measures and actions are structured according to the following hierarchy:

1. **Sectors.** Sectors represent the GHG emissions categories where reduction will occur, including Building Energy, Transportation, Solid Waste, Water Resources, and Carbon Sequestration.
2. **Measures.** Measures outline specific goals (e.g., activity data targets for 2030 and 2045) to reduce GHG emissions within each sector.
3. **Actions.** Actions define the programs, policies, and other commitments the City will undertake to achieve each measure. A set of actions is included within each measure, collectively designed to meet the city’s specific measure.

3.2 Type of GHG Reduction Measures

Measures and actions can be either quantitative or supportive, depending on whether they directly result in GHG emissions reduction or support other direct reduction:

- **Quantitative.** Quantitative measures and actions lead to GHG emissions reduction that can be measured and aggregated, demonstrating how Ukiah will progress toward and achieve the climate action targets. The reduction anticipated from implementation of these measures and actions are backed by substantial evidence, such as peer-reviewed research, that confirms their effectiveness in reducing GHG emissions.
- **Supportive.** Supportive measures and actions play a vital role in the overall success of a CAP by enabling the effective implementation of quantitative measures. While supportive measures may also be quantifiable and supported by evidence, they are not formally quantified due to factors such as minimal GHG reduction impact, indirect emissions benefits, or the risk of double-counting. As a result, they do not directly contribute to the calculated GHG reduction targets but support specific measure or overall CAP implementation.





4 Building Energy Sector Measures

Building Energy Sector Measures

CAP measures in the building energy sector prioritize increasing procurement of renewable and carbon-free energy sources, as well as decarbonizing buildings. When all-electric buildings are powered by carbon-free electricity, their operational energy footprint is carbon-free.

Renewable Energy and Carbon-Free Electricity

The City of Ukiah owns and operates the community’s electric utility, providing electricity to residents through the City’s Electric Department. Ukiah’s grid mix is currently powered by hydroelectric energy from City of Ukiah owned facilities, complemented by geothermal and natural gas energy provided through the Northern California Power Agency (NCPA). To meet the climate action goals established in the CAP, Ukiah is committed to increasing the share of renewable and carbon-free electricity to 77% by 2030.

Building Electrification

Electrification of buildings offers a cost-effective and equitable way to reduce GHG emissions, lower energy bills, and improve public health. All-electric buildings can be more efficient and may offer long-term savings, especially as natural gas prices are expected to rise.^{25,26} Furthermore, replacing natural gas appliances, such as stoves, helps reduce harmful indoor pollutants linked to respiratory illnesses.²⁷ Electrification becomes even more beneficial as the electrical grid becomes increasingly renewable and ultimately carbon-free, amplifying the climate benefits of transitioning away from fossil fuels.

In this CAP, decarbonization and electrification of buildings are achieved through setting building energy performance standards and air emissions thresholds. These efforts are supported by incentive programs, expanding microgrid capacity, increasing the local green workforce, and streamlining permitting processes. Together, these measures and actions help promote a smooth and socially just transition to a cleaner, more modern and efficient building stock, driving long-term reduction in emissions and fostering a healthier community.

4.1 Measures and Actions Detail

Measure BE-1: Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045.

Table 9 Measure BE-1 Actions

Action ID	Action Description
BE-1a	Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience.
BE-1b	Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city’s solar canopy.
BE-1c	Develop a long-range community-wide electric energy and demand forecast to: 1. Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans. 2. Formalize a pathway (resource-plan) to meet the City’s energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals. 3. Develop a decarbonization priority list and implementation schedule for all municipal buildings. 4. Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals.
GHG Emissions Reduction (2030): 10,971 MT CO ₂ e	
GHG Emissions Reduction (2045): 0 MT CO ₂ e	
Co-benefits: Improved Public Health & Safety, Climate Change Resilience	
Performance Standard: Change in Ukiah electric emissions factor (%)	

Measure BE-2: Decarbonize 15% of existing buildings by 2030 and 100% by 2045.

Table 10 Measure BE-2 Actions

Action ID	Action Description
BE-2a	Adopt a zero NOx (nitrogen oxides) threshold by 2026 to require replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout.
BE-2b	Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), "cool" building strategies, trees, green roofs, and other nature-based solutions.
BE-2c	Outline and prioritize a pathway to carbon-free emergency and back-up power across the City's critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts.
BE-2d	Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers.
BE-2e	Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable decommissioning of the local natural gas system by 2045. Incentivize electrification across all building types.
GHG Emissions Reduction (2030): 4,258 MT CO ₂ e	
GHG Emissions Reduction (2045): 27,920 MT CO ₂ e	
Co-benefits: Improved Public Health & Safety, Climate Change Resilience, Jobs Development	
Performance Standard: Natural gas reduced by existing buildings (therms)	

Measure BE-3: Decarbonize 95% of new building construction by 2026.

Table 11 Measure BE-3 Actions

Action ID	Action Description
BE-3a	Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026.
BE-3b	Incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code.
BE-3c	Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027.
GHG Emissions Reduction (2030): 2,704 MT CO ₂ e	
GHG Emissions Reduction (2045): 15,608 MT CO ₂ e	
Co-benefits: Improved Public Health & Safety, Climate Change Resilience	
Performance Standard: Share of new construction electrified (%)	

Measure BE-4: Decarbonize 50% of municipal buildings by 2030 and 100% by 2045

Table 12 Measure BE-4 Actions

Action ID	Action Description
BE-4a	Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities.
BE-4b	Pursue grant funding and rebates to electrify municipal buildings.
GHG Emissions Reduction (2030): Supportive	
GHG Emissions Reduction (2045): Supportive	
Co-benefits: Improved Public Health & Safety, Climate Change Resilience	
Performance Standard: Change in municipal natural gas consumption (%)	



5 Transportation Sector Measures

Transportation Sector Measures

The City of Ukiah is dedicated to fostering a transportation network that enhances health, mobility, and overall quality of life for all community members. By creating a robust, safe, and accessible system, the City aims to empower residents to make more sustainable and healthy transportation choices.

Reducing Vehicle Miles Travelled

The primary strategies for reducing transportation-related GHG emissions focus on decreasing vehicle miles traveled (VMT) and replacing fossil fuel-powered internal combustion engines with zero-emission vehicles (ZEVs). These measures prioritize improving active and public transportation options to reduce VMT first, followed by transitioning the remaining VMT to ZEVs.

Full vehicle decarbonization in Ukiah could theoretically achieve zero emissions in the transportation sector. However, reducing VMT remains critical because it lowers energy demand associated with vehicle production, road construction, and maintenance—activities that carry significant embodied GHG emissions.

Additionally, as the community transitions to ZEV vehicles, investing in infrastructure that supports alternative transportation options beyond single-occupancy vehicles can reduce strain on the electric grid, promoting energy resilience. Beyond GHG reduction, reducing VMT also delivers co-benefits such as alleviating traffic congestion, minimizing space needed for roads and parking, supporting local economic revitalization, and enhancing overall quality of life.

This CAP includes strategies aimed at reducing VMT and promote an interconnected transportation network, such as updating the Ukiah Bicycle and Pedestrian Master Plan to create a connected, accessible network of low-stress bikeways and walkways across neighborhoods. Working with local agencies like Mendocino Council of Governments (MCOG) and Mendocino Transit Authority (MTA), the City will implement a transportation system plan to encourage public transit use and shift travel behavior away from single-occupancy vehicles. Furthermore, the City will promote infill development and increased residential density in the downtown core, transit corridors, and areas suitable for sustainable growth, supporting pedestrian-friendly, mixed-use, and transit-oriented development.

Zero Emission Vehicles

While the City cannot mandate that residents or businesses purchase ZEVs, it is committed to creating the supporting infrastructure and incentives needed to overcome current barriers to passenger and commercial ZEV adoption. This CAP recognizes that while all-electric vehicles are a key component of decarbonizing transportation, they are not the only option. A complete reliance on electric vehicles presents challenges due to limitations in battery technology and energy resilience concerns in areas that experience extended power grid shutdowns. Therefore, this CAP includes a diversified approach to ZEV conversion, incorporating renewable fuels, such as bio-diesel generated from organic and renewable sources, as an alternative. To support this transition, the City will increase the adoption of ZEVs within the municipal fleet in alignment with the State of California's ZEV goals. Additionally, the City aims to increasingly decarbonize off-road equipment through electrification and procurement of renewable diesel drop-in fuels, further contributing to overall GHG emissions reduction.



5.1 Measures and Actions Detail

Measure T-1: Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.

Table 13 Measure T-1 Actions

Action ID	Action Description
T-1a	Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects ²⁸ to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a program that provides community-wide access to bicycles.
T-1b	Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro-mobility options. Re-explore and expand available rebates with a focus on supporting low- income families and qualified residents.
T-1c	Develop a priority list of active transportation projects for MCOG's 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Identify and pursue available resources in order to implement the top 5 priority projects by 2028.
T-1d	Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs.
GHG Emissions Reduction (2030): 373 MT CO ₂ e	
GHG Emissions Reduction (2045): 2,164 MT CO ₂ e	
Co-benefits: Improved Public Health & Safety, Sustainable Land Use Planning	
Performance Standard: Miles of bike and pedestrian lane developed (miles)	

Measure T-2: Increase total public transportation mode share to 5% by 2030, and 20% by 2045.

Table 14 Measure T-2 Actions

Action ID	Action Description
T-2a	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations: 1. Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs. 2. Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations. 3. Identification of design improvements of seating and shading at bus stops and along active transportation routes. 4. Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods. 5. Developing a local electric trolley or bus system that operates year-round.
T-2b	Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use.
T-2c	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas.
GHG Emissions Reduction (2030): 997 MT CO ₂ e	
GHG Emissions Reduction (2045): 5,319 MT CO ₂ e	
Co-benefits: Sustainable Land Use Planning, Jobs Development	
Performance Standard: Change in rate of ridership (%)	

Measure T-3: Reduce local VMT from single passenger vehicles.

Table 15 Measure T-3 Actions

Action ID	Action Description
T-3a	Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods.
T-3b	Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that are compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management.
T-3c	Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include: 1. Interconnected bike lanes and sidewalks connecting to City's trail network. 2. Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development. 3. Increase public bike parking capacity outside of public and commercial development. 4. Establish parking policies that encourage the use of public transit and active transportation.
GHG Emissions Reduction (2030): Supportive	
GHG Emissions Reduction (2045): Supportive	
Co-benefits: Improved Public Health & Safety, Sustainable Land Use Planning, Jobs Development	
Performance Standard: Change in community mode share (%)	



Measure T-4: Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.

Table 16 Measure T-4 Actions

Action ID	Action Description
T-4a	Complete an inventory of existing public EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following: Passenger Fleets 1. Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers. 2. Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios. 3. Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030. Commercial Vehicles subject to Advanced Clean Fleet requirements 1. Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions. 2. For high priority fleets, conduct a utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet. 3. Identifies the responsible party to submit construction permits early and submit utility interconnection applications early.
	By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require, at a minimum: 1. Single Family – CalGreen Tier 2 provisions 2. Multifamily – CalGreen Tier 2 provisions 3. Non-residential – CalGreen Tier 2 provisions 4. Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030 5. Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new buildings, and existing buildings at time of renovation pending results of a local economic impact analysis 6. Expediate EV charger permits 7. Additionally, continue to install and provide EV charger access at City-owned facilities
GHG Emissions Reduction (2030): 11,847 MT CO₂e	
GHG Emissions Reduction (2045): 66,664 MT CO₂e	
Co-benefits: Improved Public Health & Safety, Jobs Development	
Performance Standard: Number of EV chargers installed and registered ZEVs	

Measure T-5: By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.

Table 17 Measure T-5 Actions

Action ID	Action Description
T-5a	Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives.
T-5b	Implement and promote CARB's Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028.
T-5c	Coordinate with California Air Resources Board (CARB) and Mendocino County Air Quality Management District (MCAQMD) to notify affected fleets and establish a compliance tracking system for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel. Partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel.
GHG Emissions Reduction (2030): 606 MT CO₂e	
GHG Emissions Reduction (2045): 1,541 MT CO₂e	
Co-benefits: Improved Public Health & Safety, Environmental Quality & Ecosystem	
Performance Standard: Number of participants in incentive programs	

Measure T-6: Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.

Table 18 Measure T-6 Actions

Action ID	Action Description
T-6a	Align the City’s Sustainable Purchasing Policy by 2025 to require all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs, where commercially viable. Implement a schedule to comply with the California Advanced Clean Fleet rule for low population counties, mandating that 100% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2027, where commercially viable.
T-6b	Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible.
T-6c	Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public.
GHG Emissions Reduction (2030): Supportive	
GHG Emissions Reduction (2045): Supportive	
Co-benefits: Improved Public Health & Safety	
Performance Standard: Fuel use of municipal fleet (gallons)	





6 Solid Waste Sector Measures

Solid Waste Sector Measures

Sustainable solid waste management is an essential component for reducing GHG emissions and fostering an inclusive circular economy. The CAP measures in the solid waste sector focus on implementing strategies to meet the State's SB 1383 requirements.

Waste Prevention and Diversion

Minimizing organic waste sent to landfills is essential for the City to meet their climate targets, as methane emissions from landfilled organic waste are a primary source of waste-related GHG emissions. Under SB 1383, the State mandates that 75% of community-generated organic waste be diverted from landfills. The City's CAP outlines strategies to meet this requirement, including expanding organics collection by adding bins in public areas, promoting curbside collection services through partnerships with the City's franchise solid waste collector and hauler, C&S Waste Solutions, and the Mendocino Solid Waste Management Authority (MSWMA), and organizing free food scrap collection pile giveaways.

The City also plans to enhance multi-lingual bin signage in both commercial and residential areas to ensure proper source separation of refuse, and recyclables and compostable materials. Additionally, the City will explore opportunities for community compost hubs and partner with local community gardens to increase access to composting. Long-term solutions will be explored for wastewater bio-solids reuse. These waste diversion efforts will also deliver co-benefits to the community such as improving environmental quality, conserving resources, and fostering local sustainability initiatives. These actions, along with securing necessary resources and staffing, will help the City achieve SB 1383 goals and reduce waste-related emissions by 2027.

Organics Procurement

SB 1383 also mandates that cities procure a minimum amount of recovered organic waste products, specifically 0.08 tons per person annually. The City is committed to aligning with these organics procurement requirements as part of the CAP strategy. To meet these requirements, the City will promote compliance with SB 1383 by establishing a minimum annual level of compost or mulch application on appropriate land throughout the community to support urban greening activities.

The City's strategy also includes expanding and creating community composting programs, paired with community gardens, to increase local access to compost and support the sustainable reuse of organic materials. These efforts, alongside strengthened procurement practices, will help the City meet SB 1383 procurement targets and promote the continued diversion and beneficial reuse of organic waste.

The City acknowledges that meeting SB 1383 requirements solely through compost and mulch procurement may be challenging due to land use limitations in an urban setting. As a result, the City also plans to establish procurement policies for alternative organic waste products that are well-suited to the Ukiah community while still meeting SB 1383 requirements.



6.1 Measures and Actions Detail

Measure SW-1: Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.

Table 19 Measure SW-1 Actions

Action ID	Action Description
SW-1a	Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as: 1. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase community-wide organic waste diversion. 2. Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials. 3. Identify public areas for adding organics collection and recycling bins where needed. 4. Work with C&S Waste Solutions and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities. 5. Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins. 6. Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity.
GHG Emissions Reduction (2030): 3,511 MT CO ₂ e	
GHG Emissions Reduction (2045): 4,646 MT CO ₂ e	
Co-benefits: Environmental Quality & Ecosystem Services	
Performance Standard: Change in diversion rates (%)	

Measure SW-2: Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.

Table 20 Measure SW-2 Actions

Action ID	Action Description
SW-2a	Establish and execute an implementation plan for meeting procurement requirements. This may include: 1. Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region. 2. Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements. 3. Expansion/creation of community composting programs paired with community gardens.
GHG Emissions Reduction (2030): 190 MT CO ₂ e	
GHG Emissions Reduction (2045): 228 MT CO ₂ e	
Co-benefits: Environmental Quality & Ecosystem Services	
Performance Standard: Amount of organic waste procured (tons)	



7 Water Resource Measures

Water Resource Measures

Water and wastewater infrastructure requires energy for transportation and treatment, which contributes to the community's GHG emissions. Residential and commercial buildings use water for various indoor and outdoor activities, such as cooking, cleaning, bathing, irrigation, and maintaining pools and fountains. Water efficiency measures not only decrease water use but also reduce the energy required for conveying, treating, and distributing water. Additionally, since water consumption and wastewater generation are interconnected, water conservation efforts help reduce wastewater generation, easing the demand on wastewater treatment systems. These efforts also support California's resilience by reducing pressure on water resources during drought conditions.

To increase Ukiah's water and wastewater efficiency, the City will focus efforts to best align with the California Water Code requirements, updating the Ukiah Urban Water Management Plan (UWMP) every five years, and implement demand reduction actions. These updates may include developing water shortage contingency plans, collaborating with large water users to create On-Site Water Reuse Plans, revisiting the Model Water Efficient Landscape Ordinance (MWELO) in partnership with the Community Development Department, and continuing to require the use of low-impact development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction.²⁹ Additionally, the City will work to engage the community, especially low-to-moderate income residents, to promote water-saving incentives and revise water and wastewater rates as needed to ensure cost-effective service while meeting conservation goals. These wastewater and water efforts will also deliver co-benefits to the community such as increasing Ukiah's climate change resilience, environmental quality, and sustainable land use planning.

7.1 Measures and Actions Detail

Measure WR-1: Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.

Table 21 Measure WR-1 Actions

Action ID	Action Description
WR-1a	The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include: 1. Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure. 2. Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies. 3. In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELO), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects. 4. Develop an ordinance allowing the installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction. 5. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use. 6. Revise water and wastewater rates as necessary to ensure that the cost of service is covered.
WR-1b	Continue to require the use of low-impact-development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction and development.
GHG Emissions Reduction (2030): Supportive	
GHG Emissions Reduction (2045): Supportive	
Co-benefits: Climate Change Resilience, Environmental Quality & Ecosystem Services, Sustainable Land Use Planning	
Performance Standard: Completion of UWMP updates	



8 Carbon Sequestration Measures

Carbon Sequestration Measures

To achieve carbon neutrality by 2045, the State of California aims to reduce GHG emissions across all sectors, with 15% of these reductions coming from carbon sequestration strategies. Emissions reductions refer to efforts that directly decrease GHG emissions at the source, such as transitioning to renewable energy or improving energy efficiency, whereas carbon sequestration involves capturing and storing carbon from the atmosphere to offset remaining emissions. Ukiah aims to significantly reduce GHG emissions across all sectors, however, due to current technological limitations and the time required for widespread adoption of low-carbon behaviors, some irreducible or residual emissions will remain under the City’s jurisdiction. As a result, carbon sequestration strategies will play a crucial role in offsetting these emissions.

This CAP’s strategies to increase carbon sequestration include preserving and planting trees, improving land and water management, and supporting nature-based climate solutions. As part of their climate commitment, Ukiah will plant at least 200 new trees per year starting in 2025, aiming for long-term carbon sequestration and urban shading to reduce the heat island effect. The City will also prepare an Urban Forest Master Plan, update Tree Management Guidelines, and create a Tree Protection Plan to promote public tree health and enhance environmental co-benefits. Additionally, Ukiah will foster regenerative land management practices, advance ongoing conservation and wildfire prevention efforts, and conduct carbon sequestration farming pilot projects. As emissions from other sectors are reduced, these sequestration efforts will be vital in achieving carbon neutrality. To support sustainable economic development, Ukiah will explore opportunities such as forest biomass-to-energy strategies, circular economy initiatives, and sustainable purchasing policies. These efforts will contribute to creating green jobs, enhancing resilience, and fostering a local, self-sufficient, and sustainable agriculture-based economy.

8.1 Measures and Actions Detail

Measure CS-1: Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.

Table 22 Measure CS-1 Actions

Action ID	Action Description
CS-1a	Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas.
CS-1b	Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City’s Area of Interest (Aoi).
CS-1c	Conduct carbon sequestration farming pilot projects within the community and across the City’s Aoi.
GHG Emissions Reduction (2030): 149 MT CO ₂ e	
GHG Emissions Reduction (2045): 1,635 MT CO ₂ e	
Co-benefits: Climate Change Resilience, Environmental Quality & Ecosystem Services, Sustainable Land Use Planning	
Performance Standard: Change in urban tree stock (trees)	

Measure CS-2: Pursue opportunities to support the City’s sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.

Table 23 Measure CS-2 Actions

Action ID	Action Description
CS-2a	Integrate climate action strategies into the City’s long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy.
CS-2b	Conduct a feasibility study to identify the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways.
CS-2c	Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal.
GHG Emissions Reduction (2030): Supportive	
GHG Emissions Reduction (2045): Supportive	
Co-benefits: Climate Change Resilience, Environmental Quality & Ecosystem Services, Job Development	
Performance Standard: Completion of feasibility study and purchasing policy	



9 CAP Implementation

CAP Implementation

9.1 Tracking, Monitoring, and Reporting

This CAP provides a strategic roadmap for Ukiah to implement actions that achieve the 2030 GHG emissions reduction target and advance progress toward achieving carbon neutrality by 2045. The assumptions and data underlying this plan—such as adoption rates of actions, advancements in technology, changes in costs, legislative updates, and associated co-benefits—will evolve over time. As such, this CAP is designed to be a dynamic framework that will undergo regular evaluation and adjustment.

The City remains committed to the sustained, incremental, and comprehensive effort required to meet the CAP’s long-term climate goals. The City will actively engage the community, share progress updates, and create ongoing opportunities to gather and integrate community input as policies, programs, and infrastructure are developed. Progress on high-impact GHG reduction strategies will be publicly reported at least every two years.

Ongoing monitoring and assessment of Ukiah’s progress will play a critical role in achieving community-wide GHG reduction. To this end, the City will conduct routine GHG emissions inventories in alignment with established protocols and climate commitments,³⁰ with updates occurring every two years. The CAP will be amended if the plan is not on track to achieve the identified targets. However, if the 2027 GHG emissions monitoring demonstrates that the City is on track to meet the 2030 targets, further adjustments to CAP strategies may not be necessary.

Table 24 provides an overview of the implementation timeline for each CAP action, along with the City department(s) designated to lead related implementation and monitoring efforts, performance standards, and target 2030 performance metrics. The implementation timeline is divided into three phases to promote structured and efficient progress. Phase 1 (1–2 years) focuses on foundational actions, such as planning, engagement, and establishing key programs or policies. Phase 2 (2–3 years) emphasizes scaling up initiatives, building capacity, and achieving early measurable outcomes. Phase 3 (3–5 years) consolidates efforts, refines strategies through evaluation and adjustments, and begins building toward long-term goals.

City Of Ukiah Climate Action Plan Implementation Timeline

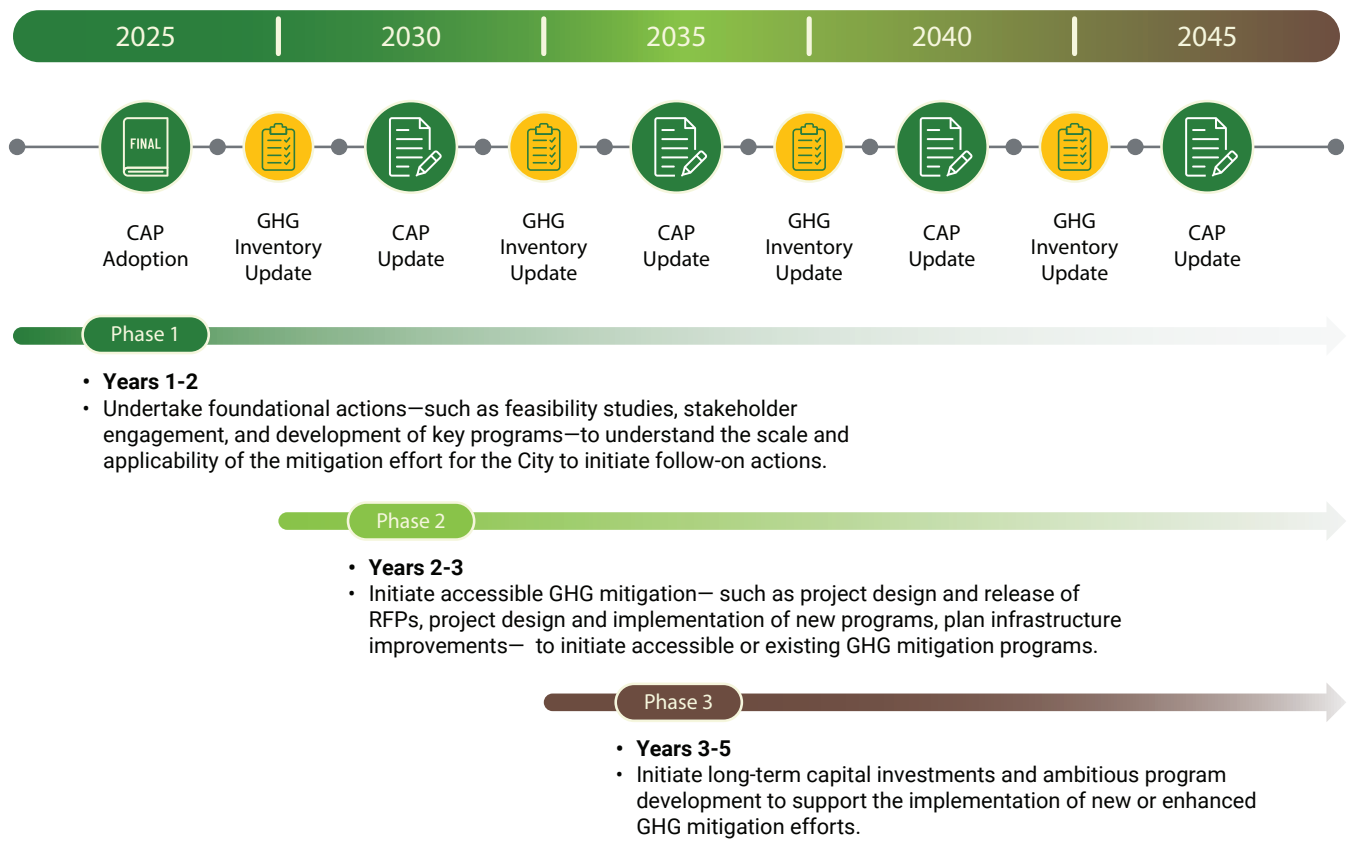


Table 24 CAP Implementation and Monitoring

Action ID	Action Description	Lead City Department	Timeframe
Measure BE-1 Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045.			
<i>Performance Standard:</i>		<i>Change in Ukiah electric emissions factor</i>	
<i>Performance Metric:</i>		<i>0.086 MT CO₂e per MWh</i>	
BE-1a	Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience	Electric Utility	Phase 1
BE-1b	Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city's solar canopy.	Electric Utility Community Development	Phase 2
BE-1c	Develop a long-range community-wide electric energy and demand forecast to: 1. Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans. 2. Formalize a pathway (resource-plan) to meet the City's energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals. 3. Develop a decarbonization priority list and implementation schedule for all municipal buildings. 4. Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals.	Electric Utility	Phase 1
Measure BE -2 Decarbonize 15% of existing buildings by 2030 and 100% by 2045.			
<i>Performance Standard:</i>		<i>Natural gas reduced by existing buildings</i>	
<i>Performance Metric:</i>		<i>861,010 therms</i>	
BE-2a	Adopt a zero Nox (nitrogen oxides) threshold by 2026 to require replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout.	Community Development	Phase 1
BE-2b	Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), "cool" building strategies, trees, green roofs, and other nature-based solutions.	Electric Utility Community Development	Phase 1
BE-2c	Outline and prioritize a pathway to carbon-free emergency and back-up power across the City's critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts.	Electric Utility	Phase 2
BE-2d	Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers.	Community Development	Phase 2
BE-2e	Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable decommissioning of the local natural gas system by 2045. Incentivize electrification across all building types.	Electric Utility	Phase 3

Action ID	Action Description	Lead City Department	Timeframe
Measure BE-3 Decarbonize 95% of new building construction by 2026.			
<i>Performance Standard:</i> Share of new construction electrified			
<i>Performance Metric:</i> 95% of new building permits are decarbonized construction			
BE-3a	Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026.	Community Development	Phase 1
BE-3b	Incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code.	Community Development	Phase 1
BE-3c	Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027.	Community Development	Phase 2
Measure BE-4: Decarbonize 50% of municipal buildings by 2030 and 100% by 2045.			
<i>Performance Standard:</i> Change in municipal natural gas consumption			
<i>Performance Metric:</i> 50% natural gas reduction			
BE-4a	Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities.	Electric Utility Community Development	Phase 1
BE-4b	Pursue grant funding and rebates to electrify municipal buildings.	Community Development	Phase 2
Measure T-1 Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.			
<i>Performance Standard:</i> Miles of bike and pedestrian lane developed			
<i>Performance Metric:</i> 12 miles added			
T-1a	Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a program that provides community-wide access to bicycles.	Community Development Public Works	Phase 1
T-1b	Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro- mobility options. Re-explore and expand available rebates with a focus on supporting low-income families and qualified residents.	Community Development Public Works	Phase 2
T-1c	Develop a priority list of active transportation projects for MCOG's 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Identify and pursue available resources in order to implement the top 5 priority projects by 2028.	Community Development Public Works	Phase 2
T-1d	Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs.	Community Development Public Works	Phase 2

Action ID	Action Description	Lead City Department	Timeframe
Measure T-2 Increase total public transportation mode share to 5% by 2030, and 20% by 2045.			
<i>Performance Standard:</i> Change in rate of ridership			
<i>Performance Metric:</i> To be developed with MTA			
T-2a	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations: 1. Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs. 2. Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations. 3. Identification of design improvements of seating and shading at bus stops and along active transportation routes. 4. Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods. 5. Developing a local electric trolley or bus system that operates year-round.	Community Development Public Works	Phase 1
T-2b	Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use.	Community Development Public Works	Phase 1
T-2c	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas.	Public Works	Phase 2
Measure T-3 Reduce local VMT from single passenger vehicles.			
<i>Performance Standard:</i> Change in community mode share			
<i>Performance Metric:</i> 15% active, 5% public transit			
T-3a	Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods.	Community Development	Phase 1
T-3b	Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that are compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management.	Community Development	Phase 1
T-3c	Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include: 1. Interconnected bike lanes and sidewalks connecting to City's trail network. 2. Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development. 3. Increase public bike parking capacity outside of public and commercial development. 4. Establish parking policies that encourage the use of public transit and active transportation.	Community Development Public Works	Phase 2

Action ID	Action Description	Lead City Department	Timeframe
Measure T-4 Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.			
Performance Standard:		Number of EV chargers installed and registered ZEVs	
Performance Metric:		223 public EV chargers	
T-4a	Complete an inventory of existing public EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following:		
	Passenger Fleets		
	1. Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers.		
	2. Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios.		
	3. Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030.		
	Commercial Vehicles subject to Advanced Clean Fleet requirements		
T-4b	1. Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions.		
	2. For high priority fleets, conduct a utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet.		
	3. Identifies the responsible party to submit construction permits early and submit utility interconnection applications early.		
	By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require at a minimum:		
	1. Single Family – CalGreen Tier 2 provisions		
	2. Multifamily – CalGreen Tier 2 provisions		
T-4b	3. Non-residential – CalGreen Tier 2 provisions		
	4. Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030.		
	5. Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new buildings, and existing buildings at time of renovation pending results of a local economic impact analysis.		
	6. Expediate EV charger permits.		
	7. Additionally, continue to install and provide EV charger access at City-owned facilities.		
	Measure T-5 By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.		
Performance Standard:		Number of participants in incentive programs	
Performance Metric:		Program dependent	
T-5a	Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives.	Community Development	Phase 1
T-5b	Implement and promote CARB’s Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028.	Public Works	Phase 1
T5-c	Coordinate with California Air Resources Board (CARB) and Mendocino County Air Quality Management District (MCAQMD) to notify affected fleets and establish a compliance tracking system for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel. Partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel.	Community Development Public Works	Phase 2

Measure T-6 Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.

Performance Standard: Fuel use of municipal fleet
Performance Metric: 100% municipal fleet decarbonized

T-6a	Align the City's Sustainable Purchasing Policy by 2025 to require all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs, where commercially viable. Implement a schedule to comply with the California Advanced Clean Fleet rule for low population counties, mandating that 100% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2027, where commercially viable.	Public Works Finance	Phase 1
T-6b	Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible.	Public Works	Phase 1
T-6c	Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public.	Public Works	Phase 2

Measure SW-1 Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.

Performance Standard: Change in diversion rates
Performance Metric: 75% diversion

SW-1a	Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as:		
	1. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase community-wide organic waste diversion. 2. Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials. 3. Identify public areas for adding organics collection and recycling bins where needed. 4. Work with C&S Waste Solutions⁵ and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities. 5. Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins. 6. Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity.	Community Development Public Works	Phase 3

Measure SW-2 Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.

Performance Standard: Amount of organic waste procured
Performance Metric: 828 tons of compost

SW-2a	Establish and execute an implementation plan for meeting procurement requirements. This may include:		
	1. Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region. 2. Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements. 3. Expansion/creation of community composting programs paired with community gardens.	Community Development Public Works	Phase 3

Action ID	Action Description	Lead City Department	Timeframe
Measure WR-1. Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.			
<i>Performance Standard:</i> Completion of UWMP updates			
<i>Performance Metric:</i> Completion of 2025 UWMP			
WR-1a	The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include: 1. Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure. 2. Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies. 3. In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELo), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects. 4. Develop an ordinance for installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction. 5. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use. 6. Revise water and wastewater rates as necessary to ensure the cost of service is covered.	Public Works Water Resources Community Development	Phase 1
WR-1b	Continue to require the use of low-impact-development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction and development.	Public Works Water Resources	Ongoing
Measure CS-1 Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.			
<i>Performance Standard:</i> Change in urban tree stock			
<i>Performance Metric:</i> 1,200 trees			
CS-1a	Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas.	Community Development Community Services	Phase 1
CS-1b	Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City's Area of Interest (Aol).	Community Development Community Services	Phase 2
CS-1c	Conduct carbon sequestration farming pilot projects within the community and across the City's Aol.	Community Development Community Services	Phase 3

Action ID	Action Description	Lead City Department	Timeframe
Measure CS-2 Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.			
<i>Performance Standard:</i>		<i>Completion of feasibility study and purchasing policy</i>	
<i>Performance Metric:</i>		<i>Complete study by 2026</i>	
CS-2a	Integrate climate action strategies into the City's long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy.	Community Development City Manager's Office	Phase 1
CS-2b	Conduct a feasibility study to identify the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways.	Community Development Community Services Fire (UVFA)	Phase 1
CS-2c	Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal.	Community Development City Manager's Office Public Works	Phase 2

9.2 Looking Forward

If the City of Ukiah does not make measurable and sufficient progress toward its GHG emissions reduction targets by the next GHG emissions inventory, the City may need to revise this CAP to incorporate new or more ambitious measures and associated actions. This potential future revision would aim to further enhance reduction efforts and maintain the CAP's status as a CEQA-qualified GHG emissions reduction plan (see CEQA GHG Emissions Analysis Streamlining section above). The updated CAP may require scaling up of the implementation of existing actions and/or introducing new measures, such as transitioning incentive-based or educational programs into mandatory requirements.

Regardless, by 2029, the City is expected to initiate a comprehensive CAP update to re-address GHG emissions reduction targets beyond 2030 and prepare for achieving the 2045 carbon neutrality goal. This process will involve developing or strengthening of this CAP's measures and actions to align with the 2045 target while also leveraging advancements in technology and new State regulations. To support this effort, the City will continue to implement and monitor the CAP's GHG reduction measures, providing progress updates to the City Council every two years beginning in 2027.



10 Conclusion

Conclusion

The City of Ukiah's CAP envisions a vibrant future for Ukiah that is not only sustainable but also equitable, inclusive, safe, and resilient. The challenges posed by climate change are significant, but so too are the opportunities to build a community that exists in harmony with its environment. By embracing these ambitious yet achievable goals, we commit to reducing GHG emissions, enhancing natural ecosystems, and fostering a culture of sustainability that benefits all residents.

Our path forward is guided by a steadfast commitment to equity and environmental justice. We recognize that the impacts of climate change are not felt equally, and we are dedicated to ensuring that our most vulnerable populations—low-income families, communities of color, and Indigenous peoples—are at the forefront of our efforts. Through inclusive engagement and collaborative decision-making, we will implement solutions over the long-term that reflect the diversity of Ukiah and uplift every voice.

Cost-effectiveness and timely implementation are central to our approach. By leveraging innovative technologies, strategic partnerships, and community-driven initiatives, we will maximize the impact of every dollar spent. Together, we will build a city that is not only prepared for the challenges of a changing climate but also a model for climate action, adaptation and resilience, and sustainability for Mendocino County.

Ukiah's future is bright, and our collective actions today will shape a tomorrow defined by hope, opportunity, and shared prosperity. Let us move forward with confidence, knowing that our commitment to each other and to the planet will ensure a thriving, inclusive, and sustainable community for all.



Appendix A

List of Ukiah General Plan Implementation Measures

Ukiah Climate Action Plan

Draft Greenhouse Gas (GHG) Emissions Reduction Measures

1 Overview of Measures and Actions

Greenhouse Gas (GHG) Reduction Measures identify specific goals designed to mitigate GHG emissions from each community sector, with a goal to reduce community-wide GHG emissions from 132,323 MT CO₂e to 96,544 MT CO₂e by 2030 and reach carbon neutrality by 2045.¹ A single measure generally addresses a subsector or represents an incremental step towards reducing GHG emissions in an overall sector; for example, three measures may be established under transportation to address active transportation, shared transportation, and single passenger vehicles. **GHG Reduction Actions** identify the necessary programs and policies that would accomplish a measure's goal. Measures and actions are organized according to the following hierarchy:

1. **Sectors:** Sectors define the GHG emissions category in which the GHG reductions will take place and include Building Energy; Transportation; Solid Waste; Water and Wastewater; and Carbon Sequestration.
2. **Measures:** Measures are developed under each sector pursuant to the GHG Inventory and Forecast and in line with the Community Protocol and the California Air Resources Board (CARB) 2022 Climate Change Scoping Plan. Additional measures developed for the Climate Action Plan (CAP) include municipal-specific measures (are a part of each sector).
3. **Actions:** Actions identify the programs and policies, that will be implemented within the region. Each measure contains a suite of actions, which together have been designed to accomplish the measure goal and metrics.

Measures and actions can be either quantitative or supportive, defined as follows:

- **Quantitative:** Quantitative measures and actions result in quantifiable GHG emissions reductions when implemented. GHG emissions reductions from these measures and actions are supported by case studies, scientific articles, calculations, or other third-party substantial evidence.
- **Supportive:** Supportive measures and actions may also be quantifiable and have substantial evidence to support their overall contribution to GHG reduction. However, due to one of several factors – including a low GHG reduction effect, indirect GHG reduction benefit, or potential for double-counting– they will not be quantified and do not contribute directly to the expected GHG reduction target and consistency with the State goals. For example, municipal-specific measures are not quantified, as they represent a subset of communitywide emissions for each sector and as such could be characterized as double-counting. Despite not being quantified, supportive measures/actions are nevertheless critical to the overall success of the CAP and provide support so that the quantitative measures and actions will be successfully implemented.

For the purposes of this stage of CAP development, the following list of measures and actions also includes an order-of-magnitude identification regarding GHG reductions compared to the State 2030 target. Specifically, this categorizes a measure's anticipated GHG reduction effect as high, moderate, or low in relation to its contribution to reducing Ukiah's total forecasted community-wide GHG emissions by 2030, offering a clearer understanding of the potential implications while avoiding analysis challenges such as double-counting. The scale of GHG reduction impact is defined as:

- Low 0% – 1% GHG reduction by 2030
- Moderate 1% – 5% GHG reduction by 2030
- High > 5% GHG reduction by 2030

Additionally, the measures and actions list outline the anticipated implementation schedule for each measure, establishing a timeline to work toward achieving 2030 GHG reduction goals and making substantial progress to the 2045 goals. Implementation is defined in terms of phases, with Phase 1 occurring in the short-term over the next two years (2025-2026). Phase 2 would include implementation of mid-term actions that should begin no later than 2027, while Phase 3 would include implementation of longer-term measures that should begin no later than 2028, that are anticipated to occur after feasibility studies are complete and initial measures are implemented. Additionally, actions that will be ongoing, such as an education program, will have a start date and indicate that the action is ongoing.

¹ Achieving the stated 2030 emissions reduction target will require the City to reduce emissions by 27% within 5 years. The 96,544 MT CO₂e GHG inventory target was determined based on the State target to reduce emissions by 40% below 1990 levels by 2030. Ukiah's 1990 GHG inventory was estimated to be 160,907 MT CO₂e, with 96,544 MT CO₂e being reflective of a 40% emissions reduction compared to 1990.

Where applicable, it is also indicated whether a measure aligns with or supports other goals or initiatives in Ukiah, as outlined in the following:

- City of Ukiah's 2040 General Plan (2040 GP)
- City Council Strategic Plan (CCSP)

The list of measures and actions also identifies the anticipated order-of-magnitude cost of each measure, also using a high, moderate, and low category identification. Where applicable, the cost categories indicate whether the cost would be incurred by the City and/or the community. The definition and examples of the different cost categories are defined in Table 1 below.

Table 1 Cost Categories

Cost Category	City	Community
No-Cost	Goals associated with operational changes that do not include new upfront costs or result in zero lifecycle costs. • Continuing existing programs	Goals associated with changes that do not include new upfront costs or result in zero lifecycle costs. • Switching transportation modes from single occupancy vehicles to active transportation.
Low-Cost	Goals associated with low upfront costs and will only require staff time to implement, such as: • Developing partnerships • Policy Updates • Community Outreach	Goals associated with low upfront costs compared to existing alternatives, such as: • Additional energy bill costs for renewable energy compared to fossil fuel-based energy
Moderate-Cost	Goals associated with moderate upfront costs to the City and require moderate capital costs or consultant time along with staff time, such as: • Feasibility Studies • Incentive and Compliance Programs • Pilot Projects	Goals associated with moderate upfront costs that are not comparable to existing costs nor are offset over lifetime, such as: • New fees from utilities or city taxes • Upfront costs partially offset by rebate opportunities
High-Cost	Goals associated with high upfront costs and require substantial investments into infrastructure and technology system upgrades, such as: • Bike Lanes • Energy Storage Systems • EV Charging Networks	Goals associated with high upfront costs that are not comparable to existing cost nor are offset over lifetime, such as: • New electric vehicle purchases prior to existing vehicle replacement • Single-family residential household retrofits/upgrades

The cost and GHG reduction potentials associated with each measure have not been quantified and are intended to be considered broad estimates based on experience quantifying cost and GHG reduction associated with GHG reduction measures. Actual measures quantification will be completed at a later date after a complete set of measures has been approved by the City.

2 Measures and Actions

Ukiah, located in Mendocino County, California, is known for its blend of urban and rural characteristics and serves as a commercial hub for the surrounding rural area. According to Ukiah's 2022 Community GHG Inventory, transportation is the primary source of GHG emissions, accounting for 50 percent. Combined with building electricity (23 percent) and natural gas (21 percent) emissions, the building energy sector constitutes 44 percent. Transportation emissions equate to 50 percent. Thus, the building energy and transportation sectors together constitute 94 percent of Ukiah's total GHG emissions. Therefore, while effort should be applied across all community GHG emissions sources, addressing emissions in these sectors is crucial for achieving substantial reductions in Ukiah's overall GHG emissions.

2040 General Plan	Adopt a Municipal Climate Action Plan (CAP). The City shall adopt a municipal Climate Action Plan to achieve carbon neutrality for all municipal operations and meet State and City GHG emission reduction goals.
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California has a statutory goal of reducing anthropogenic emissions by at least 85% below 1990 levels and achieving carbon neutrality by 2045. A communitywide greenhouse gas inventory was produced in 2023 by Rincon Consultants Inc., in advance of the development of this Climate Action Plan. Since Ukiah does not possess accurate greenhouse gas emission data for 1990, future performance will be measured against the newly established 2023 baseline. The City will develop a Climate Action Progress Report in 2030 and will produce a CAP update once it is identified that progress to achieve GHG reductions targets is no longer tracking with the CAP target trajectory.²

Ukiah faces unique challenges in reducing GHG emissions, including limited staff and funding resources, as well as land constraints for new project developments such as utility-scale solar installations or centralized local waste management infrastructure. Additionally, as a regional hub, Ukiah's rural surroundings complicate mitigating transportation emissions from trips that cross the City's boundaries such as public transportation and infrastructure improvements. Furthermore, the dispersed nature of the Ukiah Valley's residential development, as well as its disconnected rural nodes, such as Calpella and Talmage further increase reliance on personal vehicles.

Despite these challenges, Ukiah also has significant opportunities to enhance its sustainability efforts. Ukiah's proximity to the Mendocino National Forest, planned annexation of the western hills and other undeveloped natural lands, and surrounding agricultural industry offers an intriguing opportunity for regional carbon sequestration initiatives. Ukiah also has municipal ownership over the community's electric utility that in turn offers greater control over regional energy resilience and renewable energy procurement. The forthcoming Ukiah Climate Action Plan will underscore the importance of partnerships to leverage these opportunities and effectively address emissions across the transportation, energy distribution, water and wastewater, and waste management sectors. Measures were developed based on community input and best practices to achieve GHG emission reductions. Specific goals for GHG reduction were set based on City staff input, as well as targets set by local initiatives. Tables 1 to 5 provide the actions that accompany each individual measure.

² In 2030, the City will produce a Climate Action Progress Report which will highlight progress while assessing existing gaps. The report will also make recommendations for future updates to the Climate Action Plan. The City will develop an updated Climate Action Plan as soon as significant gaps in progress emerge, and no later than 2035.

Table 2 GHG Emissions Reduction Measures and Actions by Sector

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Building Energy					
Measure BE-1	Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045		2040 GP HO-1b 2040 GP AI-15 CCSP AI-14 CCSP AI-30	High	High (City) Moderate (Com)
Action	Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience.	Phase 1			
Action	Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city's solar canopy.	Phase 2			
Action	Develop a long-range community-wide electric energy and demand forecast to: 1. Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans. 2. Formalize a pathway (resource-plan) to meet the City's energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals. 3. Develop a decarbonization priority list and implementation schedule for all municipal buildings. 4. Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals.	Phase 1			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Measure BE-2	Decarbonize 15% of existing buildings by 2030 and 100% by 2045		2040 GP HO-1d 2040 GP HO-1e CCSP AI-1 CCSP AI-10	High	Moderate (Com)
Action	Adopt a zero NOx (nitrogen oxides) threshold by 2026 to require replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout.	Phase 1			
Action	Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), “cool” building strategies, trees, green roofs, and other nature-based solutions.	Phase 1			
Action	Outline and prioritize a pathway to carbon-free emergency and back-up power across the City’s critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts.	Phase 2			
Action	Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers.	Phase 2			
Action	Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable decommissioning of the local natural gas system by 2045. Incentivize electrification across all building types.	Phase 3			
Measure BE-3	Decarbonize 95% of new building construction by 2026		2040 GP HO-1d 2040 GP HO-1e CCSP AI-1 CCSP AI-10	Moderate	Low (Com)
Action	Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026.	Phase 1			
Action	Incorporate additional climate resilient design requirements as part of any future updates to the City’s building code or zoning code.	Phase 1			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027.	Phase 2			
Measure BE-4	Decarbonize 50% of municipal buildings by 2030 and 100% by 2045		2040 GP AG-M CCSP AI-12 CCSP AI-13	Low²	Moderate (City)
Action	Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities.	Phase 1			
Action	Pursue grant funding and rebates to electrify municipal buildings.	Phase 2			
Transportation					
Measure T-1	Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045		2040 GP LU-A 2040 GP ED-5 2040 GP MO-C CCSP AI-5 CCSP AI-34 CCSP AI-37	Low	High (City)
Action	Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects ³ to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a program that provides communitywide access to bicycles.	Phase 1			
Action	Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro-mobility options. Re-explore and expand available rebates with a focus on supporting low-income families and qualified residents.	Phase 1			

³ Projects include the Urban Core Rehabilitation Project (UCRT), construction of Phases 1-3 of the GRT-Ukiah, as well as well as the Downtown Streetscape (Phases 1 & 2).

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	Develop a priority list of active transportation projects for MCOG's 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Identify and pursue available resources in order to implement the top 5 priority projects by 2028.	Phase 2			
Action	Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs.	Phase 2			
Measure T-2	Increase total public transportation mode share to 5% by 2030, and 20% by 2045		2040 GP MO-F 2040 GP MO-J CCSP AI-36 CCSP AI-38	Low	High (City)
Action	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations: 1. Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs. 2. Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations. 3. Identification of design improvements of seating and shading at bus stops and along active transportation routes. 4. Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods. 5. Developing a local electric trolley or bus system that operates year-round.	Phase 1			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use.	Phase 1			
Action	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas.	Phase 2			
Measure T-3	Reduce local VMT from single passenger vehicles		2040 GP LU-A 2040 GP MO-D 2040 GP MO-E CCSP AI-30	Low²	Low (City)
Action	Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods.	Phase 1			
Action	Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that is compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management.	Phase 1			
Action	Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include: 1. Interconnected bike lanes and sidewalks connecting to City's trail network. 2. Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development.	Phase 2			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
	3. Increase public bike parking capacity outside of public and commercial development. 4. Establish parking policies that encourage the use of public transit and active transportation.				
Measure T-4	Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045		CCSP AI-30	High	Moderate (City)
	Complete an inventory of existing EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following: Passenger Fleets 1. Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers. 2. Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios. 3. Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030. Commercial Vehicles subject to Advanced Clean Fleet requirements 1. Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions. 2. For high priority fleets, conduct an utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet. 3. Identifies the responsible party to submit construction permits early and submit utility interconnection applications early.	Phase 1			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require at a minimum: 1. Single Family – CalGreen Tier 2 provisions 2. Multifamily – CalGreen Tier 2 provisions 3. Non-residential – CalGreen Tier 2 provisions 4. Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030 5. Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new buildings, and existing buildings at time of renovation pending results of a local economic impact analysis. 6. Expediate EV charger permits 7. Additionally, continue to install and provide EV charger access at City-owned facilities	Phase 1			
Measure T-5	By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20		CCSP AI-30 CCSP AI-10	Low	Low (City)
Action	Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives.	Phase 1			
Action	Implement and promote CARB's Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028.	Phase 1			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	Coordinate with California Air Resources Board (CARB) and Mendocino County Air Quality Management District (MCAQMD) to notify affected fleets and establish a compliance tracking system for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel. Partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel.	Phase 2			
Measure T-6	Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements		2040 GP AG-M 2040 GP ES-M CCSP AI-10	Low²	Moderate (City)
Action	Align the City's Sustainable Purchasing Policy by 2025 to require all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs, where commercially viable. Implement a schedule to comply with the California Advanced Clean Fleet rule for low population counties, mandating that 100% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2027, where commercially viable.	Phase 1			
Action	Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible.	Phase 1			
Action	Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public.	Phase 2			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Water Resources					
Measure WR-1	Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption		2040 GP PI-A 2040 GP SF-W 2040 GP ES-J 2040 GP ES-B 2040 GP ES-K 2040 GP ES-L CCSP AI-23 CCSP AI-15	Low ²	Low/Moderate (City)
Action	The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include: 1. Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure. 2. Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies. 3. In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELo), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects. 4. Develop an ordinance for installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction. 5. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use. 6. Revise water and wastewater rates as necessary to ensure the cost of service is covered.	Phase 1			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	Continue to require the use of low-impact-development (LID) ⁴ strategies as specified by the Ukiah LID Technical Manual for new construction and development.	Ongoing			
Solid Waste					
Measure SW-1	Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030		2040 GP HO-1e 2040 GP PI-E CCSP AI-2 CCSP AI-21	Moderate	Moderate (City) Low (Com)
Action	Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as: 1. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase communitywide organic waste diversion. 2. Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials. 3. Identify public areas for adding organics collection and recycling bins where needed. 4. Work with C&S Waste Solutions⁵ and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities. 5. Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins. 6. Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity.	Phase 3			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Measure SW-2	Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030		2040 GP AG-M 2040 GP AG-I	Low	Moderate (City) Low (Com)
Action	Establish and execute an implementation plan for meeting procurement requirements. This may include: 1. Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region. 2. Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements. 3. Expansion/creation of community composting programs paired with community gardens.	Phase 3			
Carbon Sequestration					
Measure CS-1	Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045		2040 GP ES-B 2040 GP ES-A 2040 GP ES-E 2040 GP ES-C 2040 GP ES-F 2040 GP SF-U CCSP AI-4	Low	Low (City) Low (Com)
Action	Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas.	Phase 1			
Action	Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City's Area of Interest (Aoi).	Phase 2			

Measure/Action Number	Goal/Measure	Implementation Timeframe	City Plan Alignment	Magnitude of GHG Reduction Potential ¹	Magnitude of Cost
Action	Conduct carbon sequestration farming pilot projects within the community and across the City's Aol.	Phase 3			
Measure CS-2	Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region		2040 GP AI-13 CCSP AI-11 CCSP AI-17 CCSP AI-30	Low	Low (City)
Action	Integrate climate action strategies into the City's long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy.	Phase 1			
Action	Conduct a feasibility study to identify the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways.	Phase 1			
Action	Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal.	Phase 2			

Note: MT CO₂e = metric tons of carbon dioxide equivalents; CCSP = City Council Strategic Plan; GP = General Plan; MCOG= Mendocino Council of Governments; MSWMA = Mendocino Solid Waste Management Authority

1. GHG reduction potential will be quantified upon finalization of measures and actions list.
2. The measure is considered supportive such that associated GHG reductions are encompassed in other measures within the sector and thereby does not result in additional GHG reductions. To avoid double counting, GHG reductions associated with the measure will not be quantified in the CAP.
3. The City generates sufficient geothermal and hydroelectric power to meet 80% of the community's current electricity needs; however, at times, the City sells Renewable Energy Credits (RECs) (the environmental attribute associated with this energy) to other entities through the City's membership in Northern California Power Agency (NCPA). Though this creates a more renewable regional grid mix and helps keep local utility costs low, sale of the RECs by the City results in a higher GHG emissions grid profile for Ukiah. (<https://www.ncpa.com/about/ncpa-members/city-of-ukiah/>)
4. Low Impact Development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat (<https://www.epa.gov/nps/nonpoint-source-urban-areas>).
5. C&S Solutions operates as Ukiah's curbside garbage, recycling, and organics collection service provider.

Appendix B

Climate Legislation and Executive Orders

1 Climate Regulatory Context

As the impacts of climate change are being recognized, many strategies that address climate change have emerged at several different levels of government. This appendix provides an overview of the regulatory context at the international, State, and local levels relative to Ukiah's actions toward reducing its communitywide greenhouse gas (GHG) emissions.

1.1 International Climate Action Guidance

1992 United Nations Framework Convention on Climate Change

The primary international regulatory framework for GHG reduction is the United Nations Framework Convention on Climate Change Paris Agreement (UNFCCC). The UNFCCC is an international treaty adopted in 1992 with the objective of stabilizing atmospheric GHG concentrations to prevent disruptive anthropogenic climate change. The framework established non-binding limits on global GHG emissions and specified a process for negotiating future international climate-related agreements.¹

1997 Kyoto Protocol

The Kyoto Protocol is an international treaty that was adopted in 1997 to extend and operationalize the UNFCCC. The protocol commits industrialized nations to reduce GHG emissions per country-specific targets, recognizing that they hold responsibility for existing atmospheric GHG levels. The Kyoto Protocol involves two commitment periods during which emissions reductions are to occur, the first of which took place between 2008-2012 and the second of which has not entered into force.²

2015 The Paris Agreement

The Paris Agreement is the first-ever universal, legally binding global climate agreement that was adopted in 2015 and has been ratified by 189 countries worldwide.³ The Paris Agreement establishes a roadmap to keep the world under 2° C of warming with a goal of limiting an increase of temperature to 1.5° C. The agreement does not dictate one specific reduction target, instead relying on individual countries to set nationally determined contributions (NDCs) or reductions based on GDP and other factors. According to the International Panel on Climate Change (IPCC) limiting global warming to 1.5° C will require global emissions to reduce through 2030 and hit carbon neutrality by mid-century.⁴

1.2 California Regulations and State GHG Targets

California remains a global leader in the effort to reduce GHG emissions and combat climate change through mitigation and adaptation strategies. With the passage of Assembly Bill (AB) 32 in 2006, California became the first state in the United States to mandate GHG emission reductions across its entire economy. To support AB 32, California has enacted legislation, regulations, and executive orders (EOs) that put it on course to achieve robust emission reductions and address climate change impacts. Following is a summary of executive and legislative actions relevant to this CAP Update.

¹ United Nations Framework Convention on Climate Change (UNFCCC). United Nations Framework Convention on Climate Change. https://unfccc.int/files/essential_background/background_publications_htmlpdf/application/pdf/conveng.pdf

² UNFCCC. What is the Kyoto Protocol? https://unfccc.int/kyoto_protocol

³ UNFCCC. Paris Agreement - Status of Ratification. <https://unfccc.int/process/the-paris-agreement/status-of-ratification>

⁴ IPCC. Global Warming of 1.5 C. <https://www.ipcc.ch/sr15/>

2002 Senate Bill 1078

In 2002, SB 1078, established the California Renewables Portfolio Standards (RPS) Program and was accelerated in 2006 by SB 107, requiring that 20 percent of retail electricity sales be composed of renewable energy sources by 2010. EO S-14-08 was signed in 2008 to further streamline California's renewable energy project approval process and increase the State's RPS to the most aggressive in the nation at 33 percent renewable power by 2020.

2002 Assembly Bill 1493

In 2002, AB 1493, also known as Pavley Regulations, directed the California Air Resources Board (CARB) to establish regulations to reduce GHG emissions from passenger vehicles to the maximum and most cost-effective extent feasible. CARB approved the first set of regulations to reduce GHG emissions from passenger vehicles in 2004, initially taking effect with the 2009 model year.

2005 Executive Order S-3-05

EO S-3-05 was signed in 2005, establishing Statewide GHG emissions reduction targets for the years 2020 and 2050. The EO calls for the reduction of GHG emissions in California to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The 2050 emission reductions target would put the State's emissions in line with the worldwide reductions needed to reach long-term climate stabilization as concluded by the IPCC 2007 *Fourth Assessment Report*.

2006 Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006," that was signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. AB 32 also requires CARB to adopt regulations requiring reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG baseline and 2020 emissions limit of 427 million metric tons of CO₂ equivalent (MMT CO₂e). The Scoping Plan was approved by CARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan. In May 2014, CARB approved an updated Scoping Plan that defined CARB's climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide goals. The update highlighted State progress toward meeting the 2020 GHG emission reduction goals defined in the original Scoping Plan. It evaluated how to align State longer-term GHG reduction strategies with other State policies for water, waste, natural resources, clean energy, transportation, and land use.

2007 Executive Order S-1-07

Also known as the Low Carbon Fuel Standard, EO S-1-07, issued in 2007, established a Statewide goal that requires transportation fuel providers to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. EO S-1-07 was readopted and amended in 2015 to require a 20 percent reduction in carbon intensity by 2030, the most stringent requirement in the nation. The new requirement aligns with California's overall 2030 target of reducing climate changing emissions 40 percent below 1990 levels by 2030, which was set by Senate Bill 32 and signed by the governor in 2016.

2007 Senate Bill 97

Signed in August 2007, SB 97 acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

2008 Senate Bill 375

SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPOs), including the Metropolitan Transportation Commission (MTC), to prepare a "sustainable communities' strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the MPO's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

2009 California Green Building Code

The California Green Building Standards Code (CALGreen) is Part 11 of the California Building Standards Code or Title 24 and is the first Statewide "green" building code in the nation. The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings. Enhancements include reduced negative impact designs, positive environmental impact designs, and encouragement of sustainable construction practices. The first CALGreen Code was adopted in 2009 and has been updated in 2013, 2016, 2019, and 2022. The CALGreen Code will have subsequent, and continually more stringent, updates every three years.

2009 Senate Bill X7-7

In 2009, SB X7-7, also known as the Water Conservation Act, was signed, requiring all water suppliers to increase water use efficiency. This legislation sets an overall goal of reducing per capita urban water use by 20 percent by 2020.

2011 Senate Bill 2X

In 2011, SB 2X was signed, requiring California energy providers to buy (or generate) 33 percent of their electricity from renewable energy sources by 2020.

2012 Assembly Bill 341

AB 341 directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. As of July 2012, businesses are required to recycle, and jurisdictions must implement a program that includes education, outreach, and monitoring. AB 341 also set a Statewide goal of 75 percent waste diversion by the year 2020.

2014 Assembly Bill 32 Scoping Plan Update

In 2014, CARB approved the first update to the Scoping Plan. This update defines CARB's climate change priorities and sets the groundwork to reach the post-2020 targets set forth in EO S-3-05. The update highlights California's progress toward meeting the near-term 2020 GHG emissions reduction target, defined in the original Scoping Plan. It also evaluates how to align California's longer-term GHG reduction strategies with other Statewide policy priorities, such as water, waste, natural resources, clean energy, transportation, and land use.

2014 Assembly Bill 1826

AB 1826 was signed in 2014 to increase the recycling of organic material. GHG emissions produced by the decomposition of these materials in landfills were identified as a significant source of emissions contributing to climate change. Therefore, reducing organic waste and increasing composting and mulching are goals set out by the AB 32 Scoping Plan. AB 1826 specifically requires jurisdictions to establish organic waste recycling programs by 2016, and phases in mandatory commercial organic waste recycling over time.

2015 Senate Bill 350

SB 350, the Clean Energy and Pollution Reduction Act of 2015, has two objectives: to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 2030 and to double the energy efficiency of electricity and natural gas end users through energy efficiency and conservation.

2015 Executive Order B-30-15

In 2015, EO B-30-15 was signed, establishing an interim GHG emissions reduction target to reduce emissions to 40 percent below 1990 levels by 2030. The EO also calls for another update to the CARB Scoping Plan.

2016 Senate Bill 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). The bill charges CARB to adopt the regulation so that the maximum technologically feasible emissions reductions are achieved in the most cost-effective way.

2016 Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires CalRecycle, in consultation with CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. The bill further requires 20% of edible food disposed of at the time to be recovered by 2025.

2017 Scoping Plan Update

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 goal set by SB 32. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2014 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with Statewide per capita goals of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State.

2018 Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

2018 Executive Order B-55-18

Also, on September 10, 2018, the governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

2020 Advanced Clean Trucks Regulation

The Advanced Clean Trucks Regulation was approved on June 25, 2020. The regulation establishes a zero-emissions vehicle sales requirement for trucks or on-road vehicles over 8,500 lbs gross vehicle weight and set a one-time reporting requirement for large entities and fleets. Under the regulation, manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. Additionally, the regulation established a one-time reporting requirement for large entities and fleets where fleet owners, with 50 or more trucks, are required to report about their existing fleet operations by March 15, 2021.

2022 Scoping Plan Update

In November 2022, CARB adopted the 2022 Scoping Plan, which provides a framework for achieving the 2045 carbon neutrality goal set forth by AB 1279. The 2022 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently approved legislation, such as AB 1279. The 2022 Scoping Plan includes discussion of the Natural and Working Lands sector as both an emissions source and carbon sink. The Plan centers equity in terms of State climate investments and climate mitigation strategies.

2022 Senate Bill 1020

Adopted in September 2022, SB 1020 advances the State's trajectory to 100 percent clean energy procurement by 2045 by creating clean energy targets of 90 percent by 2035 and 95 percent by 2040. SB 1020 builds upon SB 100, which accelerated the State's RPS and requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045.

2022 Assembly Bill 1279

Adopted in September 2022, AB 1279, codifies the Statewide carbon neutrality goal into a legally binding requirement for California to achieve carbon neutrality no later than 2045 and ensure 85 percent GHG emissions reduction under that goal. AB 1279 builds upon EO B-55-18 that originally established California's 2045 goal of carbon neutrality.

2022 Advanced Clean Cars II

The Advanced Clean Cars II regulation was adopted in August 2022. The regulation amends the Zero-emission Vehicle Regulation to require an increasing number of zero-emission vehicles, and relies on advanced vehicle technologies, including battery electric, hydrogen fuel cell electric and plug-in hybrid electric-vehicles, to meet air quality, climate change emissions standards, and Executive Order N-79-20, which requires that all new passenger vehicles sold in California be zero emissions by 2035. The regulation also amends standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions.

2023 Advanced Clean Fleet

Approved by CARB on April 28, 2023, the Advanced Clean Fleets Regulation requires fleets, businesses, and public entities that own or direct the operation of medium- and heavy-duty vehicles in California to transition to 100 percent zero-emission capable utility fleets by 2045. Under the regulation, fleet operators may choose to purchase only ZEVs beginning in 2024 and remove internal combustion engine vehicles at the end of their useful life or fleet operators may elect to meet the State's ZEV milestone targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification.

1.3 Local Policies

Mendocino Multi-Jurisdiction Hazard Mitigation Plan

Adopted in November 2020, the Mendocino County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) provides a comprehensive framework to reduce risks from natural hazards, such as wildfires, earthquakes, floods, and droughts, across the county and its participating jurisdictions, including the City of Ukiah. The plan identifies key vulnerabilities, outlines mitigation goals, and details actionable strategies to protect lives, property, and infrastructure. For Ukiah, the MJHMP emphasizes localized risk assessments and mitigation actions tailored to the city's specific vulnerabilities, including wildfire risk and earthquake resilience. By adopting the MJHMP, Ukiah remains eligible for federal funding under FEMA's Hazard Mitigation Assistance programs to implement projects that enhance community safety and disaster preparedness.

Climate Resolution 2022-24

Adopted by the City of Ukiah on October 19, 2022, Resolution No. 2022-44 declares a climate emergency and outlines the City's commitment to achieving carbon neutrality no later than 2045. The resolution recognizes the urgent need to address the climate crisis and prioritizes equitable and sustainable policies to reduce greenhouse gas emissions and build climate resilience. Under the resolution, the City establishes targets across key sectors, such as energy, transportation, and solid waste, while committing to reducing emissions from municipal operations and embedding climate considerations into planning and decision-making processes. The resolution also emphasizes community engagement and equity in implementing climate actions to ensure benefits are shared across all populations.

City of Ukiah's 2040 General Plan

Adopted in December 2022, the City of Ukiah's 2040 General Plan serves as a long-term blueprint for guiding sustainable growth, development, and resource management through 2040. The plan emphasizes a vision for a vibrant, resilient, and inclusive community, addressing key priorities such as housing, economic development, transportation, public services, and environmental stewardship. It includes policies and strategies to support renewable energy adoption, reduce greenhouse gas emissions, promote multi-modal transportation options, and preserve natural resources. The General Plan also integrates climate adaptation and equity considerations to ensure a sustainable and equitable future for all residents.

City Council Strategic Plan

The City of Ukiah's Strategic Plan outlines a focused framework to guide decision-making and prioritize initiatives that address the needs of residents and businesses. Centered on five key priorities—enhance neighborhood, develop quality infrastructure, plan for the future, grow businesses, value the team—the plan establishes clear goals and actionable strategies to foster a thriving, safe, and sustainable community. It emphasizes enhancing public services, investing in critical infrastructure, supporting economic vitality, and promoting community engagement. The Strategic Plan serves as a living document, ensuring adaptability to emerging challenges and opportunities while remaining aligned with the City's long-term vision.

Appendix C

GHG Inventory, Forecast, and Targets Methodology and Modeling



Ukiah Community GHG Inventories

Final Greenhouse Gas Emissions Inventories Report

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1 Introduction

1.1 Report Overview and GHG Inventory Purpose

This Ukiah community greenhouse gas (GHG) inventories report includes the following information by section:

- Section 1: report sections overview and GHG inventories approach;
- Section 2: Ukiah's new 2022 community GHG emissions inventory methodology, activity data, emissions factors, and results by sector;
- Section 3: Ukiah's 2005 and 2010 community GHG inventories including updates to methodology, activity data, emissions factors, and results by sector; and
- Section 4: comparison of updated 2005/2010 inventories and the new 2022 inventory.

The 2005 and 2010 community GHG inventories previously completed for the Ukiah 2014 Climate Action Plan (CAP) were updated to leverage the latest available models and best available data in accordance with the Community Protocol to be consistent with the 2022 GHG inventory. Updating the 2005 and 2010 inventories provides a comparable baseline utilizing a consistent methodology, which is a crucial measure for the City of Ukiah staff to be able to accurately track Ukiah's progress towards achieving its community GHG emissions reduction goals.

1.2 GHG Inventories Approach

GHG Emissions Accounting Protocol

Ukiah's 2005, 2010, and 2022 community GHG inventories were developed in alignment with accounting protocols provided by the Local Governments for Sustainability International Council for Local Environmental Initiatives (ICLEI) as recommended by the Association of Environmental Professionals (AEP) and the California Office of Planning and Research (OPR).¹ ICLEI protocols are designed for local-scale accounting of GHG emissions that contribute to climate change and provide authoritative guidance to account for GHG emissions accurately and consistently. The ICLEI U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions Version 1.2 (Community Protocol) serves to guide the measurement and reporting of GHG emissions in a standardized way and is used by other jurisdictions to support their own inventory, forecast, and climate action planning efforts. Use of Community Protocol methodology for GHG accounting aligns with statewide GHG inventory methods and focuses on analyzing sectors which are within jurisdictional control of cities or counties. The Community Protocol also includes steps to evaluate the relevance, completeness, consistency, transparency, and accuracy of data used in the GHG inventory.

GHG emissions were calculated by multiplying the activity data in each GHG emissions sector (e.g., transportation, energy, waste, water and wastewater) by an associated emission factor. Activity data refer to the relevant measured or estimated level of GHG-generating activity (e.g., energy consumption, miles traveled). Emission factors are observation-based conversion factors used to equate activity data to generated GHG emissions. The 2022 community GHG Inventory serves to provide a comprehensive understanding of the community's current GHG emissions. The following sections contain further information on the inventory approach, calculation methodologies, data used, and results.

¹ Association of Environmental Professionals (AEP). 2013. AEP Climate Change Committee's "The California Supplement to the United States Community-Wide Greenhouse Gas (GHG) Emissions Protocol". Available at: https://califaep.org/docs/California_Supplement_to_the_National_Protocol.pdf

Emissions Geographic Boundary

Ukiah's community inventories cover the relevant emissions sources within the boundary of the City (i.e., City limits). The inventory, thereby, reflects emissions sectors over which the City of Ukiah has jurisdictional control and influence. Sectors where the jurisdiction has limited influence are generally excluded from the 2005, 2010, and 2022 community GHG inventories, as the City of Ukiah does not have the power to develop measures to impact associated emissions. This method of exclusion for the emissions boundary aligns with Community Protocol standards and is recommended by State guidance for inventory, forecast, and targets accounting.²

Emissions Inventory Scope

The Community Protocol recommends reporting GHG emissions from five basic reporting activities in a community inventory that include:

- Use of electricity by the community
- Use of fuel in residential and commercial stationary combustion equipment
- On-road passenger and freight motor vehicle travel
- Use of energy in potable water and wastewater treatment and distribution
- Generation of solid waste by the community

The Community Protocol also provides recommendations for additional GHG emissions source reporting for activities that can be influenced by the accounting agency. Based on reporting practices in California, it is recommended that GHG emissions from off-road equipment fuel combustion and wastewater treatment processes are also included in community GHG emissions inventories. GHG emissions sources can be categorized more generally into the following five activity sectors:

- Electricity
- Natural Gas
- Transportation
- Water and Wastewater
- Solid Waste

All Ukiah community GHG inventories discussed in this report include an assessment of communitywide GHG emissions associated with these five sectors that also serve as the basis for the GHG emissions forecast and target setting.

² Governor's Office of Planning and Research (OPR). 2023. Chapter 8, Climate Change. Available at: https://www.opr.ca.gov/docs/OPR_C8_final.pdf

2 2022 Community GHG Inventory

The 2022 GHG emissions assessment (2022 Community GHG Inventory) completed for Ukiah includes GHG emissions from activities within the Ukiah's jurisdictional boundaries during 2022.

A GHG emissions inventory provides a comprehensive understanding of a community's GHG emissions and is developed to serve the following purposes:

- Establish perspective of GHG emissions conditions in an applicable inventory year.
- Provide an understanding of where the highest sources of GHG emissions in the community originate and where the greatest opportunities for emissions reduction exist.
- Create a GHG emissions baseline from which the jurisdiction can track community emissions progress over time.

2.1 2022 Community GHG Emissions Inventory Activity Data and Emissions Factors

2.1.1 Global Warming Potential

The Community Protocol assesses GHG emissions associated with the six internationally recognized GHGs, as outlined in Table 1. The 2022 inventory focuses on the three GHGs most relevant to the City's operations: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The other gases (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluorides) are emitted primarily in private sector manufacturing and electricity transmission and are therefore omitted from the inventory. This approach is consistent with typical community inventory approaches, as industrial emissions are typically outside of the City's jurisdictional control. Table 1 also includes the global warming potentials (GWP) for each gas. The 2022 inventory used 100-year global warming potentials (GWP) for each gas that are consistent with the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report,³ which were also used by the State in their latest GHG emissions inventory. The GWP refers to the ability of each gas to trap heat in the atmosphere. For example, one pound of methane gas has 28 times more heat capturing potential than one pound of carbon dioxide gas. GHG emissions are reported in metric tons of CO₂ equivalent (MT CO₂e).

Table 1 2022 Inventory GHGs and GWPs

Greenhouse Gas	Primary Source	100-year GWP
Carbon dioxide (CO ₂)	Combustion	1
Methane (CH ₄)	Combustion, anaerobic decomposition of organic waste (e.g., in landfills, wastewater treatment plants)	28
Nitrous Oxide (N ₂ O)	Leaking refrigerants and fire suppressants	265
Hydrofluorocarbons	Leaking refrigerants and fire suppressants	4 - 12,400
Perfluorocarbons	Aluminum production, semiconductor manufacturing, HVAC equipment manufacturing	6,630 - 11,100
Sulfur Hexafluoride (SH ₆)	Transmission and distribution of power	23,500

Source: Intergovernmental Panel on Climate Change (IPCC). 2014. AR5 Synthesis Report: Climate Change 2014. Available at: <https://www.ipcc.ch/report/ar5/syr/>

³ Intergovernmental Panel on Climate Change (IPCC). 2014. AR5 Synthesis Report: Climate Change 2014. Accessed January 5, 2023 at: <https://www.ipcc.ch/report/ar5/syr/>

2.1.2 Energy

Energy: Residential and Nonresidential Electricity

The community of Ukiah relies on electricity sourced exclusively from the City. By establishing its own utility service, the City is able to provide the community of Ukiah with lower cost electricity and better manage energy profiles which affect Ukiah's renewable energy goals. GHG emissions associated with electricity are intricately tied to the energy generation sources from which it is procured such as coal, natural gas, hydroelectric, wind, solar, biomass, and geothermal. Wind and solar are considered carbon-free renewable sources, while biomass and geothermal emit GHGs but are deemed eligible renewables by the State as they produce significantly less emissions compared to fossil-based sources. These eligible renewables typically provide additional benefit by increasing grid resilience as carbon-free sources such as wind and solar are subject to variable conditions for energy generation.

In the context of Ukiah's energy landscape, the City manages the Lake Mendocino Hydroelectric Plant and is an active participant in the Northern California Power Agency (NCPA), a joint powers association (JPA). The hydroelectric plant is a significant contributor to the region's power supply. Hydroelectric power is considered a carbon-free and renewable energy source, as it does not produce direct GHG emissions during the generation process. Furthermore, as a member municipality in the NCPA, the City is actively involved in both selling to, and purchasing power from, the NCPA electric grid mix as well as participating in power generation projects. The NCPA incorporates a diverse array of energy sources, including eligible renewables such as geothermal energy,⁴ to increase energy resilience in the region while also reducing GHG emissions. By supplying carbon-free hydroelectric power to the NCPA energy supply, the City is contributing to the overall regional objective to meet and exceed State renewable energy portfolio goals.

Activity data for community electricity consumption was provided by the City through electricity usage reports for the residential sector and nonresidential sector (including commercial and industrial sectors). As industrial electricity use was included as aggregated nonresidential activity data in the Ukiah 2005 and 2010 GHG inventories completed for the Ukiah 2014 CAP (see Section 3), industrial emissions are included in the 2022 Community GHG Inventory to align the scope of the previous inventories.

Emissions from residential and nonresidential electricity were calculated using Community Protocol Equation BE.2.1. To account for electricity only consumed in the built environment, equation 2.1 subtracts electricity consumed by electric vehicles (EVs) from total purchased electricity by removing passenger car EV electricity use from residential electricity consumption and commercial and bus EV electricity consumption from nonresidential consumption. Electricity use from passenger, commercial, and bus EVs are instead accounted for under the transportation sector of the inventory to provide a more thorough differentiation between building and transportation sector emissions. More information regarding EV energy use can be found in Section 2.1.3. Equation 2.1 and Table 2 provide the equation and data sources used to quantify GHG emissions associated with community electricity consumption.

EQUATION 2.1

BE.2.1 RESIDENTIAL/NONRESIDENTIAL ELECTRICITY SECTOR EMISSIONS

$$CO_2e_{electricity,j} = \sum_i (Elec_{i,j} - EV_{i,j}) \times EF_{elec,i,j} \quad 2.1$$

⁴ Northern California Power Agency (NCPA). 2023. NCPA Geothermal. Available at: <https://www.ncpa.com/about/generation/geothermal/>

Table 2 Emissions Parameters and Data Sources – Community Electricity Use BE.2.1

Definition	Parameter	Value	Unit	Data Source
Annual GHG emissions from electricity consumption per building type	$CO_2e_{electricity,j}$	See Table 16	MT CO ₂ e/year	Calculated
Electricity consumption per building type per energy provider	$Elec_{i,j}$	See Table 16	kWh/year	City of Ukiah Electricity Report ¹
Attributed electric vehicle electricity consumption	$EV_{i,j}$	See Table 16	kWh/year	EMFAC2021 ²
Electricity emission factor based on energy provider ³	$EF_{elec,i,j}$	See Table 16	MT CO ₂ e/kWh	2. City of Ukiah 2022 Power Content Label ⁴ 3. CEC Power Source Disclosure Regulations ⁵
Energy Providers	i	City of Ukiah	Categorical	
Building type	j	Residential Nonresidential ⁶	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; MWh = megawatt hour

1. City of Ukiah Electricity Report provided by the City via email on August 31, 2023

2. California Air and Resources Board (CARB). 2023. Emission FACTor (EMFAC2021 v1.0.1) Model. Available at: <https://arb.ca.gov/emfac/emissions-inventory/5e0cb7d6006cc10661f4b3ffb9c120a486d46ea6>

3. The electricity emissions factor was calculated according to regulatory guidance established by the California Energy Commission (CEC) and based on the Ukiah 2022 power label grid mix. According to CEC guidance, emissions factors for each fuel source are to be sourced from MRR requirements, which in turn stipulates the use of Energy Information Administration (EIA) or Environmental Protection Agency (EPA) emissions factors depending on fuel type. More information regarding MRR regulation requirements are available here: <https://ww2.arb.ca.gov/sites/default/files/classic/cc/reporting/ghg-rep/regulation/mrr-2018-unofficial-2019-4-3.pdf>

4. City of Ukiah. 2023. 2022 Power Content Label, City of Ukiah Electric Utility. Available at: <https://cityofukiah.com/wp-content/uploads/2023/09/City-of-Ukiah-2022-PCL.pdf>

5. California Energy Commission (CEC). 2020. Modification of Regulations Governing the Power Source Disclosure Program. Available at: <https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-source-disclosure-resources>

6. Nonresidential includes kWh consumption from commercial and industrial sources.

Energy: Electricity Transmission and Distribution Losses

Electricity Transmission and Distribution (T&D) losses arise from electricity lost during delivery to the buildings and associated end-uses in Ukiah. Electricity T&D losses occur in the electricity transmission and distribution system and are therefore upstream of the delivery endpoints located within Ukiah jurisdictional boundaries. This means that this electricity is lost before it is counted. However, T&D losses are estimated and included in the 2022 Community GHG Inventory as they are associated with energy usage in Ukiah and thereby directly impacted by the community's electricity consumption. Additionally, emissions from T&D losses are recommended for inclusion in community GHG inventories by the Community Protocol. Equation 2.2 and Table 3 provide the calculation method, associated parameters, and data sources used to quantify GHG emissions associated with community T&D losses from electricity consumption. T&D losses associated with EV electricity use are considered negligible and therefore are included in the quantification of residential and nonresidential electricity T&D.

EQUATION 2.2

BE.4 ELECTRICITY T&D LOSS SECTOR EMISSIONS

$$CO_2e_{T\&D,j} = \sum_i Elec_{i,j} \times L_{T\&D} \times EF_{elec,i,j} \quad 2.2$$

Table 3 Emissions Parameters and Data Sources – Community Electricity T&D Loss

Definition	Parameter	Value	Unit	Data Source
Annual GHG emissions from transmission and distribution losses per building type	$CO_2e_{T\&D,i}$	See Table 16	MT CO ₂ e/year	Calculated
Electricity consumption per energy provider and building type	$Elec_{i,j}$	See Table 16	kWh/year	City of Ukiah Electricity Report ¹
Electricity emissions factor per energy provider and building type ²	$EF_{elec,i,j}$	See Table 16	MT CO ₂ e/kWh	2. City of Ukiah 2022 Power Content Label ³ 3. CEC Power Source Disclosure Regulations ⁴
Electricity loss factor	$L_{T\&D}$	4.12%	Percent	City of Ukiah Electricity Report
Energy Providers	i	City of Ukiah	Categorical	
Building type	j	Residential Nonresidential ⁵	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; MWh = megawatt hour

1. City of Ukiah Electricity Report provided by the City via email on August 31, 2023

2. The electricity emissions factor was calculated according to regulatory guidance established by the California Energy Commission (CEC) and based on the Ukiah 2022 power label grid mix. According to CEC guidance, emissions factors for each fuel source are to be sourced from MRR requirements, which in turn stipulates the use of Energy Information Administration (EIA) or Environmental Protection Agency (EPA) emissions factors depending on fuel type. More information regarding MRR regulation requirements are available here: <https://ww2.arb.ca.gov/sites/default/files/classic/cc/reporting/ghg-rep/regulation/mrr-2018-unofficial-2019-4-3.pdf>

3. City of Ukiah. 2023. 2022 Power Content Label, City of Ukiah Electric Utility. Available at: <https://cityofukiah.com/wp-content/uploads/2023/09/City-of-Ukiah-2022-PCL.pdf>

4. California Energy Commission (CEC). 2020. Modification of Regulations Governing the Power Source Disclosure Program. Available at: <https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-source-disclosure-resources>

5. Nonresidential includes kWh consumption from commercial and industrial sources.

Energy: Residential and Nonresidential Natural Gas

GHG emissions from natural gas result from the stationary combustion of natural gas in both the residential and nonresidential building sectors. Ukiah's natural gas is supplied by Pacific Gas and Electric (PGE) which provided activity data through natural gas usage reports. GHG emission calculations are based on natural gas used in residential and nonresidential buildings (i.e., commercial and industrial). However, data provided by PG&E did not report natural gas use associated with industrial sector consumption, and therefore there was no natural gas use attributable to industrial operations in the 2022 Community GHG Inventory.

Emissions from residential and nonresidential natural gas use were calculated using Community Protocol Equation BE.1.1. Though the majority of GHG emissions result from the combustion of natural gas, not all the natural gas purchased is combusted. Natural gas that leaks from pipes and processing plants has a larger GHG impact compared to combusted natural gas due to the higher global warming potential of methane. Some natural gas also leaks from fittings and appliances within a building, after the natural gas meter which is used to quantify total gas usage. Therefore, Community Protocol has been adjusted to remove this small percentage of "behind the meter" natural gas from the combustion calculation, and instead count it as leakage. More information regarding emissions associated with natural gas leaks can be found under "Energy: Natural Gas Methane Leaks" subsection below. Equation 2.3 and Table 4 provide the equation used, associated parameters, and data sources used to quantify GHG emissions associated with community natural gas consumption in residential and nonresidential buildings.

EQUATION 2.3

BE.1.1 RESIDENTIAL/NONRESIDENTIAL NATURAL GAS SECTOR EMISSIONS

$$CO_2e_{NatGas,i} = (Fuel_{NG,i} - [1 - L_{enduse}]) \times [(EF_{NG,CO_2} \times GWP_{CO_2}) + (EF_{NG,CH_4} \times GWP_{CH_4}) + (EF_{NG,N_2O} \times GWP_{N_2O})] \times 10^{-1} \times 10^{-3} \quad 2.3$$

Table 4 Emissions Parameters and Data Sources – Community Natural Gas Use BE.1.1

Definition	Parameter	Value	Unit	Data Source
Annual GHG emissions from stationary combustion of natural gas per building type	$CO_2e_{NatGas,i}$	See Table 16	MT CO ₂ e/year	Calculated
Natural gas consumed per building type	$Fuel_{NG,i}$	See Table 16	therms/year	PGE Natural Gas Report ¹
Percent natural gas lost during consumer end-use	L_{enduse}	0.50%	Percent	Environmental Defense Fund ²
Carbon dioxide emission factor for natural gas combustion	EF_{NG,CO_2}	53.06	kg CO ₂ /mmBTU natural gas	EPA Emission Factors Hub ³
Methane emission factor for natural gas combustion	EF_{NG,CH_4}	0.001	kg CH ₄ /mmBTU natural gas	EPA Emission Factors Hub
Nitrous oxide emission factor for natural gas combustion	EF_{NG,N_2O}	0.0001	kg N ₂ O/mmBTU natural gas	EPA Emission Factors Hub
Global warming potential of carbon dioxide	GWP_{CO_2}	1		IPCC Fifth Assessment Report ⁴
Global warming potential of methane	GWP_{CH_4}	28		IPCC Fifth Assessment Report
Global warming potential of nitrous oxide	GWP_{N_2O}	265		IPCC Fifth Assessment Report
Conversion factor	10^{-1}	0.1	mmBTU/therm	
Conversion factor	10^{-3}	0.001	MT/kg	
Building type (i.e. residential or nonresidential)	i	Residential Nonresidential	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; therms = thermal unit; mmBTU = metric million British thermal unit; kg = kilograms

1. Pacific Gas and Electricity (PGE) Natural Gas Report provided by the City via email on August 31, 2023

2. Environmental Defense Fund USER GUIDE FOR NATURAL GAS LEAKAGE RATE MODELING TOOL. Available at: <https://www.edf.org/sites/default/files/US-Natural-Gas-Leakage-Model-User-Guide.pdf>

3. Environmental Protection Agency (EPA). 2022. GHG Emission Factors Hub (April, 2022). Available at: <https://www.epa.gov/climateleadership/ghg-emission-factors-hub>

4. Intergovernmental Panel on Climate Change (IPCC). 2014. AR5 Synthesis Report: Climate Change 2014. Available at: <https://www.ipcc.ch/report/ar5/syr/>

5. Nonresidential includes natural gas consumption from commercial and industrial sources.

Energy: Natural Gas Methane Leaks

Natural gas methane leaks occur during delivery to the buildings and during associated end-uses in the community. Gas methane leaks from delivery occur in the pipeline distribution system and are therefore upstream of the delivery endpoints located in Ukiah and not reflected in reported total natural gas purchased. While natural gas pipeline distribution leakage is technically outside of the Ukiah jurisdictional boundaries, the leakage is directly impacted by natural gas consumption in the community. As leakage is directly connected to the community's natural gas consumption, it is best practice to include leakage as an emissions sector and is therefore included in the Ukiah 2022 Community GHG Inventory. Methane leaks from end-use discussed previously occur at the point of use in Ukiah and therefore occur within Ukiah's jurisdictional boundaries. Though it is best practice to include emissions from natural gas leakage, the Community Protocol does not provide a specific calculation methodology for determining GHG emissions from natural gas leakage. Therefore, emissions from natural gas leaks were calculated using Equation 2.4 which aligns with energy calculation principles set forth by the Community Protocol and the guidance provided under Community Protocol Section BE.5 Upstream Emissions from Energy Use. Table 5 shows the parameters and data sources associated with Equation 2.4 which were used to quantify GHG emissions from natural gas distribution and end-use leakage.

EQUATION 2.4

NATURAL GAS LEAKAGE SECTOR EMISSIONS

$$CO_{2e_{leak,i}} = Fuel_{NG,i} \times EF_{NG\ leak} \times (L_{enduse} + L_{dist}) \quad 2.4$$

Table 5 Emissions Parameters and Data Sources – Community Natural Gas Leaks

Definition	Parameter	Value	Unit	Data Source
Annual GHG emissions from natural gas distribution leakage per building type	$CO_{2e_{leak,i}}$	See Table 16	MT CO ₂ e/year	Calculated
Natural gas consumed per building type	$Fuel_{NG,i}$	See Table 16	therms/year	PGE Natural Gas Report ¹
Emission factor for natural gas leakage	$EF_{NG\ leak}$	0.053067	MT CO ₂ e/therm	Calculated ²
Percent natural gas lost during distribution	L_{dist}	2.3%	Percent	Alvarez, Ramón et al. (2018) ³
Percent natural gas lost during consumer end-use	L_{enduse}	0.5%	Percent	Environmental Defense Fund ⁴
Building type (i.e. residential or nonresidential)	i	Residential Nonresidential ⁵	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; therms = thermal unit

1. Pacific Gas and Electricity (PGE) Natural Gas Report provided by the City via email on August 31, 2023

2. Emission factor is calculated using the following equation:

$$2.85 \frac{\text{cubic meters}}{\text{therm}} * 95\% \text{ methane content} * 0.7 \frac{\text{kg}}{\text{cubic meter}} * 28 \frac{CO_2e}{CH_4} * 0.001 \frac{MT}{kg}$$

3. Alvarez, Ramón et al. (2018). Assessment of methane emissions from the U.S. oil and gas supply chain. Science. 361. Available at: <https://www.science.org/doi/abs/10.1126/science.aar7204>

4. Environmental Defense Fund USER GUIDE FOR NATURAL GAS LEAKAGE RATE MODELING TOOL. Available at: <https://www.edf.org/sites/default/files/US-Natural-Gas-Leakage-Model-User-Guide.pdf>

5. Nonresidential includes natural gas consumption from commercial and industrial sources.

2.1.3 Transportation

Transportation: On-road

On-road vehicles in the community produce GHG emissions from the mobile combustion of fossil fuels (i.e., internal combustion engines) and up-stream from the production of electricity (i.e., electric vehicles). GHG emissions from the on-road transportation sector were calculated in accordance with Community Protocol TR.1.A and TR.2.B. The methodology leverages on-road transportation emission factors and EV penetration data from CARB's 2021 Emission FAcTtor (EMFAC2021) model.⁵ EMFAC2021 provides data on the county-wide data level and does not differentiate data according to cities. This assessment assumes county-wide data reported by EMFAC2021 is representative of city-level on-road transportation emission factors and EV penetration rates.

The Community Protocol recommends use of regional travel demand models to differentiate passenger, commercial, and bus vehicle miles travelled activity data attributed to the community. This assessment utilizes vehicle miles travelled (VMT) data provided by GHD.⁶ The VMT allocation study provided by GHD is based on data pulled from the Mendocino Council of Governments (MCOG) travel demand model⁷ which generates attributable daily average VMT for participating communities in Mendocino County. VMT data provided by GHD for the purposes of this inventory were derived from the MCOG travel demand model using the SB 375 Regional Targets Advisory Committee (RTAC) origin-destination methodology.⁸ The GHD study provides VMT data from trips occurring within Ukiah city limits (internal-internal), traversing city limits (internal-external), and trips which are entirely outside city limits (external-external). Weekday VMT accounted for 100 percent of internal-internal trips and 50 percent of internal-external trips and was annualized⁹ to determine 2022 VMT activity data for Ukiah. As the MCOG model does not differentiate between passenger, commercial, and bus VMT, activity data was allocated to these sectors based on percent VMT share which was determined using data provided by the EMFAC2021 model. Equation 2.5 and Table 6 define the equations, parameters, and data sources used to convert resulting GHD VMT activity data to GHG emissions from on-road transportation fuel combustion.

EQUATION 2.5

TR.1.A & TR.2.B ON-ROAD TRANSPORTATION COMBUSTION EMISSIONS

$$CO_{2e_{onroad,i}} = \left(T + \frac{1}{2}T_O + \frac{1}{2}T_D \right) \times \%Share_i \times EF_{auto,i} \quad 2.5$$

⁵ California Air and Resources Board. 2023. Emission FAcTtor (EMFAC2021 v1.0.1) Model. Available at: <https://arb.ca.gov/emfac/emissions-inventory/5e0cb7d6006cc10661f4b3ffb9c120a486d46ea6>

⁶ <https://www.ghd.com/en-US>

⁷ <https://www.mendocinocog.org/>

⁸ California Air and Resources Board (CARB). 2018. Appendix F, Final Environmental Analysis. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Target_Staff_Report_%202018_AppendixF.pdf

⁹ Daily VMT is scaled based on a 347 days per year in alignment with methodology specified in the CARB AB 32 Scoping Plan methodology summary, available at: https://www.arb.ca.gov/cc/scopingplan/document/measure_documentation.pdf. The conversion factor accounts for difference between weekend vs weekday transportation activities.

Table 6 Emissions Parameters and Data Sources – Community On-road Transportation TR.1.A and TR.2.B

Definition	Parameter	Value	Unit	Data Source
Total annual community on-road GHG emissions per vehicle class	$CO_{2eOnroad,i}$	See Table 16	MT CO ₂ e/year	Calculated
VMT occurring within jurisdictional boundaries	T	83,249	miles	MCOG Travel Demand Model (GHD) ¹
VMT originating within and terminating outside of jurisdictional boundaries	T_O	122,583	miles	MCOG Travel Demand Model (GHD)
VMT originating outside of and terminating within jurisdictional boundaries	T_D	526,526	miles	MCOG Travel Demand Model (GHD)
Percent share of total VMT for each vehicle class	$\%Share_i$	See Table 16	%	EMFAC2021 v1.0.1 ²
Emissions factor for on-road vehicles per vehicle class	$EF_{auto,i}$	See Table 16	MT CO ₂ e/mile	EMFAC2021 v1.0.1
Vehicle class	i	Passenger Commercial Bus	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; VMT = vehicle miles travelled

1. Mendocino Council of Governments (MCOG) Travel Demand Model activity data provided by GHD via email on October 27, 2023. Further information regarding the regional transportation model is available at: <https://www.mendocinocog.org/>

2. California Air Resources Board (CARB). 2023. Emission FAcTtor (EMFAC2021 v1.0.1) Model. Available at: <https://arb.ca.gov/emfac/emissions-inventory/5e0cb7d6006cc10661f4b3ffb9c120a486d46ea6>

In addition to mobile combustion emissions accounted under Community Protocol Equations TR.1.A and TR.2.B, GHG emissions from electric vehicles were included in the 2022 Community GHG Inventory for more accurate accounting of on-road transportation trends. This was achieved through modifying Equation 2.5 to account for EV modeshare estimates based on total VMT (see Equation 2.6). Note that Equation 2.5 was not adjusted above to account for EV share of VMT data due to use of the EMFAC2021 weighted emissions factors which attribute GHG emissions to be zero for EV activity. Due to this zero emissions attribution, application of the EMFAC2021 emissions factor to total VMT data in Equation 2.5 in effect excludes EV GHG emissions. As such, GHG emissions associated with EV VMT quantified according to Equation 2.6 below does not result in double counting of emissions resulting from Equation 2.5 methodology. The equation, parameters, and data sources used to estimate GHG emissions attributable to on-road EV activity is provided in Equation 2.6 and Table 7 below.

EQUATION 2.6

ON-ROAD TRANSPORTATION ELECTRIC VEHICLE EMISSIONS

$$CO_{2eonroad,EV,i} = \left(T + \frac{1}{2}T_O + \frac{1}{2}T_D \right) \times \%Share_i \times EV_{share,i} \times EPM_i \times EF_{elec,j} \quad 2.6$$

Table 7 Emissions Parameters and Data Sources – Community On-road Transportation EV

Definition	Parameter	Value	Unit	Data Source
Total annual community on-road EV GHG emissions per vehicle class	$CO_{2e}e_{Onroad,EV,i}$	See Table 16	MT CO ₂ e/year	Calculated
VMT occurring within jurisdictional boundaries	T	83,249	miles	MCOG Travel Demand Model (GHD) ¹
VMT originating within and terminating outside of jurisdictional boundaries	T_o	122,583	miles	MCOG Travel Demand Model (GHD)
Vehicle miles travelled originating outside of and terminating within jurisdictional boundaries	T_D	526,526	miles	MCOG Travel Demand Model (GHD)
Percent share of total VMT for each vehicle class	$\%Share_i$	See Table 16	%	EMFAC2021 v1.0.1 ²
Percent share of VMT attributable to EVs	$EV_{share,i}$	See Table 16	%	EMFAC2021 v1.0.1
Average rate of electricity consumption per EV-mile per vehicle class	EPM_i	Various ³	kWh/mile	EMFAC2021 v1.0.1
Weighted average electricity emissions factor per building type	$EF_{elec,j}$	See Table 16	MT CO ₂ e/kWh	See Table 2
Vehicle class	i	Passenger Commercial Bus	Categorical	
Building type	j	Residential Nonresidential	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; EV = electric vehicles; VMT = vehicle miles travelled; kWh = kilowatt hour

1. Mendocino Council of Governments (MCOG) Travel Demand Model activity data provided by GHD via email on October 27, 2023. Further information regarding the regional transportation model is available at: <https://www.mendocinocog.org/>

2. California Air Resources Board (CARB). 2023. Emission FACtor (EMFAC2021 v1.0.1) Model. Available at: <https://arb.ca.gov/emfac/emissions-inventory/5e0cb7d6006cc10661f4b3ffb9c120a486d46ea6>

3. The electricity consumption per EV-mile (EPM) in 2022 is as follows: Passenger = 0.3647, Commercial = 0.0000, and Bus = 1.7498

Transportation: Off-road

Off-road equipment and vehicles in the community generate GHG emissions from the mobile combustion of fossil fuels. Off-road fuel usage results from equipment operation for sectors such as agricultural, construction, lawn and garden, or recreational equipment. Community Protocol Equation TR.8 was used to quantify GHG emissions from off-road equipment fuel consumption and is shown under Equation 2.7 below. Table 8 lists the parameters, values, and data sources used to quantify emissions in according with the Community Protocol.

EQUATION 2.7

TR.8 OFF-ROAD EQUIPMENT SECTOR EMISSIONS

$$CO_{2e_{offroad,j}} = EF_j \times \sum_i Fuel_{offroad,i,j} \times AF_i \quad 2.7$$

Table 8 Emissions Parameters and Data Sources – Community Off-Road Equipment TR.8

Definition	Parameter	Value	Unit	Data Source
Annual GHG emissions from offroad equipment	$CO_{2e_{offroad,j}}$	See Table 16	MT CO ₂ e/year	Calculated
Annual fuel consumption in the County per sector per fuel type	$Fuel_{offroad,i,j}$	See Table 16	Gallons/year	OFFROAD2021 ¹
Fuel attribution factor per equipment type	AF_i	See Table 9	Percent	California Department of Finance ²
Emission factor per fuel type	EF_j	See Table 16	MT CO ₂ e/gallon	EPA Emission Factors Hub ³
Equipment Type	i	See Table 9	Categorical	OFFROAD2021
Fuel type	j	Gasoline Diesel Natural Gas	Categorical	OFFROAD2021

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent

1. California Air Resource Board (CARB). Mobile Source Emissions Inventory Off-road (OFFROAD2021) v.1.0.5. Available at: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-road-documentation-0>

2. California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>

3. Environmental Protection Agency (EPA). 2022. GHG Emission Factors Hub. Available at: <https://www.epa.gov/climateleadership/ghg-emission-factors-hub>

The OFFROAD2021 model is in alignment with Community Protocol standards, though the model only reports off-road equipment fuel consumption on a county-wide basis. Attribution factors per equipment type used to allocate Ukiah off-road fuel usage were determined based on demographic data and land use data relating to population size, number of jobs, and agricultural acreage where applicable. The demographic attribution metrics and percent attribution used for each off-road equipment type is shown in Table 9.

Table 9 Community Off-road Equipment Sector Attributions

Equipment Type	Attribution Metric	Attribution	Data Source
Agricultural	Excluded – Other ¹	0.00%	Not Applicable
Airport Ground Support	Employment ²	19.07%	California Department of Finance ³
Cargo Handling Equipment	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Commercial Harbor Craft	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Construction and Mining	Employment	19.07%	California Department of Finance
Industrial	Employment	19.07%	California Department of Finance
Lawn and Garden	Population	17.86%	California Department of Finance
Light Commercial	Employment	19.07%	California Department of Finance
Locomotive	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Ocean Going Vessel	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Oil Drilling	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Outboard Marine Tanks	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Pleasure Craft	Population	17.86%	California Department of Finance
Portable Equipment	Employment	19.07%	California Department of Finance
Transport Refrigeration Unit	Employment	19.07%	California Department of Finance
Recreational	Population	17.86%	California Department of Finance
Military Tactical Support	Excluded - Not Under Jurisdictional Control	0.00%	Not Applicable
Forestry	Excluded - Other	0.00%	Not Applicable

Notes:

1. Agricultural excluded as acres of farmland within Ukiah boundaries are anticipated to be negligible based on incorporated Ukiah land use identified in the General Plan 2040, available here: https://cityofukiah.com/wp-content/uploads/2023/01/General-Plan-2040-122922_Signed.pdf

2. The City owns and operates the Ukiah Airport and therefore has jurisdictional control over its operations: <https://cityofukiah.com/departments/ukiah-airport/#:~:text=Ukiah%20Municipal%20Airport&text=The%20airport%20is%20comprised%20of,87%20aircraft%20based%20on%20site.>

3. California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>

4. Though forestry occurs within the County of Mendocino, there appears to be minimal opportunity for forestry within Ukiah's boundaries. Therefore, it is assumed that offroad fuel consumption for forestry activities is negligible and thereby excluded.

2.1.4 Solid Waste

GHG emissions associated with the waste sector result from the decomposition of waste at a landfill as well as landfill operation processes. C&S Waste Solutions¹⁰ provides solid waste, recycling, and mixed organic waste collection services for Ukiah. Once collected, solid waste is ultimately processed at the following landfills: Eastlake Sanitary Landfill, Forward Landfill Inc, Potrero Hills Landfill, Recology Hay Road, Redwood Landfill.¹¹ GHG emissions from waste decomposition were calculated using Community Protocol Method SW.4.1. Equation 2.8 and Table 10 provide the calculation method, associated parameters, and data sources used to quantify GHG emissions in accordance with Community Protocol SW.4.1.

EQUATION 2.8

SW.4.1 SOLID WASTE FUGITIVE EMISSIONS

$$CO_2e_{Waste,fugitive} = GWP_{CH_4} \times (1 - CE) \times (1 - OX) \times M \times \sum_i P_i \times EF_i \quad 2.8$$

Table 10 Emissions Parameters and Data Sources – Community Solid Waste SW.4.1

Definition	Parameter	Value	Unit	Data Source
Annual community generated waste GHG emissions	$CO_2e_{Waste,fugitive}$	3,764	MT CO ₂ e/year	Calculated
Methane global warming potential	GWP_{CH_4}	28		IPCC Fifth Assessment Report ¹
Default LFG collection efficiency	CE	0.75	Fraction	ICLEI Community Protocol
Oxidation rate	OX	0.10	Fraction	ICLEI Community Protocol
Total mass of waste entering landfill	M	9,957	Wet short tons	C&S Waste Solutions ²
Proportion of total waste material per material type	P_i	1	Fraction	
Emission factor per material type ³	EF_i	0.060	MT CH ₄ /wet short ton	ICLEI Community Protocol
Material type	i	Multiple	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent

1. Intergovernmental Panel on Climate Change (IPCC). 2014. AR5 Synthesis Report: Climate Change 2014. Available at: <https://www.ipcc.ch/report/ar5/syr/>

2. C&S Waste Solutions 2022 Solid Waste tonnage report provided by the City via email on August 31, 2023

3. For mixed municipal waste streams where the proportion of material type is unknown, ICLEI specifies a default value of 0.060 MT CH₄ per wet short ton may be used.

Landfill process emissions were quantified according to Equation SW.5 of the Community Protocol. Equation 2.9 and Table 11 provide the calculation method, associated parameters, and data sources used to quantify GHG emissions from landfill operations.

¹⁰ <https://candswaste.com/locations/california/mendocino-county/ukiah-waste-solutions/>

¹¹ California Department of Resources Recycling and Recovery (CalRecycle). 2019. Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

EQUATION 2.9

SW.5 SOLID WASTE PROCESS EMISSIONS

$$CO_2e_{waste,process} = M \times EF_p \quad 2.9$$

Table 11 Emissions Parameters and Data Sources – Community Solid Waste SW.5

Definition	Parameter	Value	Unit	Data Source
Annual landfill process GHG emissions	$CO_2e_{waste,process}$	110	MT CO ₂ e/year	Calculated
Total mass of solid waste that enters the landfill in the inventory year	M	9,957	Wet short tons/year	C&S Waste Solutions ¹
Emissions factor for landfill process emissions	EF_p	0.011	MT CO ₂ e/wet short ton	ICLEI Community Protocol

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent

1. C&S Waste Solutions 2022 Solid Waste tonnage report provided by the City via email on August 31, 2023

2.1.5 Water

Water consumption generates GHG emissions from the electricity used to extract, convey, treat, and deliver water to the community. The City provides the entirety of the community's water needs. The City's potable water supply consists of groundwater pumped from the Ukiah Valley Groundwater Basin and surface water sourced from the Russian River. Well pumps used to extract groundwater are located within Ukiah boundaries, while surface wells are located along the Russian River which lies outside of Ukiah's boundaries. Additionally, the City owns and operates a water treatment plant located within Ukiah city limits which treats extracted surface water.¹²

As the City supplies all of the community's water needs and the majority of processes occur within Ukiah city limits, electricity consumption associated with local groundwater and surface water management is anticipated to be included under nonresidential electricity use. Therefore, to avoid double counting water management GHG emissions are excluded from the 2022 Community GHG Inventory. However, GHG emissions associated with City groundwater and surface water management is quantified and presented below for information purposes. Table 12 shows the parameters and data sources associated with Equation 2.10 which were used to quantify GHG emissions from local and imported water sources.

EQUATION 2.10

WW.14 WATER SECTOR EMISSIONS

$$CO_2e_{water,i} = Vol_i \times \sum_j EI_{i,j} \times EF_{elec,i,j} \quad 2.10$$

¹² City of Ukiah. 2021. 2020 Urban Water Management Plan (UWMP). Provided by the City via email on August 31, 2023

Table 12 Emissions Parameters and Data Sources – Community Water WW.14

Definition	Parameter	Value	Unit	Data Source
Annual GHG emissions from water consumption per water district	$CO_{2eWater,i}$	See Table 16	MT CO ₂ e/year	Calculated
Volume of water supplied to the community per water district	Vol_i	See Table 16	AF	City of Ukiah 2022 Water Production Report ¹
Energy intensity of water distribution per water district	$EI_{i,j}$	See Table 16	kWh/AF	1. City of Ukiah 2020 UWMP ² 2. ICLEI Community Protocol
Electricity emissions factor per water process stage per source type	$EF_{elec,i,j}$	0.000278	MT CO ₂ e/kWh	See Table 2
Water district	i	City of Ukiah	Categorical	
Water process stage	j	Extraction Conveyance Treatment Distribution	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; AF = acre-feet; kWh = kilowatt hour; UWMP = Urban Water Management Plan

1. City of Ukiah 2022 Water Production Report provided by the City via email on August 31, 2023

2. City of Ukiah. 2021. 2020 Urban Water Management Plan (UWMP). Provided by the City via email on August 31, 2023.

2.1.6 Wastewater

Management of wastewater produces emissions through every stage of the process from collection to final use or discharge. The City owns and operates the City of Ukiah wastewater treatment plant (WWTP) which provides treatment services for Ukiah as well as the Ukiah Valley Sanitation District (UVSD) which lies just outside of the incorporated Ukiah boundaries. The WWTP has a dry-weather capacity of 3.01 million gallons per day (MGD) and a wet weather capacity of 24.5 MGD. The WWTP was upgraded to produce recycled water in 2019 using primary, secondary, and tertiary treatment. This upgrade allows the City to avoid wastewater effluent discharge by either utilizing recycled water for irrigation and agriculture or by storing excess treated wastewater in percolation ponds.¹³

GHG emissions from the City's WWTP operations are a result of stationary combustion of digester gas, process emissions which occur with nitrification/denitrification, and electricity use.¹⁴ As the WWTP is located within Ukiah boundaries, the facility's electricity use is anticipated to be included under nonresidential electricity consumption. To avoid double counting, WWTP electricity use is excluded and only process related emissions are quantified. The set of methods used to quantify stationary combustion emissions is outlined in Equation 2.11 and Table 13 as well as Equation 2.12 and Table 14 below.

EQUATION 2.11

WW.1 WASTEWATER DIGESTER GAS STATIONARY COMBUSTION EMISSIONS (CH₄)

$$CO_{2eWW,Stat,CH_4,i} = (Digester\ Gas \times f_{CH_4} \times BTU_{CH_4} \times 10^{-6} \times EF_{CH_4} \times 365.25 \times 10^{-3}) \times GWP_{CH_4} \quad 2.11$$

¹³ City of Ukiah. 2021. 2020 Urban Water Management Plan (UWMP). Provided by the City via email on August 31, 2023

¹⁴ Ibid

Table 13 Emissions Parameters and Data Sources – Community Wastewater WW.1.(alt)

Definition	Parameter	Value	Unit	Data Source
Total annual GHG emitted by devices designed to combust digester gas	$CO_2e_{WW,Stat,CH_4}$	See Table 16	MT CO ₂ e/year	Calculated
Rate of digester gas volume production	<i>Digester Gas</i>	21,319	std ft ³ /day	City of Ukiah 2022 Wastewater Production Report ¹
Fraction of methane in digester gas	f_{CH_4}	0.60	Fraction	City of Ukiah 2022 Wastewater Production Report
Default higher heating value of methane	BTU_{CH_4}	1,028	BTU/ft ³	ICLEI Community Protocol
Conversion factor	10^{-6}	0.000001	mmBTU/BTU	
Methane emissions factor	EF_{CH_4}	0.0032	kg CH ₄ /mmBTU	ICLEI Community Protocol
Conversion factor	365.25	365.25	Days/year	ICLEI Community Protocol
Conversion factor	10^{-3}	0.001	MT/kg	
Global warming potential of methane	GWP_{CH_4}	28		IPCC Fifth Assessment Report
Wastewater treatment plant (WWTP)	<i>i</i>	Ukiah	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; std ft³ = standard cubic feet; BTU = British thermal unit; mmBTU = one million British thermal units; kg = kilograms;

1. City of Ukiah. 2023. City of Ukiah 2022 Wastewater Production Report. Provided by the City via email on August 31, 2023.

EQUATION 2.12

WW.2 WASTEWATER DIGESTER GAS STATIONARY COMBUSTION EMISSIONS (N₂O)

$$\begin{aligned}
 CO_2e_{WW,Stat,N_2O,i} &= (Digester\ Gas \times f_{CH_4} \times BTU_{CH_4} \times 10^{-6} \times EF_{N_2O} \\
 &\times 365.25 \times 10^{-3}) \times GWP_{N_2O}
 \end{aligned}
 \quad 2.12$$

Table 14 Emissions Parameters and Data Sources – Community Wastewater WW.2.(alt)

Definition	Parameter	Value	Unit	Data Source
Total annual GHG emitted by devices designed to combust digester gas	$CO_2e_{WW,Stat,N_2O}$	See Table 16	MT CO ₂ e/year	Calculated
Rate of digester gas volume production	<i>Digester Gas</i>	21,319	std ft ³ day	City of Ukiah 2022 Wastewater Production Report ¹
Fraction of methane in digester gas	f_{CH_4}	0.60	Fraction	City of Ukiah 2022 Wastewater Production Report
Default higher heating value of methane	BTU_{CH_4}	1,028	BTU/ft ³	ICLEI Community Protocol

Definition	Parameter	Value	Unit	Data Source
Conversion factor	10^{-6}	0.000001	mmBTU/BTU	
Nitrous Oxide emissions factor	EF_{N_2O}	0.00063	kg N ₂ O/mmBTU	ICLEI Community Protocol
Conversion factor	365.25	365.25	Days/year	ICLEI Community Protocol
Conversion factor	10^{-3}	0.001	MT/kg	
Global warming potential of nitrous oxide	GWP_{N_2O}	265		IPCC Fifth Assessment Report
Wastewater treatment plant (WWTP)	i	Ukiah	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; std ft³ = standard cubic feet; BTU = British thermal unit; MMBtu = one million British thermal units; kg = kilograms;

1. City of Ukiah. 2023. City of Ukiah 2022 Wastewater Production Report. Provided by the City via email on August 31, 2023

Equation 2.13 shows the calculation method use to quantify process emissions with nitrification/denitrification in accordance with Community Protocol WW.7. Table 15 show the parameter definitions, default factors, and data sources used.

EQUATION 2.13

WW.7 CENTRALIZED WWTP W/ NITRIFICATION/DENITRIFICATION

$$CO_2e_{WW,nit/denit,i} = P_i \times F_{ind-com} \times EF_{nit/denit} \times 10^{-6} \times GWP_{N_2O} \quad 2.13$$

Table 15 Emissions Parameters and Data Sources – Community Wastewater WW.7

Definition	Parameter	Value	Unit	Data Source
Total annual GHG emitted by WWTP processes	$CO_2e_{WW,nit/denit,i}$	29.55	MT CO ₂ e/year	Calculated
Population	P_i	15,929	People	California Department of Finance ¹
Factor for insignificant industrial or commercial discharge	$F_{ind-com}$	1.00		ICLEI Community Protocol
Emissions factor for a WWTP without nitrification or denitrification	$EF_{w/o nit/denit}$	7.00	g N ₂ O/person/year	ICLEI Community Protocol
Conversion factor	10^{-6}	0.000001	mmBTU/BTU	
Global warming potential of nitrous oxide	GWP_{N_2O}	265		IPCC Fifth Assessment Report ²
Wastewater treatment plant (WWTP)	i	Ukiah WWTP	Categorical	

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; std ft³ = standard cubic feet; BTU = British thermal unit; mmBTU = one million British thermal units; kg = kilograms;

1. California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>

2. Intergovernmental Panel on Climate Change (IPCC). 2014. AR5 Synthesis Report: Climate Change 2014. Available at: <https://www.ipcc.ch/report/ar5/syr/>

2.2 2022 Community GHG Emissions Inventory Results

The 2022 community inventory provides Ukiah with current communitywide GHG emissions estimates that follow the Community Protocol and current best practices for GHG accounting. The results of the 2022 community GHG inventory are shown in Figure 1 and Figure 2 summarized in detail in Table 16.

Figure 1 2022 Inventory GHG Emissions by Sector

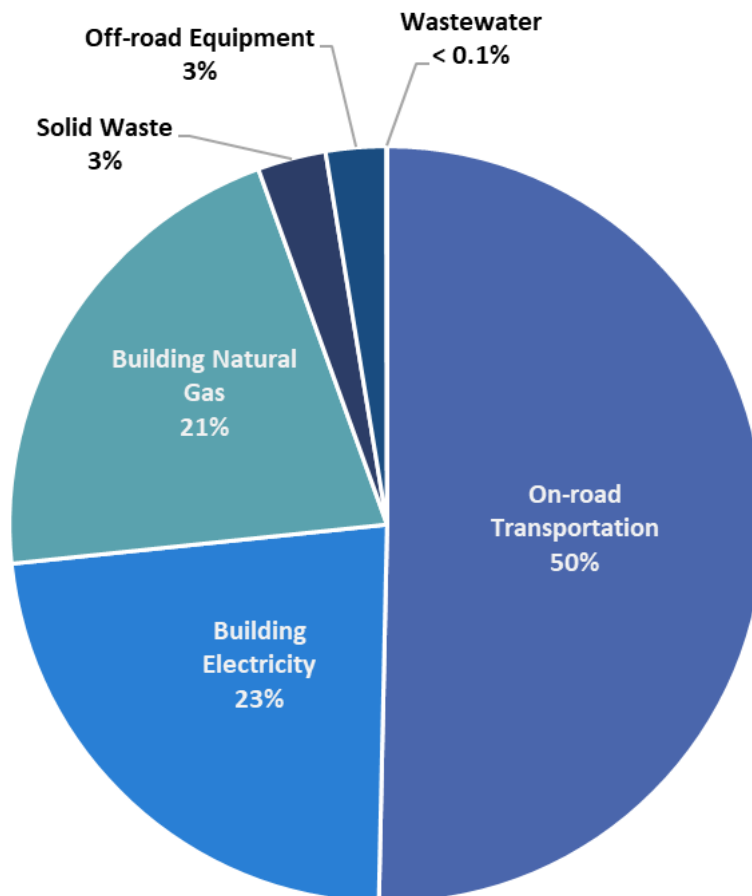


Figure 2 2022 Inventory GHG Emissions by Sub-Sector

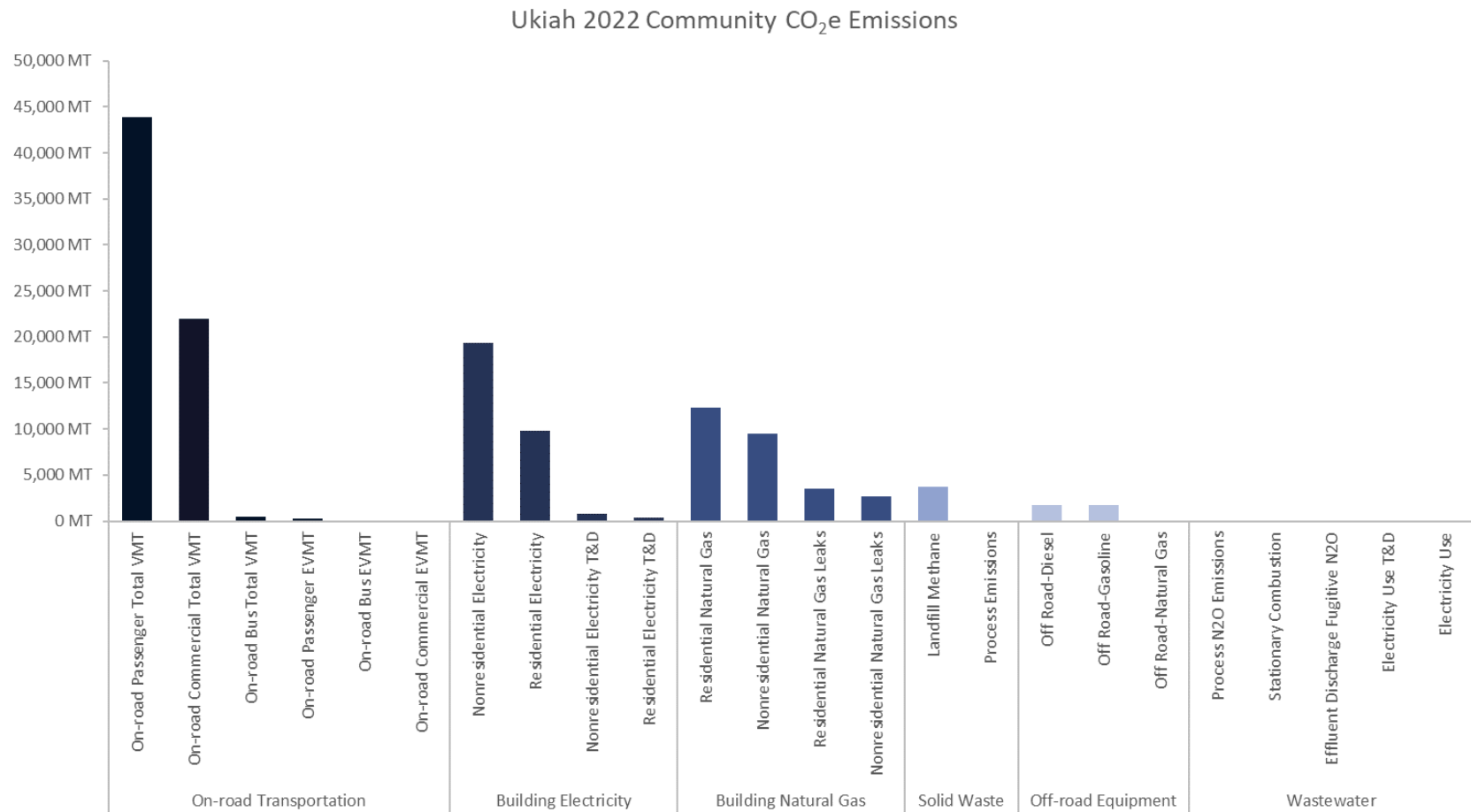


Table 16 2022 Community GHG Emissions Inventory

GHG Emissions Sector	GHG Emissions Subsector	Activity Data		Emission Factor		GHG Emissions (MT CO ₂ e)
Energy	Residential Electricity	35,413,493	kWh	0.000278	MT CO ₂ e/kWh	9,847
	Residential Electricity T&D	1,504,429	kWh	0.000278	MT CO ₂ e/kWh	418
	Nonresidential Electricity	69,671,948	kWh	0.000278	MT CO ₂ e/kWh	19,372
	Nonresidential Electricity T&D	2,872,337	kWh	0.000278	MT CO ₂ e/kWh	799
	Residential Natural Gas	2,324,152	therms	0.005311	MT CO ₂ e/therm	12,345
	Residential Natural Gas Leaks	65,403	therms	0.053067	MT CO ₂ e/therm	3,471
	Nonresidential Natural Gas	1,780,588	therms	0.005311	MT CO ₂ e/therm	9,458
	Nonresidential Natural Gas Leaks	50,107	therms	0.053067	MT CO ₂ e/therm	2,659
Transportation	Passenger VMT	123,285,957	VMT	0.000356	MT CO ₂ e/mile	43,890
	Commercial VMT	17,898,549	VMT	0.001228	MT CO ₂ e/mile	21,979
	Bus VMT	323,308	VMT	0.001406	MT CO ₂ e/mile	455
	Passenger EVMT	1,079,053	kWh	0.000278	MT CO ₂ e/kWh	300
	Commercial EVMT	0	kWh	0.000278	MT CO ₂ e/kWh	0
	Bus EVMT	1,584	kWh	0.000278	MT CO ₂ e/kWh	0
	Off-road Diesel	166,350	Gallons	0.010471	MT CO ₂ e/gal	1,742
	Off-road Gasoline	183,909	Gallons	0.009158	MT CO ₂ e/gal	1,684
	Off-road Natural Gas	0	Gallons	0.000000	MT CO ₂ e/gal	0
Solid Waste	Landfill Methane	9,957	Wet short tons	0.378000	MT CO ₂ e/ton	3,764
	Process Emissions	9,957	Wet short tons	0.011000	MT CO ₂ e/ton	110
Water ¹	Groundwater	860,648	kWh	0.000278	MT CO ₂ e/kWh	332
	Surface Water	796,852	kWh	0.000278	MT CO ₂ e/kWh	680
Wastewater	Stationary Combustion	7,786,765	scf	0.0000002	MT CO ₂ e/scf	1
	Process N ₂ O Emissions	15,929	people	0.001855	MT CO ₂ e/person	30
Total						132,323

Notes: VMT = vehicle miles traveled; EVMT = electric vehicle miles traveled; kWh = kilowatt hour; MT CO₂e = Metric tons of carbon dioxide equivalent; gal = gallons

1. Water sector activity data is included for informational purposes but is not included in total inventory GHG emissions to avoid double counting

3 2005/2010 Community GHG Inventory Update

The Ukiah community GHG Inventory for 2005 and 2010 (2005/2010 Inventory) was completed in support of the Ukiah CAP, a draft of which was prepared on March 12, 2014 but not adopted. Though the 2005/2010 Inventory was completed in accordance with the ICLEI Local Governments for Sustainability Community Protocol, some of the data sources used in Ukiah's 2005/2010 Inventory have recently been updated based on best available information and regulatory updates. These model changes may introduce artificial trends in Ukiah's GHG emissions progress when comparing the 2005/2010 Inventory to the 2022 Community GHG Inventory quantified in the above sections of this report. To allow cross-comparison of Ukiah's GHG inventories, the 2005/2010 Inventory was updated to use the latest data sources and align accounting methods with those used in the Ukiah 2022 Community GHG Inventory. Additionally, fugitive emissions from the closed City landfill were excluded in the process of updating the 2005/2010 Inventory based on best practice GHG accounting and standards set by the Community Protocol. Updating the 2005 and 2010 inventories to align with 2022 Community GHG Inventory methodology provides a more accurate baseline of comparison which is critical for City of Ukiah staff to accurately track Ukiah's progress towards achieving its community GHG emissions reduction goals. The sections below outline the data sources and accounting methods used to update the Ukiah 2005/2010 GHG Inventory.

3.1 2005/2010 Community GHG Inventory Updates

3.1.1 Global Warming Potential

The 2005/2010 Inventory was completed using GWPs from the IPCC Second Assessment Report.¹⁵ The GWPs used in the inventory are outdated and inconsistent with the AR5 GWPs used in the CARB 2022 Scoping Plan and the 2022 Community GHG Inventory (see Section 2.1.1). Therefore, the 2005/2010 Inventory was updated across all GHG emission sectors to use AR5 GWPs to improve consistency and traceability of emissions with State GHG reduction goals.

3.1.2 Energy

Electricity

The 2005/2010 Community Inventory included electricity consumption from residential and nonresidential buildings as well as electricity transmission and distribution losses, however, emissions factors were calculated using ICLEI default factors and excluding emissions from non-carbon free eligible renewable sources (i.e. geothermal and biomass), which resulted in under-reporting emissions associated with electricity consumption by approximately 50 percent. The CEC includes fossil-based GHG emissions as well as emissions from non-carbon-free renewable energy when determining the emissions factor for an electric grid portfolio.¹⁶ To align with CEC methodology and current best practices used to quantify the 2022 Community GHG Inventory, electricity emissions factors were updated following fuel and feedstock type emissions factor determination methods outlined in Table 2 and using 2005 and 2010 grid mix data as provided the City. The results of the 2005/2010 Community Inventory update for electricity sector emissions is provided in Table 17.

¹⁵ Intergovernmental Panel on Climate Change (IPCC). 1995. AR5 Synthesis Report: Climate Change 2014. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/ipcc_sar_wg_l_full_report.pdf

¹⁶ California Energy Commission (CEC). 2020. Modification of Regulations Governing the Power Source Disclosure Program. Available at: <https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-source-disclosure-resources>

Table 17 2005/2010 Electricity GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Residential Electricity	1,918	3,733
Residential Electricity T&D ¹	–	131
Nonresidential Electricity	4,323	8,418
Nonresidential Electricity T&D ¹	–	295
2010 Inventory		
Residential Electricity	1,679	3,720
Residential Electricity T&D ¹	–	130
Nonresidential Electricity	3,212	7,119
Nonresidential Electricity T&D ¹	–	249

Notes:

1. T&D in the original 2005/2010 Community GHG Inventory is included but aggregated into total GHG emissions.

Natural Gas

The 2005/2010 Community Inventory included emissions attributable to the combustion of natural gas, but excluded losses associated with natural gas distribution and end use. Though ICLEI does not provide a recommended methodology for estimating natural gas distribution losses, it is a recommended source of emissions under the Community Protocol to be included in community inventories as it may be directly impacted by community activities. Thus, the 2005/2010 Community Inventory was updated to include natural gas losses associated with distribution and end use in accordance with Equation 2.3 and Equation 2.4 above using natural gas residential and commercial activity data from the Ukiah 2014 Climate Action Plan. A comparison of original inventory natural gas GHG emissions and the results of the 2005/2010 Community Inventory update are summarized in Table 18 below.

Table 18 2005/2010 Natural Gas GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Residential Natural Gas	14,370	14,265
Residential Natural Gas Leaks	–	4,011
Nonresidential Natural Gas	9,658	9,587
Nonresidential Natural Gas Leaks	–	2,696
2010 Inventory		
Residential Natural Gas	14,490	14,384
Residential Natural Gas Leaks	–	4,044
Nonresidential Natural Gas	9,231	9,164
Nonresidential Natural Gas Leaks	–	2,576

3.1.3 Transportation

On-road

On-road vehicle transportation emissions in the original 2005/2010 Community Inventory were quantified based on vehicle miles travelled (VMT) data pulled from the 2010 baseline year MCOG Travel Demand model and allocated into speed bins. The inventory used weighted average CO₂ emissions factors from the CARB EMFAC2011 model, while CH₄ and N₂O emissions factors were sourced from the Community Protocol default factors and weighted according to Community Protocol default vehicle class mix values.

The 2005/2010 Community Inventory was updated to quantify on-road transportation GHG emissions in alignment with methods used in the Ukiah 2022 Community GHG Inventory (see Equation 2.5). Though the model has not been updated since the 2010 version, updated activity data for 2005 and 2010 based on MCOG Travel Demand model was provided by GHD based on current best practices in VMT accounting and allocated to passenger, commercial, and bus vehicle categories according EMFAC2021¹⁷ percent vehicle share of total VMT. Activity data for 2010 was adjusted by GHD to reflect fewer daily trips due to reduced employment during the recession that followed the 2008 financial collapse. Emissions factors pulled from EMFAC2021 per vehicle class type were used to align on-road transportation GHG emissions with the latest vehicle emissions accounting methods. Table 19 summarizes the results of the 2005/2010 inventory updates for on-road transportation emissions.

Table 19 2005/2010 On-road Transportation GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Passenger Total VMT		53,592
Commercial Total VMT	74,477	24,880
Bus Total VMT		352
Passenger EVMT	–	2
Commercial EVMT	–	0
Bus EVMT	–	0
2010 Inventory		
Passenger Total VMT		50,580
Commercial Total VMT	73,896	22,389
Bus Total VMT		598
Passenger EVMT	–	3
Commercial EVMT	–	0
Bus EVMT	–	0

Off-road

The 2005/2010 Inventory was developed using the CARB OFFROAD2007 model to estimate GHG emissions in the off-road sector. Emissions from lawn and garden equipment activity data were apportioned to Ukiah based on the proportion of households in Ukiah compared to the county, while construction, industrial, and light commercial equipment were apportioned based on population. The 2005/2010 Inventory was updated to use activity data from the latest OFFROAD2021¹⁸ model and apportion fuel use across all off-road equipment classes according to Table 9 in alignment with the 2022 Community GHG Inventory. GHG emissions were quantified using emissions factors

¹⁷ California Air Resources Board (CARB). 2023. Emission Factor (EMFAC2021 v1.0.1) Model. Available at: <https://arb.ca.gov/emfac/emissions-inventory/5e0cb7d6006cc10661f4b3ffb9c120a486d46ea6>

¹⁸ California Air Resource Board (CARB). Mobile Source Emissions Inventory Off-road (OFFROAD2021) v.1.0.5. Available at: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-road-documentation-0>

provided by the EPA Emission Factors Hub¹⁹ for each equipment category. Table 20 summarizes the results of the 2005/2010 inventory updates for off-road transportation emissions.

Table 20 2005/2010 Off-road Transportation GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original ¹	Update
2005 Inventory		
Diesel		422
Gasoline	8,530	1,519
Natural Gas		0
2010 Inventory		
Diesel		508
Gasoline	8,436	1,474
Natural Gas		0

Notes:

1. GHG emissions includes off-road agricultural equipment which was quantified as a separate sector in the original inventory

3.1.4 Solid Waste

The 2005/2010 Community Inventory included fugitive emissions from solid waste generated by the community as well as fugitive emissions from a closed landfill that exists within the boundaries of Ukiah. To avoid double counting emissions, the Community Protocol recommends only including fugitive emissions associated with community waste generation. Therefore, the 2005/2010 Community Inventory was updated to exclude emissions from the closed landfill. Additionally, in the 2005/2010 Community Inventory the EPA LandGEM model was used to quantify fugitive emissions from generated solid waste. Though the EPA's LandGEM model uses the first order decay method as recommended by the Community Protocol, it is inconsistent with the 2022 Community Inventory which utilizes Community Protocol quantification methods and default factors. To establish consistency in Ukiah's waste sector emissions, adhere to Community Protocol recommendations, and align with State emissions reporting methods, the 2005/2010 Community Inventory was updated to quantify fugitive GHG emissions in accordance with Equation 2.8.

The 2005/2010 Community Inventory did not take into consideration landfill process emissions which is a recommended GHG emissions source under the Community Protocol. To align with Community Protocol recommendations and maintain consistency with the 2022 Community Inventory, landfill process emissions were included in the inventory update and quantified according to Equation 2.9. A comparison of the original solid waste GHG emissions estimates and the results of the 2005/2010 Community Inventory update are summarized in Table 21 below.

¹⁹ Environmental Protection Agency (EPA). 2022. GHG Emission Factors Hub. Available at: <https://www.epa.gov/climateleadership/ghg-emission-factors-hub>

Table 21 2005/2010 Solid Waste GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory		
Landfill Methane	4,722	6,332
Process Emissions	–	184
Landfill Methane (closed)	36,934	–
2010 Inventory		
Landfill Methane	2,641	3,541
Process Emissions	–	103
Landfill Methane (closed)	30,543	–

3.1.5 Water

As described in Section 2.1.5, the City provides the entirety of the community's water needs and therefore GHG emissions from water processes was excluded from the 2022 Community GHG Inventory to avoid double counting with emissions from nonresidential electricity consumption. It is similarly anticipated that nonresidential electricity use reported in the original 2005/2010 Community GHG Inventory includes electricity consumption attributable to City water supply operations. Therefore, water sector GHG emissions were removed from the 2005/2010 Community GHG Inventory update to avoid double counting.

3.1.6 Wastewater

Prior to completion of its 2019 treatment operation upgrades, the City's wastewater treatment plant processed wastewater using digesters with stationary combustion and treatment processes without nitrification/denitrification. Treated wastewater produced by the plant was discharged as effluent into the Russian river.²⁰ Wastewater sector GHG emissions in the original 2005/2010 Community GHG Inventory were calculated appropriately according to the Community Protocol and were not updated. However, the population demographic activity data used to quantify GHG emissions from wastewater process N₂O and effluent discharge was updated to be consistent with demographic data sources used in the 2022 Community GHG Inventory. Table 22 below summarizes the results of the 2005/2010 inventory updates for wastewater emissions.

Table 22 2005/2010 Wastewater GHG Emissions Update

Sector	GHG Emissions [MT CO ₂ e]	
	Original	Update
2005 Inventory¹		
Stationary Combustion		0.7
Process N ₂ O Emissions	377.3	13.5
Effluent Discharge Fugitive N ₂ O		309.8
2010 Inventory		
Stationary Combustion	0.7	0.7
Process N ₂ O Emissions	15.6	13.5
Effluent Discharge Fugitive N ₂ O	356.1	308.3

Notes:

1. Solid Waste emissions for the 2005 inventory were back-casted from total wastewater sector 2010 GHG emissions based on population and housing demographic data and therefore does not report GHG emissions per sector.

²⁰ City of Ukiah. 2021. 2020 Urban Water Management Plan (UWMP). Provided by the City via email on August 31, 2023.

3.2 2005/2010 Community GHG Inventory Results

Figure 3 2005 Updated Inventory GHG Emissions by Sector

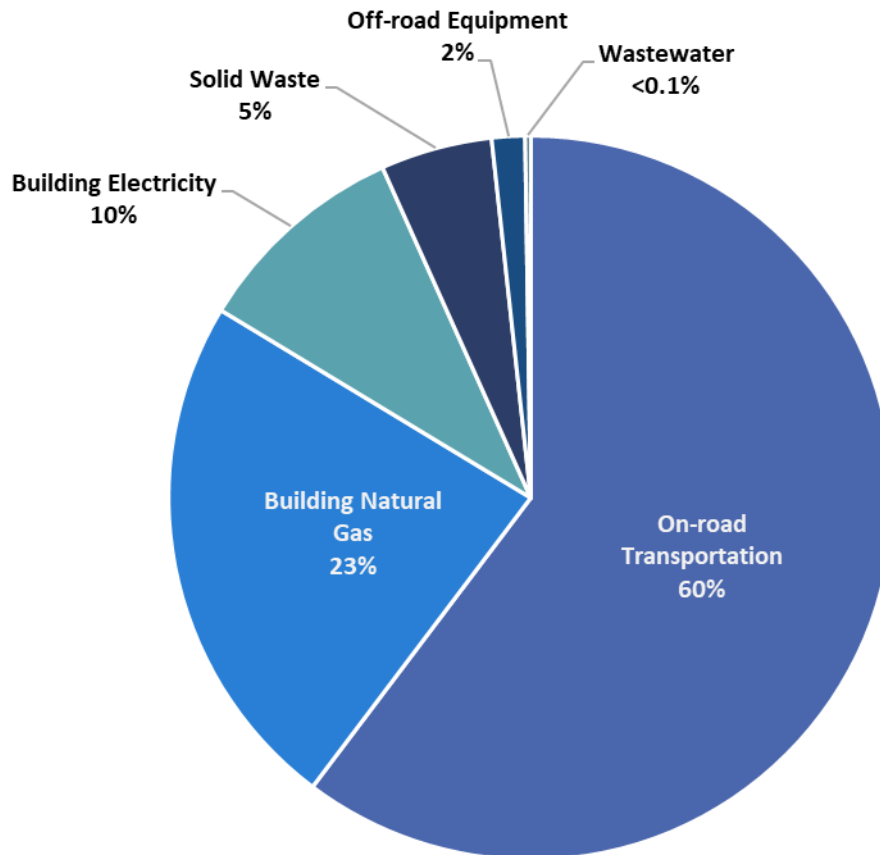


Table 23 2005 Community GHG Emissions Inventory

GHG Emissions Sector	GHG Emissions Subsector	Activity Data		Emission Factor		GHG Emissions (MT CO ₂ e)
Energy	Residential Electricity	32,643,291	kWh	0.000114	MT CO ₂ e/kWh	3,733
	Residential Electricity T&D	1,143,166	kWh	0.000114	MT CO ₂ e/kWh	131
	Nonresidential Electricity	73,612,798	kWh	0.000114	MT CO ₂ e/kWh	8,418
	Nonresidential Electricity T&D	2,576,448	kWh	0.000114	MT CO ₂ e/kWh	295
	Residential Natural Gas	2,685,714	therms	0.005311	MT CO ₂ e/therm	14,265
	Residential Natural Gas Leaks	75,578	therms	0.053067	MT CO ₂ e/therm	4,011
	Nonresidential Natural Gas	1,805,047	therms	0.005311	MT CO ₂ e/therm	9,587
	Nonresidential Natural Gas Leaks	50,795	therms	0.053067	MT CO ₂ e/therm	2,696
Transportation	Passenger VMT	120,431,986	VMT	0.000445	MT CO ₂ e/mile	53,592
	Commercial VMT	19,590,355	VMT	0.001270	MT CO ₂ e/mile	24,880
	Bus VMT	226,557	VMT	0.001555	MT CO ₂ e/mile	352
	Passenger EVMT	18,599	kWh	0.000057	MT CO ₂ e/kWh	2
	Commercial EVMT	0	kWh	0.000057	MT CO ₂ e/kWh	0
	Bus EVMT	0	kWh	0.000057	MT CO ₂ e/kWh	0
	Off-road Diesel	40,261	Gallons	0.010472	MT CO ₂ e/gal	422
	Off-road Gasoline	166,107	Gallons	0.009146	MT CO ₂ e/gal	1,519
	Off-road Natural Gas	0	Gallons	0.000000	MT CO ₂ e/gal	0
Solid Waste	Landfill Methane	16,750	Wet short tons	0.378000	MT CO ₂ e/ton	6,332
	Process Emissions	16,750	Wet short tons	0.011000	MT CO ₂ e/ton	184
Wastewater	Stationary Combustion	4,140,432	scf	0.0000002	MT CO ₂ e/scf	1
	Process N ₂ O Emissions	15,960	persons	0.000848	MT CO ₂ e/person	14
	Effluent Discharge Fugitive N ₂ O	15,960	persons	0.019413	MT CO ₂ e/person	310
Water ¹	Groundwater	-	kWh	-	MT CO ₂ e/kWh	-
	Surface Water	-	kWh	-	MT CO ₂ e/kWh	-
Total						130,743

Notes: VMT = vehicle miles traveled; EVMT = electric vehicle miles traveled; kWh = kilowatt hour; MT CO₂e = Metric tons of carbon dioxide equivalent; gal = gallons

1. Water sector activity data is included for informational purposes but is not included in total inventory GHG emissions to avoid double counting

Figure 4 2010 Updated Inventory GHG Emissions by Sector

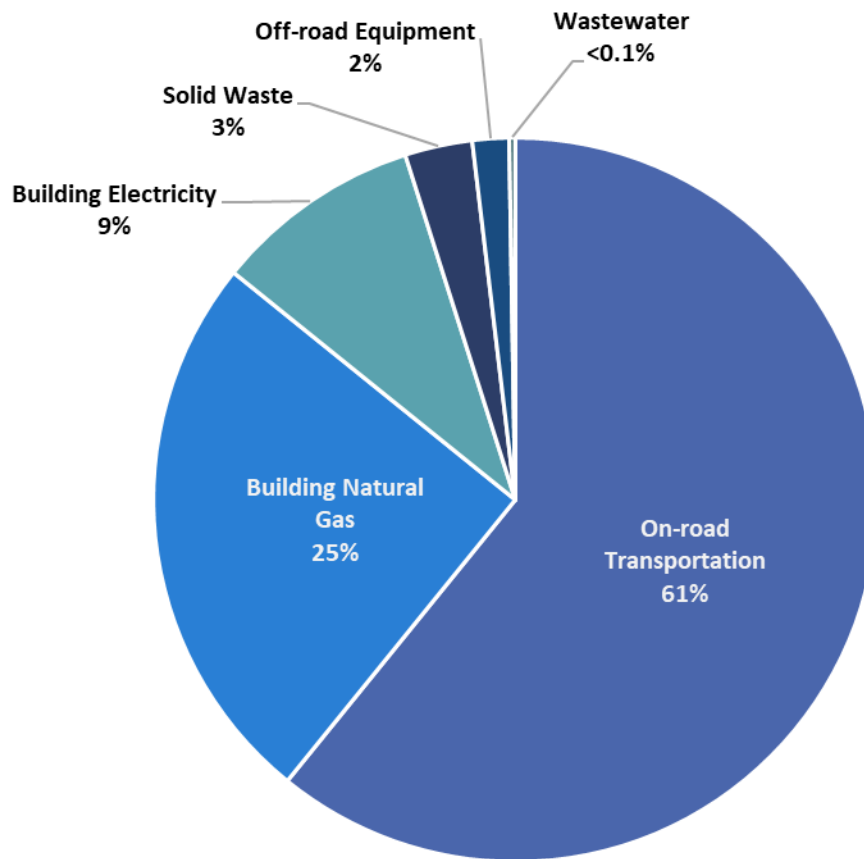


Table 24 2010 Community GHG Emissions Inventory

GHG Emissions Sector	GHG Emissions Subsector	Activity Data		Emission Factor		GHG Emissions (MT CO ₂ e)
Energy	Residential Electricity	36,583,840	kWh	0.000102	MT CO ₂ e/kWh	3,720
	Residential Electricity T&D	1,281,379	kWh	0.000102	MT CO ₂ e/kWh	130
	Nonresidential Electricity	70,017,335	kWh	0.000102	MT CO ₂ e/kWh	7,119
	Nonresidential Electricity T&D	2,450,609	kWh	0.000102	MT CO ₂ e/kWh	249
	Residential Natural Gas	2,708,159	therms	0.005311	MT CO ₂ e/therm	14,384
	Residential Natural Gas Leaks	76,210	therms	0.053067	MT CO ₂ e/therm	4,044
	Nonresidential Natural Gas	1,725,280	therms	0.005311	MT CO ₂ e/therm	9,164
	Nonresidential Natural Gas Leaks	48,551	therms	0.053067	MT CO ₂ e/therm	2,576
Transportation	Passenger VMT	116,543,060	VMT	0.000434	MT CO ₂ e/mile	50,580
	Commercial VMT	18,321,286	VMT	0.001222	MT CO ₂ e/mile	22,389
	Bus VMT	382,721	VMT	0.001562	MT CO ₂ e/mile	598
	Passenger EVMT	26,994	kWh	0.000044	MT CO ₂ e/kWh	3
	Commercial EVMT	0	kWh	0.000044	MT CO ₂ e/kWh	0
	Bus EVMT	67	kWh	0.000044	MT CO ₂ e/kWh	0
	Off-road Diesel	48,514	Gallons	0.010473	MT CO ₂ e/gal	508
	Off-road Gasoline	161,156	Gallons	0.009146	MT CO ₂ e/gal	1,474
	Off-road Natural Gas	0	Gallons	0.000000	MT CO ₂ e/gal	0
Solid Waste	Landfill Methane	9,369	Wet short tons	0.378000	MT CO ₂ e/ton	3,541
	Process Emissions	9,369	Wet short tons	0.011000	MT CO ₂ e/ton	103
Wastewater	Stationary Combustion	4,119,418	scf	0.0000002	MT CO ₂ e/scf	1
	Process N ₂ O Emissions	15,879	persons	0.000848	MT CO ₂ e/person	13
	Effluent Discharge Fugitive N ₂ O	15,879	persons	0.019413	MT CO ₂ e/person	308
Water ¹	Groundwater	-	kWh	-	MT CO ₂ e/kWh	-
	Surface Water	-	kWh	-	MT CO ₂ e/kWh	-
Total						120,905

Notes: VMT = vehicle miles traveled; EVMT = electric vehicle miles traveled; kWh = kilowatt hour; MT CO₂e = Metric tons of carbon dioxide equivalent; gal = gallons

1. Water sector activity data is included for informational purposes but is not included in total inventory GHG emissions to avoid double counting

4 Community GHG Inventories Comparison

The table below presents the comparative summary of GHG emissions results for the Ukiah 2005, 2010, and 2022 Community GHG inventories. Emissions dropped significantly between the years of 2005 and 2010 primarily due to a large decrease in the tons of waste sent to landfill as well as decreased VMT in 2010 that occurred as a result of increased unemployment related to the 2008 economic recession. Notably, community GHG emissions rose to above 2005 levels in 2022 largely as a result of increased electricity sector emissions. This increase is attributable to significant changes in Ukiah's electric utility grid mix in which 46.20 percent of energy was sourced from unspecified power supplies in the 2022 inventory year. The notable rise may be attributable to the passing of Assembly Bill 1110, which changes CEC methodology for classifying unspecified power beginning in the 2019 power disclosure reporting year. According to these changes, unspecified power encompasses electricity that lacks traceability to specific generation sources through an auditable contract trail or equivalent. This includes energy initially obtained as a bundled eligible renewable product, where the associated Renewable Energy Credits (RECs) are subsequently resold separately as unbundled RECs. It also includes electricity from traceable open market transactions which have no upfront contractual intention to procure electricity from a specified resource. Despite diverse electricity sources falling under unspecified power, unspecified power is attributed to an emissions factor akin to that of a natural gas generator by the CEC.²¹ Therefore, as Ukiah brings more traceable renewable energy sources online to meet regional renewable portfolio goals, a decrease in Ukiah's future electric grid emissions factor and, thus, a decrease in overall GHG emissions is anticipated.

²¹ California Energy Commission (CEC). 2023. PSD Frequently Asked Questions. Available at: <https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/psd-frequently-asked-questions>

Figure 5 Ukiah Community Inventory GHG Emissions Comparison by Sector

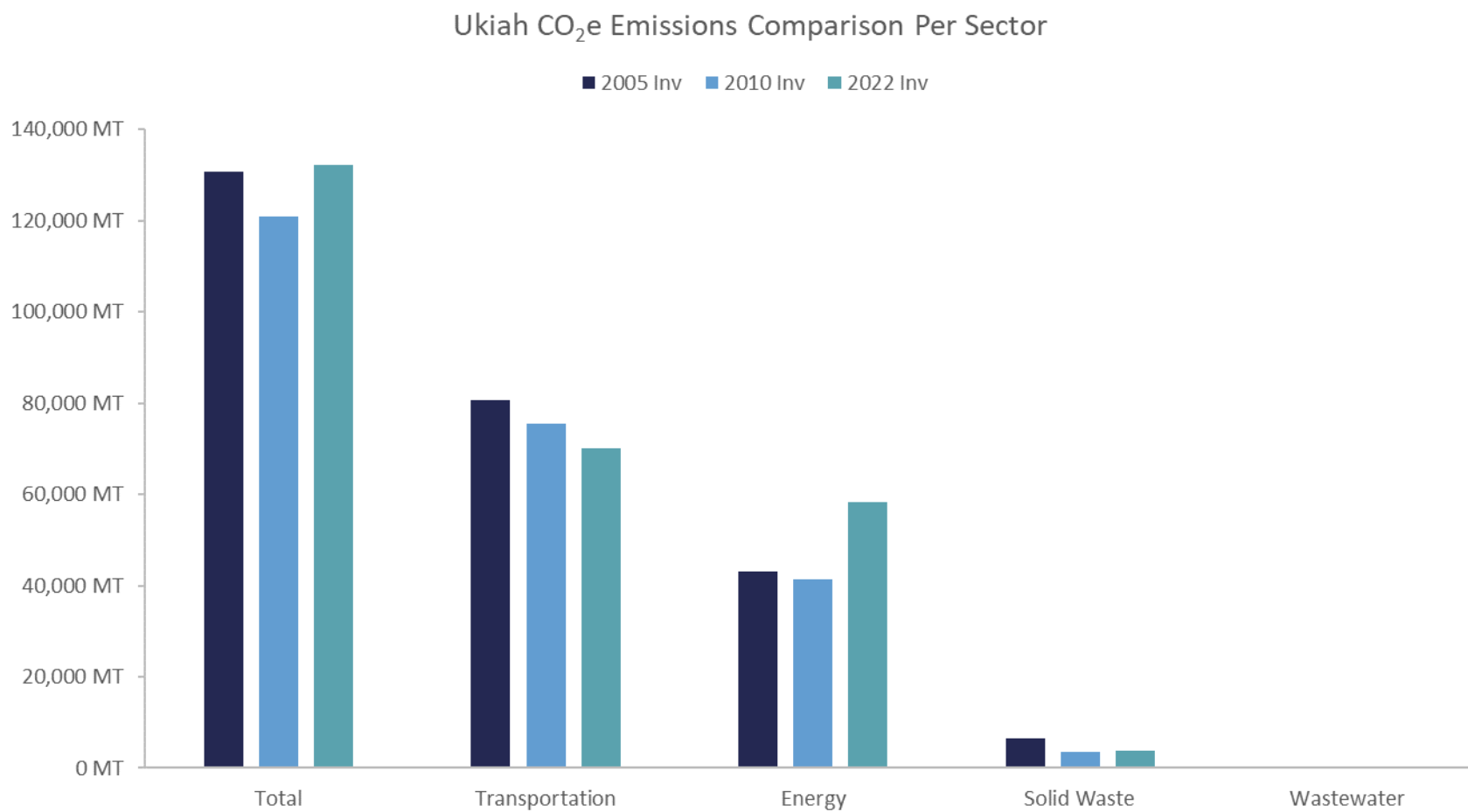


Table 25 Comparative Community GHG Emissions Inventories Summary

GHG Emissions Sector	GHG Emissions Subsector	GHG Emissions (MT CO ₂ e)		
		2005	2010	2022
Energy	Residential Electricity	3,733	3,720	9,841
	Residential Electricity T&D	131	130	418
	Nonresidential Electricity	8,418	7,119	19,372
	Nonresidential Electricity T&D	295	249	799
	Residential Natural Gas	14,265	14,384	12,345
	Residential Natural Gas Leaks	4,011	4,044	3,471
	Nonresidential Natural Gas	9,587	9,164	9,458
	Nonresidential Natural Gas Leaks	2,696	2,576	2,659
Transportation	Passenger VMT	53,592	50,580	43,890
	Commercial VMT	24,880	22,389	21,979
	Bus VMT	352	598	455
	Passenger EVMT	2	3	300
	Commercial EVMT	0	0	0
	Bus EVMT	0	0	0
	Off-road Diesel	422	508	1,742
	Off-road Gasoline	1,519	1,474	1,684
	Off-road Natural Gas	0	0	0
Solid Waste	Landfill Methane	6,332	3,541	3,764
	Process Emissions	184	103	110
Wastewater	Stationary Combustion	1	1	1
	Process N ₂ O Emissions	14	13	30
	Effluent Discharge Fugitive N ₂ O	310	308	-
Water	Groundwater	-	-	-
	Surface Water	-	-	-
Total		130,743	120,905	132,323

Notes: VMT = vehicle miles traveled; EVMT = electric vehicle miles traveled; kWh = kilowatt hour; MT CO₂e = Metric tons of carbon dioxide equivalent; gal = gallons

M E M O R A N D U M

Date: July 30, 2024

To: City of Ukiah (Craig Schlatter, Blake Adams)

Via: email

From: Rincon Consultants, Inc. (Kelsey Bennett, Joanna Thelen, Erica Linard)

Subject: **Final Ukiah GHG Forecast-Targets Memorandum**

This memorandum has been prepared for the City of Ukiah (City) and presents the data, methods, and results for the greenhouse gas (GHG) emissions forecast and targets. Included is an analysis of findings and trends in Ukiah communitywide GHG emissions developed to support the 2024 Ukiah Climate Action Plan (CAP).

California (the State) has set Statewide GHG emissions reduction goals to mitigate negative climate change impacts and transition the State to a low-carbon economy. In particular, the State has established goals to reduce Statewide GHG emissions 40 percent below 1990 levels by 2030, as established by Senate Bill (SB) 32 and achieve net zero GHG emissions as soon as possible, but no later than 2045, as established by Assembly Bill (AB) 1279.¹ The California Air Resources Board (CARB) is the agency responsible for addressing these goals and developing strategies to achieve them. Local jurisdictions throughout the State are completing local GHG inventories, forecasts, and CAPs to align with SB 32 and AB 1279.

Local governments play a fundamental role in reducing local GHG emissions and preparing for a more resilient future. Local government policies can influence high-emissions behavior and mitigate climate change effects.² To this end, Ukiah is building upon its draft 2014 CAP to develop a 2024 CAP that aligns with SB 32 and AB 1279 goals, increases resilience and climate change preparedness, maintains healthy air and water resources, and improves community health and the local economy. Development of the 2024 CAP also serves to meet climate goals established by the City's *Endorsing Climate Emergency Action Resolution* adopted in 2022.³ The 2024 CAP will include Ukiah's updated 2005 and 2010 GHG Inventories with current accounting methodologies, the 2022 GHG inventory update,⁴ and the associated GHG emissions forecast and targets included in this memorandum.

Based on the 2022 GHG inventory memorandum prepared for by Rincon Consultants, Inc. (Rincon) for the City of Ukiah (City) and dated January 12, 2024, Rincon developed forecasted emission levels in 2030, 2035, 2040, and 2045. The emissions forecast provides an up-to-date projection of how GHG emissions are expected to change for Ukiah based on forecasted changes in population and employment, as well as existing State and federal legislation aimed at reducing GHG emissions through 2045. This memorandum also presents provisional GHG targets and a gap analysis that identifies the level of GHG emissions reduction that will need to be achieved through local action to meet the GHG emissions reduction targets.

Ukiah does not have a 1990 forecast. Therefore, to set Ukiah emissions targets in alignment with State goals, Ukiah GHG emission levels were back cast from the 2022 GHG inventory to estimate a 1990 level. The analysis in this memorandum relies on the best available data and calculation methodologies currently available.

¹ AB 1279 defines net zero GHG emissions as reducing GHG emissions at least 85 percent below 1990 levels. California also set a goal to reach 1990 levels by 2020, as established by AB 32. The 2020 goal set by AB 32 was achieved by the State in 2016. CARB. Frequently Asked Questions – California's 2022 Climate Scoping Plan. https://ww2.arb.ca.gov/sites/default/files/2022-06/2022_Scoping_Plan_FAQ_6.21.22.pdf

² CARB. California's 2022 Climate Change Scoping Plan. https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf

³ City of Ukiah. 2022. Endorsing Climate Emergency Action Resolution. Available at: <https://cityofukiah.com/wp-content/uploads/2022/10/2022-44-Climate-Resolution.pdf>

⁴ Ukiah Community GHG Inventories: Final Greenhouse Gas Emissions Inventories Report. Published January 12, 2024.

GHG Forecast

A GHG emissions inventory sets a reference point for a single year; however, annual GHG emissions change over time due to factors such as population and job growth as well as new technologies and policies. A GHG emissions forecast estimates future GHG emission changes by accounting for projected community growth. Calculating the difference between the GHG emissions forecast and GHG emissions reduction targets set by a jurisdiction determines the gap in GHG emissions that needs to be closed through the implementation of local GHG reduction policies. This section includes an estimate of the future emissions for Ukiah in the years 2030, 2035, 2040 and 2045 in a *business-as-usual scenario* (BAU) forecast and a *legislative adjusted scenario* (adjusted) forecast that are defined as follows:

- **Business-as-usual scenario:** Provides a forecast of how future GHG emissions would change if current activities continued as they did in 2022 absent of any policies or legislation that would reduce local emissions. The BAU forecast is based on growth trends projected in population, housing, employment, and transportation activity over time, consistent with regional projections.
- **Legislative-adjusted scenario:** Provides a forecast of how currently adopted State legislation would reduce GHG emissions from the business-as-usual scenario. The legislative adjusted scenario represents the State's contribution to reducing local GHG emissions to meet state goals.

Business-as-usual GHG Forecast Scenario

For the BAU forecast, future GHG emissions were calculated by multiplying projected activity data with the baseline emission factors utilized in the 2022 community GHG emissions inventory. Several indicator growth rates were developed from 2022 activity data and applied to demographic projections to project future activity data. Demographics applied to the growth factors are based on projected estimates provided by GHD for population and employment.⁵ GHD estimated Ukiah's 2045 population based on Department of Finance (DOF) 2022 data and population growth rates established in the 2022 Ukiah General Plan.⁶ Employment projections from GHD are based on 2022 data from the State of California Employment Development Department (EDD)⁷ and projected land use outlined in the 2022 Ukiah General Plan.⁸ Household growth was estimated using GHD population projects and assuming the proportion of people per household in 2030, 2035, 2040, and 2045 is consistent with 2022 proportions, approximately 2.42 people per household. Projected number of households were then adjusted to account for the 6th Cycle Regional Housing Needs Assessment (RHNA) allocation for Ukiah between 2019 and 2027. As such, the number of households in Ukiah is expected to grow by 239 units between 2019 and 2027 and was applied to 2030-2045 projected number of households.⁹

On-road transportation VMT projections utilize data provided by GHD and allocated to passenger, commercial, and bus vehicle types based on the percent of total vehicle miles travelled (VMT) as provided by the CARB Emission FAcTtor (EMFAC 2021) model. Off-road fuel use was projected using data provided in the CARB OFFROAD 2021 model. A summary of the demographics and projection metrics for each forecast year in the BAU forecast are provided in Table 1.

⁵ GHD. Population and employment projections for Ukiah provided via email on May 21, 2024.

⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan. Available:

https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf

⁷ Employment Development Department, State of California. Labor Market Information.

<https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>

⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf

⁹ City of Ukiah. 2019. Housing Element Update 2019-2027, Table 3.1. <https://cityofukiah.com/wp-content/uploads/2021/11/City-of-Ukiah-2019-2027-Housing-Element-Update-full-CERTIFIED-120519.pdf>

Table 1 BAU Forecast Demographic and Projection Metrics by Forecast Year

Metric	Data Source	2022	2030	2035	2040	2045
Population ¹	DOF and GHD	15,929	17,834	19,025	20,216	21,407
Employment ¹	EDD and GHD	6,800	9,632	11,402	13,172	14,942
Service Population ²	Calculated	22,729	27,466	30,427	33,388	36,349
Households ³	Calculated with 6th Cycle RHNA Allocation	6,589	7,616	8,109	8,601	9,094
Passenger Annual VMT ⁴	GHD	123,285,957	150,757,738	166,979,012	182,605,717	197,679,597
Commercial Annual VMT ⁴	GHD	17,898,549	18,643,436	20,053,455	22,060,076	24,622,799
Bus Annual VMT ⁴	GHD	323,308	341,396	352,702	364,007	375,312
Off-road gasoline usage (gallons)	CARB OFFROAD2021	183,909	202,942	212,707	222,277	232,457
Off-road diesel usage (gallons)	CARB OFFROAD2021	166,350	170,014	176,372	182,227	189,030
Off-road natural gas usage (gallons)	CARB OFFROAD2021	–	–	–	–	–

Notes: VMT = vehicle miles traveled; RHNA = Regional Housing Needs Allocation; Demographics for 2030 and 2045 are quantified assuming growth rate remains consistent between the years of 2035-2045

1. Projection data for 2030, 2035, and 2040 are determined based on a linear interpolation between 2022 and 2045 data points.
2. Service population is calculated as the combined total number of employees and residents.
3. Households are estimated based on multiplying the proportion of people per household with GHD provided population projection data. The number of people per household was determined using Department of finance 2022 population and household data (<https://dof.ca.gov/forecasting/demographics/estimates/>) consistent with the Ukiah 2022 Community GHG Inventory.
4. GHD VMT data is reported as an aggregate weekday total VMT across vehicles classes attributable to Ukiah using origin-destination methodology. VMT was linearly interpolated between 2022 (407,804 miles/weekday) and 2045 (641,723 miles/weekday) and then annualized using 347 days per year to estimate the total VMT for the years 2030, 2035, and 2040. The total VMT for each year was then allocated to passenger, commercial, and bus vehicle classes based on their respective proportions of VMT in the given year as provided by the EMFAC2021 v1.1 model.

A description of the demographic metrics used to project activity data and associated growth factors for each forecasted GHG emission source in the 2022 community GHG emissions inventory are provided in Table 2.

Table 2 GHG Emission Sources and Growth Factors for BAU Scenario Forecast

GHG Emissions Source	Demographic Projection Metric	Growth Factor	Value	Units
Energy¹				
Residential Natural Gas Consumption	Households	Natural Gas Consumption per Household	353	therms
Non-residential Natural Gas Consumption	Employment	Natural Gas Consumption per Job	262	therms
Residential Electricity Consumption	Households	Electricity Consumption per Household	5,375	kWh
Non-residential Electricity Consumption	Employment	Electricity Consumption per Job	10,246	kWh
Residential Natural Gas Leaks	Households	Natural Gas Leakage per Household	10	therms
Non-residential Natural Gas Leaks	Employment	Natural Gas Leakage per Job	7	therms
Transportation				
On-Road Passenger Vehicles ²	N/A	N/A	N/A	miles
On-Road Commercial Vehicles ²	N/A	N/A	N/A	miles
On-Road Buses ²	N/A	N/A	N/A	miles
Off-Road Equipment ³	N/A	N/A	N/A	gallons
Water & Wastewater⁴				
Imported Water Supply Electricity Consumption ⁵	Service Population	Imported Potable Water Supply Electricity Consumption per Service Person	N/A	kWh
Wastewater Electricity Consumption ⁶	Service Population	Wastewater Electricity Consumption per Service Person	N/A	kWh
Wastewater Process and Fugitive Emissions	Service Population	Wastewater Process and Fugitive Emissions per Service Person	0.0014	MT CO ₂ e
Solid Waste				
Solid Waste Disposal	Service Population	Solid Waste Disposed per Service Person	0.17	tons

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; kWh = kilowatt-hour; VMT = vehicle miles traveled; N/A = Not Applicable; SP = Service Population – the combined total number of employees and residents in Ukiah

1. Electricity T&D growth factor is not included as GHG emissions from electricity T&D are added to each forecasted year's total electricity amount.
2. Annual Vehicle Miles Traveled (VMT) for each forecast year are obtained from GHD's VMT analysis.
3. Fuel consumption for each forecasted year are obtained from the CARB OFFROAD2021 Model.
<https://arb.ca.gov/emfac/offroad/emissions-inventory/1e9a074105b677b748642cf9845d36da67986744>
4. According to the Ukiah 2022 Community GHG Inventory Report, electricity emissions associated with local water consumption and wastewater generation are captured within the energy sector, thus GHG emissions were not quantified to avoid double counting. As such, forecasted GHG emissions from water and wastewater are included in the energy sector of this memorandum.
5. Imported Water Supply Electricity Consumption was excluded in Ukiah's inventory to avoid double counting.
6. Wastewater Electricity Consumption was excluded in Ukiah's inventory to avoid double counting.

Using the above demographic and projection metrics in Table 1, multiplied by the growth factors in Table 2 and the 2022 community GHG inventory emission factors, the BAU forecast can be calculated. In the BAU forecast, GHG emissions are expected to increase through 2045. A summary of the BAU forecast results by GHG emission sector is provided in Table 3.

Table 3 BAU Forecast Results Summary by Emission Sector

GHG Emissions Source	2022	2030	2035	2040	2045
Energy	58,368	75,882	86,236	96,591	106,946
Residential Electricity + T&D	10,265	11,866	12,634	13,402	14,170
Nonresidential Electricity + T&D	20,171	28,572	33,822	39,073	44,323
Residential Natural Gas	12,345	14,269	15,192	16,115	17,038
Residential Natural Gas Leaks	3,471	4,012	4,271	4,531	4,790
Nonresidential Natural Gas	9,458	13,396	15,858	18,320	20,781
Nonresidential Natural Gas Leaks	2,659	3,766	4,459	5,151	5,843
Transportation	70,050	81,050	88,768	96,998	105,728
On-road Passenger Vehicles	44,190	54,037	59,851	65,452	70,855
On-road Commercial Vehicles	21,979	22,894	24,626	27,090	30,237
On-road Buses	455	480	496	512	528
Off-road Equipment	3,426	3,639	3,795	3,944	4,108
Water and Wastewater	31	37	41	45	49
Imported Water Supply	N/A	N/A	N/A	N/A	N/A
Wastewater Process and Fugitive Emissions	31	37	41	45	49
Wastewater Electricity + T&D	N/A	N/A	N/A	N/A	N/A
Solid Waste	3,873	4,681	5,185	5,690	6,195
Solid Waste Disposal	3,873	4,681	5,185	5,690	6,195
Total GHG Emissions	132,323	161,649	180,231	199,324	218,918

Notes: All values are presented in metric tons of carbon dioxide equivalent (MT CO_{2e})

Legislative-adjusted GHG Forecast Scenario

Several federal and State regulations have been enacted that would reduce Ukiah's GHG emissions below the BAU forecasted levels in 2030, 2035, 2040 and 2045. The impact of these regulations was quantified and incorporated into the adjusted forecast to provide a more accurate depiction of future emissions growth and the GHG emission reduction responsibility of Ukiah. State legislation included in the adjusted forecast reduce GHG emissions associated with transportation, building efficiency and renewable electricity. A brief description of each regulation and the methodology used to calculate associated reductions is provided in the following, as well as a description of why specific legislation was included or excluded from this forecast analysis.

GHG Reduction Legislation and Programs

Additional legislative programs are expected to reduce GHG emissions in specific sectors throughout California, as identified in the 2017 Scoping Plan Update. Many of these programs were incorporated into this forecast analysis and are summarized below.

Transportation Legislation

Advanced Clean Cars Program

In January 2012, the California Air Resources Board (CARB) approved a new emissions-control program (the Advanced Clean Cars program) combining the control of smog, soot causing pollutants, and GHG emissions into a single coordinated package of requirements for passenger cars and light trucks model years 2017 through 2025. The 2012 standards will reduce California's GHG emissions by 34 percent in 2025 and is modeled under the CARB EMFAC2021 Model and included in this GHG forecast.¹⁰

Advanced Clean Cars II was approved by CARB in August 2022 and expands the program's roadmap so that by 2035 all new cars and passenger trucks will be zero-emission vehicles (ZEV). While these legislations will lead to an expedited timeline for ZEV adoption in California, modeling data is not yet available in CARB's EMFAC Model, and emissions reductions attributable to the Advanced Clean Cars II program were, therefore, excluded from this GHG forecast.

Advanced Clean Trucks was approved by CARB in June 2020 that sets a zero emission vehicle (ZEV) percent-of-sales requirement on medium- and heavy- duty vehicle manufacturers to promote increased truck ZEV sales from 2024 to 2035. EMFAC models the effect of the Advanced Clean Trucks regulation on ZEV truck penetration and associated GHG emissions and is included in this forecast.

Assembly Bill 1493

Signed into law in 2002, AB 1493 (Pavley Standards) required vehicle manufacturers to reduce GHG emissions from new passenger vehicles and light trucks from 2009 through 2016. The impacts of the Pavley Standards on zero emission vehicle market penetration were incorporated into the EMFAC model starting in 2014 and is included in this forecast.

Innovative Clean Transit

Public transit GHG emissions will be reduced in the future through the Innovative Clean Transit (ICT) regulation, which was adopted in December 2018. The effects of the ICT regulation on GHG emissions are modeled in EMFAC2021 and are included in this forecast.

Energy Legislation

Title 24

In December 2022 the California Energy Commission (CEC) published the new Title 24 2022 Building Efficiency Standards.¹¹ Due to the complexity of the new code there is currently no available model establishing projected efficiency increase as a result of the standard; therefore, the updated 2022 code was not included to provide a conservative estimate of forecasted GHG emissions reductions resulting from efficiency increases and not included in this forecast.

Renewables Portfolio Standard, Senate Bill 100, & Senate Bill 1020

Established in 2002 under SB 1078, enhanced in 2015 by SB 350, and accelerated for the first time in 2018 under SB 100, California's Renewable Portfolio Standard (RPS) requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. The RPS program further requires that by 2045 that 100 percent of total energy procured be a combination of eligible renewable energy resources and zero-carbon resources.

¹⁰ California Air and Resource Board (CARB). 2019. Advanced Clean Cars Summary.. https://ww2.arb.ca.gov/sites/default/files/2019-12/acc%20summary-final_ac.pdf

¹¹ California Energy Commission (CEC). 2023. 2022 Building Energy Efficiency Standards. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>

California's RPS was further accelerated in 2022 by SB 1020 that established additional requirements that procurement from eligible renewable energy resources and zero-carbon resources increase to 90 percent of total procurement by 2035 and 95 percent of total procurement by 2040. The RPS program and SB 1020 were incorporated into this GHG forecast by adjusting the electricity emissions factors for future years.

The City of Ukiah currently provides electricity to Ukiah and is subject to RPS requirements. The City of Ukiah's emission factors adjusted for RPS requirements were used to project emissions through 2045. As the City of Ukiah currently provides all of Ukiah's electricity at a single supply standard, current and forecasted emissions factors remain the same across residential and nonresidential sectors. Table 4 provides the estimated electricity emission factors that would result from SB 100 and SB 1020.

Table 4 City of Ukiah Forecasted RPS and Electricity Emission Factors

Metric	2022	2030	2035	2040	2045
Ukiah Renewables Mix	25.9%	60%	90%	95%	100%
Ukiah Emission Factor (MT CO ₂ e/kWh)	0.00028	0.00015	0.000038	0.000019	0

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; kWh = kilowatt-hour

Waste Legislation

Assembly Bill 939 & Assembly Bill 341

In 2011, AB 341 set the target of 75 percent recycling, composting, or source reduction of solid waste by 2020 calling for the California Department of Resources Recycling and Recovery (also known as CalRecycle) to take a Statewide approach to decreasing California's reliance on landfills. As actions under AB 341 are not assigned to specific local jurisdictions, potential future reductions from the bill were conservatively not included in this forecast.

Assembly Bill 1826

In 2014, AB 1826 set regulations in place requiring California businesses to recycle all of their organic waste starting in April 2016. The bill also required jurisdictions across the State to provide organic waste recycling programs to accommodate diverted waste from local businesses. As Ukiah has already implemented an organics collection program, implementation of AB 1826 compliance is reflected in Ukiah's 2022 community inventory solid waste activity data and is also included in this forecast.

Senate Bill 1383

SB 1383 established a methane emission reduction target for short-lived climate pollutants in various sectors of the economy, including waste. Specifically, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the Statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025.¹² Additionally, SB 1383 requires a 20 percent reduction in "current"¹³ edible food disposal by 2025. Although SB 1383 has been signed into law, compliance with this Senate Bill must occur at the local jurisdiction level rather than the State level. Due to current limitations in local jurisdictions' ability to comply with organic waste targets set by SB 1383, anticipated emissions reductions attributable to the bill are conservatively excluded from this forecast.

Legislative-adjusted Scenario Forecast Results

In the adjusted emissions forecast, the electricity sector experiences a strong downward trend, approaching zero in 2045 due to stringent RPS requirements from SB 100 and SB 1020. Natural gas emissions are expected to continue on an upward trajectory until 2045 due to housing and employment growth projections. This trend is partially offset due to the increasingly stringent efficiency requirements for new residential construction from Title 24. Transportation emissions are expected to continue on an upward trajectory until 2045. As most current regulations

¹² CalRecycle. California's Short-Lived Climate Pollutant Reduction Strategy. <https://calrecycle.ca.gov/organics/slcp/>

¹³ SB 1383 does not specify a baseline year for the 20 percent food recovery target, however, CalRecycle's 2018 Statewide waste characterization studies will be used to help measure the baseline for the State to meet its SB 1383 goals. <https://calrecycle.ca.gov/organics/slcp/faq/foodrecovery/#:~:text=SB%201383%20requires%20the%20state,for%20individual%20jurisdictions%20to%20achieve.>

expire in 2025 or 2030, emissions standards will experience diminishing returns while VMT continues to increase, leading to lower rates of emissions reduction in the transportation sector as 2045 is approached. Wastewater emissions and solid waste emissions are projected to increase through 2045. A detailed summary of the projected GHG emissions under the adjusted forecast by sector and year through 2045 can be found in Table 5.

Table 5 Legislative-adjusted Scenario Forecast Results

GHG Emissions Source	2022	2030	2035	2040	2045
Energy	58,368	55,303	45,083	46,832	48,031
Residential Electricity + T&D ¹	10,265	5,963	1,541	796	0
Nonresidential Electricity + T&D ¹	20,171	14,070	4,017	2,258	0
Residential Natural Gas	12,345	14,134	14,993	15,851	16,709
Residential Natural Gas Leaks	3,471	3,974	4,215	4,457	4,698
Nonresidential Natural Gas	9,458	13,396	15,858	18,320	20,781
Nonresidential Natural Gas Leaks	2,659	3,766	4,459	5,151	5,843
Transportation	70,050	71,106	71,669	74,301	78,482
On-road Passenger Vehicles	44,190	45,323	46,276	48,323	51,001
On-road Commercial Vehicles	21,979	21,732	21,252	21,738	23,145
On-road Buses	455	412	347	296	227
Off-road Equipment	3,426	3,639	3,795	3,944	4,108
Water and Wastewater	31	37	41	45	49
Imported Water Supply	N/A	N/A	N/A	N/A	N/A
Wastewater Process and Fugitive Emissions	31	37	41	45	49
Wastewater Electricity + T&D	N/A	N/A	N/A	N/A	N/A
Solid Waste	3,873	4,681	5,185	5,690	6,195
Solid Waste Disposal	3,873	4,681	5,185	5,690	6,195
Total GHG Emissions	132,323	131,128	121,979	126,868	132,758

Notes: All values are presented in metric tons of carbon dioxide equivalent (MT CO₂e)

1. Emissions are estimated to reduce to zero due to RPS requirements established by SB100 and SB1020 which specify electricity must be procured from 100 percent renewable and carbon free sources by 2045.

Legislative GHG Emissions Reduction Contribution

A summary of the reductions from the BAU forecast that can be expected under the adjusted forecast are provided in Table 6.

Table 6 Summary of Legislative GHG Emission Reductions

Metric	2030	2035	2040	2045
California RPS	17,662	37,529	45,051	53,121
Title 24	3,526	5,608	7,678	9,752
Transportation Legislation (Pavley, Innovative Clean Transit, etc.)	9,334	15,115	19,728	23,287
Total	30,522	58,252	72,456	86,160

Notes: All values are presented in metric tons of carbon dioxide equivalent (MT CO₂e)

Provisional GHG Emissions Targets

GHG reduction targets are used in climate action planning to establish metrics that guide the community's commitment to achieve GHG emissions reductions and help gauge progress reducing emissions over time. California has established Statewide GHG reduction goals for 2030 and 2045, relative to a baseline emissions level. The CARB 2022 Scoping Plan encourages local agencies to take ambitious, coordinated climate action that is consistent with and supportive of the State climate goals.¹⁴ Thus, local agencies are recommended to establish equivalent reduction targets at the local level by establishing communitywide GHG reduction goals for climate action that will help California achieve its 2030 and 2045 goals. CARB has issued several guidance documents concerning the establishment of GHG emission reduction targets for Climate Action Plans (CAP) to comply with California Environmental Quality Act (CEQA) Guidelines section 15183.5(b). CARB also recommends that local targets be a part of the process of developing, monitoring, and updating a CAP.

1990 Level GHG Emissions Back-Cast

Ukiah does not have a 1990 GHG emissions inventory against which to develop GHG reduction targets consistent with SB 32. However, 1990 GHG emissions can be estimated for the community relative to Ukiah's 2022 inventory using a State-level emissions change metric.

Since the 2022 State inventory has not yet been published, Ukiah 1990 GHG emissions have been calculated using the State 2021 GHG emissions inventory¹⁵ as compared to the State GHG emissions inventory in 1990 to calculate approximate percent reduction in Ukiah between 2022 and 1990. This approach assumes that Ukiah communitywide GHG emissions have generally tracked with State GHG emissions over the same timeframe. The calculation is developed using the published Statewide emissions results from CARB¹⁶ after removing emissions from sectors not included in the Ukiah 2022 inventory (i.e., agriculture, aviation, non-specified, industrial). The 1990 GHG emissions back-cast for Ukiah is shown in Table 7.

Table 7 1990 GHG Emissions Back-Cast Calculations

1990 Back-Cast Calculations	
2021 Statewide GHG Emissions (MT CO ₂ e)	231,118,393
1990 Statewide GHG Emissions (MT CO ₂ e)	281,045,086
2021 to 1990 Statewide GHG Emissions Change (%)	17.76%
2022 Ukiah GHG Emissions (MT CO ₂ e)	132,323
1990 Ukiah GHG Emissions (MT CO ₂ e)	160,907

GHG Emissions Reduction Target Setting and Gap Analysis

The purpose of GHG emissions reduction target setting is to develop a trajectory for achieving the State 2030 goal (SB 32) and prepare for the deep decarbonization needed by 2045 in a cost-effective manner by setting an incremental path toward achieving AB 1279 targets. CARB guidance is for jurisdictions to first strive to exceed the SB 32 target of reducing GHG emissions by 40 percent below 1990 levels, while establishing a policy framework to achieve the longer-term target of carbon neutrality by 2045. Target setting is an iterative process that must be informed by the GHG emissions reductions that can realistically be achieved through the development of feasible GHG reduction measures. As part of the ongoing CAP process, Ukiah will develop measures and actions to achieve GHG reductions through regionally applicable and quantifiable strategies. Therefore, targets identified herein should remain provisional until the quantification and analysis of potential GHG reduction measures has been completed.

¹⁴ California Air Resources Board. 2022. California's Climate Change Scoping Plan, p.268. <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

¹⁵ The State 2021 GHG emissions inventory was used, given it's the most recent available Statewide inventory from CARB. It is assumed that the 1990-2021 Statewide emissions change is similar to the 1990-2022 Statewide emissions change, therefore it can be used to estimate 1990 level GHG emissions for Ukiah based on the 2022 community GHG emissions inventory.

¹⁶ CARB. 2023. California GHG Emission Inventory Program. <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

Achieving established targets will require major shifts in how communities within California obtain and use energy, transport themselves and goods, and how the population lives and builds. CEQA Guidelines Section 15183.5(b) requires qualified GHG reduction plans (i.e., plans that allow for CEQA GHG emissions analysis streamlining) to “Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable”. A defensible way (as shown through litigation) to identify such levels is to demonstrate consistency with State targets. To maintain consistency with State targets, Ukiah’s provisional GHG emissions reduction targets are:

- Reduce GHG emissions to 40 percent below 1990 levels by 2030 (SB 32 target year)
- Make substantial progress towards carbon neutrality by 2045 (AB 1279 target year)

With GHG emission reduction targets in place, the communitywide GHG emissions reduction gap that Ukiah will be responsible for through local action can be calculated. Ukiah’s GHG emissions reduction gap is based on the difference between the adjusted forecast and the established GHG emission reduction targets.

Table 8 provides a summary of the GHG emission reduction targets.

Table 8 GHG Emissions Reduction Targets and Gap Analysis

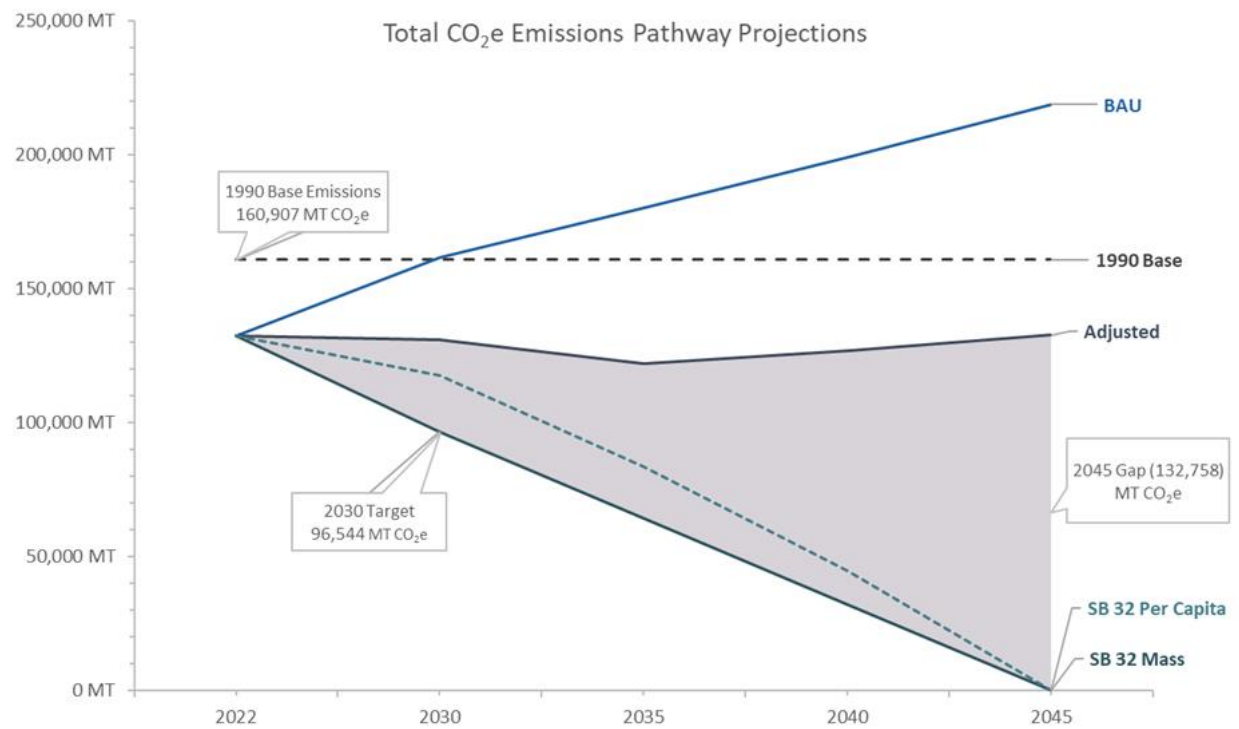
Emissions Forecast or Pathway	2022	2030	2035	2040	2045
Mass Emissions Target Pathway Scenario (MT CO₂e)					
Adjusted Forecast	132,323	131,128	121,979	126,868	132,758
SB 32 Mass Emissions Target Pathway ¹	132,323	96,544	64,363	32,181	0
Remaining Emissions Gap	0	34,583	57,616	94,686	132,758

Notes: MT CO₂e = Metric tons of carbon dioxide equivalent; Emissions have been rounded to the nearest whole number and therefore sums may not match.

1. The target pathway is calculated by reducing 1990 mass emissions by 40% in 2030 and to 0 in 2045. This provisional target pathway is consistent with both SB 32 and a trajectory set forth to achieve AB 1279.

Figure 1 provides a visual representation of forecasted future GHG emissions along with the effects of established State legislation and the remaining gap that Ukiah will be responsible for in order to meet the GHG emission reduction targets set by the State.

Figure 1 GHG Emissions Forecast and Provisional Target Pathways (Mass Emissions)



Appendix D

GHG Reduction Measures Methodology, Modeling, and Evidence



Ukiah Climate Action Plan Appendix D

Greenhouse Gas Emissions Measure Reduction Quantification and Substantial Evidence

prepared for

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1 Introduction

This technical report presents the quantification and substantial evidence that supports the greenhouse gas (GHG) emissions reduction potential of Ukiah's **Climate Action Plan (CAP)**. This report also supports the CAP's classification as a qualified GHG reduction plan. The CAP is Ukiah's community plan to reduce GHG emissions and address climate change. It includes **Measures** with numeric targets to reduce GHG emissions and **Actions** under each Measure that the City will implement through 2045 to reduce GHG emissions and make substantial progress towards the State's carbon neutrality goal.

Section 15183.5(b)(1) of the California Environmental Quality Act (CEQA) guidelines establishes several criteria which a plan must meet to be considered a qualified GHG reduction plan and allow for programmatic CEQA streamlining of project GHG emissions. This report details the evidence substantiating the GHG emissions reduction associated with the CAP measures pursuant to Subsection (D) which requires measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified GHG emissions level. This report demonstrates the Measures in the CAP provide the GHG emissions reduction necessary to meet Ukiah's 2030 GHG emission reduction target, which aligns with the State's GHG emission reduction goal established by Senate Bill (SB) 32 and make substantial progress towards the region's 2045 target which aligns with the State's goal established Assembly Bill (AB) 1279.¹

Mechanisms to monitor the implementation of the CAP and progress toward achieving the Ukiah's GHG emission reduction targets are included in the CAP, as required in CEQA Guidelines Section 15183.5(b)(e). If, based on the tracking of community GHG emissions, Ukiah is not on track to reach the 2030 GHG emissions reduction specified in this report, the CAP as a whole or specific Measures and Actions will be amended. Based on these amendments, a CAP Update will be prepared that includes altered or additional Measures and Actions supported by substantial evidence, that with implementation can achieve the region's 2030 GHG emission reduction target and make substantial progress towards Ukiah's 2045 target.

1.1 GHG Emission Reduction Targets

The City of Ukiah's GHG emissions reduction targets align with California's goal to reduce GHG emissions 40 percent below 1990 levels by 2030 (SB 32) and California's goal to achieve carbon neutrality by 2045 (AB 1279) defined as achieving carbon neutrality by reducing GHG emissions at least 85 percent below 1990 levels and removing or sequestering the remaining GHG emissions.

Ukiah's short- and long-term GHG emission reduction targets are:

- Reduce GHG emissions 40 percent below 1990 levels by 2030; and
- Achieve carbon neutrality by 2045.

1.2 Measures and Actions Organization

As part of the CAP process, the City of Ukiah has developed a comprehensive set of Measures and Actions to reduce communitywide GHG emissions to achieve the Ukiah's 2030 GHG emission reduction target and make substantial progress towards Ukiah's 2045 target. The Measures are organized around a set of five **Sectors** to reduce GHG emissions. Each **Measure** is then supported by a set of **Actions**. The structure of the mitigation Sectors, Measures, and Actions are as follows:

¹ SB 32 established the State goal to reduce GHG emission 40 percent below 1990 levels by 2030. AB 1279 established the State goal to achieve carbon neutrality by 2045. The State defines carbon neutrality as net zero carbon emissions, which is achieved by reducing GHG emissions at least 85 percent below 1990 levels and removing the remaining emissions.

- **Sector:** Sectors define the GHG emissions category in which the GHG reductions will take place and include Building Energy; Transportation; Solid Waste; Water Resources; and Carbon Sequestration.
- **Measures:** Measures are long-range policies that the City has established to ultimately reduce GHG emissions in line with the State's goals.
- **Actions:** Actions are the discrete steps that the region will take to achieve the established Measures.

The Measures and Actions can be either quantitative or supportive, defined as follows:

- **Quantitative:** Quantitative Measures result in direct and measurable GHG emissions reductions when their Actions, backed by substantial evidence, are implemented. GHG emissions reductions from these Measures and Actions are justified by case studies, scientific articles, calculations, and other third-party substantial evidence that establish the effectiveness of the reduction Actions. Quantitative Measures can be summed to quantify how the Ukiah will meet its 2030 GHG emission reduction target and demonstrate progress towards the 2045 target.
- **Supportive:** Supportive Measures may also be quantifiable and have substantial evidence to support their overall contribution to GHG emissions reduction. However, due to one of several factors – including a low GHG emission reduction benefit, indirect GHG emission reduction benefit, or potential for double-counting– they have not been quantified and do not contribute directly to achieving and making progress towards the region's GHG emission reduction targets. Despite not being quantified, supportive Measures are nevertheless critical to the overall success of the CAP and provide support so that the quantitative Measures will be successfully implemented.

This report outlines both the quantitative and supportive Measures, detailing how each contributes to achieving Ukiah's 2030 GHG emission reduction target and advancing significant progress toward the City's 2045 target.. This report primarily focuses on the quantitative Actions that enable each Measure; however, it does also detail some of the supportive Actions that will aid in implementation. While these supportive Actions do not quantitatively contribute to achieving and making progress towards Ukiah's GHG emission reduction targets, they are nevertheless critical to the overall success of each Measure. Detail on all supportive Actions can be found in the CAP.

1.3 GHG Emissions Reductions

Table 1 summarizes the Measures and the GHG emissions reductions they would achieve in 2030 and 2045 upon the implementation of their Actions.

Table 1 CAP GHG Emissions Reduction Summary by Measure

Measure ID	Measure Text	2030 GHG Emissions Reduction Potential (MT CO ₂ e)	2045 GHG Emissions Reduction Potential (MT CO ₂ e)
Building Energy			
Measure BE-1 ¹	Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045	10,971	0
Measure BE-2	Decarbonize 15% of existing buildings by 2030 and 100% by 2045	4,258	27,920
Measure BE-3	Decarbonize 95% of new building construction by 2026	2,704	15,608
Measure BE-4	Decarbonize 50% of municipal buildings by 2030 and 100% by 2045	Supportive	Supportive
Transportation			
Measure T-1	Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045	373	2,164
Measure T-2	Increase total public transportation mode share to 5% by 2030, and 20% by 2045	997	5,319

Measure ID	Measure Text	2030 GHG Emissions Reduction Potential (MT CO ₂ e)	2045 GHG Emissions Reduction Potential (MT CO ₂ e)
Measure T-3	Reduce local vehicle miles traveled (VMT) from single passenger vehicles	Supportive	Supportive
Measure T-4	Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045	11,847	66,664
Measure T-5	By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20	606	1,541
Measure T-6	Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements	Supportive	Supportive
Water Resources			
Measure WR-1	Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption	Supportive	Supportive
Solid Waste			
Measure SW-1	Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030	3,511	4,646
Measure SW-2	Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030	190	228
Carbon Sequestration			
Measure CS-1	Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045	149	1,635
Measure CS-2	Pursue opportunities to support the City's sustainable economic development goals with an emphasis on creating green jobs within the region	Supportive	Supportive
Total		35,606	125,726

Notes:

1. SB 100 requires the State's electricity sector to achieve 100% renewable and zero-carbon electricity by 2045. By that time, the electricity emission factor will be 0 MTCO₂e/kWh. As estimated emissions reductions are based on reductions applicable in the target year, as opposed to cumulative GHG emissions reductions, this results in no additional reductions in 2045 beyond the state-mandated baseline.

Together, the Measures and Actions in the CAP provide Ukiah with the GHG emissions reduction necessary to achieve Ukiah’s 2030 GHG emissions reduction target (see Table 2). However, the 2045 GHG emissions reduction quantified at the time of this report are not sufficient to meet Ukiah’s 2045 target of carbon neutrality. This projected shortfall² is due to a combination of limitations at this time in the regulatory and technological capacity for GHG reductions at this time and future regional growth and the associated GHG emissions.³ Additionally, the expiration of transportation-related State requirements between 2025 and 2030 results in diminishing returns in GHG emissions reduction, especially as vehicle miles travelled (VMT) continues to increase in the community as a result of expected regional growth. This trend further contributes to the challenge of meeting Ukiah’s 2045 carbon neutrality target.

Achieving carbon neutrality will require a combination of new or updated local and state-level policies targeting GHG emissions across all sectors, new direct emissions reduction technologies, implementation of carbon capture and sequestration innovations, and strengthened Measures and Actions that emphasize carbon sequestration, land use management, and insights gained from implementing this CAP. While the CAP may not achieve full carbon neutrality by 2045, it is consistent with the guidance from the Association of Environmental Professionals (AEP) for making “substantial progress” toward long-term GHG reduction targets, as outlined in CEQA Guidelines Section 15183.5.⁴ This approach allows CEQA tiering from GHG Reduction Plans that demonstrate substantial progress in reducing emissions on a path toward long-term reduction goals without requiring full compliance with 2045 targets. Future CAP updates will include new Measures and Actions that the City will implement to close the remaining gap to achieve carbon neutrality.

Table 2 Ukiah GHG Emissions Reductions Pathway

GHG Emissions Forecast or Reduction Target	2030 GHG Emissions (MT CO ₂ e)	2045 GHG Emissions (MT CO ₂ e)
Projected GHG Emissions (Adjusted Forecast) ¹	131,128	132,758
GHG Emissions Reduction from Measure Implementation	(35,606)	(125,726)
GHG Emissions Remaining ²	95,522	7,032
GHG Emissions Reduction Target	96,544	0
Forecasted GHG Emissions Gap ³	(1,022)	7,032
Target anticipated to be met?	Yes	No

Notes: Numeric numbers denoted in parentheses represent negative numbers.

1. See Ukiah Forecast – Targets Memorandum, publish on July 30, 2024, for more information on the adjusted forecast.
2. GHG Emissions Remaining reflects the subtraction of GHG Emissions Reduction from Measure Implementation from Projected GHG Emissions.
3. Forecasted GHG Emissions Gap reflects the difference between GHG Emissions Reduction Target and the GHG Emissions Remaining after measure implementation. Negative values signify that measures achieve GHG reductions beyond the set GHG target.

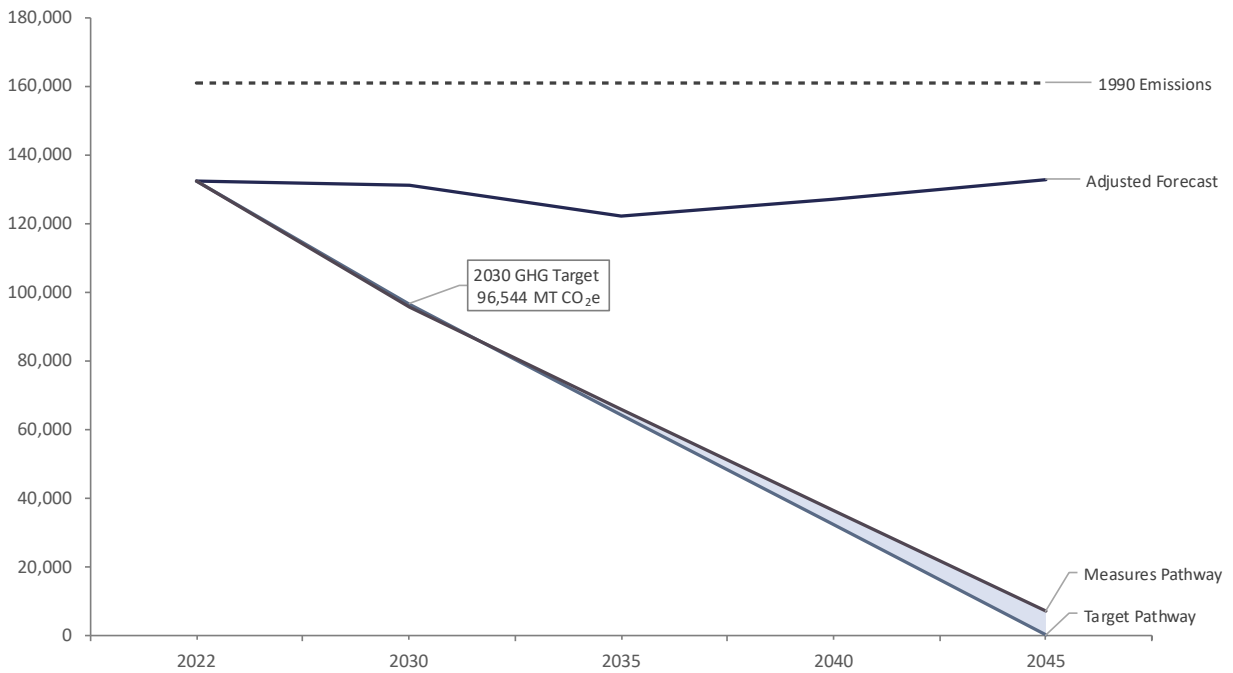
Figure 1 shows Ukiah’s GHG emissions reduction targets in relation to Ukiah’s GHG emissions after implementation of the Measures and Actions included in the CAP. A complete description of each Measure and the quantitative Action is included within the remainder of the report.

² Table 2 shows the projected 2045 GHG emissions reduction shortfall for the City of Ukiah, amounting to 7,032 MT CO₂e. This shortfall represents just 5.3% of the total GHG emissions forecast for 2045, which the City must address to achieve its carbon neutrality goals. For context, 7,032 MT CO₂e is equivalent to either a) 2.1 utility scale wind turbines running for a year or b) 42 acres of U.S. forests preserved from conversion to cropland in one year (EPA Greenhouse Gas Equivalencies Calculator). While this projected shortfall poses a challenge, it is relatively manageable and can be addressed by additive GHG emissions reduction and/or carbon sequestration measures not yet incorporated in this document.

³ For more information regarding impacts of projected regional growth on the community’s GHG emissions, see the Ukiah GHG Forecast - Targets Memorandum published July 30, 2024.

⁴ Association of Environmental Professionals (AEP). 2016. Final White Paper, Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California. Available at: https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf

Figure 1 Ukiah GHG Emissions Reduction Pathway



2 Sector BE: Building Energy

The City of Ukiah's Building Energy strategy focuses on decarbonizing residential and commercial buildings by leveraging the GHG reduction benefits that come from replacing natural gas with increasingly carbon-free and renewable electricity provided by the City. When coupled with renewable and zero-carbon electricity, all-electric buildings eliminate GHG emissions and transition the building system to a zero-emission operational energy footprint. The first measure emphasizes decarbonizing the City's electricity supply at increasing rates up until 2030, after which the City will support the state in achieving 100% renewable electricity, consistent with the SB 100 regulation.

Electrifying Ukiah's building stock consists of transitioning natural gas appliances—the equipment that traditionally heats our water, heats the spaces we live and work in, cooks our food, and dries our clothes—to efficient electric alternatives. Based on this approach, the CAP's Building Energy strategy consists of the Measures presented in Table 3. The table also indicates which Measures are quantitative and which Measures are supportive. The following subsections detail the substantial evidence and calculation methodologies for the quantitative Measures and the role of the supportive Measures.

Table 3 Sector BE: Building Energy GHG Emissions Reduction Summary

Measure ID	Measure	2030 GHG Emissions Reduction (MT CO ₂ e)	2045 GHG Emissions Reduction (MT CO ₂ e)
Measure BE-1 ¹	Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045	10,971	0
Measure BE-2	Decarbonize 15% of existing buildings by 2030 and 100% by 2045	4,258	27,920
Measure BE-3	Decarbonize 100% of new building construction by 2026	2,704	15,608
Measure BE-4	Decarbonize 50% of municipal buildings by 2030 and 100% by 2045	Supportive	Supportive
Total		17,934	43,528

Notes:

1. SB 100 requires the State's electricity sector to achieve 100% renewable and zero-carbon electricity by 2045. By that time, the electricity emission factor will be 0 MTCO₂e/kWh. As estimated emissions reductions are based on reductions applicable in the target year, as opposed to cumulative GHG emissions reductions, this results in no additional reductions in 2045 beyond the state-mandated baseline.

Measure BE-1: Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% carbon-free no later than 2045.

Measure BE-1 aims to increase the share of electricity supplied to Ukiah that is sourced from renewable and carbon-free sources such that 77 percent of all electricity consumed is zero-carbon by 2030, and 100 percent of all electricity is renewable and carbon-free by 2045. The primary Actions that enable this target are:

- **Action BE-1a** which commits the City to evaluate utility-scale battery storage solutions;
- **Action BE-1b** which directs the City to increase local renewable energy supply through increased community adoption of renewable energy solutions, such as residential solar, wind, and battery storage; and,
- **Action BE-1c** which aims to formalize Ukiah's Electric Utility Department resource plan and renewable energy procurement schedule to meet renewable resource targets for 2030 through 2045.

To monitor progress towards the City's procurement goals the City will track completion of the resource plan identified in Action BE-1c which will aid in planning procurement schedules to meet 2030 and 2045 goals. The City will also track the percent renewable content of their utility electricity mix, which is required to be reported to the California Energy Commission (CEC) annually, as the primary performance standard for this measure.

The City of Ukiah provides electricity to its residents through its municipally owned electricity utility, which operates as a department of the City. Under this Measure, the City is committing to increasing the share of electricity procured from eligible renewable and carbon-free sources to 77 percent by 2030, up from 70 percent under existing conditions.^{5,6} Currently, the energy sources supplying Ukiah's grid mix is largely obtained from hydroelectric power generated by the City's own facilities and geothermal energy provided through the Northern California Power Agency (NCPA). The remaining energy needs are supplied by natural gas power plants operated by NCPA, a member utility coalition that includes the City of Ukiah.⁷

The NCPA is a not-for-profit joint powers agency that assists its member communities in delivering reliable, affordable, and sustainable energy. Its mission includes advancing renewable energy procurement and resource planning, with a focus on transitioning to cleaner energy sources. To support long-term resource planning, the NCPA is currently developing an Integrated Resource Plan (IRP), which is anticipated to be released in 2025. Currently, Ukiah primarily relies on NCPA for power procurement outside of the City's hydroelectric generation. However, as a municipally owned utility, Ukiah has the unique flexibility to diversify their energy procurement options. NCPA's IRP will help the City further refine its strategy for achieving an increased renewables energy mix by 2030, though Action BE-1c of this plan includes consideration of additional energy procurement options.

As part of its commitment to increasing renewable energy use, NCPA is actively working to decarbonize its operations by transitioning its natural gas power plants to hydrogen fuel. This effort was recently bolstered by NCPA's selection as a recipient of federal hydrogen hub funding through the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) program⁸. The funding will support the development of on-site hydrogen infrastructure at natural gas power plants to accelerate the transition to hydrogen-based power generation, directly contributing to the City's efforts to reduce emissions associated with the portion of its energy mix currently supplied by natural gas.⁹ In addition to this transition, the City plans to achieve its 77 percent renewable and carbon-free energy goal by implementing strategies such as expanding community solar adoption (**Action BE-1b**).

To support the goal of increasing renewable energy procurement, the City is focusing on expanding incentives for the adoption of alternative energy solutions, including solar, wind, and battery storage. Battery storage plays a crucial role in advancing renewable energy goals by enabling the City to store excess energy generated from intermittent sources like solar and wind. This helps maximize the use of renewable energy and ensures grid resilience during extreme weather events or disruptions.^{10,11} Increased adoption of battery storage, as well as solar installations, will be supported through **Actions BE-1a, BE-1b, and BE-1c** which include integrating storage solutions into long-term planning and providing incentives to encourage community-wide participation.

Reducing the cost of solar and battery storage systems is expected to drive greater adoption by making these technologies more accessible, with demand for each likely increasing as adoption of the other grows. According to the National Renewable Energy Laboratory (NREL), the combination of lower battery costs and the high value of backup power are key factors driving the installation of distributed storage systems. This trend illustrates how solar and battery storage technologies mutually reinforce each other's adoption. As battery storage becomes more affordable, solar energy systems become increasingly viable for homeowners and businesses, as storage helps

⁵ The Ukiah Daily Journal. Renewable energy: Ukiah '70 percent carbon free'. Available at: <https://www.ukiahdailyjournal.com/2015/07/03/renewable-energy-ukiah-70-percent-carbon-free/>

⁶ Ukiah currently procures and generates enough renewable energy to supply 70 percent of Ukiah's grid mix. However, it is important to note that in 2022, the inventory year for Ukiah's Community GHG Inventory, a portion of this supply was designated as unspecified power. Ukiah's power content label is available at: <https://cityofukiah.com/wp-content/uploads/2023/09/City-of-Ukiah-2022-PCL.pdf>

⁷ Information about the generation sources and procurement rates supplying Ukiah's electric grid mix is supported by data developed as part of NCPA's member utility Integrated Resource Plan (IRP), which is currently under development and expected to be released in 2025.

⁸ Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). 2024. Powering California's Transition to Renewable Energy. Available at: <https://archesh2.org/>

⁹ Northern California Power Alliance (NCPA). 2023. California's Alliance for Renewable Clean Hydrogen Energy Systems Awarded Hydrogen Hub Funding by the U.S. Department of Energy. Available at: <https://www.ncpa.com/wp-content/uploads/2023/10/NCPA-Press-Release-ARCHES-Decision-10132023.pdf>

¹⁰ Department of Energy (DOE). 2024. Energy Storage RD&D. Available at: <https://www.energy.gov/oe/energy-storage-rdd#:~:text=Improved%20stability%20and%20reliability%20of,of%20renewable%20energy%20generation%3B%20and>

¹¹ National Renewable Energy Laboratory (NREL). 2019. Grid-Scale Battery Storage, Frequently Asked Questions. Available at: <https://www.nrel.gov/docs/fy19osti/74426.pdf>

manage the intermittent nature of solar energy and maximizes the value of the energy generated. Similarly, as solar installations increase, the demand for battery storage grows to provide backup power and optimize energy use.¹² As part of **Action BE-1b**, the City will offer financial incentives, such as subsidies for low-income households and small businesses in the form of rebates or vouchers, to encourage technology adoption. Additionally, the City may explore other incentive strategies, including streamlined permitting and installation processes and the development of educational materials. By incentivizing solar and battery storage system installations, particularly through financial supports, the City can foster broader community participation in renewable energy adoption, safeguarding equitable access to clean energy solutions. These actions, combined with careful planning and an energy demand forecast, will create a roadmap for long-term growth while addressing equity and reliability concerns.

Table 4 shows the parameters and data sources that support these clean energy GHG emissions reduction and Table 5 shows the calculations as outlined in Equations 1 through 1.1.

Renewable Energy Procurement Equations

Equation 1 $CO_2e\ Reduction_{Elec,y,i} = Total\ Elec_{y,i} * Supply\ Rate_i * (EF_{elec,y,i} - EF_{CF,y})$

Equation 1.1 $Total\ Elec_{y,i} = (Elec_{y,i} + Total\ Elec\ Converted_{y,i}) * (1 + L_{T\&D})$

Table 4 Renewable Energy Procurement Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 1				
$CO_2e\ Reduction_{Elec,y,i}$	Electricity GHG emissions reduction	See Table 5	MT CO ₂ e	Calculated
$Total\ Elec_{y,i}$	Total electricity consumption	See Table 5	kWh	Calculated
$Carbon-free\ Percent_{y,i}$	Percent of electricity obtained from carbon-free sources	See Table 5	percentage	—
$Supply\ Rate_i$	Percent of electricity supplied by Ukiah	—	—	—
$Supply\ Rate_{residential}$	—	100.00%	percentage	Ukiah supplies all electric utility
$Supply\ Rate_{nonresidential}$	—	100.00%	percentage	Ukiah supplies all electric utility
$EF_{elec,y,i}$	Forecasted electricity emission factor	See Table 5	MT CO ₂ e/kWh	Calculated
$EF_{CF,y}$	Electricity emission factor of carbon-free electricity	—	—	—
$EF_{CF,2030}$	—	0.00008631	MT CO ₂ e/kWh	Measure BE-1 2030 target of 77% renewable and zero-carbon sources
$EF_{CF,2045}$	—	0.00	MT CO ₂ e/kWh	Measure BE-1 target, carbon-free by 2045
i	Subsector	Residential or Nonresidential	—	—

¹² National Renewable Energy Laboratory. 2021. Lower Battery Costs, High Value of Backup Power Drive Distributed Storage Deployment. Available at: <https://www.nrel.gov/news/program/2021/lower-battery-costs-high-value-of-backup-power-the-key-drivers-of-distributed-storage-deployment.html>

Variable	Definition	Value	Unit	Data Source
Equation 1.1				
$Elec_{y,i}$	Forecasted electricity consumption	See Table 5	kWh	—
$Elec\ Converted_{y,i}$	Total electricity usage from conversions	See Table 5	kWh	—
$L_{T\&D}$	Electricity transmission and distribution loss percentage	4.12%	Percentage	—

Notes: “—” means either reference not applicable or see references for disaggregated parameter in the following table rows

Table 5 Renewable Energy Procurement GHG Emissions Reduction Calculations

Definition	Definition	Units	Sector	2030	2045 ¹
Equation 1.1					
$Elec_{y,i}$	Forecasted electricity consumption	kWh	Residential	41,659,804	48,686,195
			Nonresidential	91,093,980	135,359,852
$Elec\ Converted_{y,i}$	Electricity usage from conversions, including T&D losses (i.e., building energy and transportation measures)	kWh	Residential	19,678,907	101,481,101
			Nonresidential	12,745,534	72,952,897
$Total\ Elec_{y,i}$	Total electricity consumption	kWh	Residential	63,867,440	156,358,042
			Nonresidential	108,120,367	216,900,580
Equation 1					
$Supply\ Rate_{y,i}$	Percent of electricity supplied by Ukiah	percentage	Residential	100%	100%
			Nonresidential	100%	100%
$EF_{elec,y,i}$	Forecasted electricity emission factor	MT CO ₂ e/kWh	Residential	0.0001501	0.00
			Nonresidential	0.0001501	0.00
$CO_2e\ Reduction_{Elec,y,i}$	Electricity GHG emissions reduction	MT CO ₂ e	Residential	4,074	0
			Nonresidential	6,897	0

Notes:

1. SB 100 requires the State’s electricity sector to achieve 100% renewable and zero-carbon electricity by 2045. By that time, the electricity emission factor will be 0 MTCO₂e/kWh. As estimated emissions reductions are based on reductions applicable in the target year, as opposed to cumulative GHG emissions reductions, this results in no additional reductions in 2045 beyond the state-mandated baseline.

Measure BE-2: Decarbonize 15% of existing buildings by 2030 and 100% by 2045.

Measure BE-2 puts Ukiah on a path to reduce residential and commercial natural gas consumption 15 percent by 2030 and 100 percent by 2045 to reduce GHG emissions through both mandatory and voluntary actions. The primary Actions that enable this level of adoption include:

- **Action BE-2a** which commits the City to adopt a zero-NO_x threshold requiring replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout by 2026; and,
- **Action BE-2b** which directs the City to promote and incentives energy efficient solutions including heat pumps, “cool” building strategies, trees, green roofs, and other nature-based solutions.
- **Action BE-2d** which directs the City to work with PG&E to develop a strategy for the equitable decommissioning of the City’s natural gas system by 2045.

As an initial performance standard, the City will monitor that the energy performance standard is implemented by 2026 following local adoption. Additionally, to gauge the measure's performance in reducing GHG emissions, the City will annually track the natural gas reduced by existing buildings via PG&E's Energy Data Request Portal.

Mandatory Electrification Actions

Action BE-2a commits the City to develop and adopt a zero-nitrogen oxides (zero-NOx) threshold for existing buildings by 2026. A zero-NOx threshold establishes a performance-based emissions limit for existing building systems such as water heating and space heating, requiring these systems to produce no nitrogen oxide emissions¹³. Zero-NOx thresholds developed by the Bay Area Air Quality Management District's (BAAQMD) established limits such that no natural gas appliances currently available on the market meet the threshold.¹⁴ BAAQMD's zero-NOx thresholds underscore this strategy as an effective means of promoting the adoption of all-electric equipment, such as heat pumps for heating and water heating, which inherently produce zero on-site NOx emissions.

The zero-NOx threshold developed under **Action BE-2a** assumes that appliances reaching the end of their useful life will require a retrofit and must comply with the zero-NOx threshold. By regulating emissions rather than banning specific fuel sources, a zero-NOx standard provides a legally robust strategy for reducing GHG emissions in light of the U.S. Court of Appeals for the Ninth Circuit's decision to overturn the City of Berkeley's natural gas regulation.¹⁵ Unlike direct bans, a zero-NOx threshold complies with federal preemption under the Energy Policy and Conservation Act (EPCA) by focusing on the emissions performance of equipment rather than dictating energy type. Additionally, developing a zero-NOx threshold aligns with State initiative as the California Air Resources Board (CARB) is currently developing zero-NOx rules which are anticipated to come into effect by 2030.¹⁶ The zero-emissions standards are being developed by CARB in alignment with 2022 Scoping Plan goals for achieving GHG emissions reductions, and would establish emissions requirements for water and space heating equipment sold in California. Although the State's standards are still under development, it is anticipated that Measure BE-2 will be aligned with the State's standard and stimulate adoption of zero-emissions technologies for building operations.

The quantification of emissions reduction associated with **Action BE-2a** assesses the impact of electrification of water heating and cooling systems. Although there are a range of electric alternatives (e.g. electric resistance space heating, heat pumps), heat pump HVAC and heat pump water heaters are the most cost-effective option on the market due to their significantly higher efficiency (200 to 400 percent) and resulting lower operating costs.^{17,18} **Action BE-2a** is thus assumed to set thresholds that promote installation of electric heat pump HVAC and water heaters at the time of their replacements and save homeowners and property owners costs from duplicative infrastructure upgrades.

Implementing thresholds for electrification of appliances under Measure BE-2 is expected to face challenges with permit compliance, which are required for many energy efficiency improvements (e.g., water heaters, insulation, HVAC systems, duct replacement), as many jurisdictions report that only 8 to 30 percent of HVAC installations are properly permitted.^{19,20} This trend in permit evasion means jurisdictions may face issues achieving compliance with

¹³ Nitrogen oxide emissions, specifically in the form of nitrous oxide (N₂O), have a significant warming potential roughly 300 times more potent than carbon dioxide in terms of contributing to global warming over a 100-year timeframe; meaning that even though it's present in smaller quantities, a single unit of N₂O has a much greater impact on warming the planet compared to carbon dioxide (CO₂).

¹⁴ Bay Area Air Quality Management District (BAAQMD). 2022. Electric Infrastructure Impacts from Proposed Zero NOx Standards. Available at: https://www.baaqmd.gov/~media/dotgov/files/rules/reg-9-rule-4-nitrogen-oxides-from-fan-type-residential-central-furnaces/2021-amendments/documents/20221220_sr_appd_rg09040906-pdf.pdf?rev=2c9ddef1ee9e4d5f8fafea0f68c9c932&sc_lang=en

¹⁵ CRA V. City of Berkeley, No. 21-16278. Accessed at: <https://law.justia.com/cases/federal/appellate-courts/ca9/21-16278/21-16278-2023-04-17.html>.

¹⁶ California Air Resources Board (CARB). 2024. Zero-Emission Space and Water Heater Standards. Available at: <https://ww2.arb.ca.gov/our-work/programs/zero-emission-space-and-water-heater-standards>

¹⁷ U.S Department of Energy. 2024. Air-Source Heat Pumps. Available at: https://www.energy.gov/energysaver/air-source-heat-pumps?utm_source=chatgpt.com

¹⁸ U.S Department of Energy. 2024. Heat Pump Water Heaters. Available at: <https://www.energy.gov/energysaver/heat-pump-water-heaters>

¹⁹ Alvarez, Emily and Mast, Bruce. BayREN Codes & Standards Program. Local Government Policy Calculator for Existing Single-Family Buildings – User Guide (2021). Accessed at: https://www.bayren.org/sites/default/files/2021-11/bayren-policy-calculator-user-guide_10.29.2021.pdf

²⁰ California Public Utilities Commission (CPUC). Final Report: 2014-16 HVAC Permit and Code Compliance Market Assessment (Work Order 6) Volume I – Report (2017). Accessed at: http://www.calmac.org/publications/HVAC_WO6_FINAL_REPORT_VolumeI_22Sept2017.pdf

building ordinances and codes. While permit compliance is critical to enforcing building codes and ordinances, it does not directly correlate to the adoption of electric appliances. Market trends indicate substantial growth in electric appliance technology in California. According to Opinion Dynamics' *California Heat Pump Residential Market Characterization and Baseline Study* (2022), electric space heaters have grown from a 5 percent market share in 2009 to a 20 percent market share in 2019. Likewise, electric water heaters have grown from a 6 percent market share in 2009 to a 12 percent market share in 2019.²¹ With the growing number of incentives available for electric appliances and State initiatives to encourage electrification through efforts such as establishing zero-NOx thresholds, it is anticipated that market representation of electric alternatives will continue to rise.

To amplify these efforts and increase the efficacy of **Action BE-2a**, incentives provided under **Action BE-2b** will play a critical role in overcoming key barriers to adoption which include upfront costs and low program awareness.^{22,23} Studies have shown that financial incentives and demonstrated long-term savings are key motivators for consumer adoption of electric technologies. For instance, a study by the American Council for an Energy-Efficient Economy (ACEEE) found that while only 18 percent of participants were aware of electrification programs, 59 percent of those aware were either participating or planning to participate. Providing financial support, education, and robust program outreach through **Action BE-2b** will help bridge these gaps and align adoption with the zero-NOx thresholds.²⁴

These combined efforts—clear performance thresholds, financial incentives, community outreach, and growing market trends—are expected not only to increase the rate of appliance adoption but also to improve permit compliance. Though permits are sometimes used to monitor Measure performance, the City will track reductions in natural gas usage as a more accurate measure of success in achieving the goals of Measure BE-2. To address challenges related to rates of adoption and permit compliance, the GHG emissions associated with Measure BE-2 are estimated using a conservative 85 percent zero-NOx threshold compliance for end-of-life replacement of natural gas appliances in existing buildings. Together, the Actions of Measure BE-2 are anticipated to reduce residential natural gas consumption by 12.5 percent and commercial natural gas consumption by 12.2 percent by 2030 through the adoption and enforcement of the zero-NOx threshold and time of burnout. Table 6 shows the parameters and data sources that support this Action's GHG emissions reduction and Table 7 shows the calculations as outlined in Equations 2 through 2.6.

Existing Building Zero-NOx Threshold Equations

Equation 2	$CO_2e\ Reduction_{NG,y,i} = (Fuel\ Avoided_{NG,y,i} * EF_{NG}) + (Fuel\ Avoided_{NGL,y,i} * EF_{NGL}) - (Elec\ Converted_{y,i} * EF_{elec,y,i} * (1 + L_{T\&D}))$
Equation 2.1	$Fuel\ Avoided_{NG,y,i} = Fuel_{NG,y,i} * Reduction_{NG,y,i}$
Equation 2.2	$Reduction_{NG,y,i} = (EOL_{NG,y,i,wh} * Fuel\ Share_{NG,i,wh}) + (EOL_{NG,y,i,HVAC} * Fuel\ Share_{NG,i,HVAC})$
Equation 2.3	$EOL_{NG,y,i,wh} = 1 / LSP_{i,wh} * (y - imp.y_i) * (1 - NCR_i)$
Equation 2.4	$EOL_{NG,y,i,HVAC} = 1 / LSP_{i,HVAC} * (y - imp.y_i) * (1 - NCR_i)$
Equation 2.5	$Fuel\ Avoided_{NGL,y,i} = Fuel\ Avoided_{NG,y,i} * (L_{Pipeline\ NGL} + L_{End-use\ NGL})$
Equation 2.6	$Elec_{convert,y,i} = Fuel\ Avoided_{NG,y,i} * CF_{elec} / Eff_{elec}$

²¹ Opinion Dynamics. California Heat Pump Residential Market Characterization and Baseline Study (2022). Accessed at: <https://pda.energydataweb.com/#!/documents/2625/view>.

²² University of California Davis. 2024. Innovative Approaches to Residential Heat Pump Promotion. Available at: <https://ucdavis.app.box.com/s/00a771tyj63qaqi2f8beitora56k78ll>

²³ American Council for an Energy-Efficient Economy (ACEEE). Marketing and Promoting Electrification Using Behavioral Science: Results from a National Survey. Available at: <https://www.aceee.org/research-report/b2406>

²⁴ Ibid

Table 6 Existing Building Zero-NOx Threshold Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 2				
$CO_2e\ Reduction_{NG,y,i}$	Natural gas GHG emissions reduction	See Table 7	MT CO ₂ e	Calculated
$Fuel\ Avoided_{NG,y,i}$	Natural gas consumption avoided	See Table 7	therms	Calculated
EF_{NG}	Natural gas emission factor	0.005311	MT CO ₂ e/therm	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel\ Avoided_{NGL,y,i}$	Natural gas leakage avoided	See Table 7	therms	Calculated
EF_{NGL}	Natural gas leakage emission factor	0.053067	MT CO ₂ e/therm	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Elec\ Converted_{y,i}$	Electricity usage from conversion	See Table 7	kWh	Calculated
$EF_{elec,y,i}$	Forecasted electricity emission factor	See Table 7	MT CO ₂ e/kWh	Forecast
$LT\&D$	Electricity transmission and distribution loss percentage	4.12%	percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
y	Year	2030 or 2045	year	–
i	Subsector	Residential or Nonresidential	–	–
Equation 2.1				
$Fuel_{NG,y,i}$	Forecasted natural gas consumption after new building electrification	See Table 7	therms	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Reduction_{NG,y,i}$	Natural gas reduction percent	See Table 7	percentage	–
Equation 2.2				
$EOL_{NG,y,i,wh}$	Percent of water heaters reaching end-of-life	See Table 7	percentage	–
$Fuel\ Share_{NG,i,wh}$	Percent of sector natural gas consumption from water heaters	–	–	–
$Fuel\ Share_{NG,Residential,wh}$	Percent of residential natural gas consumption from water heaters	38%	percentage	Decarbonization of Heating Energy Use in California Buildings ¹
$Fuel\ Share_{NG,Nonresidential,wh}$	Percent of nonresidential natural gas consumption from water heaters	28%	percentage	Decarbonization of Heating Energy Use in California Buildings ¹
$EOL_{NG,y,i,HVAC}$	Percent of HVAC units reaching end-of-life	See Table 7	percentage	–

Variable	Definition	Value	Unit	Data Source
$Fuel\ Share_{NG,i,HVAC}$	Percent of sector natural gas consumption from HVAC units	–	–	–
$Fuel\ Share_{NG,i,HVAC}$	Percent of residential natural gas consumption from HVAC units	39%	percentage	Decarbonization of Heating Energy Use in California Buildings ¹
$Fuel\ Share_{NG,i,HVAC}$	Percent of nonresidential natural gas consumption from HVAC units	42%	percentage	Decarbonization of Heating Energy Use in California Buildings ¹
Equation 2.3				
$LSP_{i,wh}$	Average water heater lifespan in sector	–	–	–
$LSP_{residential,wh}$	Average residential water heater lifespan	13	years	EIA ²
$LSP_{nonresidential,wh}$	Average nonresidential water heater lifespan	10	years	EIA ²
$imp.y_i$	Threshold implementation year	–	–	–
$imp.y_{residential}$	Threshold implementation year for residential buildings	2026	year	Measure BE-2 target
$imp.y_{nonresidential}$	Threshold implementation year for nonresidential buildings	2026	year	Measure BE-2 target
NCR_i	Threshold noncompliance rate	15%	percentage	Estimate based on permit evasion rates and strategies to increase building code compliance ^{2,3,4}
Equation 2.4				
$LSP_{i,HVAC}$	Average HVAC unit lifespan in sector	–	–	–
$LSP_{residential,HVAC}$	Average residential HVAC unit lifespan	21.5	years	EIA ⁵
$LSP_{nonresidential,HVAC}$	Average nonresidential HVAC unit lifespan	23	years	EIA ⁵
Equation 2.5				
$L_{Pipeline\ NGL}$	Natural gas pipeline leakage percentage	2.3%	percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$L_{End-use\ NGL}$	Natural gas end-use leakage percentage	0.5%	percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
Equation 2.6				
CF_{elec}	Electricity to therms conversion factor	29.3	kWh/therm	Metric Conversions ⁶

Variable	Definition	Value	Unit	Data Source
Eff_{elec}	Efficiency factor of electric equipment relative to natural gas equipment	3	unitless	European Copper Institute ⁷

Notes: “–” means either reference not applicable or see references for disaggregated parameter in the following table rows

1. Synapse Energy Economics, Inc. Decarbonization of Heating Energy Use in California Buildings (2018). Accessed at: <https://www.synapse-energy.com/sites/default/files/Decarbonization-Heating-CA-Buildings-17-092-1.pdf>
2. 8-29% of HVAC projects are permitted, but implementing certain strategies can help increase permit compliance rate. Assumption is set to 15% non-compliance. See above for further explanation.
3. Alvarez, Emily and Mast, Bruce. BayREN Codes & Standards Program. Local Government Policy Calculator for Existing Single-Family Buildings – User Guide (2021). Accessed at: https://www.bayrencodes.org/wp-content/uploads/2021/11/BayREN-Policy-Calculator-User-Guide_10.29.2021.pdf
4. California Public Utilities Commission (CPUC). Final Report: 2014-16 HVAC Permit and Code Compliance Market Assessment (Work Order 6) Volume I – Report (2017). Accessed at: http://www.calmac.org/publications/HVAC_WO6_FINAL_REPORT_VolumeI_22Sept2017.pdf
5. EIA. Updated Buildings Sector Appliance and Equipment Costs and Efficiencies (2023). <https://www.eia.gov/analysis/studies/buildings/equipcosts/pdf/full.pdf>
6. Metric Conversions. Therms (US) to Kilowatt-hours.
7. European Copper Institute. Heat Pumps: Integrating technologies to decarbonise heating and cooling (2018). Accessed at: https://www.ehpa.org/wp-content/uploads/2022/10/White_Paper_Heat_pumps-1.pdf

Table 7 Existing Building Zero-NOx Threshold GHG Emission Reduction Calculations

Variable	Definition	Units	Sector	2030	2045
Equation 2.1 & 2.2					
$Fuel_{NG,y,i}$	Forecasted natural gas consumption after new building electrification	therms	Residential	2,501,051	2,525,290
			Nonresidential	2,169,909	2,239,430
$Reduction_{NG,y,i}$	Natural gas reduction percent	percentage	Residential	16.11%	61.60%
			Nonresidential	15.73%	53.29%
$Fuel\ Avoided_{NG,y,i}$	Natural gas consumption avoided	therms	Residential	402,817	1,555,461
			Nonresidential	341,298	1,193,422
Equation 2.3 & 2.4					
$EOL_{NG,y,i,wh}$	Percent of water heaters reaching end-of-life since ordinance implementation	percentage	Residential	26.15%	85.00%
			Nonresidential	34.00%	85.00%
$EOL_{NG,y,i,HVAC}$	Percent of HVAC units reaching end-of-life since ordinance implementation	percentage	Residential	15.81%	75.12%
			Nonresidential	14.78%	70.22%
Equation 2.5					
$Fuel\ Avoided_{NGL,y,i}$	Natural gas leakage avoided	therms	Residential	11,279	43,553
			Nonresidential	9,556	33,416
Equation 2.6					
$Elec\ Converted_{y,i}$	Electricity usage from conversion	kWh	Residential	3,934,178	15,191,671
			Nonresidential	3,333,347	11,655,751
Equation 2					
$EF_{elec,y,i}$	Forecasted electricity emission factor	MT CO ₂ e/kWh	Residential	0.0001501	0.0000000
			Nonresidential	0.0001501	0.0000000
$CO_2e\ Reduction_{NG}$	Natural gas GHG emissions reduction	MT CO ₂ e	Residential	2,123	10,573
			Nonresidential	1,799	8,112

Voluntary Electrification

Based on market trends, the remaining 2.5 percent of residential natural gas consumption and 2.8 percent of nonresidential natural gas consumption that are planned to be reduced by 2030 is assumed to occur through voluntary replacement of gas appliances with electric appliances reaching end of life. Voluntary adoption of electric appliances will be supported by the City through **Action BE-2b**, which calls for pursuing incentives for community adoption. Such incentives may include strategies such as providing subsidies to reduce cost or distributing educational materials to increase community awareness of the availability, benefits, and financial support related to purchasing of electric appliances. Targeted education and outreach programs can increase the likelihood of consumer adoption of energy related technologies, including energy efficiency solutions.²⁵ Additionally, awareness of energy efficiency solutions such as heat pumps remains low in California, suggesting that investment in outreach campaigns would prove an effective strategy in increasing electric appliance adoption in the community.²⁶ As previously discussed, awareness of available programs can result in upwards of 59 percent participation in energy efficiency programs, with potential for increased participation with programs tailored to address the availability of financial resources, long-term benefits, and instructions for easy installation.²⁷

Currently available incentives will help continue the growth in the adoption of electric appliances and water heaters seen in California over the past decade. According to Opinion Dynamics' *California Heat Pump Residential Market Characterization and Baseline Study* (2022), electric space heaters have grown from a 5 percent market share in 2009 to a 20 percent market share in 2019. Likewise, electric water heaters have grown from a 6 percent market share in 2009 to a 12 percent market share in 2019.²⁸ Given market trends showing a 5-15 percent growth in electric alternatives over the last 10 years, it is reasonable to assume that market trends will at least achieve the 2.5 percent growth in electric alternatives in the next 5 years. These growth trends are driven by California's decarbonization goals, supported by local equipment emissions thresholds and state-level initiatives like the Building Initiative for Low-Emissions Development (BUILD) and Technology and Equipment for Clean Heating (TECH) programs. Additionally, growing consumer demand for dual-purpose heating and cooling systems, financial incentives, and advancements in heat pump performance are further accelerating adoption.²⁹ This trend is not only expected to continue through 2030 as electric appliances become more efficient and more cost-effective, but will also be accelerated when coupled with sufficient funding for community members to replace their space and water heating appliances with electric or heat pump alternatives. While the total amount of funding available will change with sunset dates and budget cycles, the currently available federal (i.e., High Efficiency Electric Home Rebate [HEEHRA], Homeowner Managing Energy Savings [HOMES] Rebate, Inflation Reduction Act), state (i.e., TEHC Clean California), and local (i.e., the City of Ukiah's Energy Efficiency Rebates³⁰) funding options make it so that low- and middle-income residents in Ukiah can install electric space and water heaters at no additional cost compared to gas space and water heaters. In some cases, such customers will even be able to install the heat pump water heaters for free.³¹ Furthermore, it is anticipated that current funding available to Ukiah residents and businesses, as well as **Action BE-2b's** new incentives, will remove the current hinderance to electrification in Ukiah and thereby help drive the voluntary market trend for electric space and water heating appliances through 2030.

Additionally, the emissions associated with natural gas consumption from PG&E are expected to decrease due to Senate Bill 1440, which mandates gas utilities, including PG&E, to replace pipeline-supplied natural gas with renewable natural gas (RNG). In 2022, the California Public Utilities Commission (CPUC) set RNG supply requirements for California utilities, requiring them to increase the amount of RNG in the pipeline supplied to residential and commercial customers by 12% by 2030.³² RNG is derived from organic waste materials, such as landfill waste, sewer, and agricultural waste through processes like anaerobic digestion. Because organic waste naturally releases biogenic carbon dioxide during decomposition, conversion of organic waste into RNG means that any carbon dioxide released during combustion of RNG is considered part of the natural carbon cycle and does not contribute a net increase in carbon dioxide emissions to the atmosphere like combustion of fossil derived natural gas

²⁵ Andolfi, Laura and Ortega, Boris. 2024. Smart Choices: The Influence of Energy Literacy on Energy Technology Adoption. Available at: <https://www.energy-proceedings.org/wp-content/uploads/icae2024/1732537915.pdf>

²⁶ University of California Davis. 2024. Innovative Approaches to Residential Heat Pump Promotion. Available at: <https://ucdavis.app.box.com/s/0oa771tyj63qai2f8beitora56k78ll>

²⁷ American Council for an Energy-Efficient Economy (ACEEE). Marketing and Promoting Electrification Using Behavioral Science: Results from a National Survey. Available at: <https://www.aceee.org/research-report/b2406>

²⁸ Opinion Dynamics. California Heat Pump Residential Market Characterization and Baseline Study (2022). Accessed at: <https://pda.energydataweb.com/#/documents/2625/view>.

²⁹ Ibid

³⁰ City of Ukiah. Energy Efficiency Rebates. Available at: <https://www.directefficiency.com/ukiah-electric-rebates/>

³¹ Rincon Consultants, Inc. Installation Costs for Zero-NOx Space and Water Heating Appliances (2024).

³² Pacific Gas and Electric Company's (PG&E). (2022) Draft Renewable Gas Procurement Plan in Compliance with Commission Decision 22-02-02. Available at: <https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M500/K435/500435651.PDF>

does. Production and consumption of RNG still releases non-biogenic GHG emissions, but to a lesser extent than extraction and consumption of fossil derived natural gas.³³ The information on SB 1440 provided here is for informational purposes only. The potential GHG emissions reductions associated with SB 1440's RNG procurement requirements are not included in the adjusted forecast or quantified in this CAP as it is unclear how extensively SB 1440 might affect emissions linked to natural gas sourced from pipelines. This provides a conservative estimate of GHG reductions attributable to the decarbonization of existing buildings in Ukiah.

In addition to direct building decarbonization efforts, as part of this Measure, the City is committed to pursuing the equitable decommissioning of natural gas infrastructure to discourage investments in new natural gas systems, avoid stranded assets and disproportionate cost burdens, and promote the decarbonization of the community's building stock. Decommissioning natural gas pipelines typically involves capping or removing inactive lines and safely retiring infrastructure to prevent methane leaks, a potent GHG that significantly contributes to climate change. **Action BE-2d** aligns with California's regulatory landscape, in which the California Public Utilities Commission (CPUC) is actively limiting new investments in natural gas infrastructure.³⁴ Additionally, as part of the Gas System Decarbonization Rulemaking (R.20-01-007), the CPUC is investigating short-term steps to decarbonize and equitably decommission natural gas services, supporting the state's broader transition to clean energy.^{35,36}

However, along with these efforts, state legislators and the CPUC will need to eliminate the existing utilities' "obligation to serve," which currently requires that utilities invest in and provide natural gas and the required infrastructure to new and existing residences and neighborhoods. To be able to initiate the equitable decommissioning of natural gas infrastructure and discourage further investments in new natural gas systems, cities like Ukiah will need to initiate strategic neighborhood electrification and advocate for the removal of the obligation to serve. Then, the gas utility will be able to decommission the appropriate parts of the system and right size infrastructure to fit the new, smaller number of gas customers.

This process is not without challenges, including overcoming financial barriers and addressing community energy preferences. While decarbonizing the building stock through electrification remains the primary driver of GHG reductions under this Measure, **Action BE-2d** plays a supportive role by fostering community independence from natural gas. As a supportive action, it is not directly included in the calculation of GHG reductions attributable to Measure BE-2 but remains a critical element in achieving the City's broader climate goals.

Table 8 shows the parameters and data sources that support these electrification programs and incentives for voluntary replacement, and Table 9 shows the GHG emissions reductions as outlined in Equation 3 through 3.4. The emissions reductions in Table 9 represent calculations occurring after the ordinance calculations (Table 7), ensuring there is no doubling counting between the two.

Existing Building Voluntary Replacement Equations

Equation 3
$$CO_2e\ Reduction_{NG,y,i} = \sum ((Fuel\ Avoided_{j,y,i} * EF_{NG}) + (Fuel\ Avoided_{j,y,i} * (L_{Pipeline} + L_{End-use}) * EF_{NGL})) - (Elec\ Converted_{y,i} * EF_{elec,y,i} * (1 + L_{T\&D}))$$

Equation 3.1
$$Elec\ Convert_{y,i} = \sum (Fuel\ Avoided_{j,y,i} * CF_{elec} / Eff_{elec,j})$$

Equation 3.2
$$Fuel\ Avoided_{j,y,i} = (Fuel_{y,i} - Fuel_{reduced,y,i}) * (EOL_{NG,j,y,i} * Fuel\ Share_{j,i} * MS_{elec,j,y})$$

Equation 3.3
$$EOL_{NG,j,y,i} = 1 / LSP_{j,i} * (y - imp.y_i)$$

Equation 3.4
$$Eff_{elec,j} = \sum Eff_{elec,j,k} * Prop_{elec,j,k}$$

³³ U.S. Environmental Protection Agency. (2021). An Overview of Renewable Natural Gas from Biogas. Available at: https://www.epa.gov/sites/default/files/2021-02/documents/lmop_rng_document.pdf

³⁴ California Public Utilities Commission (CPUC). 2022. CPUC Creates New Framework To Advance California's Transition Away From Natural Gas. Available at: <https://www.cpuc.ca.gov/news-and-updates/all-news/cpuc-creates-new-framework-to-advance-california-transition-away-from-natural-gas>

³⁵ California Public Utilities Commission (CPUC). 2020. Long-Term Gas Planning Rulemaking. Available at: <https://www.cpuc.ca.gov/industries-and-topics/natural-gas/long-term-gas-planning-rulemaking>

³⁶ California Public Utilities Commission (CPUC). 2024. Long-Term Gas Planning Rulemaking Issues Joint Agency White Paper and Draft Scope and Schedule for Comment. Available at: <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/energy-division/documents/natural-gas/long-term-gas-planning-oir/acr-and-white-paper-one-pager.pdf>

Table 8 Existing Building Voluntary Replacement Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 3				
$CO_2e\ Reduction_{NG,y,i}$	Natural gas GHG emissions reduction	See Table 9	MT CO ₂ e	Calculated
$Fuel\ Avoided_{j,y,i}$	Natural gas consumption avoided	See Table 9	therms	Calculated
EF_{NG}	Natural gas emission factor	0.005311	MT CO ₂ e/therm	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
EF_{NGL}	Natural gas leakage emission factor	0.053067	MT CO ₂ e/therm	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Elec\ Converted_{y,i}$	Electricity usage from conversion	See Table 9	kWh	Calculated
$EF_{elec,y,i}$	Forecasted electricity emission factor	See Table 9	MT CO ₂ e/kWh	Forecast
$L_{pipeline}$	Natural gas pipeline leakage percentage	2.3%	percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$L_{End-use}$	Natural gas end-use leakage percentage	0.5%	percentage	See Appendix GHG Inventory, Forecast, and Targets Technical Report
$L_{T\&D}$	Electricity transmission and distribution loss percentage	4.12%	percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
y	Year	2030 or 2045	year	—
i	Subsector	Residential or Nonresidential	—	—
j	Electric equipment type	HVAC or water heater	—	—
Equation 3.1				
CF_{elec}	Electricity to therms conversion factor	29.3	kWh/therm	Metric Conversions ¹
$Eff_{elec,j}$	Efficiency factor of electric equipment relative to natural gas equipment	See Table 9	unitless	Calculated
Equation 3.2				
$Fuel_{y,i}$	Forecasted natural gas consumption after new building electrification	See Table 9	therms	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel_{reduced,y,i}$	Natural gas reductions from ordinances	See Table 9	therms	Calculated
$EOL_{NG,j,y,i}$	Percent of equipment reaching end of life	See Table 9	percentage	Calculated
$Fuel\ Share_{j,i}$	Percent of sector natural gas consumption	—	—	—
$Fuel\ Share_{wh,Res}$	Percent of residential natural gas consumption from water heaters	38%	percentage	Synapse ²

Variable	Definition	Value	Unit	Data Source
$Fuel\ Share_{wh,Nonres}$	Percent of nonresidential natural gas consumption from water heaters	28%	percentage	Synapse ²
$Fuel\ Share_{HVAC,Res}$	Percent of residential natural gas consumption from HVAC units	39%	percentage	Synapse ²
$Fuel\ Share_{HVAC,Nonres}$	Percent of nonresidential natural gas consumption from HVAC units	42%	percentage	Synapse ²
$MS_{elec,i,y}$	Market share of electric equipment	—	—	—
$MS_{elec,wh,2030}$	Market share of electric water heaters	12%	percentage	Opinion Dynamics ³
$MS_{elec,HVAC,2030}$	Market share of electric space heating units	22%	percentage	Opinion Dynamics ⁴
$MS_{elec,wh,2045}$	Market share of electric water heaters	100%	percentage	Assuming 100% electric market share by 2045 ⁵
$MS_{elec,HVAC,2045}$	Market share of electric space heating units	100%	percentage	Assuming 100% electric market share by 2045 ⁵
Equation 3.3				
$LSP_{i,wh}$	Average water heater lifespan in sector	—	—	—
$LSP_{residential,wh}$	Average residential water heater lifespan	13	years	EIA ⁶
$LSP_{nonresidential,wh}$	Average nonresidential water heater lifespan	10	years	EIA ⁶
$LSP_{i,HVAC}$	Average HVAC unit lifespan in sector	—	—	—
$LSP_{residential,HVAC}$	Average residential HVAC unit lifespan	21.5	years	EIA ⁶
$LSP_{nonresidential,HVAC}$	Average nonresidential HVAC unit lifespan	23	years	EIA ⁶
$imp.y_i$	Ordinance implementation year	—	—	—
$imp.y_{residential}$	Ordinance implementation year for residential buildings	2026	year	BE-2 target
$imp.y_{nonresidential}$	Ordinance implementation year for nonresidential buildings	2026	year	BE-2 target
Equation 3.4				
$Eff_{elec,HVAC}$	Efficiency factor of HVAC systems relative to natural gas equipment	See Table 9	unitless	—
$Eff_{elec,HVAC,HP}$	Efficiency factor of heat pumps	3	unitless	U.S. Department of Energy ⁷ and European Copper Institute ⁹
$Eff_{elec,HVAC,ER}$	Efficiency factor of electric resistance	1	unitless	Energy.gov ⁸ and Schnackle Engineering ¹⁰

Variable	Definition	Value	Unit	Data Source
$Eff_{elec,wh,ER}$	Efficiency factor of water heaters relative to natural gas	1	unitless	Conservative estimate of 1:1 efficiency of gas and electric water heaters ^{10,11}
$Prop_{elec,HVAC,k}$	Proportion of electric equipment types making up the electric HVAC market	—	—	—
$Prop_{elec,HVAC,HP}$	proportion of heat pump technology for HVAC systems	18%	percentage	Calculated based on the combined market share of heat pumps and electric resistance heaters for space heating ⁴
$Prop_{elec,HVAC,ER}$	proportion of electric resistance technology for HVAC systems	82%	percentage	Calculated based on the combined market share of heat pumps and electric resistance heaters for space heating ⁴
$Prop_{elec,wh,ER}$	Electric HVAC technology proportion of electric resistance space heaters	100%	percentage	As high efficiency technology (i.e. solar and heat pumps) is 1% of the market, assume all water heaters are electric resistance as a conservative estimation ³
k	types of options for a given electric equipment system	e.g. heat pumps, electric resistance	—	—

Notes: “—” means either reference not applicable or see references for disaggregated parameter in the following table rows

1. Metric Conversions. Therms (US) to Kilowatt-hours. Available at: <https://www.metric-conversions.org/energy-and-power/therms-us-to-kilowatt-hours.htm>
2. Synapse Energy Economics, Inc. 2018. Decarbonization of Heating Energy Use in California Buildings, Figure 2. Available at: <https://www.synapse-energy.com/sites/default/files/Decarbonization-Heating-CA-Buildings-17-092-1.pdf>
3. Opinion Dynamics. 2022. California Heat Pump Residential Market Characterization and Baseline Study, Figure 34. Available at: https://pda.energydataweb.com/api/view/2625/OD-CPUC-Heat-Pump-Market-Study-Report_Final.pdf
4. Opinion Dynamics. 2022. California Heat Pump Residential Market Characterization and Baseline Study, Figure 21. Available at: https://pda.energydataweb.com/api/view/2625/OD-CPUC-Heat-Pump-Market-Study-Report_Final.pdf
5. Given the State's robust efforts, policies, and guidelines supporting electrification, it is assumed that electric water heaters and space heating units will achieve full market share dominance by 2045, aligning with broader statewide decarbonization goals.
6. U.A. Energy Information Administration (EIA). 2023. Updated Buildings Sector Appliance and Equipment Costs and Efficiencies. Available at: <https://www.eia.gov/analysis/studies/buildings/equipcosts/pdf/full.pdf>
7. U.S Department of Energy. 2024. Air-Source Heat Pumps. Available at: https://www.energy.gov/energysaver/air-source-heat-pumps?utm_source=chatgpt.com
8. Energy.gov. Electric Resistance Heating. Available at: <https://www.energy.gov/energysaver/electric-resistance-heating#:~:text=Electric%20resistance%20heating%20is%20100,the%20fuel's%20energy%20into%20electricity.>
9. European Copper Institute. 2018. Heat Pumps: Integrating technologies to decarbonize heating and cooling. Accessed at: https://www.ehpa.org/wp-content/uploads/2022/10/White_Paper_Heat_pumps-1.pdf
10. Schnackel Engineers. 2023. Electric Heating vs Gas Heating. Available at: <https://schnackel.com/blogs/electric-heating-vs-gas-heating#:~:text=One%20of%20the%20significant%20advantages,losses%20during%20the%20combustion%20process.>
11. Southface Energy Institute. Water Heater Efficiency, Efficiency of Fuel Types and Alternatives for Heating Water. Available at: https://www.ncelec.org/sites/ncelc/files/documents/waterheater_efficiency_041614.pdf
12. Pennsylvania State University. 2023. Energy Efficiency of Water Heaters. Available at: <https://www.e-education.psu.edu/egee102/node/2009>

Table 9 Existing Building Voluntary Replacement GHG Emission Reduction Calculations

Definition	Definition	Units	Sector	2030	2045
Equation 3.4					
$Eff_{elec,wh}$	Weighted efficiency factor of water heaters relative to natural gas	unitless	Residential	1.00	1.00
			Nonresidential	1.00	1.00
$Eff_{elec,HVAC}$	Weighted efficiency factor of HVAC systems relative to natural gas equipment	unitless	Residential	1.36	1.36
			Nonresidential	1.36	1.36
Equation 3.3					
$EOL_{NG,y,i,wh}$	Percent of water heaters reaching end-of-life since ordinance implementation	percentage	Residential	30.77%	100.00%
			Nonresidential	40.00%	100.00%
$EOL_{NG,y,i,HVAC}$	Percent of HVAC units reaching end-of-life since ordinance implementation	percentage	Residential	18.60%	88.37%
			Nonresidential	17.39%	82.61%
Equation 3.2					
$Fuel_{y,i}$	Forecasted natural gas consumption after new building electrification	therms	Residential	2,661,103	3,145,882
			Nonresidential	2,522,151	3,912,581
$Fuel_{reduced,y,i}$	Natural gas reductions from ordinances	therms	Residential	562,869	2,176,054
			Nonresidential	693,541	2,866,572
$Fuel_{Avoided_{wh,y,i}}$	Natural gas consumption avoided (water heaters) ¹	therms	Residential	29,440	368,535
			Nonresidential	24,577	292,882
$Fuel_{Avoided_{HVAC,y,i}}$	Natural gas consumption avoided (HVAC) ¹	therms	Residential	33,494	334,253
			Nonresidential	29,385	362,920
Equation 3.1					
$Elec_{Converted_{wh,i}}$	Electricity usage from conversion of water heater systems	kWh	Residential	862,587	10,798,074
			Nonresidential	720,092	8,581,455
$Elec_{Converted_{HVAC,i}}$	Electricity usage from conversion of HVAC systems	kWh	Residential	719,667	7,181,975
			Nonresidential	631,385	7,797,931
Equation 3					
$EF_{elec,y,i}$	Forecasted electricity emission factor	MT CO ₂ e/kWh	Residential	0.0001501	0.0000000
			Nonresidential	0.0001501	0.0000000
$CO_2e_{Reduction_{NG,y,i}}$	Natural gas GHG emissions reduction	MT CO ₂ e	Residential	180	4,777
			Nonresidential	156	4,458

Notes:

1. Natural gas consumption avoided resulting from education, market trends, and voluntary replacement after the energy standard has taken place.

Measure BE-3: Decarbonize 95% of new building construction by 2026.

Measure BE-3 commits the City to decarbonize new building construction in the community. The primary Action that enables this Measure is:

- **Action BE-3a** which directs the City to adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026;
- **Action BE-3b** which commits the City to incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code; and,
- **Action BE-3c** which directs the City to continue to remove procedural barriers and establish a more streamlined permitting process for all new electric building construction by 2027.

As an initial performance standard, the City will monitor that the energy performance standard is implemented by 2026 following local adoption. Additionally, to gauge the Actions' performance in achieving Measure goals, the City will annually track the annual number of new building permits achieving EDR1 through electrification as part of **Action BE-3c**.

The City is committed to limiting new natural gas developments in the community where feasible. However, the U.S. Court of Appeals for the Ninth Circuit's decision to overturn Berkeley's natural gas regulation—the ordinance that prohibited the installation of natural gas piping within newly constructed buildings—limits the City's ability to establish regulations to ban new natural gas construction.³⁷ Despite this, through **Action BE-3a**, the City will adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction, considered a legal alternative as discussed under Measure BE-2. This regulation will be designed to strongly encourage electrification of new construction as an energy consumption threshold. **Action BE-3b** will further influence climate resilient design requirements and **Action BE-3c** will help streamline the process for all new construction.

This shift towards electrification is supported by a clear understanding of key consumer and developer considerations in new building design and purchasing. By establishing a performance standard like the EDR1, the City would make electric buildings the more cost-effective option. This aligns with the fact that developers often prioritize cost efficiency in their decision-making, as the financial feasibility of a project depends heavily on material and energy costs.^{38,39} Studies indicate that cost is a major factor in consumer purchasing decisions, with many opting for affordable, long-term solutions even when sustainability is a consideration.^{40,41} However, a study by PWC indicates that consumers may be willing to pay a 9.7 percent premium for sustainable goods, even despite inflation concerns for cost-of-living.⁴² As such, by making high-GHG building designs more expensive through the EDR1 threshold, developers are financially incentivized to adopt electrification design in new buildings as a lower-cost, sustainable alternative. This strategy not only supports GHG reduction goals but also addresses the market demand for cost-effective, energy-efficient buildings, benefiting both developers and consumers.

A single margin hourly source energy threshold (EDR1) performance standard establishes an energy consumption threshold that all new electric buildings must meet or fall below to comply with the City's energy efficiency requirements. The EDR1 would make building electrification the easiest and most economical pathway to meet the energy standard. However, since the performance standard does not ban natural gas infrastructure outright, it may permit some new construction to include natural gas something that Action BE2-d, decommissioning the city's natural gas pipeline, in part will address. These exceptions are expected to be minimal because of the cost effectiveness of new building electrification and continued natural growth in electric space and water heater installations seen in California over the past decade. Electric space heaters have grown to a 20 percent market share

³⁷ CRA V. City of Berkeley, No. 21-16278. Accessed at: <https://law.justia.com/cases/federal/appellate-courts/ca9/21-16278/21-16278-2023-04-17.html>.

³⁸ DesignHorizons Team. 2024. Construction Pricing: Factors, Costs, and Methods Explained. Available at: <https://designhorizons.org/construction-pricing-factors-costs-and-methods-explained/>

³⁹ Construction Management Association of America. Member Communications Experience, Construction Estimating: Everything You Need to Know. Available at: https://www.cmaanet.org/sites/default/files/resource/Construction%20Estimating_0.pdf

⁴⁰ Mintel. 2022. One in five Americans struggle to cover day-to-day expenses as inflation soars. . Available at: <https://www.mintel.com/press-centre/one-in-five-americans-struggle-to-cover-day-to-day-expenses-as-inflation-soars/>

⁴¹ PWC. 2024. Consumers willing to pay 9.7% sustainability premium, even as cost-of-living and inflationary concerns weigh: PwC 2024 Voice of the Consumer Survey. Available at: <https://www.pwc.com/gx/en/news-room/press-releases/2024/pwc-2024-voice-of-consumer-survey.html>

⁴² Ibid.

in 2019, while electric water heaters have grown to an 11 percent market share in 2019.⁴³ This trend is not only expected to continue through 2030 because all-electric new construction has proven to be cost-effective in the region for most all buildings types,^{44,45} but also be accelerated when coupled with the large amount of funding available for community members to install electric or heat pump space and water heating appliances (see ‘Voluntary Electrification’ section above for funding options).

For the purpose of quantification of this Measure, it is assumed that the EDR1 standards will encourage 95 percent of new buildings to opt for all-electric construction as the most cost-effective option. Table 10 shows the parameters and data sources that support these electrification ordinance GHG emissions reduction and Table 11 shows the calculations as outlined in Equations 3 through 3.3.

All-electric New Building Construction Equations

Equation 3
$$CO_2e\ Reduction_{NG,y,i} = (Fuel\ Avoided_{NG,y,i} * EF_{NG}) + (Fuel\ Avoided_{NGL,y,i} * EF_{NGL}) - (Elec\ Convert_{y,i} * EF_{elec,y,i} * (1 + L_{T\&D}))$$

Equation 3.1
$$Fuel\ Avoided_{NG,y,i} = (Fuel_{NG,y,i} - Fuel_{NG,imp,y,i}) * Ord_{target,i}$$

Equation 3.2
$$Fuel\ Avoided_{NGL,y,i} = (Fuel\ Avoided_{NG,y,i} * (1 + L_{End-use})) * (L_{Pipeline} + L_{End-use})$$

Equation 3.3
$$Elec\ Convert_{y,i} = Fuel\ Avoided_{NG,y,i} * CF_{elec} / Eff_{elec}$$

Table 10 All-electric New Building Construction Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 3				
$CO_2e\ Reduction_{NG,y,i}$	Natural gas GHG emissions reduction	See Table 11	MT CO ₂ e	Calculated
$Fuel\ Avoided_{NG,y,i}$	Natural gas consumption avoided	See Table 11	therms	Calculated
EF_{NG}	Natural gas emission factor	0.005311	MT CO ₂ e/therm	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel\ Avoided_{NGL,y,i}$	Natural gas leakage avoided	See Table 11	therms	Calculated
EF_{NGL}	Natural gas leakage emission factor	0.053067	MT CO ₂ e/therm	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Elec\ Converted_{y,i}$	Electricity usage from conversion	See Table 11	kWh	Calculated
$EF_{elec,y,i}$	Forecasted electricity emission factor	See Table 11	MT CO ₂ e/kWh	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report

⁴³ Opinion Dynamics. California Heat Pump Residential Market Characterization and Baseline Study (2022). Accessed at: <https://pda.energydataweb.com/#!/documents/2625/view>.

⁴⁴ California Energy Codes and Standards. Cost Effectiveness Explorer (2024). Accessed at:

https://explorer.localenergycodes.com/jurisdiction/eureka-city/study-results/1-PGE?only_study_type=new-buildings

⁴⁵ According to the California Energy Codes and Standards’ Cost Effectiveness Explorer, all-electric construction is cost effective for all residential building types.

Variable	Definition	Value	Unit	Data Source
$L_{T\&D}$	Electricity transmission and distribution loss percentage	4.12%	Percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
y	Year	2030 or 2045	year	—
i	Subsector	Residential or Nonresidential	—	—
Equation 3.1				
$Fuel_{NG,y,i}$	Forecasted natural gas consumption	See Table 11	therms	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel_{NG,imp,y}$	Forecasted natural gas in implementation year	See Table 11	therms	Calculated
$imp.yi$	Ordinance implementation year	—	—	—
$imp.y,residential$	Ordinance implementation year (residential)	2026	year	Measure BE-3 target
$imp.y,commercial$	Ordinance implementation year (commercial)	2026	year	Measure BE-3 target
$\%Imp_i$	Effective percent of ordinance implementation	—	—	—
$\%Imp_{residential}$	Effective percent of ordinance implementation (residential)	95%	percentage	Assumed due to electric appliance market trends, cost-effectiveness, and inclusion of all-electric assumption in CEQA documents.
$\%Imp_{commercial}$	Effective percent of ordinance implementation (commercial)	95%	percentage	
Equation 3.2				
$L_{Pipeline}$	Natural gas pipeline leakage percentage	2.3%	kWh/therm	Metric Conversions ¹
$L_{End-use}$	Natural gas end-use leakage percentage	0.5%	unitless	Leonardo Energy ² and European Copper Institute ³
Equation 3.3				
CF_{elec}	Electricity to therms conversion factor	29.3	kWh/therm	Metric Conversions ¹
Eff_{elec}	Efficiency factor of electric equipment relative to natural gas equipment	3	unitless	U.S. Department of Energy ² and European Copper Institute ³

Notes: “—” means either reference not applicable or see references for disaggregated parameter in the following table rows

1. Metric Conversions. Therms (US) to Kilowatt-hours. Available at: <https://www.metric-conversions.org/energy-and-power/therms-us-to-kilowatt-hours.htm>
2. U.S Department of Energy. 2024. Air-Source Heat Pumps. Available at: https://www.energy.gov/energysaver/air-source-heat-pumps?utm_source=chatgpt.com
3. European Copper Institute. 2018. Heat Pumps: Integrating technologies to decarbonise heating and cooling. Accessed at: https://www.ehpa.org/wp-content/uploads/2022/10/White_Paper_Heat_pumps-1.pdf.

Table 11 All-electric New Building Construction GHG Emission Reduction Calculations

Variable	Definition	Units	Sector	2030	2045
Equation 3.1					
$Fuel_{NG,y,i}$	Forecasted natural gas consumption	therms	Residential	2,661,103	3,145,882
			Nonresidential	2,522,151	3,912,581
$Fuel_{NG,imp,y}$	Forecasted natural gas in implementation year	therms	Residential	2,492,627	2,492,627
			Nonresidential	2,151,370	2,151,370
$\%Imp_i$	Effective percent of ordinance implementation	percentage	Residential	95.00%	95.00%
			Nonresidential	95.00%	95.00%
$Fuel_{Avoided_{NG,y,i}}$	Natural gas consumption avoided	therms	Residential	160,052	620,592
			Nonresidential	352,242	1,673,151
Equation 3.2					
$Fuel_{Avoided_{NGL,y,i}}$	Natural gas leakage avoided	therms	Residential	4,504	17,463
			Nonresidential	9,912	47,082
Equation 3.3					
$Elec_{Convert,y,i}$	Electricity usage from conversion	kWh	Residential	1,563,171	6,061,119
			Nonresidential	3,440,233	16,341,106
Equation 3					
$EF_{elec,y,i}$	Forecasted electricity emission factor	MT CO ₂ e/kWh	Residential	0.0001501	0.00
			Nonresidential	0.0001501	0.00
$CO_2e_{Reduction_{NG}}$	Natural gas GHG emissions reduction	MT CO ₂ e	Residential	845	4,223
			Nonresidential	1,859	11,385

Measure BE-4: Decarbonize 50% municipal buildings by 2030 and 100% by 2045.

Measure BE-4 commits the City to lead by example in decarbonizing municipal buildings and facilities City-wide to educate and promote electric conversions throughout the community. To achieve this, the City plans to adopt a policy requiring the decarbonization of 50% of municipal buildings and facilities by 2030 and 100% by 2045, with a focus on prioritizing critical and public access facilities. Additionally, the City will pursue grant funding and eligible rebates to support the electrification of municipal buildings. While the strategies to decarbonize municipal buildings and facilities will reduce GHG emissions, emissions from municipal building energy are included as a subset of the nonresidential building energy sector in the Ukiah 2022 Community GHG Inventory. This means the associated GHG emissions reduction are included within the community mitigation Measures (i.e., BE-1 through BE-3). Thus, to avoid potential double counting, reductions from this municipal mitigation measure are not counted towards the 2030 and 2045 targets. Nevertheless, the City is committed to demonstrating leadership in building decarbonization to support community-wide GHG reduction efforts and to serve as a model for sustainable practices.

3 Sector T: Transportation

The City of Ukiah's Transportation strategy aims to reduce and decarbonize VMT by leveraging renewable and carbon-free electricity (see Sector BE-1) and other renewable fuels to reduce GHG emissions from the transportation system. Reducing VMT consists of transitioning Ukiah residents and visitors out of single-occupancy vehicles and into active transportation mode options (i.e., walking and biking) and public and shared transit options (e.g., public buses, rail, carpools) by improving these modes and adopting policies to discourage single-occupancy vehicle commutes. The remaining VMT will then be decarbonized by increasing the adoption of zero-emission vehicles. When combined with renewable and carbon-free fuels, zero emission vehicles (ZEVs) eliminate GHG emissions from fossil fuel combustion and transition commutes to a zero-emission operational footprint. Additionally, the sector targets small off-road equipment and vehicles for decarbonization in alignment with State regulations. Based on this approach, the CAP's Transportation strategy consists of the following Measures presented in Table 12. The table also indicates which Measures are quantitative and which Measures are supportive. The following subsections detail the substantial evidence and calculation methodologies of the quantitative Measures and the role of the supportive Measures.

Table 12 Sector T: Transportation GHG Emission Reduction Summary

Measure ID	Measure	2030 GHG Emissions Reduction (MT CO ₂ e)	2045 GHG Emissions Reduction (MT CO ₂ e)
Measure T-1	Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.	373	2,164
Measure T-2	Increase total public transportation mode share to 5% by 2030, and 20% by 2045.	997	5,319
Measure T-3	Reduce local VMT from single passenger vehicles.	Supportive	Supportive
Measure T-4	Achieve zero-emission vehicle (ZEV) adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.	11,847	66,664
Measure T-5	By 2030, electrify or otherwise decarbonize 12% of applicable small off-road engines (SORE) off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.	606	1,541
Measure T-6	Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.	Supportive	Supportive
Total		13,823	75,688

Measure T-1: Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.

Measure T-1 aims to increase Ukiah's active transportation mode share to 15 percent by 2030 and to 30 percent by 2045. The primary Actions that enable this Measure are:

- **Action T-1a** which directs the City to update and implement the Ukiah Bicycle and Pedestrian Master Plan, increase active transportation infrastructure through safe and accessible bikeways and walkways, and develop and pilot a program that provides communitywide access to bicycles;
- **Action T-1b** which directs the City to establish affordable public transportation options while prioritizing bicycles and other micro-mobility options;

- **Action T-1c** which commits the City to develop a priority list of active transportation projects from Mendocino Council of Governments' (MCOG) Regional Transportation Plan (RTP) and updated Ukiah Bicycle and Pedestrian Master Plan, as well as identify and pursue necessary resources to implement the top 5 projects identified by 2028;
- **Action T-1d** which commits the City to further developing safe bike lane transportation corridors by 2027 across Ukiah using available State and federal funding.

To monitor the performance of these Actions in achieving Measure T-1 goals, the City will preliminarily track the amount of grant funding sourced and distributed through active transportation projects. Miles of bike and pedestrian lanes developed will also be tracked as the primary performance standard for determining the efficacy of listed Actions in achieving Measure T-1 goals.

Currently, Ukiah has a low bicycle mode share, but a relatively high walking mode share. In 2022 (i.e. Ukiah's GHG Inventory year), Ukiah's bicycle and pedestrian mode shares were 0.2 percent and 10.9 percent, respectively, equating to a 11.1 percent total active transportation mode share.^{46,47} Ukiah's bicycle network currently lacks safety, accessibility and connectivity. Specifically, major areas of the Ukiah lack designated bicycle facilities.⁴⁸ **Action T-1a** addresses these problems by directing the City to update its Master Plan and increase bicycle infrastructure through safe and accessible bikeways. **Action T-1d** also addresses these concerns by further developing safe bike lane corridors through State and federal funding. Studies show that investments in active transportation infrastructure have demonstrated significant improvements in active transportation mode shifts and GHG emissions reductions.⁴⁹ For example, urban cities that make a strong commitment to bicycle travel can see up to an 11 percent reduction in vehicle miles traveled and associated GHG emissions.⁵⁰ Such reductions can be reasonably expected because in 2022, about 16 percent of vehicle trips made nationally were 1 mile or less—a distance easily travelled by foot or bicycle.⁵¹ **Action T-1a** supports this measure by addressing safety and connectivity concerns, as well as updating the Ukiah Bicycle and Pedestrian Master Plan. Part of this update includes assessing current active transportation conditions and projects occurring in Ukiah, such as the Urban Core Rehabilitation Project (UCRT)⁵² and construction of Phases 1-3 of the Great Redwood Trail – Ukiah (GRT-Ukiah).⁵³ The UCRT is a project that will enhance multimodal transportation in Ukiah's urban core, including installing or upgrading 2.9 miles of bike lanes. The GRT-Ukiah is expanding from 1.8 miles long to 3 miles long and 100 feet wide, with existing trail miles running adjacent to downtown Ukiah. The expansion of this trail enhances the efficacy of the project serving as an active transportation trail system as well as a linear park which encourages inclusivity and increased connectivity across Ukiah for residents.

To estimate the mode shift potential of updating Ukiah's Bicycle and Pedestrian Master Plan, other cities' bicycle and road networks were analyzed. The City of Davis leads the state with a 17.5 percent bicycle mode share⁵⁴ and 9.2 miles of bike lane per square mile of the city.⁵⁵ The City of Berkeley has a 9.7 percent bicycle mode⁵⁶ with approximately 4.8 miles of bike lane per square mile of the city.⁵⁷ Ukiah's current bicycle mode share is 0.2 percent,⁵⁸

⁴⁶ US Census Bureau. 2022: ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex. Accessed at: <https://data.census.gov/table?t=Commuting&g=160XX00US0681134>

⁴⁷ U.S. Census Bureau data includes 'Work from home' mode share. Mode share percentages were re-determined to exclude work from home mode share.

⁴⁸ City of Ukiah. 2040 General Plan (2022). Accessed at: https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf

⁴⁹ Glazener, Andrew and Khreis, Haneen. Transforming our Cities: Best Practices Towards Clean Air and Active Transportation (2019). Accessed at: <https://link.springer.com/article/10.1007/s40572-019-0228-1>

⁵⁰ Jacob Mason et al., Institute for Transportation & Development Policy and the University of California, Davis. A Global High Shift Cycling Scenario (2015). Accessed at: https://itdpdotorg.wpengine.com/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario_Nov-2015.pdf

⁵¹ National Household Travel Survey. Population Vehicle Trips Statistics (2021). Accessed at: <https://nhts.ornl.gov/vehicle-trips>

⁵² City of Ukiah. Urban Core Rehabilitation and Transportation Project (2023). Accessed at: <https://cityofukiah.com/ucrt/>

⁵³ City of Ukiah. Great Redwood Trail – Ukiah, Linear Park Master Plan (2020). Accessed at: <https://cityofukiah.com/wp-content/uploads/2022/06/GRT-Park-Master-Plan-Final.pdf>

⁵⁴ US Census Bureau. 2019: ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex. Accessed at: <https://data.census.gov/table/ACSST5Y2019.S0801?q=commute&g=160XX00US0618100>

⁵⁵ City of Davis. Accessed at: <https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/davis-bike-and-pedestrian-infrastructure>

⁵⁶ City of Berkeley. City of Berkeley Bicycle Plan (2017). Accessed at: https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf

⁵⁷ Visit Berkeley. Fact Sheet. Accessed at: <https://www.visitberkeley.com/media-press/press-kit/fact-sheet/>

⁵⁸ US Census Bureau. 2022: ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex. Accessed at: <https://data.census.gov/table?t=Commuting&g=160XX00US0681134>

and has approximately 2.13 miles of bike lane per square mile of the city.⁵⁹ With the City adding over 12 additional miles of bike lanes through updates of the Bicycle and pedestrian Master Plan, there would be approximately 4.74 miles of bike lane per square mile of Ukiah.

Bicycle mode share in Ukiah is low partially because of the lack of designated bicycle facilities, making bicycle routes disconnected and inaccessible, as mentioned above. Studies show that increasing the connectivity of bicycle route networks can lead to a higher mode share of bicycle use.⁶⁰ Given that Ukiah's projected 4.74 miles of bike lanes per square mile closely aligns with the bike lane networks in cities like Berkeley, where bicycle mode share has reached 9.7 percent, achieving a 4 percent active transportation mode share by 2030 is a realistic and attainable goal, with the increase coming from bicycle mode share while walking mode share is conservatively assumed to remain constant.⁶¹ This assumption provides a conservative and reasonable estimate of bike mode share increase that lies well below similar city references (City of Davis and City of Berkeley, see above), and is supported by the City's efforts to implement 12 miles of new bike lanes.

Like 2030, the 2045 quantification assumes the increases would be attributable to bicycle mode share, while walking mode share remains constant. These active transportation mode share estimates also provide VMT reductions for Ukiah well within the reductions shown in the cited studies. Additionally, the key Actions associated with this Measure (**Actions T-1a, 1b, 1c, and 1d**) will support this increase in mode share by prioritizing efforts to implement bike share programs, increase access, and incentive mode shifts.

Table 13 shows the parameters and data sources that support the GHG emissions reduction from active transportation mode shifts and Table 14 shows the calculations as outlined in Equations 4 through 4.2.

Active Transportation Mode Share Equations

Equation 4 $CO_2e\ Reduction_{i,y} = VMT\ Reduced_{i,y} * VMT\ EF_{i,y}$

Equation 4.1 $VMT\ Reduced_{i,y} = ((VMT_{i,y} * TPM_{i,y}) / MS_{pass,by}) * TL_i * MS\ Increase_{Bike,y}$

Equation 5.2 $MS\ Increase_{Bike,y} = MS\ Target_{Active,y} - MS_{Bike,by}$

Table 13 Active Transportation Mode Share Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 4				
<i>CO₂e Reduction</i>	VMT GHG emissions reduction	See Table 14	MT CO ₂ e	Calculated
<i>VMT Reduced</i>	VMT reduced	See Table 14	miles	Calculated
<i>VMT EF</i>	VMT emission factor	See Table 14	MT CO ₂ e/mile	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
Equation 4.1				
<i>VMT_{i,y}</i>	Forecasted VMT	See Table 14	miles	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
<i>TPM_{i,y}</i>	Forecasted trips per mile	See Table 14	trips/mile	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report

⁵⁹ Ukiah currently has 9.82 miles of bike lanes (Ukiah 2040 General Plan). Ukiah land area in square miles is 4.6, according to the 2040 General Plan. Accessed at: https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf

⁶⁰ California Air Pollution Control Officers Association (CAPCOA). Quantifying Greenhouse Gas Mitigation Measures (2010). Accessed at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>

⁶¹ The average active transportation trip length used in the quantification is set to 1.5 miles. While average walking trip (1 mile, CARB) is significantly lower than average biking trip (2.1 miles, CARB), a 1.5-mile average was assumed. Increasing biking infrastructure will increase accessibility to biking routes and increase convenience for biking.

Variable	Definition	Value	Unit	Data Source
$MS_{pass,by}$	Passenger trip mode share in baseline year	88%	percentage	US Census Bureau. ACS 5-Year Estimates Subject Tables (2022) ¹
TL_i	Average bicycle trip length	1.5	miles	CARB Quantifying Reductions in Vehicle Miles Traveled from New Bike Paths, Lanes, and Cycle Tracks: Technical Documentation ²
$MS\ Increase_{Bike,y}$	Bicycle mode share increase	See Table 14	percentage	Calculated
i	VMT type	Passenger	–	–
y	Year	2030 or 2045	–	–
Equation 4.2				
$MS\ Target_{Active,y}$	Active transportation mode share target	–	percentage	Conservative estimate based on bicycle mode shares currently seen in Davis and Berkeley. ^{3,4}
$MS\ Target_{Active,2030}$	–	15.00%	percentage	Measure T-1 target; City of Davis and Berkeley. ^{3,4}
$MS\ Target_{Active,2045}$	–	30.00%	percentage	Measure T-1 target
$MS_{Walk,by}$	Walking mode share in baseline year	10.91%	percentage	US Census Bureau. ACS 5-Year Estimates Subject Tables (2022) ¹
$MS_{Bike,by}$	Bicycle mode share in baseline year	0.22%	percentage	US Census Bureau. ACS 5-Year Estimates Subject Tables (2022) ¹
by	Baseline year	2022	year	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report

Notes: “–” means either reference not applicable or see references for disaggregated parameter in the following table rows

1. US Census Bureau. ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex, Ukiah (2022). Available at: <https://data.census.gov/table?t=Commuting&g=160XX00US0681134>
2. CARB. Quantifying Reductions in Vehicle Miles Traveled from New Bike Paths, Lanes, and Cycle Tracks: Technical Documentation (2019). Accessed at: https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/bicycle_facilities_technical_041519.pdf.
3. US Census Bureau. ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex, Davis (2022). Available at: <https://data.census.gov/table/ACSST5Y2022.S0801?t=Commuting&g=160XX00US0618100>
4. US Census Bureau. ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex, Berkley (2022). Available at: <https://data.census.gov/table/ACSST5Y2022.S0801?t=Commuting&g=160XX00US0606000>

Table 14 Active Transportation Mode Share GHG Emission Reduction Calculations

Variable	Definition	Units	VMT Type	2030	2045
Equation 4.2					
$MS\ Target_{Active,y}$	Active transportation mode share target	percentage	Passenger	15.00%	30.00%
$MS\ Increase_{Bike,y}$	Bicycle mode share increase	percentage	Passenger	3.88%	18.88%
Equation 4.1					
VMT	Forecasted VMT	miles	Passenger	150,757,738	197,679,597
TPM	Forecasted trips per mile	trips/mile	Passenger	0.126046	0.131863
VMT Reduced	VMT reduced	miles	Passenger	1,255,643	8,386,864
Equation 4					
VMT EF	VMT emission factor	MT CO ₂ e/mile	Passenger	0.000297	0.000258
CO ₂ e Reduction	VMT GHG emissions reduction	MT CO ₂ e	Passenger	373	2,164

Measure T-2: Increase total public transportation mode share to 5% by 2030, and 20% by 2045.

Measure T-2 aims to increase Ukiah's public transit mode share to 5 percent by 2030 and to 20 percent by 2045. The primary Actions that enable this Measure are:

- **Action T-2a** which directs the City to work with Mendocino Council of Governments (MCOG) and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan will include considerations as to:
 - Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs,
 - Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods,
 - Developing a local electric trolley or bus system that operates year-round;
- **Action T-2b** which commits the City to require parking management plans (i.e., eliminate parking minimums, develop parking maximums) and transportation demand management plans; and,
- **Action T-2c** which directs the City to collaborate with MCOG and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas.

To monitor the performance of these Actions in achieving Measure T-2 goals, the City will preliminarily track the successful completion of the City transportation system plan identified in **Action T-2a**, as well as the implementation of TDM requirements. Annual MTA ridership rates will also be tracked as the primary performance standard for determining Action efficacy in achieving Measure goals.

In 2022 (i.e., Ukiah's GHG inventory year), Ukiah's public transit mode share was 0.87 percent.⁶² Key strategies employed by cities looking to increase public transportation mode share include significant expansions of public transportation service lines (**Action T-2a**), designated streets or lanes for bus lines to decrease headways, implementation of taxes to support transit, and reduced parking availability (**Action T-2b**). Studies have shown that expanding transit coverage through services routes and schedules can increase public transit mode share in a city. Specifically, studies which incorporated factors such as elasticity of transit demand and average mode shift factors

⁶² US Census Bureau. 2022: ACS 5-Year Estimates Subject Tables. S08011/Commuting Characteristics by Sex. Accessed at: <https://data.census.gov/table?t=Commuting&g=160XX00US0681134>

have estimated that doubling transit coverage in a city can reduce VMT—and associated GHG emissions—up to 4.6 percent.⁶³ **Action T-2b** specifies identifying high-trafficked areas of Ukiah to eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management (TDM) plans. The intention of this Action is for employers to implement TDM plans that discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, transit, walking, and biking, thereby reducing VMT and GHG emissions. Studies show that implementing such plans have the potential to reduce up to 26 percent GHG emissions from project employee commute VMT.⁶⁴ **Action T-2b** also intends to develop parking management plans. Studies have estimated that implementing paid public parking and limited residential parking can reduce GHG emissions up to 30 percent and 13.7 percent, respectively.⁶⁵ With the focus of **Action T-2a** and **Action T-2c** on creating a more connected and reliable network of transit, it is reasonable to estimate that the City can expect a 2.23 percent reduction in passenger VMT in Ukiah which would result from a 4.13 percent increase in public transit mode share.⁶⁶ Quantification estimates using third party evidence suggest that a realistic goal set forth by this measure is a public transit mode share of 5 percent by 2030 and 20 percent by 2045. For the purpose of conservatively estimating GHG reductions, these percentages are applied to the remaining VMT after accounting for reductions achieved through active transportation efforts identified in Measure T-1 to determine the expected VMT reduction from public transit actions.

Efforts to increase public transit mode share associated with **Action T-2a** may lead to more frequent transit operations or route changes, potentially increasing GHG emissions. However, MTA is planning to expand its ZEV bus fleet in alignment with California's Innovative Clean Transit (ICT) regulation, which requires all public transit agencies to transition to zero-emission bus fleets by 2040.⁶⁷ The ICT regulation mandates a phased transition schedule: by 2023, large transit agencies must ensure 25% of new bus purchases are zero-emission; by 2026, large agencies must increase this to 50%, with small transit agencies beginning their transition at 25%; and by 2029, all new bus purchases statewide must be zero-emission.⁶⁸ Additionally, programs such as the Low Carbon Transit Operations Program (LCTOP), established under Senate Bill 862, provide funding to support this transition.⁶⁹ For the purposes of quantification, it is assumed that any new buses required to support expanded service or additional routes under this action would be electric or zero-emission in alignment with State regulations. Using electric buses is anticipated to have continual GHG reduction benefits as emissions from electricity decline as a result of implementation of Measures BE-1 to transition the Ukiah grid to renewable energy. As a result, GHG emissions from potential public transit expansion in Ukiah are anticipated to be negligible and are not included in the quantification of net GHG emissions reductions from this measure. Table 15 shows the parameters and data sources that support the GHG emissions reduction associated with reducing vehicle miles traveled through public transit mode share and Table 16 shows the calculations as outlined in Equations 5 through 5.2.

Public Transit Mode Share Equations

Equation 5 $CO_2e\ Reduction_{i,y} = VMT\ Reduced_{i,y} * VMT\ EF_{i,y}$

Equation 5.1 $VMT\ Reduced_{i,y} = (((VMT_{i,y} - VMT_{active,y}) * TPM_{i,y}) / MS_{public,by}) * TL_i * MS\ Increase_{public,y}$

Equation 5.2 $MS\ Increase_{public,y} = MS\ Target_{public,y} - MS_{public,by}$

⁶³ California Air Pollution Control Officers Association (CAPCOA). Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021).

⁶⁴ CAPCOA. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021). Measure T-6. Accessed at: https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf

⁶⁵ CAPCOA. Handbook for Analyzing Greenhouse Gas Emission Reductions. Measure T-24 and T-15.

⁶⁶ VMT reduction related to transit measures was quantified using CAPCOA T-24, T-25, and T-26 methodology that quantified VMT reduction for the extension of transit network coverage or hours, increase in transit service frequency, and implementation of transit-supportive roadway treatments, respectively.

⁶⁷ Mendocino Transit Authority (MTA). 2024. Mendocino Transit Authority Short-Range Transit Development Plan 2024 Update. Available at: https://www.mendocinocog.org/files/18849c841/MTA+2024+SRTDP_Final%28web%29.pdf

⁶⁸ California Air Resources Board (CARB). 2024. Innovative Clean Transit (ICT) Regulation Fact Sheet. Available at: <https://ww2.arb.ca.gov/resources/fact-sheets/innovative-clean-transit-ict-regulation-fact-sheet>

⁶⁹ Caltrans. 2024. Low Carbon Transit Operations Program (LCTOP). Available at: <https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop>

Table 15 Public Transit Mode Share Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 5				
$CO_2e\ Reduction_{i,y}$	VMT GHG emissions reduction	See Table 16	MT CO ₂ e	Calculated
$VMT\ Reduced_{i,y}$	VMT reduced	See Table 16	miles	Calculated
$VMT\ EF_{i,y}$	VMT emission factor	See Table 16	MT CO ₂ e/mile	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
Equation 5.1				
$VMT_{i,y}$	Forecasted VMT after active transportation reductions	See Table 16	miles	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$VMT_{active,y}$	VMT reduction from active transportation targets	See Table 14	miles	Calculated (See Measure T-1)
$TPM_{i,y}$	Forecasted trips per mile	See Table 16	trips/mile	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$MS_{pass,by}$	Passenger trip mode share in baseline year	88%	percentage	US Census Bureau. ACS 5-Year Estimates Subject Tables (2022) ¹
TL_i	Average public transit trip length	3.8	miles	American Public Transportation Association's Public Transportation Fact Book ^{2,3}
$MS\ Increase_{Public,y}$	Public transit mode share increase	See Table 16	percentage	Calculated
i	VMT type	Passenger	–	–
y	Year	2030 or 2045	–	–
Equation 5.2				
$MS\ Target_{Public,y}$	Public transit mode share target	–	percentage	–
$MS\ Target_{Public,2030}$	Public transit mode share target (2030)	5%	percentage	Measure T-2 target
$MS\ Target_{Public,2045}$	Public transit mode share target (2045)	20%	percentage	Measure T-2 target
$MS_{Public,by}$	Public transit mode share in baseline year	0.87%	percentage	US Census Bureau. ACS 5-Year Estimates Subject Tables (2022) ¹
by	Baseline year	2022	year	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report

Notes: "–" means either reference not applicable or see references for disaggregated parameter in the following table rows

1. US Census Bureau. ACS 5-Year Estimates Subject Tables. S0801|Commuting Characteristics by Sex, Ukiah (2022). Available at: <https://data.census.gov/table?t=Commuting&g=160XX00US0681134>
2. American Public Transportation Association. Public Transportation Fact Book (2018). Accessed at: <https://www.apta.com/wp-content/uploads/Resources/resources/statistics/Documents/FactBook/2018-APTA-Fact-Book.pdf>.
3. Note: Regular bus trip length was utilized to remain conservative.

Table 16 Public Transit Mode Share GHG Emission Reduction Calculations

Variable	Definition	Units	VMT Type	2030	2045
Equation 5.2					
$MS\ Target_{Public}$	Public transit mode share target	percentage	Passenger	5.00%	20.00%
$MS\ Increase_{Public}$	Public transit mode share increase	percentage	Passenger	4.13%	19.13%
Equation 5.1					
VMT	Forecasted VMT after active transportation reductions	miles	Passenger	150,757,738	197,679,597
VMT_{active}	VMT reduction from active transportation targets	miles	Passenger	1,255,643	8,386,864
TPM	Forecasted trips per mile	trips/mile	Passenger	0.126046	0.131863
$VMT\ Reduced$	VMT reduced	miles	Passenger	3,358,554	20,615,627
Equation 5					
$VMT\ EF$	VMT emission factor	MT CO ₂ e/mile	Passenger	0.000297	0.000258
$CO_2e\ Reduction$	VMT GHG emissions reduction	MT CO ₂ e	Passenger	997	5,319

Measure T-3: Reduce local VMT from single passenger vehicles.

Measure T-3 directs Ukiah to develop programs and policies to discourage travel by single-occupancy vehicles. Although this Measure may produce GHG emissions reductions, it is not quantified in this CAP due to the high potential to double count GHG emissions reduction with Measures T-1 and T-2. This Measure does, however, play a critical role in reducing VMT by promoting infill development, supporting increased EV infrastructure development, and supporting the CAP's active and public transportation mode share goals through infrastructure development and increased access.

Measure T-3 seeks to prioritize infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that is compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Increasing residential density and adding mixed-use development to neighborhoods near transit are key actions in reducing VMT, as they create more opportunities for people to live closer to jobs, services, and public transportation, reducing the need for single-occupancy vehicle trips. Higher densities and mixed-use developments near transit corridors are essential for achieving significant VMT reductions.⁷⁰ By encouraging sustainable development strategies that emphasize density, connectivity, and quality of affordable housing options along transit routes, this Measure can reduce reliance on cars, facilitate shorter trips, and support a shift to active modes of transportation like walking, biking, and public transit. Studies show that increasing residential density has the potential to reduce up to 30 percent GHG emissions.⁷¹ Furthermore, providing transit-oriented development has the potential to reduce up to 31 percent GHG emissions.⁷²

In support of reducing single passenger VMT and promoting infill projects, this Measure establishes Reach Code requirements to include EV charging infrastructure and local active and public transit facilities (i.e., dedicated bicycle parking stations, implementation of shared mobility hubs, access to transit stops where viable, etc.) in new multi-family construction. Additionally, the City aims to pursue and implement policies that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. By coupling increased density and diversity in land use with EV, biking, and walking infrastructure, this Measure helps lay the foundation for achieving Ukiah's VMT reduction goals of Measure T-4 (see below) and complements the active transportation and public transit mode share targets set by Measures T-1 and T-2.

⁷⁰ Center for Transit-Oriented Development. Transit Oriented Development and the Potential for VMT-Related Greenhouse Gas Emissions Growth Reduction (2010). Accessed at: https://cnt.org/sites/default/files/publications/TOD-Potential-GHG-Emissions-Growth.FINAL_.pdf.

⁷¹ CAPCOA. Handbook for Analyzing Greenhouse Gas Emission Reductions (2021).

⁷² CAPCOA. Handbook for Analyzing Greenhouse Gas Emission Reductions (2021).

Measure T-4: Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.

Measure T-4 aims to achieve a passenger and commercial ZEV adoption rate of 30 percent and 25 percent, respectively, by 2030, and 100 percent for all vehicles by 2045. The primary Actions that are designed to enable this Measure are:

- **Action T-4a** which directs the City to complete an inventory of existing EV infrastructure and locations, as well as pursue funding opportunities for the installation of around public EV chargers and residential home EV charging systems by 2030; and,
- **Action T-4b** which commits the City to develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces. The reach code would require:
 - Single Family – CalGreen Tier 2 provisions;
 - Multifamily – CalGreen Tier 2 provisions;
 - Non-residential – CalGreen Tier 2 provisions;
 - Expansion of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030;
 - Larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new and existing buildings at time of renovation if projects are valued at \$250,000 or greater;
 - Acceleration of EV charger permits; and,
 - Installation of EV chargers at City-owned facilities.

The State has established a goal of putting 5 million ZEVs on the road by 2030 and, according to executive order N-79-20, 100 percent of passenger vehicle sales are to be zero emission by 2035. This new executive order puts the total number of ZEVs on the road by 2035 at approximately 15 million.⁷³ Based on the current number of vehicles registered in California and application of a conservative population growth rate of 2 percent per year, 15 million ZEVs accounts for 35 percent of total passenger vehicles in 2035. The State has also established the Advanced Clean Fleets (ACF) rule, which requires the gradual transition of commercial vehicle fleets to ZEVs in California.⁷⁴ Starting in 2024, fleets must begin transitioning to ZEVs, with new trucks added to the fleet required to be zero-emission. Currently, the State is anticipated to reach 26 percent ZEV adoption across all vehicles by 2030.^{75,76} To verify alignment with State ZEV regulations and the ZEV adoption goals set forth by Measure T-4, the City will monitor performance of the above actions by tracking registration of ZEVs in the community, as well as the number of public EV charging stations installed.

Studies have consistently identified that limited charging infrastructure as one of the primary barriers to electric vehicle adoption.^{77, 78} **Actions T-4a** and **T-4b** help address this barrier by requiring the identification of gaps in the current infrastructure, pursuing funding to install additional chargers, implementing a reach code to establish minimum charger installation requirements, and simplifying the installation process by accelerating EV charger permits. Publicly accessible electric vehicles chargers make owning an electric vehicle convenient for all drivers—including those who cannot charge at home or drive daily distances longer than their electric vehicle battery range.

⁷³ Davis, A., Hoang, T., Lopez, T., Lu, J., Nguyen, T., Nolty, B., Rillera, L., Schell, D., and Wofford, M. 2023. California Energy Commission Staff Report, Assembly Bill 2127 Electric Vehicle Charging Infrastructure Assessment. Available at: <https://www.energy.ca.gov/publications/2023/second-assembly-bill-ab-2127-electric-vehicle-charging-infrastructure-assessment>

⁷⁴ CARB. Advanced Clean Fleets Regulation Overview. Accessed at: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-overview>

⁷⁵ California Energy Commission (CEC). 2021. Report Shows California Needs 1.2 Million Electric Vehicle Chargers by 2030. Accessed at: <https://www.energy.ca.gov/news/2021-06/report-shows-california-needs-12-million-electric-vehicle-chargers-2030>

⁷⁶ Based on the zero-emission vehicle goals for passenger vehicles established by Executive Order N-79-20, eight million zero-emission vehicles are anticipated statewide by 2030. The City of Ukiah, through the development of this CAP, estimates that these eight million zero-emission vehicles represent 26 percent of the total passenger vehicles expected statewide by 2030 (based on statewide passenger car and light-duty truck counts in 2016 and population estimates for 2016 and 2030).

⁷⁷ Kumar, Rajeev Ranjan and Kumar Alok. Adoption of Electric Vehicle: A Literature Review and Prospects for Sustainability (2020). Accessed at: <https://www.sciencedirect.com/science/article/abs/pii/S095965261934781X>

⁷⁸ Winjobi, Olumide and Kelly, Jarod. Used Plug-in Electric Vehicles as a Means of Transportation Equity in Low-Income Households (2021). Accessed at: <https://www.osti.gov/biblio/1658592>

To this point, it is expected that 20 percent of electric vehicle charging nationally will occur at publicly accessible chargers in 2030.⁷⁹

Estimation of EV infrastructure necessary to meet this Measure's goal is based on the statewide estimate of electric vehicles per publicly accessible electric vehicle charger. This estimate is based on the U.S. Department of Energy's Electric Vehicle Infrastructure Projection Tool and the numbers of ZEVs in the State as reported by the CEC (see Table 17). The quantification assumes all ZEVs will be EVs to remain conservative in the plan for EV chargers. Table 17 shows the parameters and data sources used to calculate the publicly accessible EV chargers needed in 2030 and 2045 and Table 18 shows the calculations as outlined in Equations 6 through 6.1.

Publicly Accessible Electric Vehicle Chargers Equation

Equation 6 $PEV\ Chargers_y = EVs_y / PEV\ Charger\ Factor - Existing\ PEV\ Chargers_{by}$

Equation 6.1 $EVs_y = Population_y * (Vehicles_{by} / Population_{by}) * EV\ Target_{Pass,y}$

Table 17 Publicly Accessible Electric Vehicle Charger Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 6				
$PEV\ Chargers_y$	New publicly accessible electric vehicle chargers needed	See Table 18	chargers	Calculated
EVs_y	Electric vehicles targeted	See Table 18	electric vehicles	Calculated
$PEV\ Charger\ Factor$	Electric vehicles per publicly accessible electric vehicle charger	36	electric vehicles per charger	State-wide estimate based on DOE Infrastructure projection tool and the number of ZEVs in the State as reported by the CEC ¹
$Existing\ EV\ Chargers_{by}$	Existing publicly accessible electric vehicle chargers	33	chargers	PlugShare ²
y	Year	2030 or 2045	year	–
by	Baseline year	2022	year	–
Equation 6.1				
$Population_y$	Forecasted population in region	See Table 18	people	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Vehicles_{by}$	Vehicles in baseline year	27,195	vehicles	Estimate based on Ukiah Zip Code ¹
$Population_{by}$	Population in baseline year	15,929	people	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$EV\ Target_{Pass,y}$	Electric vehicle adoption target	See Table 18	percentage	Targeted zero-emission vehicle adoption for Measure T-4.

Notes: "–" means either reference not applicable or see references for disaggregated parameter in the following table rows

1. California Energy Commission. Light-Duty Vehicle Population in California. Accessed at: <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/light>
2. PlugShare. EV Charging in Ukiah, CA. Accessed at: <https://www.plugshare.com/directory/us/california/ukiah>.

⁷⁹ Kampshoff, Philipp et al. Building the Electric-Vehicle Charging Infrastructure America Needs (2022). Accessed at: <https://www.mckinsey.com/industries/public-sector/our-insights/building-the-electric-vehicle-charging-infrastructure-america-needs>

Table 18 Publicly Accessible Electric Vehicle Charger Parameters and Data Sources

Variable	Definition	Units	2030	2045
Equation 6.1				
$Population_y$	Forecasted population	people	17,834	21,407
$EV\ Target_{Pass,y}$	Zero-emission vehicle adoption target	percentage	30%	100%
EVs_y	Electric vehicles targeted	electric vehicles	9,134	36,547
Equation 6				
$PEV\ Chargers_y$	New publicly accessible electric vehicle chargers needed	chargers	223	990

Through public-private funding and partnerships, the City will facilitate the installation of 223 publicly accessible EV chargers by 2030 to support 9,134 EVs, and 763 additional publicly accessible EV chargers by 2045 for a total of 990 at prioritized locations on City-owned properties and across the community. The City of Ukiah will track the number of EVs in the City based on DMV data and will adjust the number of chargers necessary based on adoption rates. The City will play a key role in identifying strategic sites and providing support through direct funding and establishing streamlined permitting for EV charger installations (**Actions T-4a** and **T-4b**). The majority of these installations will be carried out through existing local (e.g., Ukiah's Electric Vehicle Charger Rebate Program⁸⁰), regional and state (e.g., Sonoma Coast Incentive Project⁸¹), and federal funding opportunities, as well as the potential pursuit of partnerships with private companies.⁸² Additionally, these ZEVs will be supported by private electric vehicle chargers in new developments and existing buildings (**Action T-4b**).

Action T-4b directs the City to implement the Tier 2 voluntary measures of the California Green Building Standards Code—Part 11, Title 24, California Code of Regulations—known as CALGreen. Once locally adopted through a reach code in 2026, these Tier 2 requirements will be mandatory for new commercial and multifamily construction in Ukiah and require such buildings to install the minimum number of EV chargers based on the requirements (i.e., 20 percent of total parking spaces). Additionally, the City will adopt Tier 2 requirements for major commercial and multifamily retrofits through a reach code in 2026. These requirements will require major commercial retrofits to meet Tier 2 requirements for “EV Ready” charging spaces and infrastructure; and major multifamily building retrofits to install the minimum number of EV chargers based on Tier 2 requirements (i.e., 20 percent of total parking spaces).⁸³ **Action T-4b** will work to increase private EV chargers in new buildings. The City has a Level 2 EV Charger Rebate program in place,⁸⁴ and **Action T-4a** directs the City to identify funding opportunities for multifamily residential vehicle charger installations. These funding options, along with federal and State funding will help cover the upfront costs to purchasing an EV and installing the equipment or infrastructure upgrades needed to charge the EV at home as high costs are one of the barriers to EV adoption for low-income households.⁸⁵ **Action T-4a** also directs the City to identify opportunities for accelerated fleet ZEV adoption, supporting commercial vehicle conversions, as regulated by the ACF requirements. These Actions will enable the City to install as many privately owned EV chargers in existing buildings and new developments as practical to support a 30 percent passenger ZEV adoption and a 25 percent commercial ZEV adoption by 2030 and a 100 percent ZEV adoption by 2045. For the purpose of estimating GHG reductions, these percentages are made under the conservative assumption that the VMT reduction from ZEV adoption actions would occur after the active transportation and public transit actions with diminishing returns rather than have an aggregated effect on total VMT.

Table 19 shows the parameters and data sources that support GHG emissions reduction from the zero-emission vehicle adoption and Table 20 shows the calculations as outlined in Equations 7 through 7.2.

⁸⁰ City of Ukiah. Electric Vehicle Offers & Information. Accessed at: <https://ukiah.chooseev.com/promos/>

⁸¹ CALeVIP. Sonoma Coast Incentive Project. Accessed at: <https://calevip.org/incentive-project/sonoma-coast>

⁸² Public-private partnerships are expected due to the large amount of state and federal funding available to support California's need for over one million public and shared chargers by 2030 to meet Executive Order B-48-18's ZEV goals.

⁸³ Major commercial retrofits include retrofits to commercial buildings with a square footage larger than 10,000 square feet or retrofits with modifications to electric service panels.

⁸⁴ City of Ukiah. Electric Vehicle Offers & Information. Accessed at: <https://ukiah.chooseev.com/promos/>

⁸⁵ Gaillard, Isa. Ingredients for Equitable Electrification: Analyzing Equity in Statewide Electric Vehicle Rebate Programs (2022). Accessed at: <https://greenlining.org/wp-content/uploads/2022/10/Greenlining-Ingredients-Equitable-Transportation-WebFINAL.pdf>

Zero-emission Vehicle Adoption Equations

Equation 7 $CO_2e\ Reduction_{VMT,i,y} = (VMT\ Reduced_{ICE,i,y} * EF_{VMT,i,y}) - (Elec\ Converted_{i,y} * EF_{elec,i,y} * (1 + L_{T\&D}))$

Equation 7.1 $Elec\ Converted_{i,y} = VMT\ Reduced_{ICE,i,y} * EPM_{ZEV,i,y}$

Equation 7.2 $VMT\ Reduced_{ICE,i,y} = (VMT_{i,y} - VMT_{alt,i,y}) * (ZEV\ Adoption_{i,y} - ZEV\ Adoption\ Baseline_{i,y})$

Table 19 Zero-emission Vehicle Adoption Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 7				
$CO_2e\ Reduction_{VMT,i,y}$	VMT GHG emissions reduction	See Table 20	MT CO ₂ e	Calculated
$VMT\ Reduced_{ICE,i,y}$	Internal combustion engine VMT reduced	See Table 20	miles	Calculated
$EF_{VMT,i,y}$	Forecasted VMT emission factor	See Table 20	MT CO ₂ e/mile	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Elec\ Converted_{i,y}$	Electricity from zero-emission vehicle conversion	See Table 20	kWh	Calculated
$EF_{elec,i,y}$	Forecasted residential electricity emission factor	See Table 20	MT CO ₂ e/kWh	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$L_{T\&D}$	Electricity transmission and distribution loss percentage	4.12%	Percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
i	VMT type	Passenger, commercial	–	–
y	Year	2030 or 2045	–	–
Equation 7.1				
$EPM_{ZEV,i,y}$	Forecasted electricity usage per mile of zero-emission vehicles	See Table 20	kWh/mile	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
Equation 7.2				
$VMT_{i,y}$	Forecasted total VMT	See Table 20	miles	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$VMT_{alt,i,y}$	VMT reduction from alternative transit methods	See Table 20	miles	See Measures T-1 and T-2
$ZEV\ Adoption_{i,y}$	Zero-emission vehicle adoption target	–	–	–
$ZEV\ Adoption_{pass,2030}$	–	30.00%	percentage	Measure T-4 target
$ZEV\ Adoption_{pass,2045}$	–	100.00%	percentage	Measure T-4 target
$ZEV\ Adoption_{com,2030}$	–	25.00%	percentage	Measure T-4 target

Variable	Definition	Value	Unit	Data Source
<i>ZEV Adoption_{com,2045}</i>	—	100.00%	percentage	Measure T-4 target
<i>ZEV Adoption Baseline_{i,y}</i>	Zero-emission vehicle adoption baseline	See Table 20	percentage	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report

Notes: “—” means either reference not applicable or see references for disaggregated parameter in the following table rows

Table 20 Zero-emission Vehicle Adoption GHG Emission Reduction Calculations

Variable	Definition	Units	VMT Type	2030	2045
Equation 7.2					
$VMT_{i,y}$	Forecasted total VMT	miles	Passenger	150,757,738	197,679,597
			Commercial	18,643,436	24,622,799
$VMT_{alt,i,y}$	VMT reduction from alternative transit methods	miles	Passenger	4,614,196	29,002,491
			Commercial	0	0
$ZEV\ Adoption_{i,y}$	Electric vehicle adoption target	percentage	Passenger	30.00%	100.00%
			Commercial	25.00%	100.00%
$ZEV\ Adoption\ Baseline_{i,y}$	Electric vehicle adoption baseline	percentage	Passenger	6.58%	9.52%
			Commercial	4.73%	24.62%
$VMT\ Reduced_{ICE,i,y}$	Internal combustion engine VMT reduced	VMT	Passenger	34,226,818	168,677,106
			Commercial	3,779,024	24,622,799
Equation 7.1					
$EPM_{ZEV,i,y}$	Forecasted electricity usage per mile of electric vehicles	kWh/mile	Passenger	0.3681	0.3690
			Commercial	1.2227	1.1606
$Elec\ Converted_{i,y}$	Electricity from electric vehicle conversion	kWh	Passenger	12,599,302	62,248,262
			Commercial	4,620,477	28,576,654
Equation 7					
$EF_{elec,i,y}$	Forecasted electricity emission factor	MT CO ₂ e/kWh	Passenger	0.0001501	0.0000000
			Commercial	0.0001501	0.0000000
$EF_{VMT,i,y}$	Forecasted VMT emission factor	MT CO ₂ e/mile	Passenger	0.0002970	0.0002580
			Commercial	0.0011570	0.0009400
$CO_2e\ Reduction_{VMT}$	VMT GHG emissions reduction	MT CO ₂ e	Passenger	8,196	43,519
			Commercial	3,650	23,145

Measure T-5: By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.

Measure T-5 aims for Ukiah to decarbonize 12 percent of small off-road engine (SORE) use in the community by 2030 and 100 percent by 2045 in alignment with CARB’s SORE Regulation. The measures also seek to substitute 35% of off-road diesel consumption with renewable diesel by 2030 in compliance with EO N-79-20. The primary Actions that enable this Measure include:

- **Action T-5a** which directs the City to offer education and incentives for replacement of fossil-fuel based equipment with SORE zero emissions alternatives;
- **Action T-5b** which commits the City to align with and support CARB's regulations requiring new sale small off-road equipment to be zero emission starting in 2024, and phase 2 of the regulation affecting the manufacture and sale of larger scale equipment such as generators and pressure washers by 2028; and
- **Action T-5c** which directs the City to develop an outreach strategy to notify affected fleets, identify pathways to enforce and track compliance with the requirement for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel, such as through reporting requirements, and partner with regional fuel suppliers to procure renewable diesel.

Action T-5b directs the City to align with and support CARB's regulations requiring that new sales of SORE be zero emission by 2024, in compliance with AB 1346. As defined by CARB, SORE are those equipment types with rated power at or below 19 kilowatts (i.e., 25 horsepower). Typical off-road vehicle and equipment types that use these engines include lawn and garden equipment, portable generators, and pressure washers.⁸⁶ To track compliance with AB 1346 requirements and meeting goals established by Measure T-5, the City will monitor the public's participation in the City's SORE education and incentive program.

In 2030, gasoline and diesel used by these SOREs will comprise over 38 percent of the off-road vehicle and equipment fuel used throughout Ukiah.⁸⁷ SORE equipment have a median lifespan of 5 years or less, which means the majority of SORE equipment in Ukiah will likely need to be replaced by 2030.⁸⁸ By providing education supporting compliance with AB 1346 (**Action T-5b**), the City will support the electric conversion of SORE off-road equipment at time of replacement. Additionally, the City will provide incentives for residents and businesses to replace their existing SORE equipment to further promote the transition to ZEV equipment alternatives (**Action T-5a**). Given the population of SORE equipment in the community, their median lifespan, and the expectation that only ZEV options will be available for purchase by 2030, a conservative goal of a 12% reduction in SORE fuel consumption is established for Measure T-5. This quantification focuses on 12 percent of applicable SORE rather than the full 38 percent that SORE comprises, to reflect that Action T-5b targets new sales rather than existing equipment across Ukiah.

In 2022, CARB also approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation that incorporates new requirements to use renewable diesel. Beginning January 1, 2024, all California fleets subject to this regulation are required to procure and only use R99 or R100 renewable diesel fuel in all vehicles subject to the Off-Road Regulation, with some limited exceptions. This regulation applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and applies to vehicles that are rented or leased. Exceptions to the regulation include locomotives, commercial marine vessels, marine engines, recreational off-highway vehicles, combat and tactical support equipment, stationary equipment, portable engines, equipment used exclusively for agricultural operations, implements husbandry, and off-road diesel vehicles owned and operated by an individual for personal, non-commercial and non-governmental purposes.⁸⁹ To align with the regulation, the City will monitor the retail supply of R99 and R100 as the performance standard for Measure T-5. As part of compliance tracking outlined in Action T-5c, the City may also partner with CARB to verify fleet compliance, leveraging CARB's requirement for fleets to affirm their adherence to the regulation. To further support fleet compliance, the City will develop an education campaign to provide fleets with resources for procuring drop-in renewable diesel fuel (**Action T-5c**).

As the In-Use Off-Road Diesel-Fueled Fleets Regulation is dependent on the availability of renewable diesel and does not require equipment turn-over, and the City will monitor retail supply to ensure only R99/R100 is available locally, it is anticipated that Measure T-5 will transition all of off-road diesel consumption subject to the regulation to the renewable alternative by 2030, or 35% of Ukiah's total off-road diesel consumption. Renewable diesel that meets the

⁸⁶ California Air Resources Board (CARB). (2021) SORE Applicability Fact Sheet. Accessed at: <https://ww2.arb.ca.gov/resources/fact-sheets/sore-applicability-fact-sheet>.

⁸⁷ Ukiah's SORE fuel usage in 2030 was estimated by filtering CARB OFFROAD2021 model outputs (for Mendocino County in 2030) for horsepower ratings less than or less than 25 and attributing the resulting County-level annual fuel usage to Ukiah based on the attribution methodology used in the GHG inventory and forecast. The results were divided by the total estimated off-road fuel usage in Ukiah in 2030 to estimate the share, or percentage, of fuel usage attributable to SOREs.

⁸⁸ CARB. 2020 Emissions Model for Small Off-Road Engines – SORE2020 (2020). Table 16. Accessed at: https://ww2.arb.ca.gov/sites/default/files/2020-09/SORE2020_Technical_Documentation_2020_09_09_Final_Cleaned_ADA.pdf

⁸⁹ California Air Resources Board (CARB). (2022). Final Regulation Order Amendments to Sections 2449, 2449.1, and 2449.2 Title 12, California Code of Regulations. Accessed at: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/off-roaddiesel/froa-1.pdf>

required standards has an emissions factor that is approximately 70 percent lower than fossil-fuel diesel.⁹⁰ As renewable diesel has a lower emissions factor, the increased use required by CARB will further help drive down off-road emissions in the Ukiah community.

Table 21 shows the parameters and data sources that support off-road ordinance GHG emissions reduction and Table 22 shows the calculations as outlined in Equations 8 through 8.3.

Off-road Decarbonization Equations

Equation 8 $CO_2e\ Reduction_y = Fuel\ Avoided_{SORE,y} * Weighted\ EF_y$

Equation 8.1 $Weighted\ EF_y = CO_2e\ Emissions_y / (Fuel_{Gas,y} + Fuel_{Diesel,y} + Fuel_{NG,y})$

Equation 8.2 $Fuel\ Avoided_{SORE,y} = (Fuel_{Gas,y} + Fuel_{Diesel,y} + Fuel_{NG,y}) * Prop_{SORE} * Target_{SORE,y}$

Equation 8.3 $Fuel\ Replaced_{Diesel,y} = (Fuel_{Diesel,y} * (1 - Target_{SORE,y})) * Target_{Diesel,y}$

Table 21 Off-road Decarbonization Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 8				
$CO_2e\ Reduction_{offroad,y}$	Offroad fuel GHG emissions reduction	See Table 22	MT CO ₂ e	Calculated
$Fuel\ Avoided_{SORE,y}$	Off-road fuel avoided from applicable SORE equipment	See Table 22	gallons	Calculated
$Weighted\ EF_y$	Weighted emission factor for all off-road fuels	See Table 22	MT CO ₂ e/gallon	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel\ Replaced_{Diesel,y}$	Off-road diesel replaced from applicable diesel equipment >25 hp	See Table 22	gallons	Calculated
$EF_{RDiesel}$	Emissions factor of renewable diesel	0.00308	MT CO ₂ e/gallon	Neste (as recommended by CARB) ⁶
$Weighted\ EF_{Diesel}$	Emissions factor of fossil fuel diesel	0.01047	MT CO ₂ e/gallon	Inventory
Equation 8.1				
$CO_2e\ Emissions_y$	Forecasted off-road GHG emissions	See Table 22	MT CO ₂ e	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel_{Gas,y}$	Forecasted gasoline use	See Table 22	gallon	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel_{Diesel,y}$	Forecasted diesel use	See Table 22	gallon	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Fuel_{NG,y}$	Forecasted natural gas use	See Table 22	gallon	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report

⁹⁰ As of February, 2023, CARB staff identified renewable diesel produced by Neste meets the regulatory requirements and standards for diesel quality (<https://ww2.arb.ca.gov/resources/fact-sheets/chc-factsheet-renewable-diesel-r100-or-r99>). Estimates in GHG emission reductions based on emission factors provided by Neste accessed at: <https://www.neste.com/en-us/products-and-innovation/neste-my-renewable-diesel/product-information>

Variable	Definition	Value	Unit	Data Source
Equation 8.2				
$Prop_{SORE}$	Proportion of fuel attributable to SORE equipment	38%	percentage	OFFROAD2021 ^{1,2}
$Target_{SORE,y}$	Fuel use reduction target for all off-road fuels	–	–	–
$Target_{SORE,2030}$	Fuel use reduction target (2030)	12%	percentage	OFFROAD2021 ^{1,2} and direction of state goals (i.e., EO N-79-20). ³
$Target_{SORE,2045}$	Fuel use reduction target (2045)	100%	percentage	Based on compliance with state goals established by EO N-79-20.
Equation 8.3				
$Target_{Diesel,y}$	Fuel reduction target for diesel off-road fuels	–	–	–
$Target_{Diesel,2030}$	Fuel reduction target (2030)	35%	percentage	OFFROAD2021 ^{1,4} and CARB applicable regulations requiring renewable diesel fuel use (i.e., In-Use Off-Road Diesel-Fueled Fleets Regulation) ⁵
$Target_{Diesel,2045}$	Fuel reduction target (2045)	0%	percentage	Based on compliance with state goals established by EO N-79-20.

Notes: “–” means either reference not applicable or see references for disaggregated parameter in the following table rows

1. California Air Resources Board (CARB). 2024. Off-Road Emissions Inventory (OFFROAD2021). Available at: <https://arb.ca.gov/emfac/offroad/emissions-inventory/3f377c1f45fef7c154509eac6354b9086be9cdd9>
2. Ukiah’s SORE fuel usage in 2030 was estimated by filtering CARB OFFROAD2021 model outputs (for Mendocino County in 2030) for horsepower ratings less than or less than 25 and attributing the resulting County-level annual fuel usage to Ukiah based on the attribution methodology used in the GHG inventory and forecast. The results were divided by the total estimated off-road fuel usage in Ukiah in 2030 to estimate the share, or percentage, of fuel usage attributable to SOREs.
3. California Air Resources Board (CARB). SORE Applicability Fact Sheet (2021). Accessed at: <https://ww2.arb.ca.gov/resources/fact-sheets/sore-applicability-fact-sheet>.
4. Ukiah diesel fuel usage in 2030 was estimated based on attributions established in the Ukiah 2022 GHG Inventory and by filtering CARB OFFROAD2021 model outputs for horsepower ratings greater than or equal to 25 and for equipment categories subject to the In-Use Off-Road Diesel-Fueled Fleets Regulation. The results were divided by the total estimated off-road diesel usage in Ukiah in 2030 to estimate the share, or percentage, of fuel usage subject to the In-Use Off-Road Diesel-Fueled Fleets Regulation which accounted for 35% of all diesel fuel use.
5. California Air Resources Board (CARB). (2022). Final Regulation Order Amendments to Sections 2449, 2449.1, and 2449.2 Title 12, California Code of Regulations. Accessed at: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/off-road-diesel/froa-1.pdf>

Table 22 Off-road Decarbonization GHG Emission Reduction Calculations

Variable	Definition	Units	2030	2045
Equation 8.1				
$CO_2e\ Emissions_y$	Forecasted off-road GHG emissions	MT CO ₂ e	3,639	4,108
$Fuel_{Gas,y}$	Forecasted gasoline use	gallons	202,942	232,457
$Fuel_{Diesel,y}$	Forecasted diesel use	gallons	170,014	189,030
$Fuel_{NG,y}$	Forecasted natural gas use	gallons	-	-
$Weighted\ EF_y$	Weighted fuel emission factor	MT CO ₂ e/gallon	0.009756	0.009747
Equation 8.2				
$Prop_{SORE}$	Proportion of fuel attributable to SORE equipment	percentage	38%	38%
$Target_{SORE,y}$	Fuel use reduction target for all off-road fuels	percentage	12%	100%
$Fuel\ Avoided_{SORE,y}$	Off-road fuel avoided from applicable SORE equipment	gallons	16,787	158,100
Equation 8.3				
$Target_{Diesel,y}$	Fuel use reduction target for all off-road fuels	percentage	35%	0%
$Fuel\ Replaced_{Diesel,y}$	Off-road fuel replaced from applicable diesel equipment >25 hp	gallons	59,811	0
Equation 8				
$CO_2e\ Reduction_{Fuel}$	Fuel GHG emissions reduction	MT CO ₂ e	606	1,541

Measure T-6: Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.

Measure T-6 aims to electrify or otherwise decarbonize Ukiah’s municipal fleet in line with the State’s Advanced Clean Fleet Rule. To lead by example and align with State requirements, the City will implement its Sustainable purchasing policy by 2025 requiring all new and replacement municipal fleet vehicle purchases to be electric vehicles (EVs) or ZEVs, where commercially viable. The City will also conduct an audit of existing vehicles and their uses to design and implement a replacement schedule to comply with the California Advanced Clean Fleet rule, ensuring that 50% of medium- and heavy-duty vehicle purchases are ZEVs beginning in 2024, and 100% by 2027. Additionally, the City will evaluate opportunities to procure renewable diesel for applicable jurisdiction-owned equipment and replace end-of-life off-road equipment with zero-emission alternatives where feasible in alignment with EO N-79-20 requirements. The City also recognizes the need to provide the necessary infrastructure to support this transition. It plans to obtain resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public.

This measure will reduce GHG emissions from municipal operations and demonstrate the feasibility and benefits of transitioning to clean transportation technologies. While the strategies to decarbonize fleet vehicles will reduce GHG emissions, these emissions are already included as a subset of transportation sector emissions within the Ukiah Community GHG Inventory. This means the associated GHG emissions reduction are included within the community mitigation Measures (i.e., T-4 through T-5). Thus, to avoid potential double counting, this municipal mitigation measure is not counted towards the 2030 and 2045 targets.

4 Sector WR: Water Resources

The City of Ukiah's Water Resources strategy aims to optimize Ukiah's water resources through sustainable practices in wastewater recycling, water conservation, and water use reduction. This approach includes ongoing updates to the Urban Water Management Plan, where the City's water utility department and the Ukiah Valley Basin Groundwater Sustainability Agency (UVBGS) will outline demand reduction measures in compliance with the State's Urban Water Management Planning Act established in the California Water Code.⁹¹ As part of this strategy, the City will expand on existing water management policies, collaborate with large water users, enforce landscape irrigation efficiency standards, and engage residents and businesses in sustainable water practices. Through these efforts, the City aims to strengthen water resource resilience and reduce per capita water consumption, ensuring sustainable water access for current and future generations.

Based on this approach, the CAP's Water Resources Sector consists of the following Measure presented in Table 23. The Measure is supportive (i.e., no GHG emissions reductions have been attributed) due to the potential for double counting of indirect GHG emissions reductions with the Building Energy Sector Measures. Energy is used at multiple stages of the water cycle, including extraction, treatment, distribution, and end-use activities like heating. Because of this interconnected relationship, conserving water can indirectly reduce energy demand, offering opportunities for resource efficiency and GHG emissions reductions. However, electricity consumption from residential and commercial building operations in the community is already accounted for under the Building Energy Sector, which will see efficiency upgrades (Measures BE-2 and BE-3) and emissions reductions from cleaner electricity generation and increased renewable energy procurement under Measure BE-1. Attributing GHG reductions from water conservation to the Water Resources Sector would risk double counting reductions already included under the Building Energy Sector. To avoid this overlap, GHG emissions associated with the Water Resources Sector are not quantified. The following subsection details the role of this supportive Measure.

Table 23 Sector WW: Water Resources GHG Emissions Reduction Summary

Measure ID	Measure	2030 GHG Emissions Reduction (MT CO ₂ e)	2045 GHG Emissions Reduction (MT CO ₂ e)
Measure WR-1	Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.	Supportive	Supportive
Total		0	0

Measure WW-1: Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.

Measure WW-1 focuses on advancing Ukiah's water conservation and wastewater recycling efforts to reduce per capita potable water consumption. Actions to achieve this goal focus on updating the Urban Water Management Plan (UWMP) every 5 years to align with California's Urban Water Management Planning Act,⁹² as well as continuing to require low-impact-development (LID) strategies for new development.

The updated UWMP will include demand reduction measures and, as needed, new actions to meet state requirements. Updating the UWMP may also include enhancing regional Water Shortage Contingency Plans⁹³ to

⁹¹ California Department of Resources. 2024. Urban Water Management Plans. Available at: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Urban-Water-Management-Plans>

⁹² California Department of Resources. 2024. Urban Water Management Plans. Available at: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Urban-Water-Management-Plans>

⁹³ California Department of Water Resources. 2025. Countywide Drought and Water Shortage Contingency Plans. Available at: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>

enforce water waste restrictions, partnering with large water users to develop on-site reuse plans, and updating the Model Water Efficient Landscape Ordinance (MWELO)⁹⁴ in collaboration with builders and developers. Additional strategies involve encouraging dual-plumbing systems in new construction to utilize greywater or recycled water for irrigation, engaging with the community—particularly low-to-moderate-income residents—to promote water-saving incentives and programs, and adjusting water and wastewater rates to promote financial sustainability. Through these comprehensive efforts, Measure WW-1 aims to establish a sustainable approach to water use that supports the City’s conservation goals and water security.

Since Ukiah’s wastewater treatment plant is located within City limits and all its water comes from local sources, GHG emissions reductions are not quantified under this Measure due to the risk of double counting with Building Energy Sector GHG reductions from renewable and carbon-free electricity. Energy is used at multiple stages of the water cycle—such as treatment, distribution, and end-use—which creates an interconnected relationship where water conservation can reduce energy demand. However, GHG emissions and reductions from water energy consumption and conservation are anticipated to be partially captured through the Building Energy Sector Measures, which address energy efficiency and cleaner electricity procurement. This Measure still directly supports BE 1 – 3 by reducing energy consumption for water distribution and wastewater treatment.

⁹⁴ City of Ukiah. 2024. ARTICLE 6. MODEL WATER EFFICIENT LANDSCAPE ORDINANCE ADOPTION. Available at: <https://www.codepublishing.com/CA/Ukiah/html/Ukiah03/Ukiah0301-0600.html>

5 Sector SW: Solid Waste

The City of Ukiah's Solid Waste strategy focuses on increasing diversion to reduce the amount of organic waste⁹⁵ sent to the landfill and effectively using those diverted resources across the community. The Strategy aims to accomplish these goals by focusing on organic materials, along with the finished end products. In the landfill, organic waste decays without access to light or oxygen and produces methane (CH₄) gas. In wildfire scenarios and/or when left unmanaged, woody and green waste produces carbon monoxide (CO), carbon dioxide (CO₂), sulfur oxides (SO_x), and nitrogen oxides (NO_x). Diverting organic waste from the landfill reduces the occurrence of this anaerobic decomposition, providing Ukiah with an important opportunity to reduce solid waste GHG emissions. Proper management of Ukiah's natural resources from a land use and renewable energy perspective, reduces the occurrence of emissions and can contribute to carbon sequestration goals. After diverting and recycling this organic waste, the resulting finished end products (e.g. biochar, compost, blended soil amendments, biogas & digestate) can be utilized throughout the community to sequester carbon and/or provide renewable power. Thus, properly managing organic waste provides an important opportunity to develop Ukiah's circular economy, reduce GHG emissions, and sequester carbon. Based on this approach, the CAP's Solid Waste Sector consists of the Measures presented in Table 24. The following subsections detail the substantial evidence and calculation methodologies of the quantitative Measures.

Table 24 Sector SW: Solid Waste GHG Emission Reduction Summary

Measure ID	Measure	2030 GHG Emissions Reduction (MT CO ₂ e)	2045 GHG Emissions Reduction (MT CO ₂ e)
Measure SW-1	Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.	3,511	4,646
Measure SW-2	Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.	190	228
Total		3,701	4,874

Measure SW-1: Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.

Measure SW-1 aims for Ukiah to meet SB 1383 requirements to recover 20 percent of disposed edible food for human consumption and reduce landfilled organic waste—and its associated GHG emissions—75 percent from current levels by 2030. The primary Actions that enable this Measure include:

- **Action SW-1a** which commits the City to meeting the requirements of SB 1383 to reduce organics in the waste stream by 75% by 2030 through activities such as:
 - Implementing enforcement and fees for incorrectly sorted materials;
 - Confirming adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials;
 - Identifying public areas for adding organics collection and recycling bins where needed;
 - Working with C&S Waste Solutions and MSWMA to conduct free food scrap collection pail giveaways and promote curbside organics collection service; and,
 - Identifying long-term and alternate solutions for wastewater bio-solids and develop local, beneficial reuse, as well as obtaining resources to fund MSWMA staffing and capacity.

⁹⁵ Organic waste, for the purposes of this CAP, includes food waste, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges. Accessed at: <https://calrecycle.ca.gov/organics/sllp/collection/#:~:text=Beginning%20in%202022%2C%20SB%201383,biosolids%2C%20digestate%2C%20and%20sludges>.

These Actions encompass the activities the California Department of Resources Recycling and Recovery (CalRecycle) requires jurisdictions to conduct to comply with SB 1383.⁹⁶ To monitor the progress toward compliance with SB1383 diversion requirements, the City will track the amount of funding acquired to increase staffing and capacity, as well as work with C&S Solutions and MSWMA to track organics diversion rates.

Currently, Ukiah is working with Cal Recycle to ensure communitywide compliance with SB 1383 requirements. The City of Ukiah, in partnership with its enterprise solid waste hauler, is already incorporating edible food recovery strategies and landfill/organics/recycling collection systems.⁹⁷ Between now and 2030, the City needs to expand funding, staff, enforcement and keep developing their current programs. The City intends to identify funding solutions to support implementation of **Action SW-1a**, which aims to increase and expand upon the solutions already in place. Continuing and completing these activities is thus expected to provide the levels of diversion, composting, and food donations needed to reduce Ukiah's landfilled organic waste 75 percent by 2030.⁹⁸ This level of landfilled organic waste reduction is expected to directly reduce solid waste disposal GHG emissions 75 percent because nearly all GHG emissions from the natural decay of solid waste in landfills come from organic waste.⁹⁹

Table 25 shows the parameters and data sources that support the landfilled organic waste reduction GHG emissions reduction and Table 26 shows the calculations as outlined in Equation 9.

Landfilled Organic Waste Reduction Equations

Equation 9 $CO_2e\ Reduction_{LOW,y} = CO_2e\ Emissions_y * Reduction\ Target_{LOW,y}$

Table 25 Landfilled Organics Reduction Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 9				
$CO_2e\ Reduction_{LOW,y}$	Landfilled organic waste GHG emissions reduction	See Table 26	MT CO ₂ e	Calculated
$CO_2e\ Emissions_y$	Landfilled organic waste GHG emissions	See Table 26	MT CO ₂ e	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
$Reduction\ Target_{LOW,y}$	Landfilled organic waste reduction percent	75	percentage	Estimated based on compliance with CalRecycle's required activities for SB 1383 compliance and GHG emission factors for solid waste. ^{1,2}
y	Year	2030 or 2045	–	–

Notes: "–" means either reference not applicable or see references for disaggregated parameter in the following table rows

1. CalRecycle. SB 1383 Jurisdiction Responsibilities. Accessed at: <https://www2.calrecycle.ca.gov/Docs/Web/119160#:~:text=Beginning%20in%202022%2C%20SB%201383,is%20automatically%20provided%20the%20service>
2. According to the ICLEI U.S. Community Protocol, Appendix E, GHG emissions are generated by non-biologic wastes only if they are combusted.

⁹⁶ CalRecycle. SB 1383 Jurisdiction Responsibilities. Accessed at: <https://www2.calrecycle.ca.gov/Docs/Web/119160#:~:text=Beginning%20in%202022%2C%20SB%201383,is%20automatically%20provided%20the%20service>.

⁹⁷ C&S Waste Solutions. Ukiah Waste Solutions. Accessed at: <https://candswaste.com/locations/california/mendocino-county/ukiah-waste-solutions/>

⁹⁸ While SB 1383 technically mandates jurisdictions to reduce 75 percent of organics waste sent to landfills from 2014 levels by 2025, setting Measure SW-1 to 2030 gives the City time to develop and increase the necessary programs and initiatives to meet compliance.

⁹⁹ According to the Local Governments for Sustainability (ICLEI) U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, Appendix E – Solid Waste Emission Activities and Sources, GHG emissions are generated by non-biologic wastes only if they are combusted.

Table 26 Landfilled Organics Reduction GHG Emission Reduction Calculations

Variable	Definition	Units	2030	2045
Equation 9				
<i>CO₂e Emissions</i>	Landfilled organic waste GHG emissions	MT CO ₂ e	4,681	6,195
<i>Reduction Target_{LOW, y}</i>	Landfilled organic waste reduction percent	percentage	75%	75%
<i>CO₂e Reduction_{LOW}</i>	Landfilled organic waste GHG emissions reduction	MT CO ₂ e	3,511	4,646

Measure SW-2: Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.

Measure SW-5 puts Ukiah on a path to meet Ukiah's SB 1383 procurement target by 2030 and maintain it thereafter. SB 1383 requires each jurisdiction in California to procure recovered organics waste products to meet annual procurement targets developed by CalRecycle.¹⁰⁰ Recovered organic waste products include compost, mulch, renewable energy generated from anaerobic digestion (e.g., transportation fuel, electricity, and gas for heating), and electricity generated from biomass conversion. While a jurisdiction has the option to procure any combination of recovered organic waste products to fulfill 100 percent of its procurement target, Ukiah aims to meet their procurement target primarily through the procurement of compost to leverage the carbon sequestration benefits it provides when applied to community lands. The primary Actions that enable this Measure include:

- **Action SW-2a** which directs the City to establish an implementation plan for meeting procurement requirements through:
 - Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region;
 - Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements; and,
 - Expansion/creation of community composting programs paired with community gardens.

This Action will allow the City to establish the supply and procurement of compost to meet their annual procurement targets. To monitor progress toward this goal and determine compliance with SB 1383 requirements, the City will continue to monitor the tons of organics procured and distributed to the community. Table 27 shows the parameters and data sources that support the annual procurement targets and landfilled organic waste reduction GHG emissions reduction associated with this Measure. Table 28 shows the calculations as outlined in Equation 10 through 10.1.

Compost Procurement Equations

Equation 10 $CO_2e\ Sequestration_y = (Compost_y * CSF_{Compost}) * Compliance\ Target_y$

Equation 10.1 $Compost_y = Population_y * (Ratio_{procure} * CF_{compost})$

¹⁰⁰ CalRecycle. Procurement Targets and Recovered Organic Waste Products. Accessed at: <https://calrecycle.ca.gov/organics/slcp/procurement/recoveredorganicwasteproducts/>.

Table 27 Compost Procurement Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 10				
CO_2e Sequestration _y	Carbon sequestered from compost procurement and application	See Table 28	MT CO ₂ e	Calculated
Compost _y	Compost procurement required to meet organic waste procurement target	See Table 28	compost tons	Calculated
$CSF_{compost}$	Carbon sequestration factor for mixed organic compost application	0.23	MT CO ₂ e/ feedstock ton	CARB ¹
Compliance Target _y	Compliance target with procurement requirement	100%	percentage	State required compliance with SB 1383 ²
y	Year	2030 or 2045	–	–
Equation 10.1				
Population _y	Forecasted population	See Table 28	persons	See references in Appendix GHG Inventory, Forecast, and Targets Technical Report
Ratio _{procure}	Organic waste procurement required per capita	0.08	feedstock tons/person	CalRecycle's Procurement Calculator Tool ³
$CF_{compost}$	Conversion factor of organics to compost tons	0.58	compost tons/organic waste tons	CalRecycle's Procurement Calculator Tool ³

Notes: "–" means either reference not applicable or see references for disaggregated parameter in the following table rows

1. CARB. Method for Estimating Greenhouse Gas Emission Reductions from Diversion Of Organic Waste from Landfills to Compost Facilities (2017). Accessed at: <https://ww2.arb.ca.gov/sites/default/files/classic/cc/waste/cerffinal.pdf>.
2. CalRecycle. Procurement Targets and Recovered Organic Waste Products. Accessed at: <https://calrecycle.ca.gov/organics/slcp/procurement/recoveredorganicwasteproducts/>.
3. CalRecycle. Procurement Calculator Tool. Accessed at: <https://calrecycle.ca.gov/organics/slcp/reporting/>.

Table 28 Landfilled Organics Reduction GHG Emission Reduction Calculations

Variable	Definition	Units	2030	2045
Equation 10.1				
Population _y	Forecasted population	people	17,834	21,407
Ratio _{procure}	Organic waste procurement required per capita	tons/people	0.08	0.08
$CF_{compost}$	Conversion factor of organics to compost tons	compost ton/ organic waste ton	0.58	0.58
Compost _y	Compost procurement required to meet organic waste procurement target	ton	828	993
Equation 10				
Compliance Target _y	Compliance target with procurement requirement	percentage	100%	100%
$CSF_{compost}$	Carbon sequestration factor for mixed organic compost application	MT CO ₂ e/ton	0.23	0.23
CO_2e Sequestration _y	Carbon sequestered from compost procurement and application	MT CO ₂ e	190	228

6 Sector CS: Carbon Sequestration

The City of Ukiah's Carbon Sequestration strategy focuses on enhancing Ukiah's ability to capture and store carbon through natural solutions and community-driven economic development. This includes preserving existing trees and planting at least 200 new trees annually, guided by an Urban Forest Master Plan and regular urban tree canopy studies. Additional efforts involve regenerative land and water management practices to optimize natural carbon storage, restore ecosystems, and conserve biodiversity, alongside pilot projects in carbon farming. To support sustainable economic growth, the strategy integrates climate action with local economic planning, fostering a resilient, circular economy and green job creation. A feasibility study on forest biomass-to-energy will evaluate opportunities for carbon sequestration, wildfire risk reduction, and regional economic benefits. Through this integrated approach, Ukiah strengthens its natural carbon sink capacity while promoting a sustainable, self-sufficient local economy. Based on this approach, the CAP's Carbon Sequestration Sector consists of the Measures presented in Table 29. The table also indicates which Measures are quantitative and which Measures are supportive. The following subsections detail the substantial evidence and calculation methodologies of the quantitative Measures and the role of the supportive Measures.

Table 29 Sector CS: Carbon Sequestration GHG Emissions Reduction Summary

Measure ID	Measure	2030 GHG Emissions Reduction (MT CO ₂ e)	2045 GHG Emissions Reduction (MT CO ₂ e)
Measure CS-1	Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.	149	1,635
Measure CS-2	Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.	Supportive	Supportive
Total		149	1,635

Measure CS-1: Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.

Measure CS-1 aims for Ukiah to preserve existing trees and plant at least 200 new trees per year, beginning in 2025 and through 2045. The primary Actions that enable this measure are:

- **Action CS-1a** which directs the City to prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading;
- **Action CS-1b** which directs the City to optimize natural carbon sequestration through regenerative land and water management; and,
- **Action CS-1c** which commits the City to conduct carbon sequestration farming pilot projects within the community and across the City's area of interest.

The City will track progress toward tree planting goals established in this measure by annual monitoring of the number of trees planted and removed from urban tree stock. The City is already making progress toward these goals, as it has recently received a \$1.4 million grant to plant 722 trees.¹⁰¹

While the measure also includes initiatives to increase and maintain carbon sequestration potential on natural and agricultural lands in addition to urban forestry, carbon sequestration quantification and tracking is a relatively new field of study with extensive science to be done. Therefore, even though carbon sequestration will play large role in meeting state and Ukiah's carbon neutrality goals, communities are taking a conservative approach to carbon sequestration quantification as a starting point while the state develops more specific goals and guidance. Passed in 2022, AB 1757 directs the California Natural Resource Agency to determine carbon sequestration reduction targets by 2024 and develop a methodology to track them by 2025.¹⁰² Once that is completed, the City will integrate those goals and tracking methods within this measure and its associated actions and update them as needed. Until the State provides clear guidance on assessing carbon sequestration from natural and working lands, the GHG reduction potential of this measure is estimated based on the number of urban trees planted.

In the quantification for this Measure, a cumulative benefit of the planted trees was assumed. This is applicable to this Measure specifically, as **Action CS-1a** emphasizes not only the planting of trees, but also the maintenance and retention of the trees (i.e., Urban Forest Master Plan, Tree Management Guidelines, Tree Protection Plan). This Action manages Ukiah's carbon stock, with carbon sequestration benefits increasing cumulatively as more trees are planted each year. Table 30 shows the parameters and data sources that support GHG emissions reduction from the zero-emission vehicle adoption and Table 31 shows the calculations as outlined in Equations 11 through 11.2.

Tree Plantings Equations

Equation 11 $CO_2e \text{ Sequestration} = Rate_{trees} * CSF_{Tree} * N_e$

Equation 11.1 $N_e = (Y_n * (Y_n + 1)) / 2$

Equation 11.2 $Y_n = (Year_T - Year_b) + 1$

Table 30 Tree Plantings Parameters and Data Sources

Variable	Definition	Value	Unit	Data Source
Equation 11				
$CO_2e \text{ Sequestration}_y$	Carbon sequestered from tree plantings	See Table 31	MT CO ₂ e	Calculated
$Rate_{trees}$	Rate of trees planted per year	200	trees/year	Measure CS-2
CSF_{Tree}	Carbon sequestration factor for tree seedlings	0.035	MT CO ₂ e/tree/year	CAPCOA ¹
Equation 11.1				
N_e	Effective number of years carbon is being sequestered ²	See Table 31	years	Calculated
Equation 11.2				
Y_n	Total number of years in which trees are planted	See Table 31	years	Calculated
$Year_b$	Baseline tree planting year	2025	year	Measure CS-1

¹⁰¹ Cal-Fire. 2024. Cal Fire Urban and Community Forestry, 2024 Inflation Reduction Act Awards Summary. Available at: https://34c031f8-c9fd-4018-8c5a-4159cfff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/what-we-do/grants/urban-and-community-forestry/grant-awards/ira_award-summary_9-20-2024_final.pdf?rev=fa68cc4f1e694240ba4b193fd9893b32&hash=82BA6A98AC24F7EEC5E480BA16A9DC9C

¹⁰² CARB. Assembly Bill 1757 (2022). Accessed at: <https://ww2.arb.ca.gov/2022-assembly-bill-1757-garcia-cristina-california-global-warming-solutions-act-2006-climate-goal>

Variable	Definition	Value	Unit	Data Source
$Year_T$	Target emissions reduction year	See Table 31	year	–

Notes: MT CO₂e = metric tons of carbon dioxide; “–” means either reference not applicable or see references for disaggregated parameter in the following table rows.

¹ Default annual CO₂e sequestration per tree per year with a maximum lifespan of 20 years per tree is 0.0354 MT CO₂e/tree/year was obtained from CAPCOA. 2010. Quantifying Greenhouse Gas Mitigation Measures.

² The effective number of years of carbon sequestration represents the total cumulative years during which a given number of trees sequester carbon. Since the goal is based on the number of trees planted annually, this metric captures the cumulative sequestration time for each annual planting cohort. This calculation leverages the Gaussian summation principle, which simplifies summing sequences by recognizing patterns or symmetry, enabling efficient calculation of consecutive or structured series.

Table 31 Tree Plantings Reduction GHG Emission Reduction Calculations

Variable	Definition	Units	2030	2045
Equation 11.2				
Y_n	Total number of years in which trees are planted	years	6	21
Equation 11.1				
N_e	Effective number of years carbon is being sequestered	years	21	231
Equation 11				
$Rate_{trees}$	Rate of trees planted per year	trees	200	200
CSF_{tree}	Carbon sequestration factor for tree seedlings	MT CO ₂ e/tree	0.0354	0.0354
CO₂e Sequestration	Carbon sequestration from tree plantings	MT CO₂e	149	1,635

Measure CS-2: Pursue opportunities to support the City’s sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.

Measure CS-2 seeks to support Ukiah’s sustainable economic development by fostering a circular economy and creating green jobs in the region. This measure emphasizes integrating climate action strategies into Ukiah’s long-term economic development goals to build a more resilient, self-sufficient local economy. Actions under Measure CS-2 include conducting a feasibility study to assess the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy. The measure also calls for the development of a sustainable purchasing policy for municipal operations to prioritize local products, along with partnerships with businesses, community organizations, and nearby jurisdictions to establish reuse, refill, and repair programs that maximize resource use and reduce waste. While this Measure combines environmental responsibility with economic resilience, helping Ukiah achieve both climate and economic goals, it will not result in direct GHG emissions reduction, and therefore cannot be quantified. This Measure does still, however, directly support Ukiah’s CAP in increasing community responsibility and awareness.

Appendix E

Climate Change Scientific Context

Climate Change Science and Impact Context

The Greenhouse Gas Effect and Climate Change

Earth's climate is primarily driven by energy from the sun. When solar radiation reaches Earth's atmosphere, part of it is reflected back into space, while the rest is absorbed by the planet's surface. The absorbed energy heats the surface, which then radiates heat back toward the atmosphere.¹ Some of this heat escapes into space, but a portion is trapped by gases in the atmosphere known as greenhouse gases (GHGs).² This natural process, called the greenhouse effect (see Figure 1), is essential for maintaining temperatures that support life on Earth. However, when elevated levels of specific GHGs prevent more heat from escaping, it leads to what is known as global warming—an effect characterized by hotter-than-average temperatures—and contributes to climate change phenomena such as more intense storms, prolonged droughts, extreme heat events, and rising sea levels.³

Human-caused climate change is well understood and widely accepted by the scientific community, with over 97 percent of climate scientists agreeing that the planet is warming and human activities are the root cause.⁴ Since the Industrial Revolution, human activities have increased atmospheric GHG concentrations from 280 parts per million (ppm) to over 410 ppm in just 150 years—a rate unprecedented in Earth's history.⁵ Current CO₂ levels are now higher than at any point in the past 800,000 years, driven by activities such as burning fossil fuels, deforestation, and industrial processes.⁶

Climate change is already affecting both human and natural systems globally. Scientists have observed shrinking ice sheets, warming and acidifying oceans, rising global temperatures, reduced snow cover, sea level rise, and species extinction. These impacts pose significant risks, including flooding in low-lying areas, diminished freshwater supplies, disruptions to ecosystems, adverse public health outcomes, and a host of other environmental consequences.⁷

¹ NASA. "The Causes of Climate Change," Climate Change: Vital Signs of the Planet. Available: <https://climate.nasa.gov/causes>.

² UCAR. "The Greenhouse Effect | Center for Science Education," Available: <https://scied.ucar.edu/learning-zone/how-climate-works/greenhouse-effect>.

³ IPCC. "Summary for Policymakers — Global Warming of 1.5 °C. Available: <https://www.ipcc.ch/sr15/chapter/spm/>.

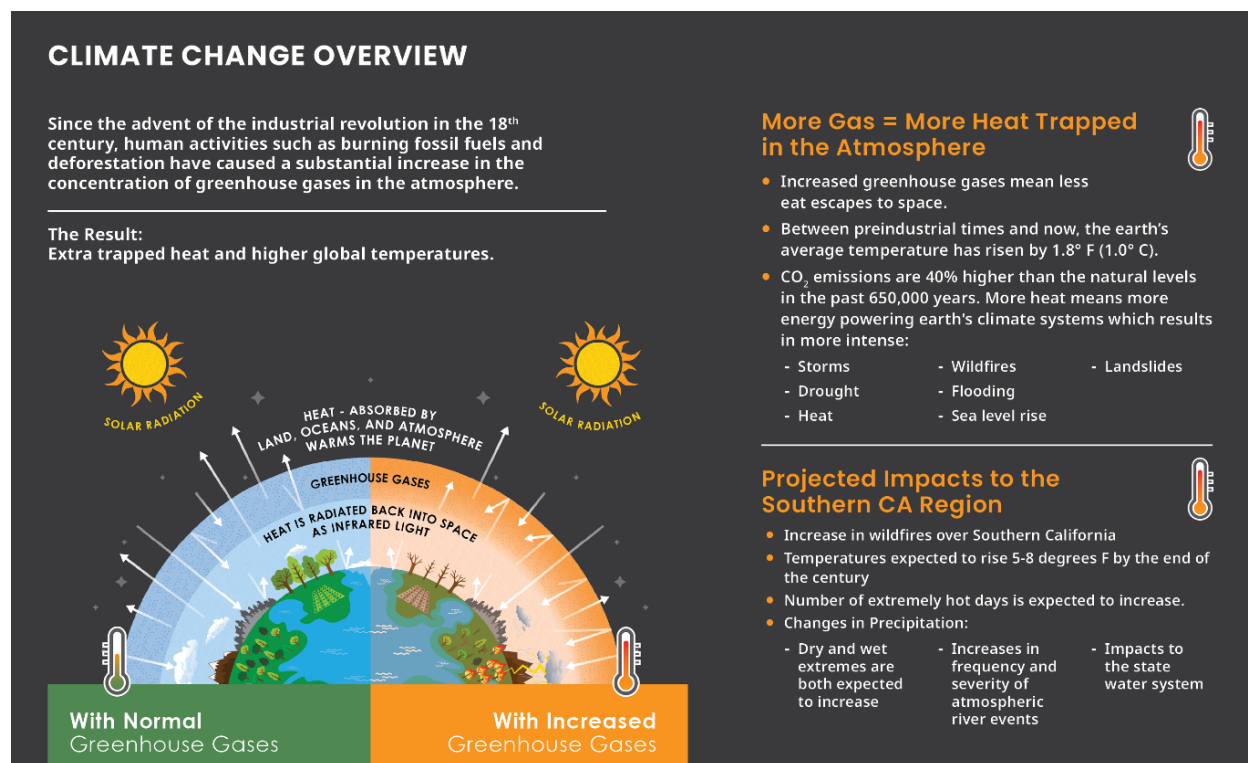
⁴ NASA. "Scientific Consensus: Earth's Climate Is Warming," Climate Change: Vital Signs of the Planet. Available: <https://climate.nasa.gov/scientific-consensus>.

⁵ J. Blunden and T. Boyer, "State of the Climate in 2020," *Bulletin of the American Meteorological Society* 102, no. 8. 2021. Available: <https://doi.org/10.1175/2021BAMSStateoftheClimate.1>.

⁶ Ibid.

⁷ IPCC. "Impacts of 1.5°C of Global Warming on Natural and Human Systems," *Assessment Report 5*. 2018. Available: <https://www.ipcc.ch/sr15/chapter/chapter-3/>

Figure 1 Greenhouse Gas Effect



Source: National Resources Defense Council, <https://www.nrdc.org/stories/greenhouse-effect-101>

Globally, a warming trend is abundantly clear, with twenty-three of the hottest years on record occurring since 2000.⁸ The year 2023 was the hottest year on record since record-keeping began in 1880, and these trends are consistent across numerous monitoring agencies and data sets.⁹ NASA recorded July 2023 as the hottest month on record since 1880.¹⁰

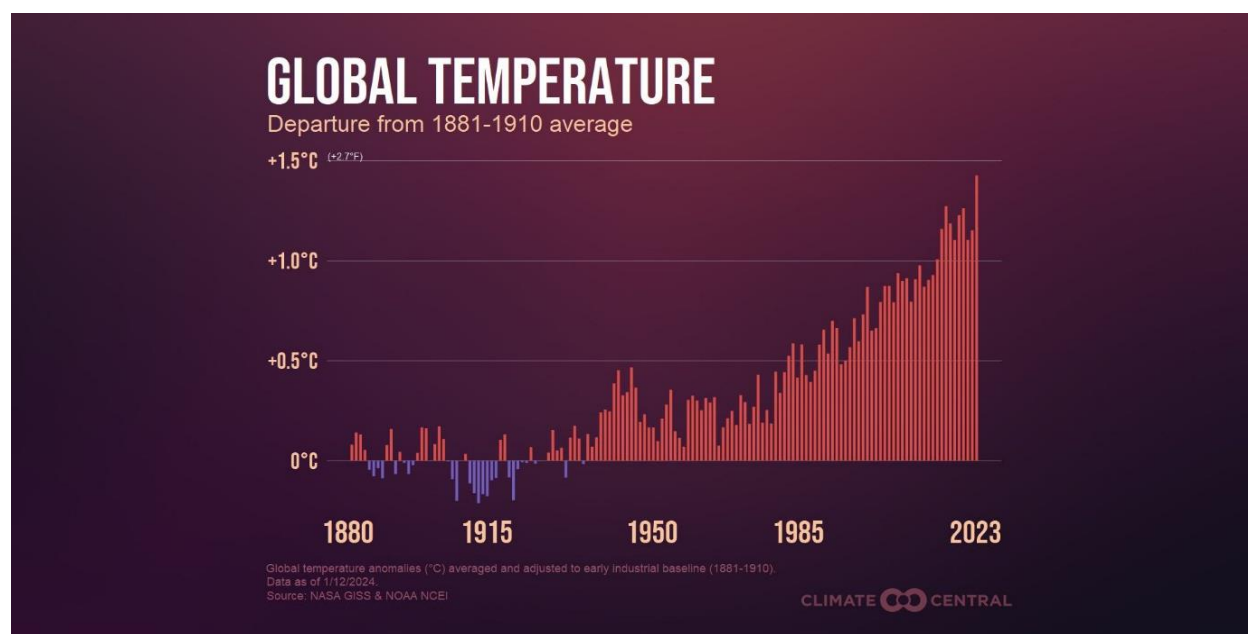
⁸ NASA-GISS. "Land-Ocean Temperature Index (C): Global Mean Estimates Based on Land and Ocean Data". Available: https://data.giss.nasa.gov/gistemp/graphs/graph_data/Global_Mean_Estimates_based_on_Land_and_Ocean_Data/graph.txt.

⁹ NASA. "Global Surface Temperature | NASA Global Climate Change," Climate Change: Vital Signs of the Planet. Available: <https://climate.nasa.gov/vital-signs/global-temperature>.

Climatic Research Unit (CRU). "Land Surface Air Temperature Variations Across the Globe Updated to 2019: The CRUTEM5 Data Set," *Journal of Geophysical Research: Atmospheres* 126, no. 2. 2021. <https://doi.org/10.1029/2019JD032352> Accessed:

¹⁰ <https://www.nasa.gov/news-release/nasa-clocks-july-2023-as-hottest-month-on-record-ever-since-1880/>

Figure 2 Global Temperature Trends



Source: Climate Central, <https://www.climatecentral.org/graphic/2023-earths-hottest-year-on-record?graphicSet=Change+in+Global+Temperature+2023&location=CONUS&lang=en>

While climate change is a global phenomenon, the impacts are felt acutely at the local level, affecting various aspects of society including health outcomes, access to natural resources, infrastructure resilience, emergency response systems, tourism, and the frequency and severity of disasters. According to the IPCC, achieving carbon neutrality by mid-century is essential to limit global warming to 1.5 degrees Celsius and avoiding the most severe consequences of climate change.¹¹ To meet this critical goal, coordinated action is needed at all levels of society to significantly reduce GHG emissions.

Types of GHG Emissions

The IPCC lists the following GHGs: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), as well as chlorofluorocarbons, hydrochlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which are collectively called fluorinated gases.¹² Almost all the GHGs emitted in the United States each year consist of CO₂, CH₄, and N₂O, while fluorinated gases make up the remaining emissions¹³. Because CO₂, CH₄, and N₂O comprise a large majority of GHG emissions at the community level, these are the gases considered in this analysis.

Each GHG has a different propensity for trapping heat in the atmosphere, known as the global warming potential (GWP). GHGs also last for different periods of time in the atmosphere, ranging from a decade to several thousand years. Because all the GHGs have different characteristics, a standard unit is needed to compare the potential impact of different GHGs and allow them to be added up in an analysis. This is achieved by converting all GHGs into the standard unit known as a carbon dioxide equivalent (CO₂e), based on the amount of heat one metric ton (MT) of CO₂

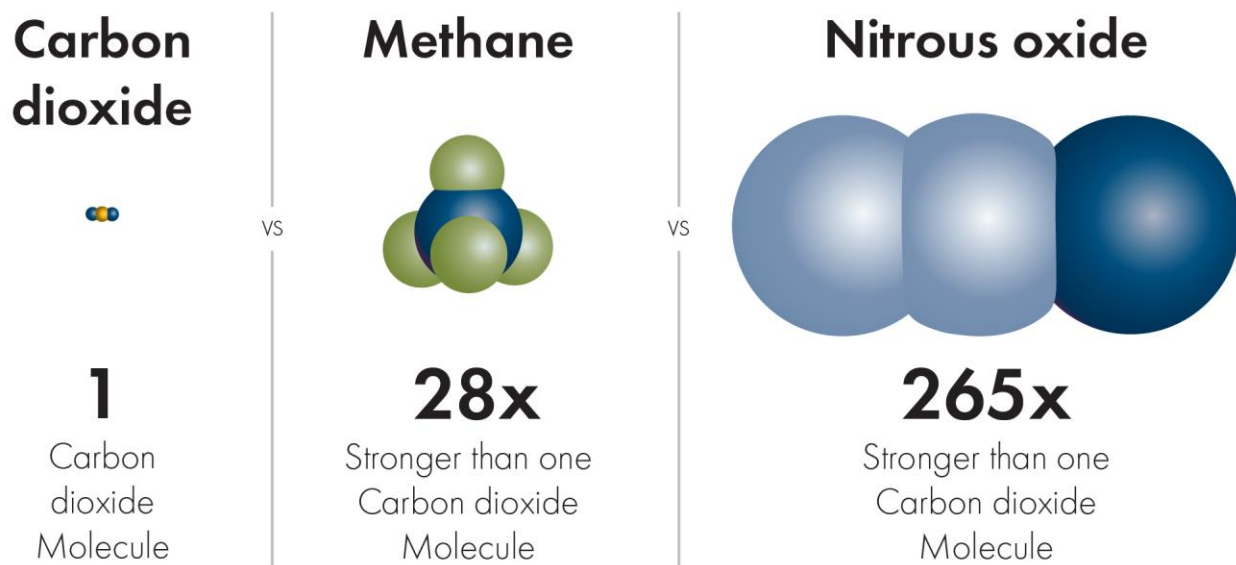
¹¹ IPCC. "Summary for Policymakers — Global Warming of 1.5 °C". Available: <https://www.ipcc.ch/sr15/chapter/spm/>.

¹² Note: Fluorinated gases, which includes four main types: hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrogen trifluoride (NF₃), are man-made gases that can stay in the atmosphere for centuries and contribute to the GHG effect. Center for Climate and Energy Solutions. "Main Greenhouse Gases". 2021. Available: <https://www.c2es.org/content/main-greenhouse-gases/>. Accessed December 2021

¹³ Note: Ninety-seven percent of the annual GHG emissions consist of CO₂, CH₄, and N₂O and fluorinated gases make up the remaining three percent of GHG emissions. US EPA. "Inventory of U.S. Greenhouse Gas Emissions and Sinks". 2021. Available: <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: December 2021; World Resources Institute. "4 Charts Explain Greenhouse Gas Emissions by Countries and Sectors". 2021. Available: <https://www.wri.org/insights/4-charts-explain-greenhouse-gas-emissions-countries-and-sectors>.

traps in the atmosphere. GWP for each GHG was drawn from the IPCC fifth Assessment Report (see Figure 3)¹⁴, which represents the best available scientific consensus and is consistent with the methodology outlined in the California Air Resources Board (CARB) Scoping Plan.

Figure 3 Greenhouse Gas Global Warming Potentials



¹⁴ IPCC. *Climate Change 2014: Synthesis Report*. Available: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf; and California Air Resources Board (CARB). "California's 2022 Climate Change Scoping Plan". Available: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>.

Appendix F

Climate Action Plan City Plans Alignment

Climate Action Plan City Plans Alignment

The Ukiah 2040 General Plan, as well as the 2024 City Council Strategic Plan, set the initial tone for climate action, sustainable development, and conservation of Ukiah's natural resources. The Ukiah 2040 General Plan established a local goal "to create a more resilient community that is prepared for, responsive to, and recoverable from hazards created or made worse by climate change" and calls for the adoption of a Community Climate Action Plan (CAP).¹ The City Council Strategic Plan provides a comprehensive framework that prioritizes focus on core functions and ensures City Departments are working together to meet the needs of our residents and businesses.

The following table lists the relevant 2040 General Plan implementation measures (2040 GP) and City Council Strategic Plan action items (CCSP) that are in direct alignment with emissions reductions Measures established in the Ukiah CAP.

City Plan Alignment ^{1,2}	Description
2040 GP AG-I	Support Community Gardens. The City shall revise the Zoning code to streamline the regulatory permitting process to support the creation of additional community gardens within the City.
2040 GP AG-M	Local Purchasing. The City shall research and prepare a local preference purchasing policy for future adoption to promote and support local preference purchasing policies for the City of Ukiah, local school districts and other institutions as a means to foster awareness and build relationships across the regional economy.
2040 GP ED-5	To ensure Ukiah's long-term economic success and sustainability by diversifying and expanding tourist attractions.
2040 GP ES-A	The City shall update its Hillside Ordinance periodically to provide regulations and provisions that balance hillside development and preservation. At a minimum the Hillside Ordinance shall: • Protect of natural terrain and hillside areas on the west side of Ukiah; • Promote habitat connectivity and scenic viewsheds; • Include development standards for grading, road and trail improvements, density, structure design and placement, clustering, erosion and sediment control, habitat preservation; and • Promote wildfire safety standards and site development regulations.
2040 GP ES-B	Landscaping Standards The City shall update the Zoning Code to include landscaping standards to require drought-resistant and native plants.
2040 GP ES-C	Open Space Management Revise the Zoning Code to include standards for maintaining open space and green areas within new developments.
2040 GP ES-E	Prepare an Urban Forest Master Plan The City shall prepare an Urban Forest Master Plan that includes the types of trees appropriate for Ukiah and locations where the city would receive the greatest benefits of new trees. This plan should include trees within commercial and residential areas, as well as those at city parks and facilities. This plan shall be updated every five years.
2040 GP ES-F	Tree Protection Ordinance The City shall review its Tree Management Guidelines and study the feasibility of preparing a Tree Protection Ordinance.
2040 GP ES-J	Water Conservation Guidelines The City shall prepare guidelines for drought period water conservation strategies for residential zones.

¹ City of Ukiah. 2022. 2040 General Plan. Available at: https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf

City Plan Alignment ^{1,2}	Description
2040 GP ES-K	Creek and Stream Protection Zone Establishment for New Development The City shall establish creek and stream protection zones for waterways that extend a minimum of 30 feet (measured from the top of a bank and a strip of land extending laterally outward from the top of each bank), with wider buffers where significant habitat areas or high potential wetlands exist. The City shall prohibit development within a creek and stream protection zones, except as part of greenway enhancement, including habitat conservation, bike and walking paths, wildlife habitat, and native plant landscaping). City approval is required for the following activities within the creek and stream protection zones. 1. Construction, alteration, or removal of any structure; 2. Excavation, filling, or grading; 3. Removal or planting of vegetation (except for removal of invasive plant species); or 4. Alteration of any embankment.
2040 GP ES-L	Erosion Prevention Program The City shall revise the Zoning Code to include design standards for new development that require riparian habitat integration into project design as a means of avoiding potential impacts of river sedimentation and lessening the effects of erosion.
2040 GP ES-M	Adopt a Municipal Climate Action Plan (CAP) The City shall adopt a municipal Climate Action Plan to achieve carbon neutrality for all municipal operations and meet State and City GHG emission reduction goals.
2040 GP HO-1b	Continue the City's Energy Efficiency Public Benefits Fund and renewable energy and energy efficiency rebate programs.
2040 GP HO-1d	Continue providing informational materials to the public through the Green Building Information Center and at the public counter. Provide updated information regarding sustainable and green building practices and materials and provide information on the maintenance of residential units.
2040 GP HO-1e	Develop standards and design guidelines for residential development in the Medium Density Residential (R-2) and High Density Residential (R-3), Community Commercial (C-1) and Heavy Commercial (C-2) zoning districts. Given the significant increase in the City's RHNA over the next eight years, the City proposes to create development standards and design guidelines that would both facilitate development at the allowable densities and provide guidance and certainty in design standards to ensure quality housing is developed in the community.
2040 GP LU-A	Downtown Pedestrian Improvements LU – 3.4 The City shall, in collaboration with interested public agencies and downtown businesses, prepare a study of potential sidewalk and streetscape improvements, including lighting, wider sidewalks, clearly marked pedestrian crossings, benches, landscaping, signage, sidewalk seating areas, and public art, to create a safe, convenient, and pleasant pedestrian environment Downtown.
2040 GP MO-C	Right-of-Way Needs The City shall revise and update the projected street right-of-way needs for completion of the City's future mobility network to ensure provision of complete streets and completion of the planned citywide bicycle and pedestrian networks.
2040 GP MO-D	Vehicle Miles Traveled (VMT) Performance Measures The City shall adopt criteria for assessing significant transportation impacts based on vehicle miles traveled (VMT) consistent with State CEQA Guidelines, incorporating best practices including guidance provided by the Governor's Office of Planning & Research (OPR).
2040 GP MO-E	VMT Modeling The City shall develop a model for assessing VMT for new development consistent with new VMT performance measures.
2040 GP MO-F	TDM Program The City shall, in coordination with Caltrans and the Mendocino Transit Authority, amend the Development Code to include a menu of options to facilitate and encourage alternate modes of travel and transportation.

City Plan Alignment ^{1,2}	Description
2040 GP MO-J	Short-term Transportation Study The City shall complete a transportation study to make recommendations for the purpose of increasing the provision of multi-modal transportation facilities, enhancing safety, lowering the rate of collisions and reducing travel delays.
2040 GP PI-A	Wastewater Annual Review The City shall annually review the wastewater collection, treatment, and disposal system to ensure the financing structure and viability of the system.
2040 GP PI-E	Solid Waste Reduction The City shall review existing programs, and study the feasibility of new or expanded programs related to waste reduction. These efforts should be coordinated with preparation of the City's Climate Action Plan and incorporated where necessary.
2040 GP SF-U	Cooperative Pest Management The City shall collaborate with state and federal land management agencies on pest and fuel management activities.
2040 GP SF-W	Water Supply Infrastructure The City shall regularly assess the integrity of existing water supply infrastructure through water tests and inspections of water lines and prioritize developments in areas with adequate water supply infrastructure.
CCSP AI-1	Implement a housing plan that works to support the development of sustainable housing for all income levels.
CCSP AI-10	Provide ongoing education and active engagement of City staff, members of committees and commissions, contractors, consultants, residents, and independent community groups in alignment with the goals of improving environmental standards and promoting sustainable policies
CCSP AI-11	Address the climate implications of all policies and actions that come before the Ukiah City Council that have the potential to impact greenhouse gas emissions, carbon sequestration, and disaster preparedness within the City
CCSP AI-12	Continue to support Resolution 2022-44: A Resolution of the City Council of the City of Ukiah Endorsing the Declaration of a Climate Emergency and a Call to Action to Restore a Safe Climate ...and support the implementation of the related initiatives.
CCSP AI-13	Support the development and implementation of a Climate Action Plan
CCSP AI-14	Determine current conditions, needs and opportunities, and focus on specific capital improvement projects for the following areas: Streets; Sewer; Storm Drains; Water; Electric; Landfill
CCSP AI-15	Conduct regular evaluation of utility rates to ensure sustainability of services
CCSP AI-17	Prioritize the protection of the community's investment in improved infrastructure.
CCSP AI-2	Responsively engage with our neighborhoods to align services with changing needs
CCSP AI-21	Support and implement the participation agreement with the Ukiah Valley Sanitation District
CCSP AI-23	Support newly-developed partnerships with Ukiah Valley water agencies and finalize agreements to consolidate services for improved efficiency, capability and resiliency
CCSP AI-30	Identify and support the development of public infrastructure needed to support growth
CCSP AI-34	Continue to support the implementation of the Downtown Streetscape Improvement Plan
CCSP AI-36	Develop and implement an improved downtown parking plan
CCSP AI-37	Continue to support the development of the Great Redwood Trail
CCSP AI-38	Explore designs and plans to develop enhanced gateways into the city.
CCSP AI-4	Work to preserve, conserve, and protect the natural resources/features of the Ukiah Valley and open space

City Plan Alignment ^{1,2}	Description
CCSP AI-5	Develop a Complete Streets transportation network that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Note: GP = 2040 General Plan; CCSP = City Council Strategic Plan

1. City of Ukiah. 2022. 2040 General Plan. Available at:
https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf
2. City of Ukiah. 2024. City Council Strategic Plan. Available at:
<https://stories.opengov.com/ukiahca/published/XPsHTwWMYs>

End Notes

- ¹ A Mediterranean climate lies between 30° north to 45° south of the equator. It is characterized by a dry and hot summer and a cool and rainy winter. It supports a dense population and robust agricultural activity. Most areas of the Mediterranean climate zone experience mild winters and warm summers with the temperatures changing considerably between the different regions of the climatic zone. It is characterized by irregular rainfall with most of the rainfall occurring in winter.
- ² RESOLUTION 2022- 44 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH ENDORSING THE DECLARATION OF A CLIMATE EMERGENCY AND A CALL TO ACTION TO RESTORE A SAFE CLIMATE found at: <https://cityofukiah.com/wp-content/uploads/2022/10/2022-44-Climate-Resolution.pdf>
- ³ City of Ukiah 2040 General Plan found at: <https://ukiah2040.com/>
- ⁴ See Appendix C - Final Greenhouse Gas Emissions Inventories Report for more information regarding the City's GHG emissions
- ⁵ Intergovernmental Panel on Climate Change (IPCC) 6th Assessment, AR6 Synthesis Report: Climate Change (2023) found at: <https://www.ipcc.ch/report/sixth-assessment-report-cycle/>
- ⁶ Indicators of Climate Change in California (Fourth Edition, 2022) found at: <https://oehha.ca.gov/media/downloads/climate-change/document/2022caindicatorsreport.pdf>
- ⁷ California's Fourth Climate Change Assessment found at <https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment>
- ⁸ State of California's Priority Action Plan found at <https://documentcloud.adobe.com/spodintegration/index.html?locale=en-us>
- ⁹ CALIFORNIA'S NATURE-BASED SOLUTIONS CLIMATE TARGETS found at <https://documentcloud.adobe.com/spodintegration/index.html?locale=en-us>
- ¹⁰ 2022 Scoping Plan for Achieving Carbon Neutrality found at <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp-es.pdf>
- ¹¹ U.N Sustainable Development Goals (SDGs) found at: <https://sdgs.un.org/goals>
- ¹² California Executive Order N-82-20 (2020) established a state goal of conserving 30% of California's lands and coastal waters by 2030 found at <https://www.gov.ca.gov/wp-content/uploads/2020/10/10.07.2020-EO-N-82-20-.pdf>
- ¹³ The Environment and Sustainability Element evaluates environmental, biological, and agricultural resources, air quality, open space, and climate change and sustainability in Ukiah. It establishes policies and actions to protect and manage these resources including an emphasis on climate adaptation and sustainability, to protect the community. Found at https://ukiah2040.com/images/UKGP_06_PRD_ENV%20Element_2023%2002%2027.pdf
- ¹⁴ SMART goals are a goal-setting framework that help people plan and achieve their goals. SMART stands for specific, measurable, achievable, relevant, and time-bound.
- ¹⁵ The City of Ukiah has 5 core values; Professionalism, Service, Teamwork, Innovation, & Safety, found at <https://cityofukiah.com/wp-content/uploads/2023/09/Core-DEI-Statements.pdf>
- ¹⁶ The United Nations 17 Sustainable Development Goals are; 1) No Poverty, 2) Zero Hunger, 3) Good Health & Wellbeing, 4) Quality Education, 5) Gender Equality, 6) Clean Water & Sanitation, 7) Affordable & Clean Energy, 8) Decent Work & Economic Growth, 9) Industry, Innovation, & Infrastructure, 10) Reduced Inequalities, 11) Sustainable Cities & Communities, 12) Responsible Consumption & Production, 13) Climate Action, 14) Life Below Water, 15) Life on Land, 16) Peace, Justice, & Strong Institutions, and 17) Partnerships for the Goals. Found at <https://sdgs.un.org/goals>
- ¹⁷ USGBC LEED Rating System found at <https://www.usgbc.org/leed>
- ¹⁸ Governor's Office of Planning and Research (OPR), "General Plan Guidelines - Chapter 8: Climate Change," Available: https://opr.ca.gov/docs/OPR_C8_final.pdf
- ¹⁹ The Regional Targets Advisory Committee (RTAC) established under SB 375 recommends the following accounting of various trip types for VMT purposes 23: Include 100% of internal-internal (I-I) trips Exclude external-external (X-X) trips Count 50% of internal-external (I-X) and external-internal (X-I) trips. Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375. September 2009. <https://www.fresnocog.org/wp-content/uploads/files/SB375/finalreport.pdf>
- ²⁰ As of December 2024, the U.S. EPA granted California a waiver for its Advanced Clean Cars II (ACC II) regulations, allowing enforcement of 100% zero-emission vehicle sales by 2035. Additionally, a waiver was approved for the Heavy-Duty Omnibus Regulation, mandating stricter emissions standards for heavy-duty vehicles (<https://www.epa.gov/newsreleases/epa-grants-waiver-californias-advanced-clean-cars-ii-regulations>). In January 2025, anticipating potential challenges from the incoming federal administration, the California Air Resources Board (CARB) withdrew a waiver request for the Advanced Clean Fleets rule, which sought to establish timelines for commercial truck operators to transition to zero-emission vehicles ([https://www.sidley.com/en/insights/newsupdates/2025/01/california-withdraws-epa-waiver-request-for-advanced-clean-fleets-regulations#:~:text=On%20January%2013%2C%202025%2C%20the,Clean%20Fleets%20\(ACF\)%20regulations](https://www.sidley.com/en/insights/newsupdates/2025/01/california-withdraws-epa-waiver-request-for-advanced-clean-fleets-regulations#:~:text=On%20January%2013%2C%202025%2C%20the,Clean%20Fleets%20(ACF)%20regulations))
- ²¹ Forecast of solid waste emissions excludes impact of meeting SB 1383 requirements.
- ²² CARB. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>
- ²³ At time of development, 2021 was the most recent State GHG inventory available and was therefore used as the best approximation of emissions reduction compared to the State's 1990 inventory.
- ²⁴ The State carbon neutrality goal established by Assembly Bill 1279 considers carbon neutrality to be at least an 85 percent reduction in GHG emissions with the remaining fraction achieved through removals such as carbon sequestration. However, targets are set on a net- zero pathways to reflect that community-scale strategies will need to be employed to achieve sufficient carbon sequestration by 2045 and achieve carbon neutrality.
- ²⁵ Kenney et al., (California Energy Commission (CEC). "California Building Decarbonization Assessment". 2021. Available: <https://www.energy.ca.gov/publications/2021/california-building-decarbonization-assessment>
- ²⁶ Aas et. al., CEC. "The Challenge of Retail Gas in California's Low-Carbon Future - Technology Options, Customer Costs, and Public Health Benefits of Reducing Natural Gas Use". <https://www.energy.ca.gov/sites/default/files/2021-06/CEC-500-2019-055-F.pdf>
- ²⁷ RMI. "Gas Stoves: Health and Air Quality Impacts and Solutions." 2020. Available: <https://rmi.org/insight/gas-stoves-pollution-health/>
- ²⁸ Projects include the Urban Core Rehabilitation Project (UCRT), construction of Phases 1-3 of the GRT-Ukiah, as well as the Downtown Streetscape (Phases 1 & 2).
- ²⁹ Low Impact Development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of storm-water in order to protect water quality and associated aquatic habitat (<https://www.epa.gov/nps/nonpoint-source-urban-areas>)
- ³⁰ Global Covenant of Mayors current guidance is to conduct GHG inventory updates every two years: globalcovenantofmayors.org



Ukiah Climate Action Plan

Final Initial Study – Negative Declaration

prepared for

City of Ukiah

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May 21, 2025

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Appendices

Appendix A	Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants
Appendix B	Description of Greenhouse Gases of California Concern

Acronyms List

AB	Assembly Bill
ABAU	Adjusted Business-as-Usual
AMSL	above mean seal level
Aol	Area of Interest
BAU	Business-as-Usual
BMP	Best Management Practices
CAA	Clean Air Acts (state and federal)
CALGreen	California Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFGF	California Fish and Game Code
CGS	California Geological Survey
CH ₄	methane
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
dB	decibels
dba	A-weighted decibels
EIR	environmental impact report
EO	Executive Order
EV	electric vehicle
FEMA	Federal Emergency Management Administration
GHG	Greenhouse Gas
HTA	Humboldt Transit Authority
I	Interstate
in/sec	inches per second
Ldn	day-night average sound level
LID	low-impact development
MBTA	Migratory Bird Treaty Act
MCAQMD	Mendocino County Air Quality Management District
MCOG	Mendocino Council of Governments

MG	million gallons
MGD	million gallons per day
MPO	metropolitan planning organization
MSWMA	Mendocino Solid Waste Management Authority
MT	metric tons
MTA	Mendocino Transit Authority
MWEL	Model Water Efficient Landscape Ordinance
N ₂ O	nitrous oxides
NCAB	North Coast Air Basin
NPDES	National Pollutant Discharge Elimination System
PFC	perfluorocarbons
PM	particulate matter (PM ₁₀ and PM _{2.5})
PPV	peak particle velocity
PV	photovoltaic
RMS	root mean square
ROG	reactive organic compound
RTP	Regional Transportation Plan
SB	Senate Bill
SF ₆	sulfur hexafluoride
SO ₂	sulfur dioxide
SORE	Small-Off Road Engines
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
UCC	Ukiah City Code
US	U.S. Route
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UVSD	Ukiah Valley Sanitation District
UWMP	Urban Water Management Plan
UWWTP	Ukiah Wastewater Treatment Plant
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
ZEV	Zero Emissions Vehicle

Initial Study

Proposed Plan Title

Ukiah Climate Action Plan (CAP)

Lead Agency/Plan Sponsor and Contact

Lead Agency/Plan Sponsor

City of Ukiah
300 Seminary Avenue
Ukiah, California 95482

Contact Person

Katherine Schaefer, Planning Manager kschaefer@cityofukiah.com

Plan Location and Physical Setting

The Ukiah CAP would apply to all areas and plans and projects within the City of Ukiah limits. Figure 1 shows the regional location, and Figure 2 shows the plan location.¹

Regional Location and Setting

The City of Ukiah (Ukiah) is located at the base of the Ukiah Valley, approximately 100 miles north of San Francisco, within Mendocino County. The Ukiah Valley is approximately nine miles long, running north to south, comprising more than 40,000 acres along U.S. Route (US) 101. The Russian River follows the Valley, winding through agricultural lands just outside of Ukiah to the east. The valley is approximately 630 feet in elevation, with the hills of the Mendocino and Mayacamas ranges that flank the valley reaching up to 3,000 feet in elevation. Located 45 miles north of Healdsburg and 155 miles south of Eureka, the City of Ukiah spans more than 3,000 acres (4.6 square miles).²

Regional access to Ukiah is provided by US 101, a north-south highway which runs through the eastern portion of Ukiah. Ukiah is also served by public transit facilities, including Mendocino Transit Authority (MTA), Humboldt Transit Authority (HTA), and Amtrak bus. Bus transit routes include the following:

- MTA Route 7 providing a direct connection between north and south Ukiah
- MTA Route 9 offering stops throughout Ukiah
- MTA Route 65 connecting Willits, Ukiah, and Santa Rosa
- MTA Route 20 connecting Willits and Ukiah
- MTA Route 75 connecting Ukiah to the South Mendocino coast³
- HTA Redwood Coast Express connecting Ukiah to Willits, Laytonville, Leggett, Garberville, Fortuna, and Eureka⁴

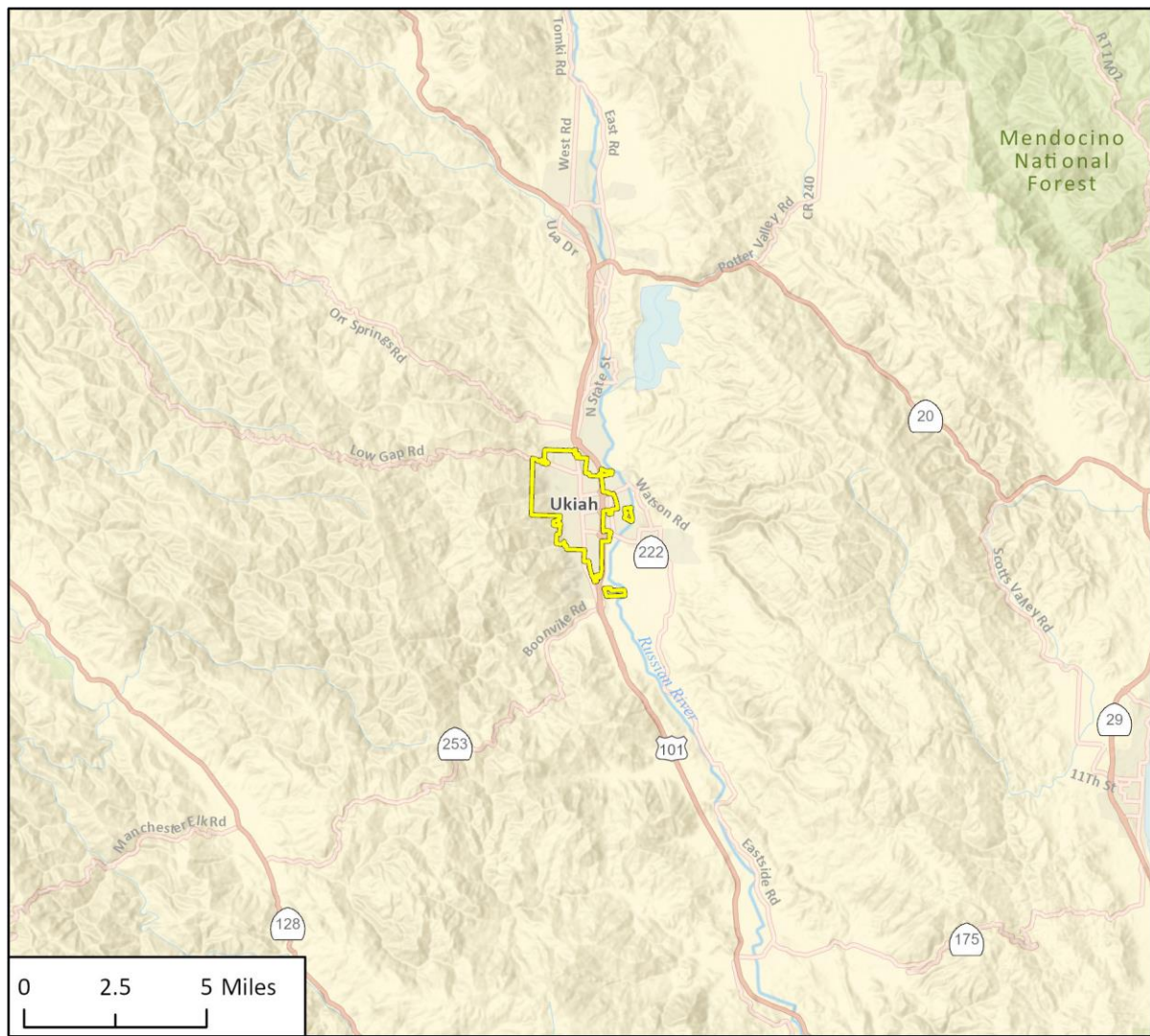
¹ Note that the City boundaries shown in Figures 1 and 2 reflect the boundaries utilized in developing the CAP 2022 GHG Emissions Inventory and forecasts. However, in late 2024, the City annexed additional areas and the City boundary has expanded slightly from what is shown in the figures herein.

² City of Ukiah. 2040 General Plan. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

³ MTA. 2025. Maps and Schedules. <https://mendocinotransit.org/maps-and-schedules/> (accessed January 2025).

⁴ HTA. 2025. North State Express: Route 101. <https://hta.org/north-state-express/> (accessed January 2025).

Figure 1 Regional Location



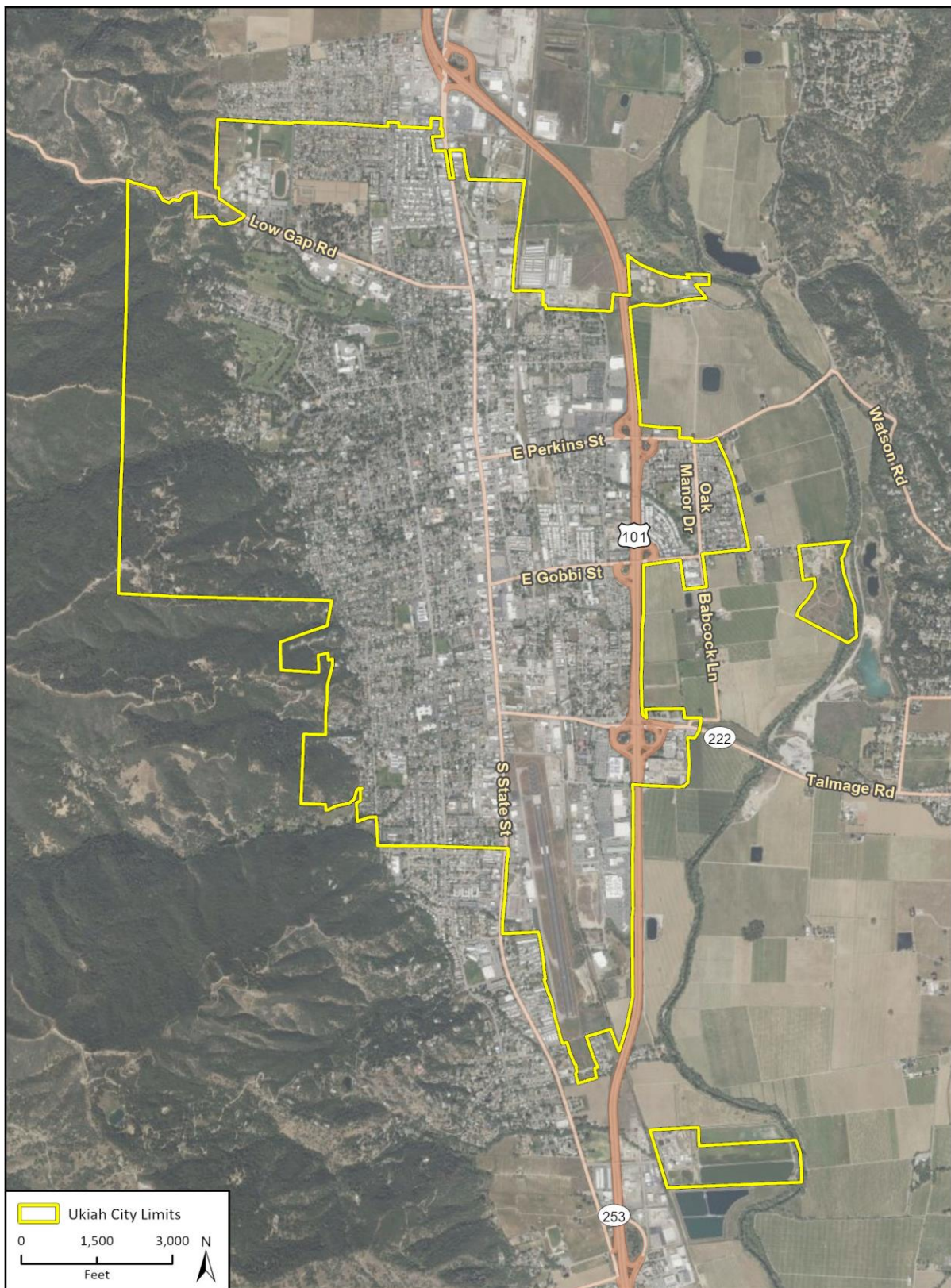
Imagery provided by Esri and its licensors © 2025.

24-15600 EPS
Fig 1 Regional Location

 Ukiah City Limits



Figure 2 Plan Location



Imagery provided by Microsoft Bing and its licensors © 2025.

24-15600 EPS
Fig X Project Location

There is also an Amtrak bus stop in Ukiah at 250 North Orchard Avenue. Ukiah also has a system of bike lanes and sidewalks throughout the City, which are particularly robust through the downtown and surrounding areas. The City of Ukiah has also constructed three segments of the “Great Redwood Trail,” a 320-mile multi-use trail in a former railroad right-of-way that will eventually connect San Francisco and Humboldt bays. The trail runs north to south through central Ukiah for approximately 0.8 miles and provides bike and pedestrian access along three segments. Plans for the fourth phase of the of the Ukiah portion of the Great Redwood Trail were recently approved, and once constructed will extend the trail to Plant Road in the south of the City.⁵ Dedicated bicycle facilities in Ukiah include approximately two miles of shared-use paths and approximately 8 miles of on-street bicycle lanes, including segments of Bush, Dora, Orchard and Gobi Streets.⁶ In addition, the City is accessible by airplane, and the Ukiah Municipal Airport is located approximately one mile south of the City boundaries.

Local Setting

Ukiah is located within the Ukiah Valley. The landscape of Ukiah is generally flat along its central portion, ranging from approximately 600 feet above mean seal level (amsl) at its southern extent to approximately 660 feet amsl at its northern extent. The hillsides flanking the City to the west can reach up to 2,650 feet amsl, while the hillsides flanking the City to the east can reach up to approximately 3,400 feet amsl. Ukiah is located within the Upper Russian River Valley watershed. Creeks and streams offer some drainage channels in the region, but the majority of surface runoff and waters washed from the hillside slopes generally enter the City’s stormwater systems that ultimately drain into the Russian River, which then drains to the Pacific Ocean.⁷

The City of Ukiah was incorporated in 1876 and was designated as the seat of Mendocino County. Ukiah is the largest city in Mendocino County, with approximately 16,108 residents as of 2024.⁸ Ukiah’s existing land use pattern is shaped by the surrounding topography and circulation patterns. Primary land uses include residential (approximately 33 percent), public (approximately 19 percent), commercial (approximately 12 percent), and parks and open space (approximately 10 percent).

Ukiah is characterized by hot arid summers and cooler winters. Most of the annual precipitation in Ukiah occurs in the cool season, between November and April. The warm season lasts from approximately April to late October with an average daily high temperature above 85°F. The cool season lasts from approximately November to March with a daily high temperature below 68°F.⁹ The warmest month of the year in Ukiah is July, while the coldest month of the year is December.

Existing Sustainability Setting

Ukiah Sustainability and Greenhouse Gas Emissions Reduction Efforts

The City has actively implemented a variety of environmental programs contributing to GHG emissions reductions. The following is a listing of Ukiah’s recent sustainability and climate protection programs and policies:

- Draft Ukiah Climate Action Plan developed (2014)
- Resolution endorsing the declaration of a climate emergency (2022)
- Ukiah 2040 General Plan Environment and Sustainability Element adopted (2022)

⁵ Ukiah, City of. 2025. Great Redwood Trail Ukiah- Phase 4. <https://cityofukiah.com/great-redwood-trail-ukiah-phase-4/> (accessed January 2025).

⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

⁸ California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/> (accessed January 2025).

⁹ Weather Spark. 2025. Climate and Average Weather Year Round in Ukiah. <https://weatherspark.com/y/368/Average-Weather-in-Ukiah-California-United-States-Year-Round> (accessed January 2025).

- Ukiah 2022 Community GHG Emissions Inventory finalized (2024)
- Recycled Water and Complete Streets infrastructure projects completed (2024)
- Climate Adaptation and Resilience Division established (2024)¹⁰

Regional Sustainability and GHG Reduction Efforts

In coordination with Mendocino County, the State of California, and the federal government, the City of Ukiah has committed to implementing regional and State policies related to GHG emissions reductions. As follows is a summary of the existing regional GHG emissions reduction efforts, which the CAP is intended to be consistent with.

2022 Regional Transportation Plan & Active Transportation Plan

The Mendocino Council of Governments (MCOG) is the regional planning agency for Mendocino County, and addresses regional issues relating to transportation, the economy, community development and the environment. In 2022, MCOG adopted the 2022 Regional Transportation Plan (RTP) and Active Transportation Plan. The 2022 RTP and Active Transportation Plan is a long-range plan containing strategies for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the State of California. The 2022 RTP and Active Transportation Plan emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit users, and drivers. The 2022 RTP and Active Transportation Plan aims to reduce vehicle miles traveled (VMT) and result in less emissions GHGs.¹¹

State Sustainability and GHG Reduction Efforts

As follows is a summary of existing State GHG emissions reduction efforts, which the CAP is intended to be consistent with.

GHG Reduction Regulations

CALIFORNIA SENATE BILL 32, CALIFORNIA GLOBAL WARMING POLLUTION SOLUTIONS ACT UPDATE

In 2016, SB 32 was passed, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provided a framework for achieving the 2030 target. The 2017 Scoping Plan relied on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of other adopted regulations and policies, such as SB 350 and SB 1383.

ASSEMBLY BILL 1279

In September 2022, AB 1279 was approved, which established a legally binding requirement for California to achieve and maintain carbon neutrality no later than 2045. AB 1279 also established the requirement to achieve a Statewide reduction in GHG emissions of 85 percent below 1990 levels by 2045. This indicates that the remaining 15 percent to achieve carbon neutrality can be achieved via carbon sequestration and other non-direct-GHG-emissions-reductions techniques.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2022)

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB adopted the Final 2022 Climate Change Scoping Plan in November 2022. The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action in natural working lands to reduce emissions and

¹⁰ Ukiah, City of. 2025. Climate Adaptation and Resilience. <https://cityofukiah.com/climate-resilience/> (accessed January 2025).

¹¹ MCOG. 2022. 2022 RTP and Active Transportation Plan. <https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf> (accessed January 2025).

sequester carbon, and the capture and storage of carbon. The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work.¹²

Energy--Related Regulations

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN

In 2008, the California Public Utilities Commission adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy by 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial buildings to be retrofitted to zero net energy by 2030.

CALIFORNIA CODE OF REGULATIONS TITLE 24 (CALIFORNIA BUILDING CODE)

Updated every three years through a rigorous stakeholder process, Title 24 of the CCR requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California. (Health and Safety Code Section 17950 and 18938(b).)

The regulations receive input from members of industry, as well as the public, with the goal of "[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy." (Public Resources Code Section 25402.) These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Public Resources Code Section 25402(d)) and cost effectiveness (Public Resources Code Section 25402(b)(2) and (b)(3)). The 2022 Title 24 standards went into effect on January 1, 2023.

Part 6 – Building Energy Efficiency Standards

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective on January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

¹² CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf> (accessed January 2025).

The mandatory standards applicable to air quality require:

- Minimum 20 percent reduction in indoor water use relative to specified baseline levels;¹³
- Waste Reduction:
 - Minimum 65 percent non-hazardous construction/demolition waste diverted from landfills;
 - Non-residential and multi-family dwellings with five or more units: Provide readily accessible areas identified for the depositing, storage and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastic, organic waste, and metals; and/or
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards; and
- EV Charging for New Construction:¹⁴
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging;
 - Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready;
 - Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25 percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station;
 - Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
 - 0-9: no EV capable spaces or charging stations required;
 - 10-25: 4 EV capable spaces but no charging stations required;
 - 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations;
 - 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations;
 - 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations;
 - 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations;
 - 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations; and
 - More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations;
 - Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards;
- Bicycle Parking:
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or

¹³ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

¹⁴ EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

- Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility.
- Shade Trees (Non-Residential):
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar);
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities).

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In 2015, SB 350 established new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codified Governor Brown's aggressive clean energy goals and established the State 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

SENATE BILL 1020, CLEAN ENERGY, JOBS, AND AFFORDABILITY ACT OF 2022

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), SB 100 (2018), and SB 1020, California's Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to transition the electricity supply to renewable resources. The RPS requires energy service providers to supply renewable energy as follows: 90 percent of retail sale electricity and 100 percent of electricity procured to serve state agencies by 2035, 95 percent by 2040, and 100 percent by 2045. The California Public Utilities Commission and the California Energy Commission (CEC) are jointly responsible for implementing the program.

Transportation-Related Regulations

ASSEMBLY BILL 1493, PAVLEY BILL VEHICLE EFFICIENCY STANDARDS

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, CARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and GHGs and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

CALIFORNIA SENATE BILL 375, SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

In 2008, Senate Bill (SB) 375 enhanced the State's ability to reach AB 32 targets by CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable communities strategy that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. MCOG is not one of the 18 MPOs required to implement a sustainable communities strategy and was not assigned GHG emissions reductions targets by CARB.

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In 2014, SB 1275 established a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directed CARB to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles (ZEVs) for disadvantaged, low- and moderate-income communities and consumers.

Water-Related Regulations

WATER CONSERVATION ACT OF 2009 (SENATE BILL X7-7)

In November 2009, the California State Legislature passed and the Governor approved a comprehensive package of water legislation, including the Water Conservation Act of 2009 (SB X7-7; CA Water Code Sections 10608-10688.44) addressing water conservation. In general, SB X7-7 required a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. California exceeded the required per capita reduction, in which per capita urban water use was reduced by 32 percent¹⁵. The legislation also requires urban water users to develop consistent water use targets and to use those targets in their UWMPs.

Waste-Related Regulations

ASSEMBLY BILL 1826

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. AB 1826 defines “organic waste” as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a “business” as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multi-family residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate 4 cubic yards or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate 4 cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services. In September 2020, CalRecycle reduced this threshold to 2 cubic yards of solid waste (i.e., total of trash, recycling, and organics) per week generated by covered businesses.

ASSEMBLY BILL 341

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction’s source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

General Plan Designation and Zoning

The CAP would be implemented throughout the City and would occur in all General Plan and zoning designations.

Description of Plan

The proposed CAP incorporates the many climate protection programs noted above under *Existing Sustainability Setting* that would continue to reduce GHG emissions. The City has developed the CAP in order to achieve several future targets, including reducing GHG emissions 40 percent below 1990 levels by 2030 and putting Ukiah on a

¹⁵ California Department of Water Resources. 2023. Status of 2020 Urban Water Management Plans – A Report to the Legislature pursuant to Section 10644 of the California Water Code. <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Legislative-Reports/Status-of-2020-Urban-Water-Management-Plans-Report-to-Legislature.pdf> (accessed November 2024).

trajectory to meet the State goal of achieving carbon neutrality by 2045. The CAP provides a foundation for future sustainable development efforts in Ukiah.

The CAP addresses communitywide GHG emissions and includes a discrete target for Ukiah to reach maximum emissions of 96,544 MT of CO₂e emissions annually by 2030, which is the level below which the contribution to GHG emissions from activities covered by the CAP would not be cumulatively considerable. The CAP includes a 2022 communitywide GHG emissions inventory, contains a list of GHG emissions reduction sectors, measures, and actions to achieve Ukiah's GHG emissions reduction goals, and focuses on actions through 2030 for purposes of meeting the Ukiah 2030 GHG emissions target.

The 2022 GHG emissions inventory provides the basis for emissions forecasts for the years 2030, 2035, 2040, and 2045. In 2022, Ukiah's total GHG emissions were estimated to be 132,323 MT of CO₂e. GHG emissions in the inventory are categorized based on sectors. These sectors include transportation, building energy (electricity and natural gas), water and wastewater, and solid waste. Table 1 provides the summary of Ukiah's 2022 GHG emissions by sector, as well as each sector's percentage of communitywide emissions.¹⁶ As shown therein, the largest GHG emissions are related to the transportation and building energy use sectors.

Table 1 Ukiah 2022 Communitywide GHG Emissions Levels

GHG Emissions Sector/Source	CO ₂ e (MT)	Percent of Total Emissions
Transportation	70,050	53
Building Energy (Electricity)	30,436	23
Building Energy (Natural Gas)	27,932	21
Water and Wastewater	31	<1
Solid Waste	3,873	3
Total	132,323	100

CO₂e = carbon dioxide equivalent; MT = Metric Tons

Source: Ukiah, City of. 2025. Draft Ukiah Climate Action Plan. February 2025.

Given that Ukiah 1990 emissions levels are estimated to be 160,907 MT of CO₂e,¹⁷ the CAP establishes a target to reduce communitywide GHG emissions to 40 percent below 1990 levels by 2030 (96,544 MT of CO₂e annually). This would meet the SB 32 State GHG emissions target of 40 percent below 1990 levels by 2030, consistent with CEQA for a qualified GHG emissions reduction strategy and to be achievable by City-supported measures and actions identified in the CAP. The CAP includes a business-as-usual (BAU) forecast and an adjusted BAU (ABAU) forecast of GHG emissions, based on the 2022 inventory, that enables Ukiah to estimate the emissions reductions required to meet its communitywide reduction targets.

The CAP overall GHG reduction strategy is organized by five sectors, each of which includes related measures and actions. These sectors include building energy, transportation, solid waste, water and wastewater, and carbon sequestration. The measures and actions generally focus on renewable and carbon-free electricity, building electrification, transportation decarbonization, VMT reduction, and solid waste generation and water use reductions. Table 2 includes a complete list of the specific measures and actions by sector established by the CAP, as well as anticipated annual GHG reductions by 2030 and 2045.

¹⁶ Ukiah, City of. 2025. Draft Ukiah Climate Action Plan. February 2025.

¹⁷ Rincon Consultants. 2024. Final Ukiah GHG Forest-Targets Memorandum. July 2024.

Table 2 Ukah CAP Measures and Actions

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Building Energy		
Measure BE-1: Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045.		
BE-1a	Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience.	2030: 10,971 2045: 0
BE-1a	Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city's solar canopy.	
BE-1a	Develop a long-range community-wide electric energy and demand forecast to: 1. Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans. 2. Formalize a pathway (resource-plan) to meet the City's energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals. 3. Develop a decarbonization priority list and implementation schedule for all municipal buildings. 4. Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals.	
Measure BE-2: Decarbonize 15% of existing buildings by 2030 and 100% by 2045.		
BE-2a	Adopt a zero NOx (nitrogen oxides) threshold by 2026 to require replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout.	2030: 4,258 2045: 27,920
BE-2b	Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), "cool" building strategies, trees, green roofs, and other nature-based solutions.	
BE-2c	Outline and prioritize a pathway to carbon-free emergency and back-up power across the City's critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts.	
BE-2d	Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers.	
BE-2e	Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable decommissioning of the local natural gas system by 2045. Incentivize electrification across all building types.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Measure BE-3: Decarbonize 95% of new building construction by 2026.		
BE-3a	Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026.	2030: 2,704 2045: 15,608
BE-3b	Incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code.	
BE-3c	Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027.	
Measure BE-4: Decarbonize 50% of municipal buildings by 2030 and 100% by 2045.		
BE-4a	Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities.	Supportive
BE-4b	Pursue grant funding and rebates to electrify municipal buildings.	
Transportation		
Measure T-1: Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.		
T-1a	Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a program that provides communitywide access to bicycles.	2030: 373 2045: 2,164
T-1b	Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro-mobility options. Re-explore and expand available rebates with a focus on supporting low-income families and qualified residents.	
T-1c	Develop a priority list of active transportation projects for MCOG's 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Identify and pursue available resources in order to implement the top 5 priority projects by 2028.	
T-1d	Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Measure T-2: Increase total public transportation mode share to 5% by 2030, and 20% by 2045.		
T-2a	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations: 1. Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs. 2. Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations. 3. Identification of design improvements of seating and shading at bus stops and along active transportation routes. 4. Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods. 5. Developing a local electric trolley system that operates year-round.	2030: 997 2045: 5,319
T-2b	Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use.	
T-2c	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas.	
Measure T-3: Reduce local VMT from single passenger vehicles.		
T-3a	Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods.	Supportive
T-3b	Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that is compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management.	
T-3c	Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include: 1. Interconnected bike lanes and sidewalks connecting to City's trail network. 2. Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development. 3. Increase public bike parking capacity outside of public and commercial development. 4. Establish parking policies that encourage the use of public transit and active transportation.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Measure T-4: Achieve zero-emission vehicle adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.		
T-4a	Complete an inventory of existing EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following: Passenger Fleets 1. Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers. 2. Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios. 3. Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030. Commercial Vehicles subject to Advanced Clean Fleet requirements 1. Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions. 2. For high priority fleets, conduct an utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet. 3. Identifies the responsible party to submit construction permits early and submit utility interconnection applications early.	2030: 11,847 2045: 66,664
T-4b	By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require at a minimum: 1. Single Family – CalGreen Tier 2 provisions 2. Multifamily – CalGreen Tier 2 provisions 3. Non-residential – CalGreen Tier 2 provisions 4. Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030 5. Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new buildings, and existing buildings at time of renovation pending results of a local economic impact analysis. 6. Expediate EV charger permits 7. Additionally, continue to install and provide EV charger access at City-owned facilities	
Measure T-5: By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.		
T-5a	Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives.	2030: 606 2045: 1,541
T-5b	Implement and promote CARB's Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028.	
T-5c	Coordinate with California Air Resources Board (CARB) and Mendocino County Air Quality Management District (MCAQMD) to notify affected fleets and establish a compliance tracking system for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel. Partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Measure T-6: Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.		
T-6a	Align the City's Sustainable Purchasing Policy by 2025 to require all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs, where commercially viable. Implement a schedule to comply with the California Advanced Clean Fleet rule for low population counties, mandating that 100% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2027, where commercially viable.	Supportive
T-6b	Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible.	
T-6c	Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public.	
Solid Waste		
Measure SW-1: Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.		
SW-1a	Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as: 1. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase communitywide organic waste diversion. 2. Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials. 3. Identify public areas for adding organics collection and recycling bins where needed. 4. Work with C&S Waste Solutions and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities. 5. Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins. 6. Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity.	2030: 3,511 2045: 4,646
Measure SW-2: Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.		
SW-2a	Establish and execute an implementation plan for meeting procurement requirements. This may include: 1. Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region. 2. Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements. 3. Expansion/creation of community composting programs paired with community gardens.	2030: 190 2045: 228

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Water Resources		
Measure WR-1: Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.		
WW-1a	The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include: 1. Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure. 2. Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies. 3. In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELO), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects. 4. Develop an ordinance for installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction. 5. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use. 6. Revise water and wastewater rates as necessary to ensure the cost of service is covered.	Supportive
WW-1b	Continue to require the use of low-impact-development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction and development.	
Carbon Sequestration		
Measure CS-1: Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.		
CS-1a	Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas.	2030: 149 2045: 1,635
CS-1b	Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City's Area of Interest (Aoi).	
CS-1c	Conduct carbon sequestration farming pilot projects within the community and across the City's Aoi.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Measure CS-2: Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.		
CS-2a	Integrate climate action strategies into the City's long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy.	Supportive
CS-2b	Conduct a feasibility study to identify the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways.	
CS-2c	Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal.	

MT of CO₂e = metric tons of carbon dioxide equivalent

Source: Ukiah, City of. 2025. Draft Climate Action Plan Update. February 2025.

The measures and actions shown in Table 2, combined with existing State legislation and City initiatives, would enable Ukiah to meet its GHG emissions target to reduce GHG emissions 40 percent below 1990 levels by 2030. Table 3 summarizes the communitywide GHG emissions forecasts under the BAU and ABAU scenarios, as well as with implementation of the CAP, from 2022 through 2045.

Table 3 Ukiah GHG Emissions Forecasts (MT of CO₂e)

GHG Emissions Pathways	2022	2030	2035	2040	2045
BAU Forecast	132,323	161,649	180,231	199,324	218,918
ABAU Forecast	132,323	131,128	121,979	126,868	132,758
Forecast with CAP	132,323	95,564	66,103	36,642	7,180

Source: Ukiah, City of. 2025. Draft CAP. February 2025.

Figure 3 depicts the 2030 and 2045 GHG emissions targets for Ukiah, including anticipated emissions once the measures and actions listed in Table 2 are implemented. Figure 3 also illustrates the forecasted BAU and ABAU emissions, and the target pathway to achieve carbon neutrality by 2045.

Figure 3 Ukiah GHG Emissions Projections and Targets

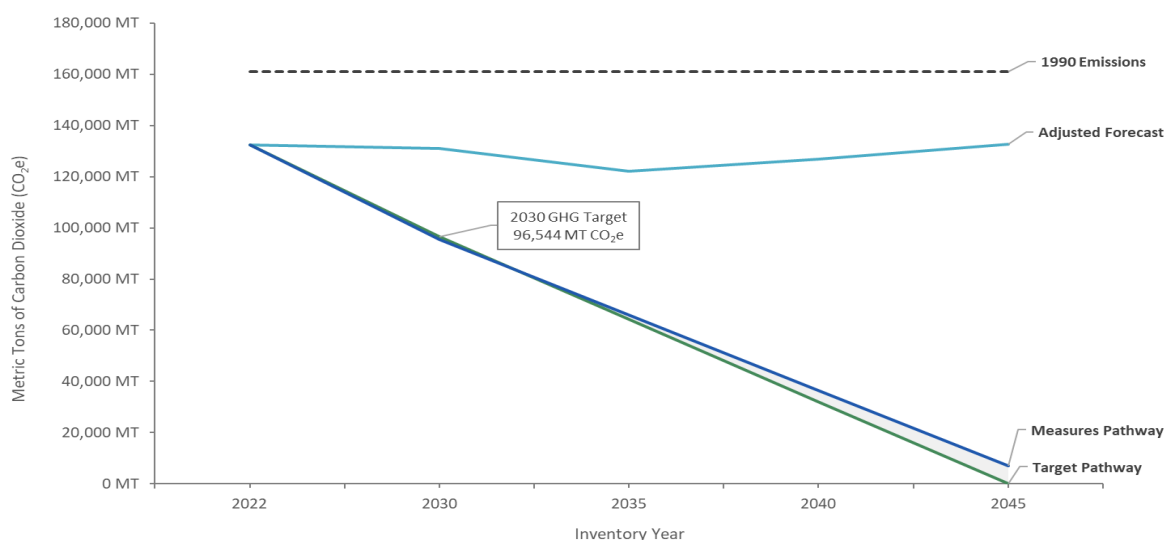


Table 4 shows the Ukiah climate action target emissions and the emissions reductions expected from implementing the CAP. Table 4 also illustrates that Ukiah would meet its 2030 GHG reduction target and make substantial progress towards the 2045 goal of carbon neutrality with implementation of the CAP.

Table 4 Targets Versus GHG Reductions

Target/Forecast	2030 GHG Emissions (MT of CO ₂ e)	2045 GHG Emissions (MT of CO ₂ e)
ABAU Forecast	131,128	132,758
GHG Reductions from Implementation of CAP Measures	35,606	125,726
GHG Emissions after Measure Reductions (ABAU Forecast – GHG Emissions Reductions)	95,522	7,032
Ukiah Targets	96,544	0
Target Anticipated to be Met?	Yes	Substantial progress demonstrated

MT of CO₂e = metric tons of carbon dioxide equivalent

Source: City of Ukiah. 2025. Final CAP. May 2025.

The CAP would provide substantial progress toward meeting the City's carbon neutrality goal by 2045. However, full implementation of the CAP would leave a gap of approximately 7,032 MT of CO₂e that would still need to be addressed to achieve carbon neutrality. As such, the CAP acknowledges that additional actions beyond those identified in the plan will be necessary to achieve carbon neutrality and provides a mechanism for tracking CAP progress through publication of updated GHG emissions inventories and progress reports every two years. In addition, the City anticipates initiating a CAP Update by 2029 to prepare for achieving the 2045 carbon neutrality goal. This allows for certainty in the updated schedule, ensures that the carbon neutrality work is directly tied to the City's financial decision making and prioritization process, and allows for constant integration of learning, best practices, and new measures and technologies to further the City toward meeting its goal of carbon neutrality.

Implementation of the CAP measures and actions identified in Table 2 could result in physical changes that could potentially have an impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the measures and actions are taken into account in considering potential environmental impacts that could occur through implementation of the CAP. For example, the use of carbon-free electricity may require the installation of new infrastructure to accommodate use and transmission of alternative and renewable fuels. Similarly, increasing the use of EVs would require the installation of EV charging stations and supporting infrastructure. Additionally, CAP

implementation may require the installation of new bicycle, public transit, and pedestrian facilities and renewable energy infrastructure. These types of activities would introduce physical changes, such as the temporary presence and operation of construction vehicles and equipment during installation of required facilities, and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and EV charging stations. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses may identify required plan- or project-specific mitigation measures where applicable.

Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the CAP, the cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAP, based on California Department of Finance 2022 demographic data, 2022 data from the State of California Employment Development Department, projected land use as outlined in the Ukiah 2040 General Plan, and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah.¹⁸ The cumulative projects scenario is shown in Table 5.

Table 5 Cumulative Projects Scenario

Demographics/Sector	2022	2030	2035	2040	2045
Population	15,929	17,834	19,025	20,216	21,407
Employment	6,800	9,632	11,402	13,172	14,942
Households	6,589	7,616	8,109	8,601	9,094
Service Population ¹	22,729	27,466	30,427	33,388	36,349

¹ Service population is calculated as the combined total number of employees and residents in the City.

Source: Rincon Consultants. 2024. Final Ukiah GHG Forecast-Targets Memorandum. July 2024.

Required Approvals

City of Ukiah

Required approvals include:

- Adoption of the Ukiah CAP IS-ND; and
- Adoption of the Ukiah CAP.

Although individual plans or projects may be implemented later under the umbrella of the CAP, each individual plan or project that does not qualify for a statutory or categorical exemption would be subject to separate environmental review under CEQA.

In addition, if a future project is demonstrated to be consistent with the CAP, then that project could conduct a streamlined CEQA GHG emissions analysis in accordance with Sections 15183.5(a) and (b) of the CEQA Guidelines that states:

- Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review...
- Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to Sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

¹⁸ Rincon Consultants. 2024. Final Ukiah GHG Forecast-Targets Memorandum. July 2024.

Other Public Agencies

The City of Ukiah has sole approval authority over the CAP. There are no other public agencies whose approval is required.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lead Agency Representative Signature

Date

Lead Agency Representative Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

Ukiah's natural landscape includes redwood-covered hillsides, the Russian River, and Ukiah Valley flatlands. The Ukiah 2040 General Plan identifies hillside areas within the City as scenic viewsheds.¹⁹ One of the most notable scenic resources are the western hills, rising above the valley floor on the west side of Ukiah.²⁰ The Ukiah 2040 General Plan contains goals and policies to protect scenic vistas and the character of the western hills.²¹ These include the following:

- **Goal LU-6 Hillside Areas:** To preserve the natural character of hillside development areas.
 - **Policy LU-6.1 Natural Features:** The City shall require development to preserve outstanding natural physical features, such as the highest crest of a hill, natural rock outcroppings, major tree belts, and water features.
 - **Policy LU-6.2 Hillside Development:** The City shall require new development in hillside areas to minimize grading to retain a natural hillside setting. The City shall encourage clustered dwelling units in hillside areas and roadways to be designed to preserve the ecological and scenic character of the hillsides.

As a policy document, the Ukiah CAP would not result in direct impacts to scenic vistas; however, implementation of some CAP measures and actions may promote infrastructure development and redevelopment that could affect the visual character of Ukiah. CAP Action BE-1a would promote the installation of small-scale renewable energy infrastructure, such as rooftop and parking canopy solar panels, to increase renewable energy generation. CAP Measure T-1 would result in new bicycle lanes and pedestrian infrastructure to increase active transportation. CAP

¹⁹ Ukiah, City of. 2022. Ukiah 2040 General Plan. Introduction https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

²⁰ Ukiah, City of. 2022. Draft Environmental Impact Report (EIR). https://cityofukiah.com/wp-content/uploads/2023/02/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

²¹ Ukiah, City of. 2022. Ukiah 2040 General Plan. Land Use Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

Action T-3b would prioritize infill development within the downtown core. These measures and actions would promote infrastructure development and redevelopment within urban areas of the City and would not be anticipated to affect the scenic western hills. Future CAP-related projects and actions, including those identified above, would be required to adhere to Ukiah 2040 General Plan goals and policies requiring preservation of natural features and scenic vistas. Additionally, the CAP includes Action CS-1b which seeks to conserve the western hills and forested areas of the City to enhance carbon sequestration. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to effects on scenic vistas.

- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

According to the California Scenic Highway Mapping System, State Route (SR) 20 and Interstate 101, approximately 6.4 miles and 6.3 miles north of Ukiah, respectively, are both eligible State scenic highways, though neither are officially designated.²² The nearest designated State scenic highway is a portion of SR-116 running from Lynch Road to Highway 1, located approximately 43 miles southeast of Ukiah City limits at its closest point. There are no officially designated State scenic highways in Ukiah, and no portions of the City encompass the viewshed from a State scenic highway. Due to the distance between Ukiah and the nearest designated and eligible State scenic highways, views of Ukiah from SR 20, I-101, and SR-116 are not available. In addition, the Ukiah 2040 General Plan does not designate any local roadways as scenic roadways.²³ As such, implementation of the Ukiah CAP would not result in impacts related to scenic resources within the viewshed of a State scenic highway or scenic roadway. Therefore, implementation of the Ukiah CAP would result in **no impact** related to effects on scenic resources within a State scenic highway.

- c. *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the plan is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

CEQA Guidelines Section 21071 states that an incorporated city is urbanized if it has either (1) a population of at least 100,000 persons or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. Ukiah has a population of less than 100,000 people and is not contiguous with any other incorporated cities and, thus, is considered non-urbanized.

The Ukiah Valley is well known for its natural and scenic beauty. The Russian River follows the Ukiah Valley, winding through agricultural lands just outside of Ukiah to the east. The valley is approximately 630 feet in elevation, with the hills of the Mendocino and Mayacamas ranges that flank the valley reaching up to 3,000 feet in elevation. Views on the Valley floor within the City of Ukiah include those typical of existing residential and commercial development, as most of the land within the City limits is developed.²⁴ The Ukiah 2040 General Plan includes goals and policies that require preservation of the existing natural character of hillside development areas and open space land and that govern scenic quality within the City. These include the following:

- **Goal ENV-1:** Preserve open space land for the commercial agricultural and productive uses, the protection and use of natural resources, the enjoyment of scenic beauty and recreation, protection of tribal resources, and the protection from natural hazards.
- **Goal LU-6 Hillside Areas:** To preserve the natural character of hillside development areas.
 - **Policy LU-6.1 Natural Features:** The City shall require development to preserve outstanding natural physical features, such as the highest crest of a hill, natural rock outcroppings, major tree belts, and water features.
 - **Policy LU-6.2 Hillside Development:** The City shall require new development in hillside areas to minimize grading to retain a natural hillside setting. The City shall encourage clustered dwelling units in hillside areas and roadways to be designed to preserve the ecological and scenic character of the hillsides.
 - **Policy LU-11.3 Neighborhood Character:** The City shall ensure that Zoning Code standards and design guidelines are reflective of neighborhood character and land use intensity, complement views from US 101

²² Caltrans. 2018. California State Scenic Highway System Map. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed January 2025).

²³ Ukiah, City of. 2022. Ukiah 2040 General Plan. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed February 2025).

²⁴ Ukiah, City of. 2022. Draft Environmental Impact Report (EIR). https://cityofukiah.com/wp-content/uploads/2023/02/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

Implementation of Ukiah CAP actions may promote infrastructure development and redevelopment that has the potential to result in impacts to the visual character and public views of the City. Specifically, CAP Action BE-1a would promote the installation of small-scale renewable energy infrastructure, such as rooftop and parking canopy solar panels, to increase renewable energy generation. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the potential development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City. Implementation of new renewable energy and transportation infrastructure and the installation of ZEV chargers may slightly change the scenic character of the City. However, future CAP-related projects would be required to adhere to City regulations that protect aesthetic resources. This includes the applicable City Design Guidelines and the Ukiah 2040 General Plan policies outlined above.^{25, 26, 27} Compliance with these standards would confirm that future CAP-related projects would align with the City goals related to visual character and quality. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to the existing visual character or quality of public views within Ukiah.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Ukiah contains existing sources of nighttime light and daytime glare including street and vehicle lighting, security lighting, interior and exterior building lighting, and reflective building materials. The Ukiah CAP would promote sustainable infrastructure development and redevelopment that is complimentary to existing land uses in the City. The Ukiah CAP would not directly result in impacts related to light and glare.

However, implementation of Ukiah CAP Action BE-1a would promote the installation of small-scale renewable energy infrastructure, such as rooftop and parking canopy solar panels, to increase renewable energy generation. Solar panels have the potential to result in new sources of daytime glare within Ukiah if not thoughtfully designed and located. The design and location of future solar infrastructure would be complimentary to existing development in Ukiah, such as the addition of small-scale rooftop, residential and commercial solar panels would reduce potential glare impacts. Future installations of solar panels in Ukiah would be required to obtain a building permit and comply with all permitting conditions to limit aesthetic impacts. Additionally, rooftop solar is generally unnoticeable from ground level and photovoltaic panels are designed and constructed to absorb as much visible light as possible for energy generation, as opposed to reflecting the sunlight back into the atmosphere. Minimal glare is produced by solar panels.²⁸

Future CAP-related projects would also be reviewed for consistency with the CCR Title 24 lighting standards (CCR Title 24 Part 6), the Ukiah Zoning Code, and applicable design guidelines, which include a review of exterior lighting.^{29,30,31} Compliance with these regulations would minimize environmental impacts related to nighttime light by implementing standard conditions of approval requiring the shielding of exterior lighting and limiting spillover lighting.

In addition, the Ukiah CAP would be reviewed for consistency with the Ukiah 2040 General Plan and other applicable aesthetic regulations prior to approval. Future CAP-related projects would be required to adhere to the applicable City Design Guidelines.³² Compliance with these standards would confirm that potential future infrastructure development and redevelopment in Ukiah aligns with the Ukiah City Code (UCC) and design guidelines. Compliance

²⁵ Ukiah, City of. 1992. Design Guidelines: Commercial Projects within the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2023/02/Design-Guidelines-Projects-Inside-Downtown-Design-District.pdf> (accessed February 2025).

²⁶ Ukiah, City of. 1996. Design Guidelines: Commercial Projects Outside the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2021/11/Design-Guidelines-Projects-Outside-Downtown-Design-District.pdf> (accessed February 2025).

²⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed February 2025).

²⁸ National Renewable Energy Laboratory. 2018. Research and Analysis Demonstrate the Lack of Impacts of Glare from Photovoltaic Modules. <https://www.nrel.gov/state-local-tribal/blog/posts/research-and-analysis-demonstrate-the-lack-of-impacts-of-glare-from-photovoltaic-modules.html> (accessed February 2025).

²⁹ California Energy Commission (CEC). 2022. 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf (accessed November 2024).

³⁰ Ukiah, City of. 1992. Design Guidelines for Commercial Projects within the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2023/02/Design-Guidelines-Projects-Inside-Downtown-Design-District.pdf> (accessed February 2025).

³¹ Ukiah, City of. 1992. Design Guidelines for Commercial Projects Outside the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2021/11/Design-Guidelines-Projects-Outside-Downtown-Design-District.pdf> (accessed February 2025).

³² Ukiah, City of. 2022. Ukiah 2040 General Plan. Land Use Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed February 2025).

with these regulations would minimize environmental impacts related to light and glare by requiring the shielding of exterior lighting and limiting the use of highly reflective materials, respectively. Thus, implementation of the Ukiah CAP would result in a ***less-than-significant impact*** related to light and glare.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative impacts related to scenic vistas and resources, visual character and scenic quality, and light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to Ukiah 2040 General Plan policies and the UCC. Future development and infrastructure in the City, including CAP-related projects and cumulative development projects, would be required to comply with the Ukiah 2040 General Plan policies, UCC, and applicable design guidelines to minimize impacts to aesthetic resources. Therefore, implementation of Ukiah CAP would result in a ***less-than-significant cumulative impact*** related to aesthetics.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

Maps prepared pursuant to the Farmland Mapping and Monitoring Program primarily identify the City of Ukiah as Urban and Built-up Land, and no Prime Farmland or Farmland of Statewide Importance is mapped within Ukiah; however, there are a few pockets of Prime Farmland, Farmland of Statewide Importance and Unique Farmland located in the southeast and northwest portions of the Ukiah Valley.³³ Likewise, there are no Williamson Act contracts within Ukiah.³⁴ However, there are a few portions of Williamson contracts spread throughout Ukiah valley. UCC Chapter 8, Article 1, Sections 9750-9754 outlines policies, regulations, and standards to provide agriculture preservation within the City.³⁵ In addition, the Ukiah 2040 General Plan contains several goals and policies that implement new approaches to local agriculture and strengthen existing City policies regarding preservation and enhancement of regional working lands. These include the following:

³³ California Department of Conservation. 2020. California Important Farmland Finder Map <https://maps.conservation.ca.gov/dlrp/ciff/app/>. (accessed January 2025).

³⁴ California Department of Conservation. 2023. California Williamson Act Enrollment Finder <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html>. (accessed January 2025).

³⁵ Ukiah, City of. Ukiah City Code. 2024. UCC Chapter 8, Article 1, Sections 9750-9754 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0908-0100.html>. (accessed January 2025).

- **Goal AG-1:** To preserve and strengthen agricultural uses in and around Ukiah that influence the regional economy.
 - **Policy AG-1.1 Reduce Agricultural/Urban Conflict:** The City shall reduce conflict between incompatible uses and agriculture within and adjacent to the City.
 - **Policy AG-1.2 Preserve Agricultural Lands:** With the exception of presently proposed or approved subdivisions, the City shall discourage urban development on unincorporated land within its Sphere of Influence (SOI) until annexed by the City. The City shall support County land use regulations that protect the viability of local agriculture in the Ukiah Valley.

The Ukiah CAP primarily focuses on reducing building energy use, improving and expanding active transportation and public transit options, expanding ZEV use, increasing water conservation, and reducing solid waste sent to landfills. CAP measures and actions related to these goals would not affect agricultural uses in Ukiah. However, CAP Action CS-1c would involve the development of carbon sequestration farming pilot projects that may involve activities such as compost application and cover cropping to increase the storage of CO₂ within agricultural soils. While these activities would alter current farming practices at participating locations, such pilot projects would likely be beneficial to agricultural uses, because they can help increase crop productivity.

The Ukiah CAP measures and actions would not involve projects or policies that would result in increased development or impacts related to conversion or loss of farmland. Therefore, implementation of the Ukiah CAP would result in **no impact** related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning, Ukiah 2040 General Plan land use designations, or Williamson Act Contracts.

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The City of Ukiah does not contain any areas zoned for Forest Land or Timber Production Zones. UCC Chapter 5, Article 2, Section 5420, 5423-5425 outlines policies, regulations, and standards to provide for tree management within the City.³⁶ The Ukiah Tree Management Guidelines also contains policies for the protection, operation, and maintenance of the City's urban forest.³⁷ In addition, the Ukiah 2040 General Plan contains several goals and programs to preserve and protect urban forest land. These include the following:

- **Goal ENV-2:** To maintain and enhance the urban forest to create a sense of urban space and cohesiveness with the surrounding natural environment.
 - **Program E-Prepare an Urban Forest Master Plan:** The City shall prepare an Urban Forest Master Plan that includes the types of trees appropriate for Ukiah and locations where the city would receive the greatest benefits of new trees. This plan should include trees within commercial and residential areas, as well as those at city parks and facilities. This plan shall be updated every five years.

The CAP aligns with the Ukiah 2040 General Plan by including measures and actions that emphasize the preservation and expansion of trees throughout the community. Ukiah CAP Measure CS-1 and Action CS-1a facilitate preservation and increased planting of trees, regenerative land management, ecosystem restoration, and conservation of forested lands throughout the City. As such, the Ukiah CAP would increase planting of trees and preservation of forest lands within the City. The Ukiah CAP does not include measures that would result in the loss of forest land or the conversion of forest land to non-forest use, nor would it conflict with or cause the rezoning of forest, timber land, or Timberland Production areas. Therefore, implementation of the Ukiah CAP would result in **no impact** related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

³⁶ Ukiah, City of. Ukiah City Code. 2024 Chapter 5, Article 2, Section 5420, 5423-5425

<https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0605-0200.html> (accessed January 2025).

³⁷ Ukiah, City of. 2023. Tree Management Guidelines. <https://cityofukiah.com/wp-content/uploads/2023/09/Tree-Management-Guidelines-2023ApprovedFinal.pdf> (accessed February 2025).

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative impacts related to agriculture and forestry resources would generally be site-specific, and cumulative impacts are not anticipated. Cumulative projects, including any future CAP-related projects, would be required to adhere to Ukiah 2040 General Plan policies and UCC regulations protecting agricultural and forestry resources. Furthermore, as discussed above, the Ukiah CAP would not include measures and actions that would negatively impact agricultural or forestry resources, nor would it involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of Ukiah CAP would result in a ***no cumulative impact*** related to agricultural and forestry resources.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The federal Clean Air Act (CAA) governs air quality in the United States and is administered by the United States Environmental Protection Agency (USEPA) at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the State level. At the regional and local levels, local air districts typically administer the federal and California CAA. As part of implementing the federal and California CAA, the USEPA and CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. Ukiah is located in Mendocino County, which is a subregion of the North Coast Air Basin (NCAB). The NCAB also includes the counties of Del Norte, Humboldt, Mendocino, and Trinity, along with the northern portion of Sonoma County. Mendocino County is bounded on the west by the Pacific Ocean; on the east by Tehama, Glenn, and Lake counties; on the south by Sonoma County; and on the north by Humboldt and Trinity counties. Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in nonattainment.

The Mendocino County Air Quality Management District (MCAQMD) regulates air quality within Mendocino County. As the local air quality management agency, the MCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Air Basin is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. MCAQMD is in non-attainment for the State PM₁₀ (particulate matter up to 10 microns in size) standard and is required to prepare a plan for improvement.³⁸

MCAQMD adopted a Particulate Matter Attainment Plan (PM Attainment Plan) in 2005. According to the PM Attainment Plan, PM levels have dropped over the last 20 years, but the District still exceeds the State PM₁₀ standard several times a year. The majority of these exceedances result from wildfires, residential wood burning, vehicle use of unpaved roads, and construction activities. The PM Attainment Plan includes control measures to reduce PM₁₀ emissions within the district, including requirements related to woodstoves, unpaved roads, outdoor burning, and dust suppression.³⁹

The Ukiah CAP would not involve land use or zoning designation changes or specific development that could conflict with the PM Attainment Plan. Rather the Ukiah CAP would promote sustainable infrastructure development and redevelopment. The Ukiah CAP primarily focuses on reducing building energy use, improving and expanding active

³⁸ CARB. 2020. Ambient Air Quality Standards Designation Tool. <https://ww2.arb.ca.gov/capp/cst/tch/ambient-air-quality-standards-designation-tool> (accessed January 2025).

³⁹ Mendocino County Air Quality Management District (MCAQMD). 2005. Particulate Matter Attainment Plan. https://www.co.mendocino.ca.us/aqmd/pdf_files/Attainment%20Plan_DRAFT.pdf (accessed January 2025).

transportation and public transit options, expanding ZEV charging options, increasing water conservation, and reducing solid waste sent to landfills. Implementation of Ukiah CAP measures and actions, such as those aimed at reducing VMT, reducing natural gas use through building electrification, and reducing wildfire risk would have co-benefits to air quality within the NCAB. These measures and actions would help MCAQMD meet applicable air quality plan goals and would generally reduce air pollutant concentrations.

Although the purpose and intended effect of the Ukiah CAP is to reduce GHG emissions generated in Ukiah to help reduce the effects of climate change, many of its measures and actions would also reduce criteria pollutant emissions. Specifically, Measures BE-2, BE-3, and BE-4 involve reducing the use of natural gas through building electrification of new and existing buildings, thereby reducing criteria pollutants associated with building energy use. Measures T-1, T-2, and T-3 seek to improve active transportation and public transit facilities and programs in order to reduce VMT and increase the use of sustainable transportation options in Ukiah. In addition, Action T-3a, Measure T-4, and Action T-6c would encourage the adoption of ZEVs and low-emissions off-road vehicles and equipment by enhancing ZEV infrastructure and phasing out gasoline- and diesel-powered off-road equipment. These energy and transportation-related strategies would reduce air pollutant emissions as well as GHG emissions. Additionally, CAP Action CS-1b and CS-2b would enhance wildfire prevention efforts within Ukiah, one of the major sources of PM₁₀ exceedances according to the PM Attainment Plan. Therefore, implementation of the Ukiah CAP would be consistent with federal, State and local regulations and would result in **no impact** related to a conflict with or obstruction of the applicable air quality plan.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

The Ukiah CAP would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment. The Ukiah CAP would not result in impacts related to criteria pollutants. However, implementation of the following Ukiah CAP measures may promote infrastructure construction that would temporarily generate criteria pollutants during construction activities. Measures BE-1, BE-2, BE-3, and BE-4 promote building electrification of existing buildings and installation of solar PV systems and battery storage facilities to provide greener renewable electricity within the City. CAP Actions T-1a, T-1b, T-1c, T-3b, and T-3c support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the City to increase the use of public transit and active transportation. Ukiah CAP Actions T-3a, T-4a, and T-4b encourage the installation of electric vehicle charging stations and supporting infrastructure. Additionally, CAP Actions SW-1a and SW-2a increasing organic waste diversion and facility capacities for organic waste collection.

Construction-related air quality impacts are generally associated with fugitive dust (particulate matter) and exhaust (nitrogen oxides and hydrocarbons) emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases (a precursor to ozone formation) that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP measures and actions would not include large-scale construction within Ukiah and would involve temporary and short-term criteria pollutant emissions. As such, it would result in low-level criteria pollutant emissions and negligible impacts to air quality. Ukiah CAP measures and actions would also be reviewed for consistency with MCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the Ukiah CAP would result in a less-than-significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many Ukiah CAP measures and actions would have the secondary benefit of reducing criteria pollutant emissions, such as particulate matter and nitrogen oxides, by aiming to increase building energy efficiency, promote electric vehicles, reduce VMT, and minimize wildfires. As such, operations related to implementation of the Ukiah CAP would be beneficial by helping Ukiah meet applicable air quality plan goals. Therefore, overall, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to criteria pollutant emissions.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of some of the Ukiah measures and actions, as described under *Response 3b.*, would promote infrastructure development and redevelopment that may result in temporary construction activities. Construction-related air quality impacts are generally associated with diesel particulate matter, nitrogen dioxide, and carbon monoxide emissions from heavy construction vehicles and soil hauling trucks. However, implementation of Ukiah CAP would not include large-scale construction, and construction-related emissions would be temporary. As such, implementation of the Ukiah CAP could result in low-level toxic air contaminant emissions associated with construction. While the Ukiah CAP could result in construction-related impacts related to toxic air contaminants and

exposure to sensitive receptors located within 1,000 feet of construction activities, Ukiah CAP measures and actions would be reviewed for consistency with MCAQMD air quality regulations and other applicable local, State, and federal regulations through the standard development review process once project details and locations are known to minimize air pollutant exposure impacts. Thus, construction associated with implementation of the Ukiah CAP is not expected to result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. In addition, no operational toxic air contaminant emissions are anticipated with implementation of the Ukiah CAP measures and actions. Therefore, overall, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to exposure of sensitive receptors to toxic air contaminants.

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.⁴⁰ Ukiah CAP Action SW-1a seeks to reduce community landfilled organics by 75 percent by 2030 to meet the requirements of SB 1383. Projects associated with this action include implementing the organic waste diversion requirements of SB 1383 by encouraging food waste diversion. As such, the Ukiah CAP could result in minor odors related to organic waste collection. However, green waste collection bins and compost application are not identified on the list of "Sources of Odor Complaints" (Table 1-4) as provided in the CARB *Air Quality Land Use Handbook* and would not be anticipated to result in other odors that would adversely affect a substantial number of people.⁴¹ Therefore, the Ukiah CAP would not facilitate development that could create odors, and there would be a **less-than-significant impact** related to odors exposure.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Ukiah CAP-related projects, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth, could result in air pollutant emissions that exceed applicable MCAQMD thresholds or be inconsistent with the PM Attainment Plan. However, implementation of the Ukiah CAP would have a less than significant contribution related to potential cumulative air quality impacts within the Air Basin and on sensitive receptors within Ukiah, given that the Ukiah CAP would result in communitywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, and associated air pollutant emissions and just temporary air pollutant emissions during infrastructure construction activities. As such, implementation of the Ukiah CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin or exposure of sensitive receptors to toxic air contaminants but rather result in co-benefits to air quality within the Air Basin. Therefore, implementation of the Ukiah CAP would result in an overall **less-than-significant cumulative impact** related to air quality.

⁴⁰ CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf> (accessed January 2025).

⁴¹ CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf> (accessed January 2025).

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act or by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act. There are several special-status wildlife with the potential to occur within Ukiah and its vicinity, including the northern spotted owl, western yellow-billed cuckoo, western bumblebee, Crotch's bumblebee, tricolored blackbird, foothill yellow-legged frog, red-bellied newt, chinook salmon, and steelhead trout. In addition, there is the potential for special-status plant species to occur within Ukiah, including Sonoma sunshine, Burke's goldfields, Contra Costa goldfields, Roderick's fritillary, Boggs Lake hedge-hyssop, North Coast semaphore grass, and Baker's meadowfoam.

These species may be found in streams, grasslands, riparian woodland, and forests within and nearby Ukiah.^{42, 43} In addition, migratory and nesting birds protected by Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGF) and the Migratory Bird Treaty Act (MBTA) may utilize trees, landscaping, and structures throughout Ukiah for nesting habitat. The Ukiah 2040 General Plan incorporates goals and policies to protect special status species including the following⁴⁴:

- **Policy ENV-4.1 Habitat Preservation:** The City shall require new development to preserve and enhance natural areas that serve, or may potentially serve, as habitat for special-status species. Where preservation is not feasible, the City shall require appropriate mitigation.
- **ENV-4.4 River and Creek Preservation:** The City shall work cooperatively with the County and private landowners to develop pedestrian access along creeks flowing through the City where safe and feasible to do so and where it will not cause adverse impacts.
- **ENV-4.9 Biological Resource Assessment:** The City shall require that new development proposed in or adjacent to ecologically sensitive areas, to complete a site-specific biological resource assessment prepared by a qualified biologist that establishes the existing resources present.

CAP measures and actions would generally apply to the urban areas of the City, with little application to parks, open spaces area, or the undeveloped portions of the City where sensitive habitat and related species may be present. The only CAP action that could affect the non-urbanized portions of Ukiah is Action CS-1b, which calls for wildfire prevention efforts in the western hills and forested areas of the City. This may involve vegetation management through low-intensity vegetation clearing or grazing. Vegetation management activities and future projects facilitated under the CAP would be subject to the provisions of the various federal and State natural resources regulations and their respective permitting processes for the protection of special status species and their habitat. Compliance with permitting processes and State and federal requirements during implementation of Action CS-1b would confirm that significant impacts to special status species and their habitat would not occur.

Implementation of some CAP actions would promote new infrastructure within the developed portions of the City and could result in impacts to migratory and nesting birds protected under Sections 3503, 3503.5, and 3513 of the CFGF and under the MBTA, as well as special status species that could be supported within ruderal in-fill lots such as Crotch's bumblebee, through construction activities. Construction activities could directly cause mortality or result in indirect impacts through loss of breeding, foraging, and nesting habitat. CAP Action BE-1b would result in the addition of solar PV and battery storage within the City. Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system that may require minor construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the potential development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City. However, construction activities for future CAP projects would be required to adhere to the provisions of Federal and California Endangered Species Acts, CDFW and USFWS permitting requirements, and Ukiah 2040 General Plan goals and policies that protect special status species. In addition, CAP Measure CS-1 calls for regenerative land and water management, conservation of the western hills and forested areas of the City, and increased tree canopy throughout Ukiah. Increased tree canopy and protected natural areas would provide additional habitat for special status species and migratory and nesting birds. As such, the Ukiah CAP would not have a substantial adverse effect on candidate, threatened, or endangered species either directly through individual take or indirectly through species habitat modification. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to special-status wildlife species.

⁴² Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report.

https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

⁴³ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁴⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Ukiah contains wetlands, streams, riparian areas, and other sensitive habitat. Riparian habitats are located along the Russian River and provide habitat for a variety of plant species including, blackberry, wild rose, wild grape, and coyote bush.⁴⁵ Wetlands and other waters in Ukiah are protected by the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and CFGC Section 1600 et seq., and are under the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the CDFW. Federal and State regulations require avoidance of impacts to the extent feasible, as well as compensation for unavoidable losses of jurisdictional wetlands and waters and sensitive natural communities and riparian habitat. UCC Chapter 8 requires compliance with the Clean Water Act.⁴⁶ In addition, policies ENV-6.1 through ENV-6.8 of the Ukiah 2040 General Plan describe the City's commitment to protection of wetlands, riparian areas, and other natural habitats within Ukiah.⁴⁷ This includes the following:

- **ENV-6.1 Restoration Master Plans:** The City shall establish a Creek and Stream Restoration Master Plan for each creek flowing through the City limits.
- **ENV-6.2 Contamination and Sedimentation Prevention:** The City shall require new development to use site preparation, grading, and construction techniques that prevent contamination and sedimentation of creeks and streams.
- **ENV-6.3 Waterway Restoration:** The City shall encourage and provide resources to landowners in the city to remove invasive species, plant native plant species, and prevent pollution from entering local creeks and waterways.
- **ENV-6.4 Waterway Channelization:** The City shall actively support the use of natural waterways within the city by avoiding any new waterway channelization within the city and collaborating with local and regional agencies to restore channelized waterways where feasible.
- **ENV-6.5 Creek Protection:** The City shall require new development located adjacent to stream corridors to include appropriate measures for creek bank stabilization, erosion and sedimentation prevention, and natural creek channel and riparian vegetation preservation.
- **ENV-6.6 Erosion Control Plan:** The City shall require new development that requires significant grading near creeks, streams, wetlands, and riparian areas to prepare erosion control plans that address grading practices that prevent soil erosion, loss of topsoil, and drainageway scour, consistent with biological and aesthetic values.
- **ENV-6.7 Public Open Space:** The City shall work with Mendocino County and the Public Spaces Commission to identify and select appropriate locations along creek channels, hillsides, and ridgelines that would be appropriate for future acquisition and development as trails, pocket parks, wildlife preserves, or other public open space.
- **ENV-6.8 Research and Educational Access:** The City shall work with public and private landowners adjacent to creeks to allow public access to creeks, streams, waterways, and riparian areas for educational and research programs.

The Ukiah CAP would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment within developed areas of the City, with little application to parks, open space area, or other locations where riparian, wetland, and sensitive habitat is located. Though future CAP projects would be unlikely to occur in the vicinity of riparian or wetland areas, if development is proposed in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation, it would be required to comply with the requirements of the United States Army Corps of Engineers, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife, pursuant to Section 404 and 401 of Clean Water Act, the Porter-Cologne Water Quality Control Act, and/or California Fish and Game Code Section 1600 et seq. Compliance with these

⁴⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁴⁶ Ukiah, City of. 2025. Ukiah City Code Chapter 8. <https://www.codepublishing.com/CA/Ukiah/#/html/Ukiah04/Ukiah0408.html> (accessed January 2025).

⁴⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

regulations would include obtaining the appropriate CDFW, U.S. Army Corps of Engineers, and/or Regional Water Quality Control Board permits and complying with avoidance, minimization, and habitat restoration measures required by the applicable agencies. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to riparian habitat or sensitive natural communities, such as wetlands.

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Much of the City is developed, however riparian corridors and other undeveloped areas may provide corridors for wildlife movement. The Ukiah 2040 General Plan contains goals and policies that would reduce impacts to wildlife movement. Goal ENV-4, Policies ENV-4.1 through ENV-4.3, Goal ENV-6, and Policies ENV-6.1 through ENV-6.8 address development in or near wildlife corridors, including riparian habitat and other sensitive natural communities.⁴⁸ The Ukiah CAP would promote sustainable infrastructure development and redevelopment within developed portions of the City, and would not affect the riparian corridors and natural areas where habitat supporting wildlife migration and wildlife nursery sites may be present. Future Ukiah CAP projects would be required to adhere to City development regulations and Ukiah 2040 General Plan policies and would be reviewed for consistency with applicable local, regional, and State regulations to limit the potential for impacts to biological resources. In addition, implementation of Ukiah CAP Measure CS-1 would enhance conservation efforts within the western hills and forested areas of Ukiah, prioritize regenerative land and water management and ecosystem restoration, and create an Urban Forest Master Plan and Tree Protection Plan to increase the urban tree canopy. This measure would aid in conserving habitat areas and habitat connectivity within the City. Therefore, the Ukiah CAP would result in a **less-than-significant impact** related to interference with species movement or wildlife nursery use.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Chapter 2, Article 18, Section 9229.3 of the UCC, was established to regulate the protection and management of protected trees and landmark trees within the City.⁴⁹ Protected tree species include black oak, blue oak, coast live oak, interior live oak, oracle oak, Oregon oak, valley oak, white oak, native California oak, California buckeye, California bay, and California/coast redwood. The Ukiah Tree Management Guidelines contains policies for the protection, operation, and maintenance of the City's urban forest.⁵⁰ The Ukiah 2040 General Plan also contains certain policies to maintain and enhance tree preservation throughout the City. These include the following:

- o **Policy LU-11.8 Tree Preservation:** The City shall encourage the preservation of trees on public and private property. Priority should be given to the preservation of trees considered significant due to their size, history, unusual species, or unique quality.
- o **Policy ENV-2.1 Tree Preservation:** The City shall update and maintain City tree inventories to support landmark trees preservation and urban biodiversity, including trees designated for streets and parking lots, and city facilities. The City shall also prepare an Urban Forest Master Plan, review its Tree Management Guidelines and study the feasibility of preparing a Tree Protection Ordinance.

The Ukiah CAP would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment within developed areas of the City. The purpose and intended effect of the Ukiah CAP is to reduce GHG emissions generated in Ukiah to help reduce the effects of climate change. Ukiah CAP Action CS-1a facilitates the implementation of an urban forest master plan that would increase tree canopy throughout the City, and Action CS-1b calls for preservation of forested areas within the City. Implementation of these actions would align with Ukiah 2040 General Plan policies related to tree protection. As such, the CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with local biological resources protection policies.

⁴⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed February 2025).

⁴⁹ Ukiah, City of. 2025. Ukiah City Code Chapter 2, Article 18, Section 9229.3 <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah09/Ukiah0902-1800.html#9229.3> (accessed January 2025).

⁵⁰ Ukiah, City of. 2023. Tree Management Guidelines. <https://cityofukiah.com/wp-content/uploads/2023/09/Tree-Management-Guidelines-2023ApprovedFinal.pdf> (accessed February 2025).

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?*

No part of Ukiah is currently covered by a habitat conservation plan or a natural community conservation plan. The nearest such plan is the Yolo County Natural Community Conservation Plan/Habitat Conservation Plan, located in Yolo County, approximately 42 miles southeast of Ukiah.⁵¹ Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with an adopted habitat or natural community conservation plan.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of future Ukiah CAP projects, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth, could result in impacts to biological resources during infrastructure and building construction. However, cumulative projects, including infrastructure resulting from implementation of the Ukiah CAP, would be required to comply with applicable Ukiah 2040 General Plan policies, the UCC, and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. In addition, the Ukiah CAP contains actions that prioritize the preservation of trees and habitat conservation and restoration. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant cumulative impact** related to biological resources.

⁵¹ California Department of Fish and Wildlife. 2025. NCCP Plan Summaries.
<https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans> (accessed January 2025)

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	■	☐

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

The City maintains a Historic Structure Preservation Policy and Architectural Inventory, which includes landmarks, residential and commercial districts, and individual structures of local importance. Approximately 207 individual structures are listed as heritage resources, along with four properties that are identified as local landmarks. The City of Ukiah does not have a designated historical district; however, it contains historical sites and landmarks.⁵² Ukiah 2040 General Plan Goal ENV-3 and Policies ENV-3.1 through ENV-3.7 illustrate the City's goals and policies related to the preservation of historical and cultural resources within Ukiah.⁵³ In addition, UCC Chapter 2, Article 18, Section 9227 regulates development affecting historical and cultural resources within the downtown area of the City.⁵⁴

The Ukiah CAP would not involve land use or zoning designation changes but would instead promote infrastructure development and redevelopment that would be complementary to existing development. Future Ukiah CAP projects would be required to comply with the applicable Ukiah 2040 General Plan policies, including Goal ENV-3, which aims to preserve and protect historic and archaeological resources in Ukiah, and Policy ENV-3.6, which requires the City to maintain, preserve, and improve City-owned historic structures and sites in an architecturally and environmentally sensitive manner.⁵⁵ Future projects, as applicable, would also be required to comply with UCC Chapter 2, Article 18, Section 9227, which regulates development affecting heritage, historical, and cultural resources within the downtown area of the City. CAP-related projects would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources and the Ukiah 2040 General Plan to avoid adverse impacts related to historical resources. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to historical resources.

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

According to the Ukiah 2040 General Plan Environmental Impact Report (EIR), nine archaeological sites have been identified within the City and include both precontact and historic-era archaeological components. The Northern Pomo, Spanish, Mexican, and American settlers historically inhabited Ukiah; therefore, in addition to known resources, remnants of these past cultures could be buried or obscured in undeveloped portions of Ukiah, or in areas

⁵² Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁵³ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁵⁴ Ukiah, City of. 2025. Ukiah City Code Chapter 2, Article 18, Section 9227.

<https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0902-1800.html> (accessed January 2025).

⁵⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

that were developed before environmental regulations and cultural resource protection laws were passed.⁵⁶ Policy ENV-3.2 of the Ukiah 2040 General Plan directs that the City shall ensure appropriate and feasible mitigation for new development that has the potential to impact sites likely to contain archaeological, paleontological, cultural, or tribal resources. Policy ENV-3.3 requires any construction, grading, or other site altering activities cease if cultural, archaeological, paleontological, or cultural resources are discovered during until a qualified professional has completed an evaluation of the site.⁵⁷ Additionally, Chapter 2, Article 18, Section 9227 of the UCC aims to protect the City's cultural resources.⁵⁸

The Ukiah CAP would promote infrastructure development that would generally be limited to previously developed and disturbed areas of the City where the presence of archaeological resources is unlikely. Future Ukiah CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Nonetheless, there is a possibility for archaeological sites not previously recorded to be present in areas where future Ukiah CAP projects could occur. Ukiah CAP Actions BE-1b, BE-2c, BE-2e, BE-4a, BE-4b, T-1a, T-1c, T-1d, T-2a, T-4b and T-6c may result in construction that could expose previously undiscovered archaeological resources during ground disturbing activities. However, Ukiah CAP projects would be reviewed for consistency with applicable local, regional, and State archeological regulations prior to final siting and construction and would be required to comply with Policy ENV-3.2 and Policy ENV-3.3 of the Ukiah 2040 General Plan and Chapter 2 Section 9227 of the UCC, requiring the protection of cultural resources. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to archaeological resources.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

There is a possibility of encountering unknown buried human remains throughout Ukiah during construction activities. The Ukiah CAP would promote infrastructure development that would generally be limited to previously developed and disturbed areas of the City where the presence of human remains is unlikely. However, there is the potential for future Ukiah CAP-related projects to encounter unknown human remains during project construction activities. Future projects that occur in accordance with the Ukiah CAP would be required to comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98 regulations related to burial findings, including notification, assessment, and treatment of burial sites. Therefore, with adherence to existing regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to potential disturbance of human remains.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of the Ukiah CAP, in combination with other cumulative projects anticipated under buildout of the Ukiah 2040 General Plan, would have the potential for adverse effects to historical and archaeological resources throughout Ukiah during construction. The CAP could incrementally contribute to the adverse effects of cumulative development through small-scale construction activities that could damage previously undiscovered cultural resources. However, impacts to cultural resources are generally site-specific. Accordingly, potential impacts associated with cumulative development projects would be addressed on a case-by-case basis. In addition, future projects in the City, including those associated with implementation of the CAP, would be required to comply with the City's General Plan Historic Structure Preservation Policy and Architectural Inventory and Chapter 2 Section 9227 of the UCC, as applicable, that require the identification and protection of sites and structures of architectural, historical, archaeological, and cultural significance, to avoid impacts related to cultural resources. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant cumulative impact** related to cultural resources.

⁵⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed February 2025).

⁵⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁵⁸ Ukiah, City of. 2025. Ukiah City Code Chapter 2, Article 18, Section 9227. <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0902-1800.html> (accessed January 2025).

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	■
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

California is one of the lowest per-capita energy users in the United States, ranked 49th in the nation, due to its energy efficiency programs and mild climate.⁵⁹ California consumed 663,214 gigawatt-hours of electricity and 23,421 million therms of natural gas in 2022.^{60,61} The single largest end-use sector for energy consumption in California is transportation (42.6 percent), followed by industry (22.5 percent), residential (17.6 percent), and commercial (17.4 percent).⁶² The City of Ukiah has demonstrated its commitment to energy efficiency and renewable energy through adoption of their 2040 General Plan and establishment of their Climate Adaptation and Resilience Division. The City has adopted CALGreen, pursuant to UCC Division 3, Chapter 1 Section 3000, which requires efficiency measures to reduce energy use and provide energy reduction benefits. Based on the City's 2022 GHG emissions inventory, the largest end-use sector for energy consumption in Ukiah is transportation, which was responsible for approximately 53 percent of total GHG emissions in 2022, followed by building energy (electricity), building energy (natural gas), water and wastewater and solid waste.

Implementation of some Ukiah CAP measures and actions, such as the installation of new active transportation and public transit infrastructure, would require construction. However, energy use for the construction of such projects would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Construction contractors would be required to comply with applicable CARB regulations such as accelerated retrofitting, repowering, or replacement of heavy-duty diesel on-road and off-road equipment. Construction contractors are also required to comply with the provisions of CCR Title 13, Sections 2449 and 2485, and CARB regulations prohibiting diesel-fueled commercial and off-road vehicles from idling for more than five minutes, minimizing unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption. These construction equipment standards (i.e., Tier 4 efficiency requirements) are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Electrical power may be consumed during construction activities, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the region. Overall, construction activities would not have a substantial adverse impact on available electricity supplies or infrastructure. Upon completion of construction for any CAP-related infrastructure development, non-renewable energy use would be reduced by increasing renewable energy production and storage and reducing VMT within the City.

The purpose and intended effect of the Ukiah CAP is to reduce GHG emissions generated within the Ukiah community to minimize the effects of climate change, including those emissions generated by energy use. The Ukiah CAP would not result in the use of non-renewable resources in a wasteful or inefficient manner; rather, it would assist in reducing the use of non-renewable energy resources and increasing the production of local renewable energy. Therefore, the Ukiah CAP would result in **no impact** related to the wasteful, inefficient, or unnecessary consumption of energy.

⁵⁹ U.S. Energy Information Administration (USEIA). 2025. "California - Profile Overview." <https://www.eia.gov/state/?sid=CA>. (accessed January 2025).

⁶⁰ CEC. 2025. Electricity Consumption by County. <http://www.ecdms.energy.ca.gov/elecbyutil.aspx> (accessed January 2025).

⁶¹ CEC. 2025. Gas Consumption by County. <http://www.ecdms.energy.ca.gov/gasbycounty.aspx> (January 2025).

⁶² USEIA. 2022. "California Energy Consumption by End-Use Sector, 2022." <https://www.eia.gov/state/?sid=CA#tabs-2> (accessed January 2025).

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Relevant State plans and policies that aim to increase energy efficiency and the production of renewable energy include SB 1020, the 2022 California Green Building Standards Code (CALGreen or Title 24 Part 11), and the 2022 California Building Energy Efficiency Standards (Title 24 Part 6). SB 1020 supports the reduction of GHG emissions from the electricity sector by accelerating the State RPS Program and requires electricity providers to increase procurement from eligible renewable energy resources to 90 percent of total retail sales by 2035, 95 percent by 2040, and 100 percent by 2045. CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. In addition, the California Building Energy Efficiency Standards establish energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Title 24 is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

While the City of Ukiah has not adopted a local plan specifically for renewable energy or energy efficiency, the Ukiah 2040 General Plan contains certain policies to promote renewable and sustainability energy as well as energy efficiency. These include the following:

- **Policy ED-2.2 Energy Infrastructure:** The City shall work to improve energy infrastructure to increase availability, reliability, sustainability, and use of renewable energy sources.
- **Policy ED-11.2 Green Economy:** The City shall support the development and reduce local regulatory barriers for industries and businesses that promote and enhance environmental sustainability, greenhouse gas reductions, decarbonization, climate change adaptation, resiliency, and renewable energy generation, storage, and transmission, including solar power and other appropriate renewable sources.
- **Policy PFS-6.1 New Initiatives:** The City shall support innovative, sustainable, and alternative practices and technologies for delivering energy and utility services to the community.
- **Policy PFS-8.2 Sustainable Design and Energy Efficiency:** The City shall encourage the site planning and design of new buildings to maximize energy efficiency
- **Policy ENV-8.2 Micro-grid and Small Battery Storage:** The City shall encourage the development of small-scale battery storage and micro grid capacity for storing renewable power for nighttime energy use.
- **Policy ENV-8.3 Municipal Building Electrification Plan:** The City shall adopt an electrification plan for all municipal buildings to convert them to all electric using energy from carbon-free and renewable sources by 2035.
- **Policy ENV-8.5 Energy Conservation and Renewable Energy:** The City shall promote energy conservation in municipal facilities by seeking opportunities to install energy efficient fixtures and appliances, solar panels, solar battery storage, and other retrofits to new and existing structures

The Ukiah CAP contains climate action strategies to reduce communitywide GHG emissions. Specifically, the CAP would encourage energy efficiency and a transition away from natural gas use in existing buildings and new construction through Measures BE-2, BE-3, and BE-4 by requiring building decarbonization, energy efficiency upgrades, and phasing out natural gas use. Furthermore, the Ukiah CAP would reduce transportation-related energy consumption by increasing active transportation and public transit use, reducing VMT, and reducing the use of gasoline vehicles and equipment via implementation of Measures T-1 through Measure T-5. In addition, future Ukiah CAP related projects would be required to demonstrate compliance with CALGreen and California Building Energy Efficiency standards, as applicable, by implementing sustainability and energy efficiency measures such as high-efficiency lighting and HVAC systems, low-flow water fixtures, dual-paned windows, water efficient landscaping and irrigation systems. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans. These measures and actions are consistent with goals and policies established by the Ukiah 2040 General Plan Environment and Sustainability Element, CALGreen, and the California Building Energy Efficiency Standards.

Additionally, CAP Actions BE-1a and BE-1b would encourage the production, use, and storage of local renewable energy. These actions support the renewable energy goals established by SB 1020. Overall, the Ukiah CAP would be consistent with the goals and policies established by SB 1020, CALGreen, and the California Building Energy Efficiency Standards. Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with State and local renewable energy and energy efficiency plans.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of the Ukiah CAP would result in reduced use of non-renewable energy resources across the community through energy efficiency upgrades and building decarbonization requirements. Implementation of the Ukiah CAP would also increase the production and storage of renewable energy within the City. Additionally, the Ukiah CAP includes measures to increase the use of active transportation and public transit and reduce VMT within the City, which would reduce transportation fuel use. As the City's population grows and development intensifies in the future, as anticipated under Ukiah 2040 General Plan buildout, measures contained within the Ukiah CAP would ensure that new development is constructed to strict energy efficiency standards, the City sources its energy from renewable sources, and that growth is directed to infill areas to reduce suburban sprawl and transportation energy use. As the Ukiah CAP would result in decreased non-renewable energy use within the City and would align with existing plans and policies related to renewable energy and energy efficiency, implementation of the Ukiah CAP would result in ***no cumulative impact*** related to energy.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
2. Strong seismic ground shaking?	☐	☐	☐	☒
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
4. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - Strong seismic ground shaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?

Mendocino County has five fault zones that are considered potentially active. The northern section of the Maacama fault is the closest to Ukiah. The Maacama fault extends north near Laytonville, California, and runs south to Sonoma

County passing through residential subdivisions and agricultural lands within the Ukiah Valley. The Alquist-Priolo fault line runs northeast of the City. However, no part of the City falls within the fault zone. Therefore, fault rupture is not considered to be a constraint to development within the City.⁶³ However, the City could experience strong seismic ground shaking and seismic-related ground failure (e.g., liquefaction and settlement) from earthquakes on active faults located outside of the City.

Although Ukiah is at risk of earthquake-induced ground shaking and associated hazards, the Ukiah CAP contains measures and actions to reduce GHG emissions and would not exacerbate seismic hazards. The Ukiah CAP does not propose habitable development or policies that could result in direct or indirect substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. Therefore, implementation of the Ukiah CAP would result in **no impact** related to seismic- and landslide-related hazards.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The Ukiah CAP does not propose specific projects or land use or zoning changes but would promote sustainable infrastructure development and redevelopment. As a policy document, the Ukiah CAP would not directly require ground-disturbing activities. However, implementation of several CAP measures may result in construction activities that could cause soil erosion or the loss of topsoil during construction. CAP Action BE-1b would result in the addition of solar PV and battery storage within the City. Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system, which may require minor construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City.

As such, the Ukiah CAP could result in construction-related soil erosion and top soil loss impacts associated with these infrastructure improvements. However, future Ukiah CAP projects and actions would be reviewed for consistency with Ukiah 2040 General Plan Goal ENV-6.6 Erosion Control Plans, UCC Chapter 7, Section 9704 and other local and State Geology and soils regulations prior to final siting and construction.^{64, 65} Soil erosion caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with MCAQMD Rule 1-4030a-b Dust Control, which prohibits particulate matter from becoming airborne and reasonable precautions shall be taken to prevent particulate matter from becoming airborne.⁶⁶ Additionally, any projects involving clearing, grading, or excavation that causes soil disturbance of 1 or more acres would be required to prepare and comply with a stormwater pollution prevention plan (SWPPP) that provides a schedule for the implementation and maintenance of erosion control measures and a description of applicable erosion control practices, in accordance with the requirements of the National Pollutant Discharge System (NPDES) Construction General Permit. With compliance with these existing regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to soil erosion and loss of topsoil.

c. Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

Ukiah is not highly susceptible to liquefaction; however, there is moderate risk of liquefaction along creeks and rivers. The California Geological Survey has not yet assessed the potential for liquefaction and seismically induced landslides in the Ukiah area.⁶⁷ The City requires that future proposed projects within designated risk zones undergo professionally prepared geotechnical evaluations prior to site development. If a discretionary permit is required, the

⁶³ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁶⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁶⁵ Ukiah, City of. 2025. Ukiah City Code Chapter 7, Section 9704 <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah09/Ukiah0907.html#9704> (accessed January 2025).

⁶⁶ Mendocino County Air Quality Management District (MCAQMD) 2025. Dust Control <https://www.co.mendocino.ca.us/aqmd/grading-dust-controls.html> (accessed January 2025).

⁶⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

geotechnical report must be submitted with the permit application.⁶⁸ Future projects would also be required to comply with UCC Chapter 1, Article 9, Sections 8140-8144 which requires a soil investigation if preliminary soil reports indicate the presence of critically expansive soils or other soil problems which would lead to structural defects.⁶⁹

The Ukiah CAP does not propose specific development or land use designation changes. Some of the proposed measures and actions in the Ukiah CAP would support small-scale construction projects as discussed under *Response 7b.*, such as new solar panels and expanding ZEV charging options. However, future Ukiah CAP-related projects and infrastructure would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. Therefore, the implementation of Ukiah CAP would result in a **less-than-significant impact** related to risks associated with unstable geologic units or soils.

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Ukiah CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems would be required. Therefore, implementation of the Ukiah CAP would result in **no impact** would occur related to soil capability support of alternative wastewater disposal systems.

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The Ukiah 2040 General Plan contains goals and policies to preserve and protect paleontological resources in Ukiah. Policy ENV-3.2 establishes the City's commitment to ensure appropriate and feasible mitigation for new development that has the potential to impact sites likely to contain archaeological, paleontological, cultural, or tribal resources. Policy ENV-3.3 establishes the City's requirement that any construction, grading, or other site altering activities cease if cultural, archaeological, paleontological, or cultural resources are discovered until a qualified professional has completed an evaluation of the site.⁷⁰

The Ukiah CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment primarily within previously developed areas of the City. The Ukiah CAP would not directly result in impacts related to paleontological resources or unique geologic features. Ukiah CAP measures and actions that would involve construction activities, such as those related to building electrification (Action BE-2e) and EV infrastructure (Action T-4b), would involve work within existing, previously graded and disturbed areas where the likelihood of encountering intact and previously undiscovered paleontological resources would be minimal. In general, Ukiah CAP projects would be located and designed to reduce ground disturbance to the maximum extent possible. Nonetheless, there is a possibility that small-scale construction projects may expose paleontological resources during ground-disturbing activities. To reduce such risks, future Ukiah CAP-related projects would be reviewed for consistency with geotechnical and paleontological policies and regulations prior to final siting and construction, including Ukiah 2040 General Plan Policy ENV-3.2. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to paleontological resources or unique geologic features.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Future Ukiah CAP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, could expose additional people and property to the seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the Ukiah CAP, depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts related to paleontological resources associated with each

⁶⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁶⁹ Ukiah, City of. 2025. Ukiah City Code Chapter 1, Article 9, Sections 8140-8144 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0901-0900.html> (accessed January 2025).

⁷⁰ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a project-by-project basis. Furthermore, compliance with existing regulations, including UCC requirements, City-issued permit requirements, and Ukiah 2040 General Plan Policy ENV-3.2 would minimize potential cumulative seismic and geologic hazard impacts. Therefore, implementation of the Ukiah CAP would result in an overall ***less-than-significant cumulative impact*** related to geology and soils.

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by resulting in increased gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride, hydrofluorocarbons, and perfluorinated compounds. Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more frequent and severe drought years.⁷¹ Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.⁷²

⁷¹ CARB and California Environmental Protection Agency (CalEPA). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. https://www.researchgate.net/profile/Seth-Shonkoff/publication/237420289_ENVIRONMENTAL_HEALTH_AND_EQUITY_IMPACTS_FROM_CLIMATE_CHANGE_AND_MITIGATION_POLICIES_IN_CALIFORNIA_A_REVIEW_OF_THE_LITERATURE/links/0deec533acf69321ea000000/ENVIRONMENTAL-HEALTH-AND-EQUITY- (accessed January 2025).

⁷² State of California. 2019. California's Fourth Climate Change Assessment Statewide Summary Report. <http://www.climateassessment.ca.gov/state/> (accessed January 2025).

Ukiah has completed a communitywide GHG inventory for 2022 (refer to Table 1 that provides the basis for GHG emissions forecasts for the years 2030, 2035, 2040, and 2045. In 2022, Ukiah's total GHG emissions were estimated to be 132,323 MT of CO₂e, with the transportation sector contributing approximately 53 percent of overall GHG emissions. Under the business-as-usual scenario, communitywide annual GHG emissions are forecasted to increase to approximately 161,649 MT of CO₂e by the year 2030 and to 218,918 of CO₂e by the year 2045. With implementation of State laws (adjusted-business-as-usual scenario), communitywide annual GHG emissions are forecasted to increase to approximately 131,128 MT of CO₂e by the year 2030 and to 132,758 of CO₂e by the year 2045.

The CAP addresses communitywide GHG emissions and includes a discrete target for Ukiah to reach maximum annual emissions of 40 percent below 1990 levels by 2030, or 96,544 MT of CO₂e emissions annually. This is consistent with the Statewide target established by SB 32 and represents the level below which the contribution to GHG emissions from activities covered by the CAP would not be cumulatively considerable. Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the Ukiah CAP would be considered substantial progress toward meeting the State longer-term 2045 goal. Avoiding interference with, and making substantial progress toward, these longer-term State targets is important, because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences. The Ukiah CAP includes measures and actions intended to reduce communitywide GHG emissions in terms of the building energy, transportation, waste, water, and carbon sequestration sectors. The Ukiah CAP also includes strategies related to community engagement and climate adaptation. Implementation of the Ukiah CAP would result in the reduction of communitywide operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure such as EV charging stations and building energy efficiency upgrades. Additionally, the Ukiah CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, vehicle miles traveled (and thus air pollution), solid waste generation, and water consumption. Therefore, implementation of the Ukiah CAP would result in **no impact** related to generation of GHG emissions.

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CARB 2017 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, and the CARB 2022 Climate Change Scoping Plan outlines a pathway for achieving the 2045 carbon neutrality goal established by AB 1279. The Ukiah CAP would establish policies to reduce GHG emissions within Ukiah to comply with State regulations. The Ukiah CAP includes measures and actions that would reduce Ukiah GHG emissions from forecasted business-as-usual annual levels to approximately 95,564 MT of CO₂e by 2030. The purpose of the Ukiah CAP is to meet Ukiah's proportionate fair share of the Statewide GHG emissions reduction target set by SB 32 and work toward the State's longer-term target of carbon neutrality identified by the 2022 Scoping Plan and AB 1279.

The Ukiah CAP would not conflict with any applicable GHG reduction plans, including the CARB 2022 Climate Change Scoping Plan. The Ukiah CAP identifies how the City would achieve consistency with the Statewide GHG emissions reduction goals. The Ukiah CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, VMT (and thus air pollution), and solid waste generation. Therefore, the Ukiah CAP would result in **no impact** related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects anticipated under Ukiah 2040 General Plan buildout and that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The Ukiah CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of Ukiah. The Ukiah CAP also includes a series of measures and actions that are intended to reduce communitywide GHG emissions in line with State goals. Therefore, implementation of the Ukiah CAP would result in **no cumulative impact** related to GHG emissions.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The Ukiah CAP contains measures and actions to reduce GHG emissions. The Ukiah CAP does not involve identified site-specific development and, for the most part, would not facilitate new development that would involve the routine use of hazardous materials. Implementation of some of the Ukiah CAP actions, such as developing community-scale microgrids, decommissioning of the City's natural gas system, implementing infill development projects, and the installation of ZEV charging stations, would require construction activities. Construction would involve the temporary use of hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, these types of materials are not considered acutely hazardous, and storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, USEPA, and Occupational Safety & Health Administration. In addition, standard construction BMPs for the use and handling of such materials

would avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of CAP projects would comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations and Title 22, Division 4.5 of the CCR. The risk of spills would cease after construction is completed. Therefore, construction activities related to implementation of the CAP measures and actions would not be anticipated to create upset and accident conditions involving the release of hazardous materials.

Operation of the majority of project types envisioned under the CAP would not involve the routine transport, use, or disposal of hazardous materials. However, CAP Measure BE-1 and Action BE-1b emphasize increasing local renewable energy production and battery energy storage facilities within the City. Lithium-ion batteries, the typical battery technology used in battery storage systems, may pose a risk of upset and accidental release of hazardous chemicals contained within the batteries (e.g., in the event of a fire). Lithium-ion technology is a common battery storage medium and with low likelihood of failure. Battery storage failure rates have been estimated to be between 1 in 10 million to 1 in 40 million cells, or a one to two percent failure rate worldwide, and improvements in the technology and safety systems has resulted in decreased incidents of battery fires despite the growing use of battery energy storage systems.^{73,74,75} During normal operation, lithium-ion batteries do not represent a risk to off-site receptors, and safety standards applicable to energy storage facilities and safety certification tests established by independent bodies, such as Underwriters Laboratories, National Fire Protection Association, and International Electrotechnical Commission would prevent the reasonable possibility of a substantial adverse effect on the environment related to the lithium-ion batteries. However, in the unlikely event of a fire, there is a risk of the accidental release of hazardous materials associated with renewable energy systems. Future proposed battery energy storage facilities would, thus, be carefully reviewed for appropriate locations, safety measures, and consistency with the Ukiah 2040 General Plan, UCC, and applicable local, State, and federal regulations. Battery energy storage facilities would be subject to site specific review and approval by the Ukiah Valley Fire Authority, Ukiah Fire Prevention Services Division, Ukiah Code Enforcement Division, and Ukiah Building Division and would be required to comply with all applicable safety standards. Therefore, with adherence to existing policies and standards, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to creation of a significant hazard through the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The Ukiah CAP contains measures and actions to reduce GHG emissions. The Ukiah CAP does not include site-specific proposals and development. As addressed under *Responses a. and b.*, above, implementation of some CAP actions may require future construction activities, such as active transportation infrastructure enhancements and microgrid projects. In addition, the CAP would encourage the placement of solar energy and battery storage systems through Measure BLD-1 to increase the production and use of renewable energy in Ukiah. Construction activities and new battery storage systems related to the CAP could result in hazardous emissions or the handling of hazardous materials within 0.25 mile of an existing or proposed school. However, Ukiah CAP projects would be reviewed to confirm the appropriate location of projects in relation to existing development in the City and would be reviewed for consistency with the Ukiah 2040 General Plan, UCC, and applicable local, State, and federal regulations. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to handling and potential upset of hazardous materials, including within 0.25 mile of schools.

- d. *Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Ukiah CAP contains measures and actions to reduce GHG emissions. The Ukiah CAP does not include site-specific proposals and development; however, there is the possibility that CAP measures could result in future construction activities on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5.

⁷³ American Clean Power. 2025. Claims vs. Facts: Energy Storage Safety. <https://cleanpower.org/resources/claims-vs-facts-energy-storage-leading-on-safety/> (accessed February 2025).

⁷⁴ Electric Power Research Institute. 2025. BESS Failure Incident Database. https://storagewiki.epri.com/index.php/BESS_Failure_Incident_Database#:~:text=It%20is%20instructive%20to%20compare,latest%20designs%20and%20best%20practices. (accessed February 2025).

⁷⁵ Warren, Chris. 2022. As lithium-ion batteries scale, mitigating the risk of fires becomes more important. Electric Power Research Institute Journal. <https://eprijournal.com/a-focus-on-battery-energy-storage-safety/> (accessed February 2025).

Construction activities on previously contaminated sites could expose construction workers and the public to hazardous materials. However, future CAP-related projects, once identified, would be reviewed for potential issues related to existing site contamination and would be required to comply with applicable local, State, and federal regulations related to hazardous materials sites, including those established by the Ukiah Valley Fire Authority, California Department of Toxic Substances Control, Regional Water Quality Control Board, and Occupational Safety and Health Administration. Future CAP projects would require site-specific development review by the City and, if required, cleanup of contamination on a project-by-project basis for projects that would be located in areas that may contain hazardous materials contaminants. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to location on a listed hazardous materials site.

- e. *For a plan located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The Ukiah Municipal Airport is located in the southern portion of the City. The location as well as goals and policies associated with the airport area are included in the Ukiah Municipal Airport Land Use Compatibility Plan.⁷⁶ The Ukiah CAP would not increase airport activity or result in additional habitable or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. CAP-related projects that could occur within the influence area zones of the Ukiah Municipal Airport would be subject to the policies of the Land Use Compatibility Plan. Therefore, implementation of the Ukiah CAP would result in **no impact** related to risks associated with location proximate to a public airport.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Implementation of some Ukiah CAP measures and actions, such as Action T-1a, would promote the addition of new bicycle lane infrastructure, which may involve construction within a local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would be maintained throughout project construction. Furthermore, future projects involving work in a public right-of-way would be required to coordinate with the City through the encroachment permit to ensure appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways and to ensure that emergency evacuation routes would not be substantially impacted, pursuant to UCC Chapter 7, Article 1, Section 5601.⁷⁷ Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to impairment or interference with implementation of an emergency response or evacuation plan.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

According to the California Department of Forestry and Fire Protection, the City's western forested areas are located within a Local Responsibility Area Very High Fire Hazard Severity Zone (VHFHSZ). Beyond the western boundary lays a State Responsibility Area VHFHSZ. On the east, the City is less than a mile from another forested State Responsibility Area VHFHSZ.⁷⁸ According to the City of Ukiah Emergency Plan, Ukiah's terrain, vegetation, and weather conditions are favorable for the ignition and rapid spread of wildland fires which makes wildfire highly likely to occur in the area.⁷⁹ UCC Chapter 3, Article 2 Sections 5205 through 5207 include regulations to mitigate the impact of hazards on new and existing developments that include zoning that prevents development in hazardous areas of the community such as floodplains, landslide areas, the wildland-urban interface, or other known hazard areas.⁸⁰

⁷⁶ Ukiah, City of. 2022. Ukiah Municipal Airport Land Use Compatibility Plan <https://cityofukiah.com/wp-content/uploads/2021/11/Ukiah-Municipal-Airport-Land-Use-Compatibility-Plan-2021.pdf> (accessed February 2025)

⁷⁷ Ukiah, City of. 2025. Ukiah City Code Chapter 7, Article 1, Section 5601 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0607-0100.html> (accessed January 2025).

⁷⁸ California Department of Forestry and Fire Protection (CalFIRE). 2025. Fire Hazard Severity Zone Viewer. <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/> (accessed January 2025).

⁷⁹ Ukiah, City of. 2021. Emergency Plan. <https://cityofukiah.com/wp-content/uploads/2021/10/City-of-Ukiah-Emergency-Operation-Plan.pdf>. (accessed January 2025).

⁸⁰ Ukiah, City of. 2025. Ukiah City Code Chapter 3, Article 2 Sections 5205 through 5207 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0603-0200.html> (accessed February 2025).

The Ukiah CAP does not propose specific development or new residential or commercial land uses that could be subject to wildland fire, nor would it result in other physical changes to the environment that could increase the risk of a wildland fire, such as installation of new overhead electric power lines. The CAP recognizes the risk that wildfires pose to Ukiah and the likelihood of these risks to be exacerbated by climate change. As such, the CAP includes measures and actions to reduce wildfire risks, including Actions CS-1b and CS-2b. Therefore, implementation of the Ukiah CAP would result in ***no impact*** related to risks associated with exposure to wildland fires.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Hazards and hazardous materials impacts are typically site-specific in nature. Ukiah CAP projects, in combination with other cumulative projects anticipated under Ukiah 2040 General Plan buildout, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies and local, State and federal regulatory requirements related to the handling, storage, use, disposal, and cleanup of hazardous materials. Additionally, implementation of the CAP would reduce Ukiah's vulnerability to wildfire hazards. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant cumulative impact*** related to hazards and hazardous materials.

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	■	☐
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Ukiah CAP intends to reduce GHG emissions within the City and does not propose specific development. CAP Action BE-1b poses to increase local renewable energy supply with battery storage within the City. Action BE-2e promotes electrification and energy efficiency upgrades for all existing building types, which may require minor construction to modify the electrical and natural gas connections to existing buildings. Actions T-1a, T-1c, T-1d, and T-2a would encourage development of new bicycle, pedestrian, and public transit infrastructure, which may involve construction activities to create new bike lanes, bike/pedestrian paths, and transit facilities throughout Ukiah. Action T-4b and T-6c would involve the installation of new EV charging stations. Measure CS-1 seeks to plant additional trees throughout Ukiah. These measures and actions may result in small scale construction activities in the future that could result in temporary water quality impacts due to soil erosion and ground disturbance, as discussed under Response 10c and in Section 7, *Geology and Soils*.

Future Ukiah CAP projects would be reviewed for consistency with local and State regulations, including the NPDES permitting program that requires implementation of SWPPPs and UCC Chapter 8, Stormwater Discharge, that regulate stormwater management and grading and include erosion, pollution, and sediment control standards.⁸¹ These regulations require BMPs to reduce water quality impacts from construction activities. Compliance with the UCC and/or NPDES permitting program would require that BMPs are implemented during construction to minimize potential impacts to surface and groundwater quality. With compliance with these regulations, CAP-related infrastructure and retrofit projects would not result in new or different waste discharge that would violate water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Additionally, the CAP includes actions CS-1b, which called for regenerative land and water management and ecosystem restoration, which may benefit drainage, water quality, and groundwater percolation. Therefore, the Ukiah CAP would result in a **less-than-significant impact** related to surface or groundwater water quality in Ukiah.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The CAP would not result in new land uses, such as increased residential or commercial development, which would contribute to an increase in demand for groundwater. The CAP does not include any actions that would interfere substantially with groundwater recharge or impede sustainable groundwater management. Ukiah CAP Measure WW-1 seeks to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption. As such, implementing the Ukiah CAP would result in reduced water use and demands. Additionally, the CAP includes actions CS-1b, which called for regenerative land and water management and ecosystem restoration, which may benefit drainage, water quality, and groundwater percolation. Therefore, the Ukiah CAP would result in **no impact** related to the impediment of sustainable groundwater management.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- *Result in substantial erosion or siltation on- or off-site?*
- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- *Impede or redirect flood flows?*

The Ukiah CAP does not propose specific development or land use designation changes but rather emphasizes strategies intended to reduce GHG emissions and increase sustainability in the City. Implementation of several Ukiah CAP actions may promote infrastructure development and small-scale construction activities within the City. CAP Action BE-1b poses to increase local renewable energy supply with battery storage within the City. Action BE-2e promotes electrification and energy efficiency upgrades for all existing building types, which may require minor construction to modify the electrical and natural gas connections to existing buildings. Actions T-1a, T-1c, T-1d, and T-2a would encourage development of new bicycle, pedestrian, and public transit infrastructure, which may involve construction activities to create new bike lanes, bike/pedestrian paths, and transit facilities throughout Ukiah. Action T-4b and T-6c would involve the installation of new EV charging stations. Measure CSA-1 seeks to plant additional trees throughout Ukiah.

Implementation of these Ukiah CAP actions would primarily occur within previously developed areas and would not result in substantial alterations to Ukiah's existing drainage pattern and amount of impervious surface. Future construction of Ukiah projects could result in erosion as discussed in Section 7, *Geology and Soils*. However, impacts related to drainage and water quality during construction would be minimized through the implementation of BMPs as required by the UCC and NPDES Construction General Permit program. In addition, future Ukiah CAP projects would be developed in accordance with the Ukiah 2040 General Plan, which includes Policies ENV-6.1, through ENV-6.8 for the protection and preservation of wetlands, creeks, and streams within Ukiah.⁸² Additionally, the CAP includes actions CS-1b, which called for regenerative land and water management and ecosystem restoration, which may benefit drainage and water quality, and would be consistent with Ukiah 2040 General Plan Policies ENV-6.1 and

⁸¹ Ukiah, City of. 2025. Ukiah City Code Chapter 8 Stormwater Discharge <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah04/Ukiah0408.html> (accessed January 2025).

⁸² Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

ENV-6.8. Therefore, the Ukiah CAP would result in a **less-than-significant impact** related to erosion, flooding, and polluted runoff.

- d. *Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Ukiah is identified as outside of the tsunami hazard area.⁸³ However, portions of Ukiah are located within the 100-year floodplain designated by the Federal Emergency Management Agency (FEMA) in the current adopted Flood Insurance Rate Map. Therefore, areas of Ukiah are at risk of flooding.⁸⁴ FEMA is currently preparing an update to the Flood Insurance Rate Map for Ukiah. The preliminary Flood Insurance Rate Map for Ukiah indicates that portions of the City surrounding the Russian River and associated creeks and streams are at risk of flooding.⁸⁵

The Ukiah CAP does not propose specific development or land use designation changes but rather emphasizes strategies intended to reduce GHG emissions and increase sustainability in Ukiah. Implementation of several Ukiah measures and actions may promote infrastructure development and small-scale construction activities within Ukiah. As described under *Response 10c.*, future Ukiah CAP projects would not impede or redirect flood flows, and as discussed under *Response 9a. and 9b.* in Section 9, *Hazards and Hazardous Materials*, Ukiah CAP projects would generally not involve the regular use or storage of hazardous materials with the exception of battery energy storage facilities that include the storage of lithium-ion batteries. Future Ukiah CAP projects, such as battery energy storage facilities, would be reviewed for compliance with the applicable local and State regulations related to flooding and hazardous materials use and storage, including the UCC and California Building Code standards for construction within flood-prone areas. Therefore, the Ukiah CAP would result in a **less-than-significant impact** related to flooding and inundation resulting in release of pollutants.

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Ukiah CAP would not include projects that would result in the direct extraction of groundwater. Rather, the Ukiah CAP encourages wastewater recycling and the reduction of water consumption through Action WW-1a, as discussed under *Response 10a.* The Ukiah CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the Ukiah CAP would result in **no impact** related to consistency with a water quality control plan or sustainable groundwater management plan.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Future Ukiah CAP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable Ukiah 2040 General Plan policies and local, State, and federal regulatory requirements including the UCC and NPDES. Implementation of the Ukiah CAP would not contribute to an increase in growth and development in Ukiah but could result in infrastructure development projects and minor construction activities. As such, implementation of the Ukiah CAP and other cumulative projects could have incremental impacts related to hydrology and water quality, such as erosion and sedimentation due to construction activities. However, the Ukiah CAP's contribution to such impacts would be minor and temporary, and the Ukiah CAP would have the long-term effect of reducing water use and improving groundwater recharge. Therefore, implementation of the Ukiah CAP would result in an overall **less-than-significant cumulative impact** related to hydrology and water quality.

⁸³ Department of Conservation, Tsunami Hazard Area Map. 2025. <https://www.conservation.ca.gov/cgs/tsunami/maps/mendocino> (accessed February 2025).

⁸⁴ Federal Emergency Management Agency (FEMA). 2011. Flood Maps. <https://msc.fema.gov/portal/search?AddressQuery=ukiah> (accessed January 2025).

⁸⁵ Federal Emergency Management Agency (FEMA). 2024. Ukiah Revised Preliminary Flood Insurance Rate Map. <https://cityofukiah.com/wp-content/uploads/2024/11/FEMA-Proposed-Flood-Map-FINAL-10-2-24.pdf> (accessed February 2024).

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

a. Would the project physically divide an established community?

The Ukiah CAP is a policy document containing strategies that are consistent with the Ukiah 2040 General Plan and does not include actions or specific development projects that would divide an established community. CAP Actions T-1a, T-1c, T-1d, T-2b, T-3a, T-3b, and T-3c all involve modifications to the City's transportation system in favor of active transportation and improved pedestrian, public transit, and bicycle access. These actions include updating the Ukiah Bicycle and Pedestrian Master Plan, developing an active transportation priority list, eliminating parking minimums, developing parking maximums, requiring parking management and transportation demand management plans in high-trafficked areas, requiring new multi-family construction comply with reach codes, promoting increased density in the downtown core and along transit corridors, and including infrastructure requirements in new infill development. These active transportation improvements would help increase connectivity within Ukiah and would not divide an established community. Therefore, the plan would result in **no impact** related to division of an established community.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Ukiah CAP is a policy document and does not propose specific development or changes to land use and zoning designations. The CAP contains strategies that are consistent with the Ukiah 2040 General Plan goals, policies, and programs. The creation of the CAP was originally provisioned due to Program M of the 2040 General Plan: Adopt a Municipal CAP which aims to achieve carbon neutrality for all municipal operations and meet State and City GHG emission reduction goals.⁸⁶ The CAP contains measures and actions that align with land use goals and policies of the 2040 General Plan, notably in the Land Use and Mobility Elements. For example, Ukiah 2040 General Plan Policies LU-1.2 Connectivity, LU-1.3 Neighborhood Infill, and LU-1.4 High-Density Residential Uses⁸⁷ align with the goals of Measures T-1 and T-3 of the CAP.

Nonetheless, implementing the plan would require some modification of existing policies including developing and implementing new programs or modifying existing ones. For example, Action BE-2a would require the City to adopt a new zero NOx threshold policy, Action BE-3a would require a new single margin hourly source energy threshold (EDR1) performance standard for new construction, and Action T-4b would require the City to adopt a reach code requiring EV capable charging spaces to promote EV chargers in new development and existing parking spaces. Other actions that would require adoption of new land use policies include Actions BE-3c, BE-4a, T-2b, and WW-1a. In order to implement these actions, existing City policies may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are needed, such as updates to policies related to electrification, alternative transportation, or water, the CAP actions would result in greater avoidance or reduction of negative environmental effects. Therefore, the Ukiah CAP would result in **no impact** related to consistency with current land use plans or policies.

⁸⁶ Ukiah, City of. 2022. 2040 General Plan. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

⁸⁷ Ukiah, City of. 2022. General Plan Land Use Element. https://ukiah2040.com/images/UKGP_02_PRD_LU%20Element_2023%2002%2027.pdf (accessed January 2025).

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). The Ukiah CAP is a policy document containing programs that are consistent with the City's 2040 General Plan goals to increase sustainability and reduce the City's contribution to climate change impacts. Nonetheless, implementing the CAP, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth, would require some modification of existing policies, including developing and implementing new programs or modifying existing ones. The proposed policy changes in the CAP are consistent with the intent of the goals and policies established within the Ukiah 2040 General Plan and would not cumulatively contribute to the division of communities or conflict with land use policies related to environmental protection. Cumulative projects, including those implemented under the CAP, would be required to adhere to City development regulations and the Ukiah 2040 General Plan policies to retain land use character and minimize environmental impacts. Therefore, implementation of the CAP would result in ***no cumulative impact*** related to land use.

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

According to the Ukiah 2040 General Plan EIR, there are no mineral resources, existing mines, major mineral deposits, or critical minerals within the City. There are no active mineral extraction operations in the City, and Mendocino County is not known to contain significant mineral resources⁸⁸. Furthermore, the CAP would not facilitate projects within the City that could result in the loss of availability of known mineral resources. Therefore, **no impacts** to mineral resources would occur.

Cumulative Impacts

There are no mineral resources or active mineral resource extraction operations within Ukiah. As such, the CAP, in combination with other cumulative projects that occur to accommodate the anticipated population, employment, households, and service population forecasts of the City, would not contribute to cumulative impacts related to mineral resources. Thus, implementation of the CAP would result in **no cumulative impact** related to mineral resources.

⁸⁸ Ukiah, City of. 2022. General Plan Update 2040 Admin Draft EIR. 4.15 Effects Found Not to be Significant. https://ukiah2040.com/images/docs/416_Effects_Found_Not_to_be_Significant_Ukiah_2040_Draft_EIR.pdf (accessed January 2025).

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.^{89, 90}

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.^{91, 92, 93}

⁸⁹ Crocker, Malcolm J. 2007. Handbook of Noise and Vibration Control Book, ISBN: 978-0-471-39599-7, Wiley-VCH, October.

⁹⁰ Caltrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol (CT-HWANP-RT-13-069.25.2). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf> (accessed February 2025).

⁹¹ Crocker, Malcolm J. 2007. Handbook of Noise and Vibration Control Book, ISBN: 978-0-471-39599-7, Wiley-VCH, October.

⁹² Caltrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol (CT-HWANP-RT-13-069.25.2). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf> (accessed February 2025).

⁹³ Federal Highway Administration. 2011. Highway Traffic Noise: Analysis and Abatement Guidance. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf (accessed February 2025).

The Ukiah 2040 General Plan Safety Element identifies the largest stationary and non-stationary noise sources within the City. The largest stationary noise sources include the Ukiah Municipal Airport, industrial operations, and commercial operations. Non-stationary noise sources include vehicles, especially along California Highway 101, and construction. The Safety Element aims to ensure appropriate noise levels within the City, considered compatible for community noise environments.⁹⁴ The City uses the Governor's Office of Land Use and Climate Innovation Noise Element guidelines to provide normally acceptable exterior noise exposure standards by land use category, shown in Table 6.⁹⁵

Table 6 Exterior Noise Compatibility Standards

Land Use Type	Highest Level of Exterior Noise Exposure that is Regarded as "Normally Acceptable" (L _{dn})
Residential: Low- Density Single-Family Homes, Duplex, Triplex, and Similar	60 dBA
Residential- Multi Family	65 dBA
Transient Lodging: Motels, Hotels	65 dBA
Outdoor Activities: Golf Courses, Cemeteries, Parks	75 dBA
Schools, Libraries, Churches, Hospitals, Nursing homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters, Sports Arena, Outdoor Spectator Sports	70 dBA
Sports Arena, Outdoor Spectator Sports	75 dBA
Playground, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings, Business Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: Ukiah 2040 General Plan Safety Element, Figure 7-6

Construction noise is regulated by UCC Division 7, Chapter 1, Article 6, Section 6054, which prohibits construction activities within 500 feet of residential zones between the hours of 7:00 p.m. and 7:00 a.m.⁹⁶ In addition, UCC Division 7, Chapter 1, Article 6, Section 6053 prohibits the operation of machinery and equipment that generates noise which would cause the noise level at the property line of any property to exceed the ambient base noise level by more than five dB between seven 7:00 p.m. and 7:00 a.m.⁹⁷

The CAP is a policy document containing programs that are consistent with the Ukiah 2040 General Plan. Some of the CAP actions would support small-scale construction projects that could result in temporary noise. Action BE-1b would result in the addition of solar PV and battery storage within the City. Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system, which may require construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City. Construction activities associated with these actions have the potential to result in temporary noise-related construction impacts. However, all construction must follow regulations set forth by the Ukiah General Plan Safety Element and UCC, including the

⁹⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element.

https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

⁹⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element.

https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

⁹⁶ Ukiah, City of. 2025. Ukiah City Code Section 6054, Construction of Buildings and Projects.

<https://www.codepublishing.com/CA/Ukiah/#!/Ukiah07/Ukiah0701-0600.html#6054> (accessed February 2025).

⁹⁷ Ukiah, City of. 2025. Ukiah City Code Section 6053, Machinery, Equipment, Fans and Air Conditioning.

<https://www.codepublishing.com/CA/Ukiah/#!/Ukiah07/Ukiah0701-0600.html#6054> (accessed February 2025).

permitted construction hours. With compliance with these regulations, construction activities associated with implementation of the CAP would not generate excessive noise levels.

The CAP does not include future projects that would result in substantial operational noise. Rather, the CAP encompasses a suite of GHG-reduction opportunities, including those that affect the transportation sector and its associated noise. For example, Actions T-1a, T-1c, T-1d, and T-2a encourage people to transition away from single-occupancy vehicles towards alternative modes of transportation including public transit, walking, and biking. T-3b and T-3c prioritize infill and higher-density development in transit corridors, reducing the need for single-occupancy vehicles. T-3a and T-4b entail developing a reach code requiring EV capable charging spaces to encourage the use of EVs in new development and existing parking spaces. Actions T-5a and T-5b would implement education and regulations to transition to electric small off-road engines (SORE) equipment like leaf blowers and lawn mowers. Actions T-6a and T-6c involve transitioning to an all-electric municipal fleet. All of these actions would reduce the overall noise level in the City because they would reduce vehicle noise levels or transition vehicles and other engines to electric engines, which are quieter than gas-powered alternatives. Therefore, the CAP would not generate excessive noise levels and would result in a **less than significant impact** related to noise exposure.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁹⁸ Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in the monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.⁹⁹ Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 7.

Table 7 Human Response to Different Levels of Groundborne Vibration¹⁰⁰

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual

The CAP is a policy document containing programs that are consistent with the Ukiah 2040 General Plan. Some of the proposed CAP actions would support small-scale construction projects, such as EV charging station construction and new bicycle lanes, that may result in a temporary, minor increase in groundborne vibration during construction. However, CAP projects would be subject to review by the City for compliance and consistency with Division 7, Chapter 1, Article 6 of the UCC which regulates noise-related construction impacts, including the permitted construction hours. Construction activities would also be required to comply with applicable local, State, and federal

⁹⁸ Caltrans. 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed January 2025).

⁹⁹ Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm (accessed January 2025).

¹⁰⁰ Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2025).

regulations to minimize temporary construction impacts related to groundborne vibration. Furthermore, CAP projects would not include operational sources of groundborne vibration. Therefore, the CAP would result in a **less-than-significant impact** related to groundborne vibration.

- c. *For a plan located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The City of Ukiah contains one airport, the Ukiah Municipal Airport. The Ukiah Municipal Airport Land Use Compatibility Plan establishes criteria and policies to be used by the Mendocino County Airport Land Use Commission in assessing compatibility between the public-use airports in Mendocino County and the proposed land uses in the airport adjacent areas. The Plan establishes airport compatibility zones, which were adopted into the City of Ukiah Municipal Airport Master Plan. The compatibility zones impose additional standards for proposed developments in order to mitigate airport impacts.¹⁰¹ Strategies to mitigate noise impacts in areas adjacent to the airport are incorporated into the Ukiah 2040 General Plan Safety Element, including SAF-7.3 which requires disclosure of potential airport noise impacts and incorporation of sound reducing measures in all new construction in airport compatibility zones.¹⁰²

The Ukiah CAP would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to airport noise. CAP-related projects that could occur within the influence area zones of the Ukiah Municipal Airport would be subject to the policies of the Land Use Compatibility Plan and Ukiah 2040 General Plan Safety Element. Although Actions T-3b and T-3c encourage higher-density infill development, any new construction occurring within an airport compatibility zone would require sound reducing measures in accordance with Ukiah 2040 General Plan Policy SAF-7.3. Therefore, the CAP would result in a **less-than-significant impact** related to aviation-related noise exposure.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). The CAP is a policy document containing programs that are consistent with the Ukiah 2040 General Plan Safety Element. However, future CAP-related projects, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, households, and service population growth, would support construction projects (such as EV charging station construction, bicycle infrastructure, and higher-density residential development) that may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including CAP projects, would be subject to review by the City for compliance with the Ukiah 2040 General Plan Safety Element and UCC and would be required to comply with applicable local, State, and federal regulations governing construction noise and vibration. Additionally, the CAP encompasses a suite of GHG-reduction opportunities that would decrease VMT and roadway vehicle-related noise, as well as noise from gas-powered offroad equipment. As such, implementation of the CAP would not generate permanent, excessive groundborne vibration or noise levels. Therefore, the CAP would result in an overall **less-than-significant cumulative impact** related to noise.

¹⁰¹ Ukiah, City of. 2021. Ukiah Municipal Airport Land Use Compatibility Plan. <https://cityofukiah.com/wp-content/uploads/2021/11/Ukiah-Municipal-Airport-Land-Use-Compatibility-Plan-2021.pdf> (accessed January 2025).

¹⁰² Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The CAP does not contain measures or actions that propose new habitable development or changes to land use and zoning designations. Thus, implementation of the CAP would not directly result in increased population growth within Ukiah. The CAP contains Measure CS-2, which seeks to support the City's sustainable economic development goals and could result in new jobs in the green industry within the region. Mendocino County currently experiences an unemployment rate of 5.3 percent, with approximately 2,000 unemployed persons within the labor force.¹⁰³ As detailed in Table 5, Ukiah is expected to add approximately 2,832 jobs between 2022 and 2030. While new jobs may be introduced to the area as a result of CAP-related projects, these additional jobs would not be anticipated to exceed the planned employment growth for the region. Furthermore, employees would likely be sourced from the existing labor population in the area, including the approximately 2,000 Mendocino County residents currently unemployed, and the potential increase in population related to persons relocating to Ukiah from other regions for new employment opportunities would be nominal. In addition, the CAP does not propose new roadways or utilities that could indirectly lead to new population growth or development. As such, the CAP would not directly increase the population or indirectly induce additional unplanned population growth. The CAP would result in a **less-than-significant impact** related to substantial unplanned population growth.

- b. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAP is a policy document and does not contain any site-specific proposals or actions that could result in the displacement of existing housing or people. The CAP would not result in the need for construction of replacement housing. Therefore, the CAP would have **no impact** related to the displacement of existing people and housing.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of the CAP, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, and housing growth, is not anticipated to displace people or housing nor induce substantial unplanned population growth within the City. Specifically, the CAP would not contribute to person or housing displacement in Ukiah nor would it result in population growth beyond that

¹⁰³ California Employment Development Department. 2024. Mendocino County Profile. <https://labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Mendocino+County&selectedindex=23&menuChoice=localAreaPro&state=true&geogArea=0604000045&countyName=> (accessed February 2025).

already assumed and planned for in the Ukiah 2040 General Plan and in accordance with Ukiah 2030 demographic projections. Therefore, the CAP would result in a ***less than significant cumulative impact*** related to population and housing.

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
1. Fire protection?	☐	☐	☐	☒
2. Police protection?	☐	☐	☐	☒
3. Schools?	☐	☐	☐	☒
4. Parks?	☐	☐	☐	☒
5. Other public facilities?	☐	☐	☐	☒

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

- Fire protection?
- Police protection?
- Schools?
- Parks?
- Other public facilities?

Implementation of the CAP and its proposed measures and actions would not result in increases in population or new employment opportunities that could induce substantial unplanned population growth, as further discussed in Section 14, *Population and Housing*. As such, the CAP would not require the construction of new or physically altered governmental (i.e., fire protection, police protection, schools, parks, libraries) facilities to serve additional population, the construction of which could cause significant environmental impacts. In addition, CAP Actions BE-2c, CS-1a, CS-1b, and CS-2b improve community resiliency, enhance grid reliability, provide clean back-up power to critical community facilities, reduce vulnerability to the impacts of climate change, and mitigate hazards such as wildfire within Ukiah, through the development of microgrids and carbon-free emergency and back-up power, creation of an Urban Forest Master Plan, recurring urban tree canopy study, regenerative land and water management, and wildfire prevention efforts. These actions would enhance the ability of public service providers to respond in emergency events and reduce the burden on local public services related to climate change-induced natural disasters. Furthermore, future CAP-related projects and actions would be reviewed for consistency with the Ukiah 2040 General Plan and other applicable local and State regulations related to public services. Therefore, the CAP would result in **no impact** related to public services in terms of need for the construction of new or altered governmental facilities.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). As a guidance document, implementation of CAP-related projects, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, households, and service population growth, would not result in substantial increases in population or induce additional population growth beyond that assumed under the Ukiah 2040 General Plan and 2030 population projections. As such, implementation of the CAP would not result in cumulative need to construct or expand public services facilities. Therefore, the CAP would result in ***no cumulative impact*** related to public services.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Ukiah has 14 local parks and recreation facilities totaling 260 acres, as well as an 80-acre open-space park called Low Gap Park, managed by Mendocino County. Low Gap Park has an existing network of trails, which extend from Low Gap Park through the hills west of the City. The greater Planning Area for Ukiah includes several County and Federal parks including Mill Creek Park (400- acres), and two Federal open space recreation areas: Lake Mendocino Recreation Area (5,110-acres) and Cow Mountain Recreation Area (60,000-acres). Adjacent to Ukiah city limits, the Russian River provides recreational opportunities for Ukiah residents including swimming, fishing, inner-tubing, and picnicking. There are four access points to the river from the city: the City's Softball Complex, Vichy Spring-Perkins Road crossing, Riverside Park, and Talmage Road crossing.¹⁰⁴ Ukiah also contains four miles of the Great Redwood Trail, established by SB 1029, which is expected to be a 320-mile, multi-use rail-to-trail project from the San Francisco Bay Area to Humboldt County. In June 2020, the Ukiah City Council officially designated the entire rail corridor within City limits as a recreation/park facility and renamed it the 'The Great Redwood Trail – Ukiah'.¹⁰⁵ Policy ED-5.1 of the Ukiah 2040 General Plan emphasizes the importance of maintaining existing and promoting new outdoor recreation opportunities and facilities within the City. Policies PFS-12.1 through 12.8 are centered around the connection, expansion, equitable access, visibility, and safety of Ukiah parks. They also highlight the Great Redwood Trail and Collaborative Partnerships for Improved Park Services. Implementation Program C of the Public Facilities, Services, and Infrastructure Element puts the City of track to develop a Park Maintenance and Security Program for all Ukiah Parks from 2026-2030.¹⁰⁶

The CAP is a policy document containing measures and actions what would improve the recreational elements of the City of Ukiah. Action BE-2b incentivizes the use of nature-based solutions in development including trees and green roofs which would enhance the natural and recreational properties of the streetscape. CAP Actions CS-1a and CS-1b would expand recreation opportunities through the beautification of the urban forest and creating more ecological recreation through restoring ecosystems, conserving forested areas, and regenerative land and water management. These actions align with policies in the Ukiah 2040 General plan to protect and expand recreational opportunities. Additionally, as described in Section 14, *Population and Housing*, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in **no impact** related to recreation.

¹⁰⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element.

https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

¹⁰⁵ Ukiah, City of. 2025. The Great Redwood Trail – Ukiah. <https://cityofukiah.com/the-great-redwood-trail-ukiah/> (accessed February 2025).

¹⁰⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan Public Facilities, Services, and Infrastructure Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). As a guidance document, implementation of CAP-related projects, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, households, and service population growth, would not result in increases in population or induce additional population growth beyond that assumed under the Ukiah 2040 General Plan and 2030 population projections. Therefore, implementation of the CAP would not result in increased demand for parks, substantial cumulative physical deterioration of parks or other recreational facilities, or the cumulative need to expand recreational facilities. Therefore, implementation of the CAP would result in ***no cumulative impact*** related to recreation.

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	■
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

The City of Ukiah is a part of MCOG and must comply with the regional priorities outlined in their 2022 RTP and Active Transportation Plan which is a long-range plan containing strategies for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the State of California. The 2022 RTP and Active Transportation Plan emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit users, and drivers. The 2022 RTP and Active Transportation Plan aims to reduce VMT and result in less emissions of GHGs.¹⁰⁷

In addition, the Ukiah 2040 General Plan Mobility Element includes the following applicable local goals related to the circulation system:

- **Goal MOB - 1:** To provide a citywide network of complete streets that meet the needs of all users, including pedestrians, bicyclists, motorists, transit, movers of commercial goods, children, seniors, and persons with disabilities.
- **Goal MOB - 2:** To reduce vehicle miles traveled (VMT) to and from residences, jobs and commercial uses in Ukiah.
- **Goal MOB - 3:** To provide a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.
- **Goal MOB - 4:** To maintain an ongoing periodic evaluation process to inventory transportation and mobility needs.
- **Goal MOB - 5:** To promote a balance of multi-modal options, to be reflected in flexible parking regulations.
- **Goal MOB - 6:** To promote the Ukiah Municipal Airport for the Community's benefit and provide for the airport's long-term viability, including ensuring future development considered by the 2040 Ukiah General Plan is consistent with the Ukiah Municipal Airport Land Use Compatibility Plan.¹⁰⁸

Additionally, the City adopted the Ukiah Bicycle and Pedestrian Master Plan in 2015 that has the purpose to improve bicycling and walking in the City of Ukiah and making active transportation a comfortable and convenient

¹⁰⁷ MCOG. 2022. 2022 RTP and Active Transportation Plan. <https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf> (accessed January 2025).

¹⁰⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan Mobility Element. https://ukiah2040.com/images/UKGP_04_PRD_MOB%20Element_2023%2002%2027.pdf (accessed January 2025).

transportation and recreation option. Recommendations include improving bicycle infrastructure (facilities and parking), adopting a complete streets policy, improving sidewalks and lighting, lane reconfiguration, street furnishings, curb ramps, crosswalks, refuge islands, traffic signals, roundabouts, and various education and engagement.¹⁰⁹ The City also adopted the Great Redwood Trail-Ukiah Linear Park Master Plan in 2020, which outlines the plans and goals for developing a pedestrian and bicycle trail through Ukiah.¹¹⁰

The Ukiah CAP is a policy document containing strategies and policies that are consistent with the MCOG 2022 RTP and Active Transportation Plan, Ukiah 2040 General Plan Mobility Element, and 2015 Bicycle and Pedestrian Master Plan. CAP Actions T-1a, T-1c, T-1d, T-2b, T-3a, T-3b, and T-3c all involve modifications to the City's transportation system to prioritize active transportation, improve pedestrian and bicycle infrastructure, and reduce VMT. These actions include updating the Ukiah Bicycle and Pedestrian Master Plan, developing an active transportation priority list, eliminating parking minimums, developing parking maximums, requiring parking management and transportation demand management plans in high-trafficked areas, requiring new multi-family construction comply with reach codes, promoting increased density in the downtown core and along transit corridors, and infrastructure requirements in new infill development. Actions T-1b, T-2a, and T-2c also promote the creation of affordable public transit options for low-income residents, collaboration with MCOG and MTA to encourage use of public and multi-modal transportation options, increased micro-transit options to promote first/last-mile commute access, and free or subsidized local public transit programs that service local residential and commercial areas. Lastly, Actions T-3a, T-4a, and T-4b aim to increase the feasibility of using EVs in the City through the installation of EV chargers, completing an EV infrastructure inventory, and creation of an EV reach code. All of these CAP actions attempt to further the goals and priorities of the MCOG 2022 RTP and Active Transportation Plan, Ukiah 2040 General Plan Mobility Element, and 2015 Bicycle and Pedestrian Master Plan through improving multi-modal facilities, reducing VMT and single-occupancy vehicles, encouraging active transportation, reducing vehicle congestion, and increasing EV adoption.

CAP actions are also consistent with CEQA Guidelines Section 15064.3, subdivision (b) as they prioritize active and public transportation projects that would reduce VMT. Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with plans and policies addressing the transportation circulation system and CEQA Guidelines Section 15064.3, subdivision (b).

- c. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The Ukiah CAP is a policy document containing strategies that are consistent with the Ukiah 2040 General Plan, including the Mobility Element, and would not involve new land uses or changes to the roadway system that would increase hazards due to design changes or incompatible uses. Implementation of some CAP actions may involve construction within the public right-of-way including Actions T-1a, T-1c, T-1d, T-2a, T-4b, and T-6c which would encourage development of new bicycle and pedestrian infrastructure, improvements to bus stops, development of a local electric trolley system, and installation of EV and ZEV chargers and fueling stations throughout the City. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would generally be maintained throughout project construction. UCC Section 9176, Certain Uses Permitted (F), states:

1. Placement of any temporary accessory object within any public right of way is prohibited without securing an encroachment permit issued by the public works department, including compliance with insurance requirements and any conditions placed thereon to ensure the public safety and convenience and compliance with this section. Applications for encroachment permits under this section shall be filed with the public works department accompanied by a plot plan sufficient to show the details of the object's size, height, location and any other information deemed necessary by the planning director or public works director, and application fees established from time to time by resolution of the city council adopted in accordance with the procedures required by law. Notwithstanding any provision of this section, the public works director retains the right to revoke any issued encroachment permit for any object determined to be a nuisance, detrimental to the public safety or convenience, or noncompliant with this section. The placement of all objects shall comply with all requirements and orders of the fire marshal.

¹⁰⁹ Ukiah, City of. 2015. Bicycle and Pedestrian Master Plan. <https://cityofukiah.com/wp-content/uploads/2022/03/Ukiah-Bike-and-Pedestrian-Master-Plan-FINAL.pdf> (accessed January 2025).

¹¹⁰ Ukiah, City of. 2020. Great Redwood Trail-Ukiah Linear Park Master Plan. <https://cityofukiah.com/wp-content/uploads/2022/06/GRT-Park-Master-Plan-Final.pdf> (accessed February 2025).

2. The location and dimensions of temporary accessory objects shall be coordinated with other elements and shall provide for the safe and unobstructed movement of pedestrians and vehicles and visual attractiveness to the satisfaction of the planning director and public works director.¹¹¹

Future projects involving work in the public right-of-way would be required to coordinate with the City through the encroachment permit process to confirm appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways. Compliance with the UCC and coordination with the City would minimize impacts to the circulation system, including safety impacts and emergency access. As such, construction of CAP projects would not create transportation design hazards or result in inadequate emergency access. Furthermore, the CAP would facilitate increased active transportation and public transit use and decreased VMT within Ukiah, which in turn would reduce potential transportation hazards and congestion conditions that can hinder emergency response. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant impact*** related to transportation hazards and emergency access.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth could result in increases in VMT or changes affecting roadway design safety and emergency access. However, the CAP is a policy document containing measures and actions that are consistent with the Ukiah 2040 General Plan Mobility Element, MCOG RTP and Active Transportation Plan, and other applicable transportation policies and does not propose new development that would increase VMT, result in design hazards, or affect emergency access. Rather, the CAP measures and actions would promote alternative modes of transportation and reduction of VMT throughout Ukiah. Implementation of the CAP would guide future development within Ukiah and confirm that future projects within the City are planned and designed to limit VMT and improve multi-modal access. Therefore, implementation of the Ukiah CAP would result in ***no cumulative impacts*** related to transportation.

¹¹¹ Ukiah, City of. 2025. Ukiah City Code Section 9176, Certain Uses Permitted (F). <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah07/Ukiah0701-0600.html#6048> (accessed January 2025).

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

On January 17, 2025, in accordance with AB 52, both the Guidiville Rancheria, who has requested to be notified of projects within the City of Ukiah's jurisdiction, and the Pinoleville Pomo Nation, were formally notified via certified mail and/or email that the City initiated environmental review of the Ukiah CAP and were invited to provide consultation. Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation. No responses were received during the 30-day response period.

The CAP would not involve land use or zoning changes that would increase development within the City but would instead promote sustainable infrastructure development within the urbanized area of Ukiah. As a policy document, the CAP would also not directly entail ground disturbing activities. However, future implementation of CAP actions related to existing building energy, active transportation, renewable energy, and tree planting may include construction activities with the potential to disturb previously undiscovered tribal cultural resources, as discussed further below.

Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system, which may require construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths

throughout Ukiah. Action T-2a would involve improvements to bus stops and the development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City.

Implementation of these CAP actions could impact unknown tribal cultural resources during construction that involves below-grade activities in previously undisturbed soils. However, future CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAP projects and actions would be reviewed for consistency with applicable local, regional, and State tribal cultural and archaeological regulations prior to final siting and construction and would be required to comply with Ukiah 2040 General Plan Policies ENV-3.2 and ENV-3.3, which state that the City shall ensure appropriate and feasible mitigation for new development that has the potential to impact sites likely to contain archaeological, paleontological, cultural, or tribal resources, and that any construction, grading, or other site altering activities cease if cultural, archaeological, paleontological, or cultural resources are discovered during until a qualified professional has completed an evaluation of the site.¹¹² As such, tribal cultural resources would be protected prior to and/or upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to tribal cultural resources.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of CAP-related projects, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, households, and service population growth, could increase the potential for adverse effects to unknown tribal cultural resources in Ukiah. However, impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. CAP projects and other cumulative projects would be required to comply with Ukiah 2040 General Plan Policies ENV-3.2 and ENV-3.3, for the protection and proper treatment of any cultural resources discovered during ground disturbance, which would minimize the potential for significant impacts to tribal cultural resources. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant cumulative impact** related to tribal cultural resources.

¹¹² Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The CAP is a policy document aimed at reducing water, solid waste, and energy consumption and related GHG emissions and does not propose development or changes to land use and zoning designations or include site-specific infrastructure designs or project proposals. Furthermore, implementation of CAP would not result in an increase in population and housing, nor would it facilitate growth beyond that anticipated by the Ukiah 2040 General Plan projections. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities. However, projects resulting from implementation of the CAP could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure, as well as new local renewable energy generation and storage and water infrastructure projects. Potential impacts related to these strategies are discussed further as follows by utility facilities topic.

Water Supply Facilities/Infrastructure

The City is a municipal water supply agency within the Upper Russian River Watershed. The City provides water service to about 99 percent of the City limits through 5,030 active water service accounts, including residential, commercial, and institutional accounts, and maintains emergency service intertie agreements with Millview, Willow County Water District, and Redwood Valley County Water District.¹¹³ The City's water service area is roughly 3,000

¹¹³ Ukiah, City of. 2025. Ukiah Valley Water Authority (UVWA). <https://cityofukiah.com/uvwa/> (accessed February 2025).

acres or 4.7 square miles in size, with a population of approximately 16,000 persons. According to the Ukiah Municipal Service Review and Sphere of Influence Update, the City's water supply facilities and infrastructure are in good working order.¹¹⁴

The City has been able to share a small portion of the water right with neighboring water districts, in times of need. The City is a member of the Russian River Watershed Association, which is a coalition of eleven cities, counties, and special districts in the Russian River watershed that coordinate regional programs for clean water, habitat restoration, and watershed enhancement. The Russian River Watershed Association was formed in 2003 to create opportunities for member agencies to expand their stewardship role in the watershed. These member agencies include the Cities of Cloverdale, Cotati, Healdsburg, Rohnert Park, Santa Rosa, Sebastopol, and Ukiah, as well as Mendocino and Sonoma Counties, Sonoma Water, and the Town of Windsor.¹¹⁵

The CAP would not result in new land uses that would contribute to an increase in water use compared to existing conditions. Rather, CAP Actions BE-2b, WW-1a, and CS-1b would facilitate a reduction in water use and enhanced water supply planning through water efficiency measures in buildings, regular updates to the Ukiah Urban Water Management Plan, updates to the Model Water Efficient Landscape Ordinance, expanded greywater and recycled water use, and regenerative land and water management. As such, the CAP would result in reduced water use and, thus, relocation or construction of new or expanded water facilities would not be required. Therefore, the CAP would result in **no impact** related to the need for the construction or expansion of water supply facilities and infrastructure.

Wastewater Treatment Facilities/Infrastructure

The Ukiah Wastewater Treatment Plant (UWWTP) provides wastewater treatment for the City and surrounding areas via the Ukiah Valley Sanitation District (UVSD). Recycled water is distributed through a 7.8-mile network of recycled water distribution mains. Roughly 2.7 million gallons of wastewater is treated each day. Since 2019, a portion of this wastewater is recycled within the City's service area. The remainder of the wastewater is treated and discharged to percolation ponds for groundwater replenishment.

The UWWTP has a dry-weather capacity of 3.01 million gallons per day (MGD), and a peak wet-weather capacity of 24.5 MGD. The UWWTP includes primary, secondary, and tertiary treatment. As of 2021, about one-third of the wastewater at the UWWTP is recycled, and about two-thirds of the wastewater is discharged to percolation ponds at the UWWTP. The recycled water system allows the City to serve approximately 325 MG of water to farmers, parks, and schools each year. The City plans to expand the recycled water system by 400 acre-feet per year to serve the Ukiah Valley Golf Course, Ukiah High School, an agricultural field, adjacent parks, and softball fields.¹¹⁶ According to the Ukiah Municipal Service Review and Sphere of Influence Update, the City's wastewater treatment and conveyance facilities are in good working order.¹¹⁷

The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount and characteristics of wastewater treated at the UWWTP or by the City would not change compared to existing conditions. The CAP includes Action WW-1a, which would reduce overall water use and wastewater production within the City, as well as increased use of greywater and recycled water in the City. While implementation of this measure may require new connections to the existing greywater pipeline system as new developments occur, the relocation or construction of new wastewater collection or treatment infrastructure would not be required. Therefore, the CAP would result in **less than significant impacts** related to need for the construction or expansion of wastewater facilities and infrastructure.

Stormwater Drainage Facilities/Infrastructure

Stormwater can provide groundwater recharge benefits for the City, provided that the stormwater entering Basin aquifers does not compromise groundwater quality. Development of land typically increases impervious surfaces which can compromise stormwater quality. The City of Ukiah adopted a Low Impact Development (LID) Technical Manual to provide technical guidance for development projects that significantly impact the impervious surface on a

¹¹⁴ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update. https://www.mendolafco.org/files/831604d10/2022+Ukiah+MSR-SOI+Adopted_Complete.pdf (accessed February 2025).

¹¹⁵ Ukiah, City of. 2022. General Plan Public Facilities, Services, and Infrastructure Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

¹¹⁶ Ibid

¹¹⁷ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update. https://www.mendolafco.org/files/831604d10/2022+Ukiah+MSR-SOI+Adopted_Complete.pdf (accessed February 2025).

redevelopment site, and therefore require permanent stormwater BMPs to offset the impact.¹¹⁸ Additionally, the City of Ukiah maintains a system of storm drains, gutters, and ditches to convey stormwater generated during rain events. The Ukiah Municipal Service Review and Sphere of Influence Update does not identify any stormwater drainage infrastructure improvement needs.¹¹⁹

As discussed in Section 10, *Hydrology and Water Quality*, the CAP does not propose development or changes to land use and zoning designations and, thus, would not have direct construction or operational impacts related to stormwater drainage facilities. Implementation of CAP Actions BE-2c, BE-2e, BE-4a, BE-4b, T-1a, T-1c, T-1d, T-2a, T-4b, and T-6c related to microgrid projects, building electrification, bicycle and pedestrian infrastructure, bus stop improvements, electric trolley system, and EV charger installation may promote infrastructure development that would involve small-scale construction. Construction of projects implemented in accordance with the CAP could result in erosion and potential changes to drainage patterns. However, as described in Section 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, CAP projects would be required to comply with local, State, and federal requirements during construction that would reduce stormwater runoff, erosion, and potential impacts to the stormwater drainage system. Furthermore, CAP Actions WW-1a, WW-1b, BE-2b, CS-1a, and CS-1b would result in reduced stormwater runoff through low impact development requirements, updates to the Model Water Efficient Landscape Ordinance, the incorporation of green roofs, new urban trees and greenspaces, regenerative land and water management, and ecosystem restoration. Therefore, the CAP would result in **no impact** related to need for the construction or expansion of stormwater drainage facilities and infrastructure.

Electric Power Facilities/Infrastructure

The City of Ukiah Electric Utility is a municipal utility and operates as a department of the City of Ukiah under the authority and direction of the City Council, the City Manager, and the Electric Utility Director. The Ukiah Electric Utility is composed of electric generation, transmission and distribution facilities and boasts a diverse portfolio of power sources. The Ukiah Electric Utility owns, operates, and maintains a 3.5 Megawatt hydroelectric plant located at Lake Mendocino, transmission facilities and overhead and underground distribution facilities. Additionally, the Ukiah Electric Utility is responsible for power procurement, State, and federal regulatory requirements, and providing conservation programs to its customers.¹²⁰ According to the Ukiah Municipal Service Review and Sphere of Influence Update, the City's electric power facilities have sufficient capacity to meet needs.¹²¹

The CAP would not involve new land uses or development that require new or additional electric service. Rather the Ukiah CAP would encourage energy efficiency in existing buildings and new construction through Measures BE-2, BE-3, and BE-4. The Ukiah CAP would also incentivize increased use of renewable energy sources and renewable energy production and storage within Ukiah through Measure BE-1. Additionally, the Ukiah CAP would encourage increased EV adoption through Measure T-4. These measures may alter electricity supply and demand within Ukiah. However, the CAP would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP would result in a **less than significant impact** related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

PG&E provides natural gas services to Ukiah. The CAP would not involve new land uses that require new or additional natural gas service that could require the construction of new or expanded natural gas facilities. Rather the Ukiah CAP would encourage energy efficiency and a transition away from natural gas use in existing buildings and new construction through Measures BE-2, BE-3, and BE-4. Implementation of these measures could involve minor alterations to existing natural gas infrastructure as natural gas use is reduced. However, the CAP would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in natural gas consumption. Therefore, the CAP would result in a **less than significant impact** related to construction, removal, or relocation of natural gas power facilities and infrastructure.

¹¹⁸ Ibid

¹¹⁹ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update.

https://www.mendolafco.org/files/831604d10/2022+Ukiah+MSR-SOI+Adopted_Complete.pdf (accessed February 2025).

¹²⁰ Ibid

¹²¹ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update.

https://www.mendolafco.org/files/831604d10/2022+Ukiah+MSR-SOI+Adopted_Complete.pdf (accessed February 2025).

Telecommunications Facilities/Infrastructure

Ukiah is served by existing telecommunications companies such as Xfinity (Comcast), AT&T, T-Mobile, Viasat, and HughesNet.¹²² The CAP would not alter existing telecommunications facilities and infrastructure and would not involve new land uses or development that would require new telecommunications infrastructure. Therefore, the CAP would result in **no impact** related to need for construction or expansion of telecommunication facilities and infrastructure.

Overall, the CAP would result in a **less than significant impact** related to need for construction, relocation, or expansion of utilities.

- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. *Would the project result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The CAP is a policy-level document that does not propose development or changes to land use and zoning designations or include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or wastewater treatment. Rather the CAP contains measures and actions to reduce water use, such as BE-2b, WW-1a, and CS-1b which incentivize water efficiency measures in buildings, require updates to the Ukiah Urban Water Management Plan every 5 years, update the Model Water Efficient Landscape Ordinance, increase the utilization greywater or recycled water for irrigation, and encourage regenerative land and water management. Therefore, the CAP would result in **no impact** related to water supply and wastewater treatment.

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?*

The City contracts with a franchise garbage company, C&S Waste Solutions, for collection of garbage and green waste within the city limits. Green waste includes both organic food scraps and yard waste. Solid waste disposal services are mandatory for residential customers. Recycling is free and available at the Ukiah Valley Transfer Station.¹²³ The Mendocino Solid Waste Authority was formed in 1990 by the County of Mendocino and the Cities of Ukiah, Willits, and Fort Bragg. The Mendocino Solid Waste Authority provides administrative oversight and program implementation for solid waste and recycling in the County.¹²⁴

The CAP does not propose development or changes to land use and zoning designations and would not facilitate increased development and, thus, would not result in an increase in solid waste collection and disposal demand. Rather, the CAP includes Measures SW-1 and SW-2 which aim to achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75 percent by 2030 and Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030. Therefore, the CAP would result in **no impact** related to solid waste.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth could result in increases in population and additional use of, or need for, utilities and service systems. However, implementation of the CAP and its related infrastructure projects would

¹²² Broadband Now. 2025. Internet Providers in Ukiah, California. <https://broadbandnow.com/California/Ukiah> (accessed January 2025).

¹²³ Ukiah, City of. 2025. Solid Waste Disposal. <https://cityofukiah.com/solid-waste-disposal/> (accessed February 2025).

¹²⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan Public Facilities, Services, and Infrastructure Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

not contribute to increases in population or induce additional population growth that would require additional use of existing utilities or service systems. Rather, implementation of the CAP would result in reduced energy and water consumption and solid waste and wastewater generation. Therefore, implementation of the CAP would result in an overall ***less than significant cumulative impact*** related to utilities and service systems.

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

- a. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

According to the California Department of Forestry and Fire Protection, the City's western forested areas are located within a Local Responsibility Area VHFHSZ. Beyond the western boundary lays a State Responsibility Area VHFHSZ. On the east, the City is less than a mile from another forested State Responsibility Area VHFHSZ.¹²⁵ According to the City of Ukiah Emergency Plan, Ukiah's terrain, vegetation, and weather conditions are favorable for the ignition and rapid spread of wildland fires which makes wildfire highly likely to occur in the area.¹²⁶ UCC Chapter 3, Article 2 Sections 5205 through 5207 include regulations to mitigate the impact of hazards on new and existing developments

¹²⁵ California Department of Forestry and Fire Protection (CalFIRE). 2025. Fire Hazard Severity Zone Viewer.

<https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/> (accessed January 2025).

¹²⁶ Ukiah, City of. 2021. Emergency Plan. <https://cityofukiah.com/wp-content/uploads/2021/10/City-of-Ukiah-Emergency-Operation-Plan.pdf>. (accessed January 2025).

which include zoning that prevents development in hazardous areas of the community such as floodplains, landslide areas, the wildland-urban interface, or other known hazard areas.¹²⁷

The Ukiah CAP is a policy-level document that does not propose new residential, commercial, or institutional development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce Ukiah's contributions to and vulnerability to the effects of climate change, such as drought, flooding, and wildfire. CAP Actions CS-1b and CS-2b plan for wildfire mitigation activities including wildfire prevention efforts in the western hills and in forested areas within the City's area of interest, as well as conducting a feasibility study to use forest biomass for energy which will help thin wildfire fuel in forests. In addition, Action BE-2c aims to enhance resilience to natural disaster like fire through the development of emergency backup power and community-scale microgrids. The Ukiah 2040 General Plan Policy SAF-5.8 emphasizes site design standards for fire hazard reduction including maintenance and updating stringent site design standards (such as those contained within the Hillside Overlay District) to reduce potential fire hazard risk, particularly within VHFHSZs, and ensure that new development maintains adequate access. New residential development with VHFHSZs should be minimized.¹²⁸ CAP Actions T-2a and T-3b are consistent with this General Plan policy as they advocate for new development to be concentrated in infill, high-density areas, and not within the VHFHSZ at the edges of the City. Thus, implementation of the Ukiah CAP would result in **no impact** related to wildfire exposure, exacerbation, or related emergency evacuation.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative development anticipated to occur in Ukiah could result in cumulative impacts related to wildfire if new development is added in areas of wildfire risk or downwind or downslope of such areas. However, implementation of the CAP would have a less than significant contribution related to potential cumulative wildfire impacts, given that it does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Rather, the CAP includes measures and actions that would reduce wildfire risk. Thus, implementation of the Ukiah CAP would result in **no cumulative impact** related to wildfire.

¹²⁷ Ukiah, City of. 2025. Ukiah City Code Chapter 3, Article 2 Sections 5205 through 5207

<https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0603-0200.html> (accessed February 2025).

¹²⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. <https://bof.fire.ca.gov/media/bjqha42l/rpc-2-b-ii-city-of-ukiah-draft-safety-element.pdf> (accessed January 2025).

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

- a. *Does the plan have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The CAP is consistent with the Ukiah General Plan and encourages residents, businesses, and institutions to reduce energy and water use, fuel use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would degrade the quality of the environment (as addressed throughout this document), eliminate or threaten wildlife habitats or protected species (as addressed in Section 4, *Biological Resources*), or eliminate important examples of the major periods of California history or prehistory (as addressed in Section 5, *Cultural Resources*). Therefore, implementation of the Ukiah CAP would result in an overall **less-than-significant impact** related to biological and cultural resources.

- b. *Does the plan have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).*

Implementation of the CAP would result in a cumulatively beneficial reduction of GHG and air pollutant emissions across Ukiah. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with the Ukiah General Plan policies aimed at reducing emissions of GHGs and air pollutants, VMT, energy and water supply demands on utilities, and solid waste generation. As addressed in each individual impact section above, the Ukiah CAP would result in an overall **less-than-significant cumulative impact** related to the various CEQA topics addressed within this document.

- c. *Does the plan have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, GHG emissions, hazards and hazardous materials, noise, transportation, and wildfire impacts. As detailed in the preceding sections, the CAP would not result, either directly or indirectly, in substantial adverse effects related to air quality, GHG emissions, hazards, noise, transportation, or wildfire. As discussed in more detail in Section 3, *Air Quality*, Section 13, *Noise*, and Section 17, *Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in substantial adverse effects. In addition, as discussed throughout this document, the CAP would serve as a pathway to reduce operational GHG emissions and would result in other positive environmental and sustainability effects. These benefits include reduction in building energy and water consumption, VMT, and solid waste generation, as well as improved air quality and resiliency to the effects of climate change and natural disasters. Therefore, implementation of the Ukiah CAP would result in an overall **less-than-significant impact** related to potential for adverse effects on human beings.

List of Document Preparers

Rincon prepared this Ukiah CAP Initial Study-Negative Declaration under contract to the City of Ukiah. Persons involved in data gathering, environmental impact analysis, quality review, graphics preparation, and document formatting include the following.

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.

Pollutant	Sources	Health Effects	Typical Controls
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in January 2025

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents.
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays.

Source: Compiled by Rincon Consultants, Inc. in January 2025

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Climate Action Plan

Public Comments

April 7, 2025

Comment #1:

It's an impressive aspirational document, but I'm disappointed that another year will pass before seeing a Climate Resilience and Adaptation Strategy.

At this point, I'm most interested in resilience plans for Ukiah. I think especially about the desirability of solar-powered cooling centers for the hot summer (plus late spring and early autumn) months. Also the creation of some sort of microgrid to protect the city from regional electrical outages. (In the past, when PG&E cut power because of wildfires miles away, and people and business fired up their generators). As a small city, Ukiah can't have much of an influence on GHG in the atmosphere; but measures CAN be taken, locally, and hopefully without endless delays, to protect us from the effects of global warming.

By the way, as transportation is the main driver of emissions, I don't see what the city can do to change individual choices/behavior to make an appreciable difference. Sure, education helps, but there are barriers to adopting desirable outcomes. Personally, I'd love to own an electric AWD vehicle, but I can't afford one. Anyway, thanks for your efforts, and good luck to our making progress.

Jane Ingalls

2545 Bus McGall Rd.

Ukiah, CA 95482

Comment #2

It's about time so-called "leaders" grow up and accept the fact the Sun drives Earth's climate, with natural events like volcanoes being the second-tier of climate influence. The January 2022 Hunga-Tonga underwater eruption, estimated as high as 61 megatons, ejected more "greenhouse gases" (water vapor) into the atmosphere than mere humans can hope to even if they tried. It's pure hubris to pretend we are "changing Earth's climate."

In short, there is no such thing as "manmade" (anthropogenic) "climate change."

In response to those who may say, "it's been hotter lately than ever before," I will point out that Aurorae have been visible in the Ukiah Valley several times recently, normally only seen at much higher latitudes, demonstrating greatly increased Solar activity.

The People DO NOT WANT these "mitigation efforts" imposed on us. They are a monumental waste of public funds and they incur enormous costs on common folks, directly & indirectly.

So, please, just STOP.

John Graf, Ukiah

Comment #3:

Name: Heather Seggel

Email: hlsegg@hotmail.com

Message: Hi! I read most of the draft plan and support any and all efforts to mitigate the impacts of climate change on our community. Because my life since moving to Ukiah has been extremely socially isolated I can't comment on much more than I experience directly, and the things that would help me most would be expanded access to affordable public transit that serves more locations (I can get to Hillside clinic on the bus almost any time, but can only make it to Raley's/Dollar Tree/Grocery Outlet on Saturdays, which are the busiest day of the week for stores and thus a stressful time to try and shop, and I can't get to the City of 10,000 Buddhas at all). Safer walking routes would also help--I used to just take my rolling grocery cart up to the Dollar Tree every Sunday and roll it down to Lucky's and over to Redwood Credit Union, but I was threatened with violence on North State St. coming home one morning and had a man curse me out then kick my cart on Perkins, and now I do as much as I can by mail or try to do without altogether for as long as possible.

Conservation, fire hardening efforts, more charging stations--I see lots of good being done and think it will help in the long term, and wish I could help more in implementing those changes. To that end, a local climate jobs board would be nice.

Comment # 4

Hi!

I read the draft version of the plan but my comments at the time were a bit short-sighted as I'm in Emergency Mode on several personal fronts. When I discussed my personal problems with walking around town safely or accessing things I need via public transportation, I failed to highlight the proposed solution to add more small electric jitneys to enable easier scheduling to a variety of locations! I love that idea, if it was affordable I would make a point to use it regularly just to show support, but even if it was a bit on the high side for me I would try to make it work. (Stuck inside today due to weather when I could be getting groceries, so definitely feeling how nice that would be.)

And I do think an emphasis on job creation is critical for Ukiah and the county as a whole, so prioritizing ways to fold that in could really help to ensure a Climate Action Plan succeeds. (I'm currently unemployed but have years of experience as a writer, if you ever need help getting the word out or documenting progress, etc.) Building new housing that is fire-resistant is a value most people can get behind (maybe we lose the arsonist vote), and many aspects of climate action simply come down to community care. If we make that case while helping people to live more comfortably, it feels much more possible to achieve.

Thanks for your consideration! I don't know how much longer I'll be living in Ukiah or housed at all for that matter (the property where I rent a tiny studio is being sold, and in the meantime the property management company is after me for a "resident benefits package" the owner specified he did not want charged to his tenants, and they're threatening me with penalties and damage to my credit rating which will make it impossible to move, happy springtime!), but I still insist it can be better for folks here, and will do whatever I'm capable of to help make that happen.

Best,
Heather Seggel
306 West Church St.
Ukiah

Comment #5:

I was very impressed with the Climate Action Plan. There's no way the Working Group could have put that together. It covers a lot. Thank you for sending it out for public comment.

Unsurprisingly, I do have a few comments:

On Building Electricity

1a How appropriate is that? To have battery storage front and center, first on the list! Yay!

2d. We need a workforce much sooner than Phase 3. I've been in touch with several people locally (MCOE, Workforce Alliance, Mendo College, Build Program, UUSD Adult Ed.) all of which are trying to move a workforce forward to address energy efficiency upgrades. I can give you more info if you need it.

3c Sure would be better to have streamlined permitting before 2027. I thought the City of Ukiah was using the Solar APP streamlining project. Maybe there's something similar for energy upgrades?

On Transportation

1d Same as the comments above on timing. Safe bike lanes *should* be in sooner than 2027, no? So much work is being done on the streets that once they're paved there should be safe bike lanes, right?

2a I'd love to see a local electric trolley year round on a continuous circuit around the business district of Ukiah: School, State, Perkins and Gobbi. Single vehicle drivers from out of town could park (we need much more parking near trolley stops if this is a possibility) and take the trolley to do their errands. DC used to have a Circular bus that was awesome.

On Solid Waste

All great ideas. Love the idea of shared collection and community wide organic waste diversion. It could become a huge community goal with enough education.

On Water Resources

1a, 4th bullet - what is a dual plumbing water system? Great to include greywater/recycled water ordinance. We have several water storage tanks that collect roof runoff and fill up quickly every year.

On Carbon Sequestration

1a I thought we were going to be putting in 700 trees, no? Also what is the Tree Protection Plan? Who would be responsible? Would the trees only be checked every 5-8 years? Seems like a regular schedule of areas to check every month or quarter would be more helpful.

2c Sounds like a circular economy. We should be able to institute a program to do that. The folks on the coast are talking about a Repair Cafe. Let me know if you want any more info.

I loved reading the beginning. There are a couple of things that come to mind and questions. What are green roofs? Growing roofs? Or cool roofs: colors that stay relatively cool. Also nothing about encouraging people not to have lawns in Water Resources?

What are point of sale discounts for disadvantaged communities?

Doesn't seem like we'll be able to succeed on a call to restore a safe climate in the 2nd paragraph of the first page. But to adapt to a changing climate - yes!

Is it possible to separate Paragraph on Page 4/5 into 2 paragraphs? Separate the CA info from the Ukiah info.

Climate Action Mendocino keeps encouraging incentives for a lot of these ideas. Publicity, Praise, banners, decals?

I've been way too busy lately, so these are some quick comments.

Thought I'd better get them off to you.

Thanks again for great work,
Eileen Mitro

Comment #6:

Our first impression of the plan itself is that it is a nice wish list for the future of Ukiah, but there are no date, funding or how to get it done. Below are our thoughts and suggestions.

EV charging stations:

- Map for Ukiah
- Place new stations where people will stay or do business

Infrastructure plan for the future:

- New housing developments. Make sure there are two ways to get out if a fire breaks out. Plan where it can be congestion and suggest alternative routes for each area. We can't evacuate the whole population of Ukiah without direction
- Plan for micro-grids integration per block/street/section? The first sections should be possible to plan within a month or two
- Will the City help finance and plan these microgrids?
- What roads need to be expanded to meet traffic needs in the next 20-30 years?

Parking lots:

- Elevated and planted to drain water and clean it
- Solar panel cover to get energy

Bike lanes:

- Consider how many will be using it. Very hot in the summer. Not so very cozy in the winter.
- What about building solar panels over the parts of the bike paths where you have sunshine? That way the bikers can get shelter and we can gather power at the same time!

Building codes:

- Require solar power solutions on all new buildings
- Extra insulation in walls and attics
- Fire prevention around new buildings

There are two questions I would ask:

1. What is the estimated cost for the plan?
2. What is the cost of not making this plan a reality?

<https://www.forbes.com/sites/nilsrokke/2024/03/20/cost-of-climate-change-why-saving-our-planet-now-is-cheaper/>

<https://yaleclimateconnections.org/2021/09/can-the-economy-afford-not-to-fight-climate-change/>

Thank you for the work you have put in to making this plan.

Indivisible Ukiah, Environmental subgroup

Comment #7

More comments on Climate Change Plan for City of Ukiah:

Get more fast chargers all over town asap, as long as they are not available people will not buy EVs. in Measure T-4 (pg46) they want an adoption rate of 30% ZEVs by 2030 but on line T-a / 3. they are only identifying funding etc by 2030.

Repair shops for EVs and electric outdoor appliances such as electric riding movers etc need to be available in town not somewhere south. Incidentally I stopped by Ken Fowler and inquired about servicing EVs. They said that they can handle the mechanical part but not the electrical. However they also said that one of their technicians is getting trained, but it takes 1 year before accreditation. A step in the right direction!!!

Measure SW-1: we need to educate people about waste sorting etc, this might be an excellent opportunity for volunteers to go to schools and start them young. Provide recycling and trash collection to homeless people. (maybe that exists already?)

Speaking of volunteerism, where do volunteers fit within the effort to make Ukiah's environment resilient?

LAKE PILSBURRY, could the city own it? Possibly an important source of water for fire suppression.

Measure CS1: Make a selection of trees that will do well in a hot, drought prone urban setting with canopies that actually achieve shading and give those trees an actual chance to thrive (see "Green sustainable Parking guide below)

Develop and make publicly available a list of plant materials adapted for our local climate with watering guides for residential and commercial properties.
water trees not lawns

I mentioned green parking spaces and found this PDF which explains in

detail how it all works, pulled out a couple of images to wet your appetite to read this. I think if Ukiah is serious about greening things up this is the best solution as it comes to parking wether in mall parking lots or larger apartment complexes. I know you like the idea of putting solar over parking areas but we do already have rooftops that would be a better solution, or maybe a mix of things where retrofitting roofs is just too costly.

https://library.weconservepa.org/library_items/1733/files/1953

Thank you,
Indivisible Ukiah, Environmental subgroup

Comment #8:

Comments by Peggy Backup pbackup1@gmail.com

March 28, 2025

General Comments

Because the City owns and operates the Electric Utility Department, the City can prioritize, move at its own speed, and serve as a model for other communities. As a small City, Ukiah is also more nimble than larger cities. In order to take full advantage of our strategic advantages, Ukiah should set aggressive goals in those sectors it controls, such as decarbonizing municipal buildings and providing resilience center(s) with locally generated power and backup.

Based on these considerations, I suggest moving up several timetables for multiple reasons:

- Ø because we can

- Ø people need to see preliminary progress in order to believe more progress is possible

- Ø people need to know the City is serious and will protect them

- Ø the first 25% is often the most difficult to achieve

- Ø the remaining 75% may happen almost automatically

- Ø it is not wise to put targets off into the future and hope for miracles

- Ø the City can lead by example

The City should encourage and incentivize installing EV chargers at commercial centers and residences in order to avoid future bottlenecks.

If feasible, the City should move up creating a Climate Resilience & Adaptation Strategy.

Page numbers refer first to the online document; the following number in parentheses refers to the hard copy page number.

Specific Comments

Land Acknowledgement: I would like the City to explore giving land to local tribes to own or to co-manage with the City, especially land of high cultural relevance. Recently, I became more aware of the value of land with harvestable plants; such parcels may be valuable even if small. Clearly, asking local Indigenous people what they want/need is a good first step. P 3

Introduction: Ukiah is expanding its City limits, eg the recently annexed Western hills. Therefore its footprint may no longer be defined by 2022 City limits. P 13 (1)

Local Renewable Power & Storage: Add, the City can invest in City-owned microgrids and batteries to power essential services during blackouts. (I see that this topic is covered later in document; add here too?) p 23 (11)

Circular Economy: City can promote circular economy (CE) adoption by showcasing businesses that already utilize these principles; provide incentives for adoption of CE practices, and by prioritizing purchases from CE businesses. (Glad you are addressing CE).

P 24 (12)

Resource Conservation & Land Use: Add permanently protect the City's watershed and aquifers. P 24 (12)

Measure BE-1: Move up timetable to 100% renewable and zero-carbon by 2030. p 25 (13)

Measure BE-2: Move up timetable to 25% by 2030 and 100% by 2040. Provide incentives for businesses and private residences to decarbonize. p 25 (13)

Measure BE-4: Move up timetable to decarbonize 100% of municipal buildings by 2030. p 25 (13)

Measure T-4: Move up timetable to zero-emission vehicle adoption rates of 50% for passenger and commercial vehicles by 2030 and 100% for all by 2045. p 26 (14)

Table 4. Growth Metrics for Ukiah: It is difficult to project growth accurately. Ukiah's could be much higher than these projections due to potential Bay Area escapees and plentiful water locally. Are there any provisions for this possibility? For example, are there any limits to future growth? Personally I wouldn't want to live here if Ukiah became a much larger city and lost its small town charm. It would be wise for the City to decouple its economic health from continued growth, whether or not the City population continues to grow. P 33 (21)

Renewable Energy & Carbon-Free Electricity: Move up timetable to 100% by 2030 to align with revised BE-1. P 40 (28)

4.1 Measures & Actions Detail BE-1: 100% of electricity from renewable and zero-carbon sources by 2030; change individual goals accordingly. P 41 (29)

Measure BE-2: Decarbonize 25% of buildings by 2030 and 100% by 2040. p 41 (29)

BE-2b Promoting & incentivizing increased insulation; change individual goals accordingly.

P 41 (29)

Measure BE-4: Decarbonize 100% of municipal buildings by 2030. p 42 (30)

5.1 Measures & Actions Detail: T-1a Prioritize off-street bikeways & walkways; prioritize bikeways & walkways accessing schools, shopping, and downtown; provide some walkways separate from bikeways; figure out where e-bikes, scooters, etc. belong. P44 (32)

Measure T-4: Achieve zero-emission vehicle adoption rate of 50% by 2030 and 100% by 2045; change goals accordingly for greenhouse gas emissions. P 46 (34)

Table 19 Measure SW-1 Actions: Provide landfill, recyclable and compostable bins at City events (eg, Todd Grove Music in the Park, Alex Thomas festivals, Ukiah Conference Center, etc) and provide person(s) to stand by bins to direct the public in how to sort wastes. It would be helpful to also provide a person to make a short public announcement at the beginning of each event to indicate what is expected. (High school students could help with this.) p 49 (37)

Table 21 Measure WR-1 Actions: Educate about & incentivize individual greywater and rainwater catchment systems. P 51 (39)

Table 24 CAP Implementation & Monitoring: Align dates with previous recommendations for BE-1, 2, 4 and T-4 as feasible. P 55-61 (43-49)

Comment #9 :

Name: D. E. (Rick) Johnson

Email: exduriandejo@gmail.com

Message: In summary, I urge any action taken by the City to do the least harm to the health and (economic) well-being to the Citizens of Ukiah with the minimum amount of compliance to requirements and mandates imposed by the State of California.

The two demographics that could be most negatively impacted by measures are seniors and those with low income, both of which represent a significant portion of the population. Seniors tend to be more sensitive to seasonal temperature changes and so they keep their dwellings warmer in the winter and need cooling systems to reduce temperatures during the hot days of summer. Hence a dependency on natural gas in the winter and more electricity in the summer. The median income in Ukiah is well below that of the State of California. Those in the lower income brackets do not have the resources to convert household appliances or to obtain electric vehicles and would feel the economic pressure of higher electric bills. A significant percentage of them travel outside of the City to their place of employment so increases in the prices of traditional fuels and/or the additional inconvenience of obtaining fuels or recharging their vehicles places an extra burden on them.

The largest reduction of greenhouse gas emissions would have to come from transportation and electricity generation. Moving from gasoline and diesel to electric requires more electricity to be generated. One study I saw concluded electric consumption would increase by 93%. In addition, a significant amount of electricity consumed in California comes from natural gas, oil, and coal. Technologies exist to fill the gap with renewables, but if solar and wind were more economic than natural gas, they would already be in place. Geothermal is economic, but it is also limited to where it can be sourced and to the amount the magma below the crust is able to heat the water to make steam. Nuclear is a great option and is used by many European nations, but is not embraced in the US, and in particular, California. Hydroelectric is also a good source, but has pretty much been built out in California. It is unfortunate that the Potter Valley Project is being dismantled as it produces low cost hydroelectricity from three locations (Scotts Dam, Potter Valley Power Station, and Coyote Dam). I really feel that another look at whether to decommission the Project be done. The bottom line is determining where all of the green power going to come from and how much of the cost will get shifted from those in the low income to others. Businesses will have to pass on the cost, and all consumers will see higher grocery bills and higher costs for other

services ... which may cause some businesses to shutter because they become priced out of the (local) market (remember the median income here is low and so much of what Ukiah needs has to be trucked in).

An action item in the CAP should be to understand the traffic patterns. Most importantly is where do people have to travel to get to work. Also, where do people come from to work here. I would be surprised if there would be a feasible public transpiration option.

Another action item would be to estimate the increased electricity requirement, determine where that electricity will come from, and the cost the City would have to incur to upgrade the capacity of existing transmission and distribution infrastructure. With carbon-based fuel reduction targets in the not too distant future, projects need to be on the drawing board now to secure funding with construction plans soon to follow.

A part of the proposed CAP involves carbon sequestration by planting trees. Trees require water and if the Potter Valley Project is dismantled, there will be less water for trees.

Another part of the CAP includes reducing water use. What makes Ukiah a beautiful place to live are trees, plants, and gardens. Plant life absorbs solar radiation making the surrounding area cooler. Compared to bare ground or brown lawns, it probably helps to keep dwellings cooler in the summer.

This next part is going to fall on deaf ears because jobs and grants depend on money flowing in to combat Climate Change. The initial statement in bold is intended cause the uninformed to believe there is a serious and imminent crisis brewing and immediate drastic action is needed. There is nothing in the 70 or so pages that show Ukiah is at any more at risk than any other place in the state.

Anyone who has learned about geologic history, has to know that the planet has gone through cold periods and warm periods. Millions of years ago, the planet went through ice ages and very warm times. Even in recorded history, there was the medieval warming period in which the Vikings travelled and settled in places like Iceland, Greenland, and Newfoundland. This was followed by a cooling period in which the Greenland settlements disappeared. There is a lot of talk about droughts in California. The average annual rainfall in

Ukiah is about 36", but 'average' is not 'normal'. What is normal is large differences in rainfall from year to year. I have rainfall data in San Francisco in the 1860's where difference in year to year rainfall was quite significant. This happened well before cars were invented and the widespread use of carbon-based fuels other than wood. Typically for every wet year, there are two dry years which is why California needs water storage.

Carbon dioxide is indeed a Greenhouse Gas (GHG). But water vapor is also a GHG and a product of combustion and it accounts for a significant greater amount in our atmosphere than CO₂. As much as 3% compared to 400ppm. Its Heat Capacity, per unit weight, is about 50% higher than CO₂.

Scientists drilled into the Antarctic and studied the Vostok Ice Cores. They found that over geologic time, there were periods when CO₂ levels were much higher than today. They also determined that higher levels of CO₂ levels followed periods of warming, contrary to the theory that higher CO₂ levels cause significant warming. The increases in temperature that we see now are for the most part natural, but to be fair man has contributed some incremental CO₂ as well as changing the climate in localized areas with paving and roofing, irrigation, and deforestation.

A warmer planet is better than a cooler planet. More people pass away from extreme cold than they do from extreme heat.

When I visited a greenhouse in Iceland, I was told that they inject CO₂ which helps the crops grow and increase the yield of produce. For agriculture, more CO₂ is really a good thing especially with warmer temperatures.

IPCC models have over predicted temperature rise by as much as three times. Computer models are useful tools, but they are also educated guesses. I have used them in my engineering work, but have taken the results with a grain of salt because they involve complex equations and assumptions to describe changes in physical properties and transport phenomenon. Care should be exercised in using the results when the consequences of being wrong can not only waste a lot of money but create severe economic hardship, which often leads to civil unrest and ecological destruction. (I lived a number of years in the tropics, where some locals were involved in mass deforestation and trapping of rare animals because people will do what they need to do to provide for their families).

The planet is warming, but sea levels are increasing only fractions of an inch each year instead a predicted 8-10' rise over 50 years. Polar bear populations were supposed to decrease with less Arctic ice instead they have increased significantly.

Extremely large CO2 emitters like China and India are exempt from controlling their emissions. I've heard that China commissions a new coal fired power plant about one per week. So, how will relatively minuscule reductions of CO2 here in Ukiah even make a dent?

I am not a credentialed climatologist, but I have a good grasp in related science. I graduated with honors from UC Davis with a degree in Chemical Engineering. I have studied solution chemistry, physical chemistry, organic chemistry, quantum mechanics, thermodynamics, heat transfer, microbiology, and biochemistry among other things. I have been a registered Engineer in California for almost 50 years. I have worked with CO2 in its various forms: gas, dissolved gas, carbonate and bicarbonate solutions, and in its solid form as scale.

I believe in being a good steward of the environment and put my money where my mouth is, so to speak. We live here in town and have 14 trees on our property. We selected our home location, in part, because we can walk downtown. When it is impractical to walk, I ride a bicycle to run errands, for recreation, and when the weather is nice, to and from the health club on the south end of town. I'm a golfer and I walk our golf course. We have solar panels on our roof. When we replaced our cars, we purchased hybrids. Having done some growing up in Davis as a kid, and later as a college student, I am all in for bike paths and bike lanes. When I worked in the tropics, I did manage to convince the management of my company to preserve 60 acres of jungle from the poachers.

I'm telling you all this so I don't come across as a 'skeptic' rather than a 'denier'. There are thousands of climate scholars who are also skeptics. There is no need to take drastic action that can significantly and negatively impact a large segment of the population. Doing something may or may not have an effect on global temperature, but it will certainly affect the health and economic wellbeing of our fellow citizens. I believe the best way to cause change is organically. When new technologies emerge that will economically replace oil and natural gas, the change will happen on its own and we will enjoy even cleaner air, water, and land. I understand that the City needs to do something to comply with the State's mandate,

I just ask that prudence be exercised.

Thank you for reading through my comment.

Comment #10:

I appreciate all the good work that has gone into the CAP. I realize it's an outline and will require all of us to come up with the specifics to best implement these ideas. Just a few comments:

Regarding food waste, can we add something in about food recovery? (or did I miss it?), that is work that NCO is already doing, and also required by SB 1383.

I like the idea of "low stress bikeways", to me that means dedicated bike lanes.

On the subject of active transportation, there are some very dangerous areas on South State Street, which would be good to plan for now, even before annexation. I drive that way in the early morning and see kids lined up waiting for the school buses, in the dark in winter, no sidewalk or way to walk safely or stay safely off the road. Safe Routes to Schools! So important! I also see adults walking along South State, no protection from cars, especially where speed limit goes up to 45 MPH. If we make walking and biking safer, more people would participate!

one more thing, more related to climate adaptation but super important—

Any new developments, anywhere in town, but especially in or near the hills (west or east) should have a second exit route.

Classic case of not planning for this is Brooktrails, last I heard they are still scrambling to get a safe exit route, I think they made the "top 10 list" for most dangerous in case of need to evacuate in California, let's not duplicate this!

thank you!
Judy Luria
Ukiah

Comment #11

Howdy Blake,

This Climate Action Plan looks good. My comments will focus specifically on the energy elements of the plan.

I understand this document is intended to be aspirational, which it is, but a supplemental document should also be drafted, if we want the nice words to become manifested reality. For example, pick a few specific projects to actualize the goals of adding local energy storage and solar production.

If the City installed a 50MWh battery right now, it would deal with the growing problem of mid day solar production, and pay for itself by using cheap mid day power to replace expensive evening power. A large utility scale battery would also give the utility practice in how to manage this new kind of power, which is a load sometimes and a source at other times.

Pick a parking lot and install a canopy solar array, just like the school district did several years ago at three of their locations. This first project would give experience in the logistics of working with land owners and businesses that are one of the barriers to wide spread solar canopies throughout the city. It would also give experience in the various kinds of funding available.

The electric utility should be working right now on how plans for expansion to deal with the decarbonization goals set by the State. It is understood that electrical power capacity needs to increase by a factor of three overall, as well as installing more local power production and storage. Managing this new distributed energy system will require new skills in the city electric utility.

The utility and the City should develop power resiliency plans, identifying and prioritizing which services and economic parts of the city need to be power resilient, without depending on any of the fossil fuels, which are not only making the planet more uninhabitable, but are finite and becoming more unaffordable each year. Backup power using fossil fuels are a sunk cost, rarely paying the cost of installation.

Sincerely,
Crispin B. Hollinshead



April 2, 2025

Blake Adams
Chief Resilience Officer
City of Ukiah Civic Center's Customer Service Desk
300 Seminary Avenue
Ukiah, CA 95482

Submitted via email to: badams@cityofukiah.com

RE: City of Ukiah's Draft Climate Action Plan

To Whom It May Concern:

On behalf of Russian Riverkeeper (RRK), I welcome the opportunity to submit these comments for the "Draft Climate Action Plan" or "CAP." Russian Riverkeeper is a local nonprofit that has been successfully protecting the Russian River watershed since 1993. Our mission is to protect and restore our watershed environment for the benefit of current and future generation. To achieve this, we actively pursue the protection and restoration of our watershed, including its mainstem and tributaries, and our groundwaters through scientifically based advocacy, public outreach, and direct engagement with the Russian River community. For that reason, we submit the following comments.

While the draft CAP acknowledges the challenges of climate change, we believe that the plan could better address water availability concerns specific to the Upper Russian River Watershed. This watershed is a critical source of water for Ukiah and surrounding communities, and it faces increasing pressures due to prolonged droughts, extreme weather events, and growing demands. As our region continues to be asked to do more with less and at times that do not align with the greatest needs, we must become more critical of how our limited supplies are used and begin to evoke more proactive measures so that our environment and communities are not placed at greater risk. For these reasons, we urge the City of Ukiah to incorporate stronger and more proactive measures to ensure long-term water sustainability.

In furtherance of Ukiah's commitment to a holistic approach to climate change, it is important that the City extend this commitment to the resulting impacts of climate change itself—in particular its impacts on our water supply. Often times climate change is discussed in terms of greenhouse gas emissions, but its impacts go far beyond rising temperatures and carbon levels. One of the most immediate and severe consequences of climate change is its disruption of the water cycle, which directly affects water availability in the Upper Russian River Watershed and throughout our region as we have regularly witnessed. Increasingly unpredictable precipitation, prolonged droughts, and increased evapotranspiration are straining already over-allocated water resources. Without a comprehensive approach that prioritizes water sustainability, the consequences of climate change will continue to manifest as water shortages, ecological degradation, and threats to agricultural and municipal water security.



Water availability must be recognized as a central pillar of any climate action plan. While reducing emissions is critical, communities like Ukiah must also prepare for the inevitable shifts in water supply and demand. A failure to address water resilience will undermine long-term sustainability efforts, impacting ecosystems, food production, and local economies. By further prioritizing things like proactive water conservation, groundwater management, restoration of ecological functions, transparency in use, and proactive drought preparedness, Ukiah can create a climate action plan that truly reflects the multifaceted nature of climate change, its impact on our region, and the tools needed to protect against those impacts.

Increased water protections and sustainability measures can also be directly tied to enhanced public access to the Russian River, providing a vital climate refuge for Ukiah residents. As extreme heat events become more frequent due to climate change, maintaining and expanding shaded, accessible riverfront areas can offer natural cooling and recreational benefits. By improving things like water quality, restoring riparian vegetation, protecting groundwater, and helping to ensure instream flows are not unlawfully used, Ukiah can help create a resilient natural space that supports both ecological health and community well-being. Investing in new green infrastructure along the river, like the Norgard Lane proposal, will ensure that the Russian River remains a valuable public resource in an increasingly warming climate.

We urge city leaders to integrate these recommendations to help fortify our larger community against the worsening impacts of climate change. We appreciate the opportunity to provide comment and welcome any questions that you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaime Neary".

Jaime Neary
Policy Director & Staff Attorney
Russian Riverkeeper

A handwritten signature in black ink, appearing to read "Don McEnhill".

Don McEnhill
Deputy Director
Russian Riverkeeper

RESOLUTION NO. 2025-__**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH ADOPTING THE INITIAL STUDY/NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE CITY OF UKIAH CLIMATE ACTION PLAN.****WHEREAS:**

1. The City of Ukiah has prepared a Climate Action Plan (CAP); and
2. The City of Ukiah, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, has prepared an Initial Study/Negative Declaration (IS/ND) dated February 2025 which analyzes the environmental impacts of the CAP; and
3. The IS/ND concluded that the Project would not cause any significant environmental impacts; and
4. A Notice of Intent (NOI) to adopt the Negative Declaration was circulated for 30 calendar days, beginning on February 27, 2025 and ending on March 28, 2025; and
5. The City transmitted the NOI, IS/ND, and other relevant documents in accordance with the State CEQA Guidelines, to the State Clearinghouse (SCH) for review; and
6. The Notice of Intent to adopt the Negative Declaration provided notice to all interested persons and agencies inviting comments on the Draft IS/ND in accordance with the provisions of CEQA and the State CEQA Guidelines; and
7. The public review and state review period for the NOI, IS/ND, and other relevant documents concluded with no public comments received; and
8. On May 2, 2025, a Notice of Public Hearing was duly posted for consideration of the adoption of the Draft CAP and consideration of the IS/ND by the City Council at a public hearing on May 21, 2025; and

NOW, THEREFORE, BE IT RESOLVED that:

1. The above recitals are true and correct, and incorporated herein by this reference.
2. The City Council hereby adopts the Initial Study/Negative Declaration which has been completed in compliance with the California Environmental Quality Act (CEQA).

BE IT FURTHER RESOLVED that:

1. The IS/ND and record of proceedings of the decision on the CAP are available for public review at the City of Ukiah Community Development Department, Ukiah Civic Center, 300 Seminary Avenue, Ukiah, CA.
2. On May 21, 2025, the City Council held a public hearing to receive public comment and consider approval of the IS/ND for the Project. The IS/ND was approved by the City Council via Resolution No. 2025-__ and reflects the City Council's independent judgment and analysis.

PASSED AND ADOPTED this 21st day of May, 2025, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Douglas F. Crane, Mayor

ATTEST:

Kristine Lawler, City Clerk/CMC

DRAFT

RESOLUTION NO. 2025-__**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH ADOPTING THE 2025 UKIAH CLIMATE ACTION PLAN****WHEREAS:**

1. The City of Ukiah has prepared a 2025 Climate Action Plan (CAP) in compliance with the Ukiah 2040 General Plan and the 2024 City Council Strategic Plan; and
2. A Climate Action Plan is a comprehensive document aiming to address and mitigate the impacts of climate change locally, reflecting the City's commitment to environmental stewardship and sustainable development; and
3. The 2025 CAP includes a plan for the reduction of greenhouse gas emissions and included targets to achieve 40 percent greenhouse gas (GHG) emissions reduction below 1990 levels by 2030, and 100 percent below 1990 levels by 2045; and
4. The CAP Project Team, consisting of City staff, consultants, and members of Climate Action Ad Hoc Committee, developed the 2025 CAP; and
5. Considerable public engagement and outreach was undertaken to support the development of the 2025 CAP, including surveys, workshops, focus groups, public comment periods, and events; and
6. The 2025 CAP, including Appendix A-F, will serve as a programmatic tiering document under CEQA and a tool for GHG analysis and mitigation review for new projects, helping guide future planning, development, and municipal policy decisions; and
7. The 2025 CAP includes a 2022 GHG emissions inventory, projecting GHG emissions forecasted to 2045, as well as GHG reduction strategies, an implementation plan, and monitoring plan; and
8. The GHG reduction strategies are divided into sectors related to Building Energy, Transportation, Solid Waste, Water Resources, and Carbon Sequestration; and
9. The 2025 CAP provides a set of implementation measures and programs to address climate change by reducing greenhouse gas emissions (GHG) associated with vehicle trips, energy consumption, and solid waste; and
10. The 2025 CAP sets forth an objective of reducing carbon emissions by 100% by 2045; and
11. The 2025 CAP incorporates all necessary components to comply with current state mandates around climate change; and
12. The 2025 CAP completes Implementation Program M, Adopt a Municipal Climate Action Plan (CAP), of the 2040 General Plan Environment and Sustainability Element, as well as fulfilling Goals ENV-8 and PFS-3 and Policies ENV-8.1, ENV-8.3, and ENV-9.1 of the General Plan.

13. A California Environmental Quality Act (CEQA) environmental review was conducted, and an Initial Study/Negative Declaration (IS/ND) was prepared for the 2025 CAP that states that the proposed CAP will not result in significant environmental impacts, eliminating the need for further analysis or mitigation measures; and
14. A Notice of Intent (NOI) to adopt the Negative Declaration was circulated for 30 calendar days, beginning on February 27, 2025 and ending on March 28, 2025; and
15. The CEQA public review and state review period for the IS/ND and other relevant CEQA documents concluded on March 28, 2025, with no public comments received; and
16. The City of Ukiah provided a Draft 2025 CAP online for review and public comment between March 3, 2025 and April 2, 2025; and
17. On May 2, 2025, a Notice of Public Hearing was duly posted for a May 21, 2025 public hearing of the City of Ukiah City Council for consideration of the adoption of the Draft CAP.

NOW, THEREFORE, BE IT RESOLVED that:

1. The City Council of the City of Ukiah, based on the following findings and considering the staff report and the whole of the record related to this project, adopts the 2025 CAP as set forth in Exhibit A, attached hereto and incorporated herein by reference; and
2. The proposed 2025 CAP establishes appropriate goals, policies, and programs to address climate change, energy, waste management, resiliency, leadership, and transportation; and
3. The proposed 2025 CAP will not be detrimental to the public interest, health, safety, or welfare of the City; and
4. The proposed 2025 CAP is consistent with the City's 2040 General Plan.

PASSED AND ADOPTED this 21st day of May, 2025, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Douglas F. Crane, Mayor

ATTEST:

Kristine Lawler, City Clerk/CMC



AGENDA SUMMARY REPORT

SUBJECT: Review and Consider Adoption of a Resolution Amending the Fee Schedule of the Planning and Building Divisions of the Department of Community Development to Add Two Fees Associated with the Vacant and Abandoned Property Registration and Maintenance Ordinance, No. 2024-1250.

DEPARTMENT: Community
Development

PREPARED BY: Craig Schlatter, Community Development Director,
Matt Keizer, Chief Building Official / Fire Code
Official UVFD

PRESENTER: Craig Schlatter, Community Development
Director; Matt Keizer, Chief Building Official/Chief
Code Enforcement Officer

ATTACHMENTS:

1. 1250 - Adding Code for Vacant and Abandoned Properties
2. Draft Fee Schedule Resolution- Planning and Building

Summary: Council will review and consider the adoption of a resolution amending the fee schedule of the Planning and Building Divisions of the Community Development Department to add two fees associated with administration of the Vacant and Abandoned Property Registration and Maintenance Ordinance, No. 2024-1250.

Background: On January 15, 2025, the City Council adopted Ordinance No. 2024-1250, adding Chapter 13 to Division 3 of the Ukiah City Code, entitled "Vacant and Abandoned Property Registration and Maintenance" (Attachment 1). The purpose of the Ordinance was "...to establish an abandoned and vacant property registration program for residential or commercial properties as a mechanism to protect neighborhoods and commercial areas from becoming blighted through the lack of adequate maintenance and security of abandoned and vacated properties." The Ordinance became effective February 14, 2025, and Staff of the Code Enforcement Division has begun identifying and cataloging vacant properties throughout Ukiah.

During the December 18, 2024, public hearing at which a draft of the Ordinance was introduced, Staff recommended that two fees listed within the Ordinance- the Vacant and Abandoned Property Registration Fee (Section 3482C) and Vacant and Abandoned Property Annual Monitoring Fee (Section 3486C)- not be set until after the Ordinance was effective/implemented. This would allow Staff time to analyze the costs of these activities such that fees could be proposed in alignment with costs for implementation.

Discussion: In the last three months of implementation of Ordinance No. 2024-1250, Staff has completed an analysis of staffing resources needed for effective implementation of the Ordinance pertaining to annual registration and ongoing vacant building monitoring activities. Based on this analysis, the following fees are proposed:

1. Vacant and Abandoned Property Registration Fee = \$150

The Ordinance requires that all abandoned or vacant properties be registered with the Business Services Division of the City of Ukiah Community Development Department. This registration is to include an initial inspection by City of Ukiah Code Compliance staff, as well as application intake, review, and processing by Code Compliance and Business Services staff.

2. Vacant and Abandoned Property Annual Monitoring Fee = \$500

The Ordinance imposes upon every owner of a vacant building an annual vacant building monitoring fee. The monitoring fee is to include ongoing monthly monitoring and compliance tracking services by City of Ukiah Business Services and Code Compliance staff.

The two recommended fees are separate from enforcement penalties and fines already listed in the Ordinance under Section 3487, Enforcement, Subpart C, which notes: "...the enforcement official may issue an administrative citation for each day a violation exists, containing fines up to \$1,000 per day, per violation, as provided in Chapter 12, Division 3 of this Code, or up to \$2,500 per day, per violation, as provided in Chapter 11, Division 3 of this Code, whichever is applicable." A table within 3487C provides guidance as to how these fines would be applied.

Staff additionally notes that under Section 3486D, Fee Waiver, the vacant building monitoring fee is waived upon a showing by the owner that either 1) the owner has obtained a building permit and is progressing diligently to repair the premises for occupancy; or 2) the building meets all applicable codes and is actively being offered for sale, lease, or rent.

Staff recommends Council adopt the Resolution in Attachment 2 amending the Fee Schedule of the Planning and Building Divisions of the Community Development Department to add a Registration Fee and Annual Vacant Building Monitoring Fee in accordance with Ordinance No. 2024-1250, the Vacant and Abandoned Property Registration and Maintenance Ordinance.

Recommended Action: Adopt resolution amending the Fee Schedule of the Planning and Building Divisions of the Community Development Department to add an Annual Registration Fee and Vacant Building Monitoring Fee for the Department's administration of the Vacant and Abandoned Property Registration and Maintenance Ordinance.

BUDGET AMENDMENT REQUIRED: No

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

REVENUE: Yes / No GRANT: Yes / No N/A

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: N/A

STRATEGIC PLAN (SP): N/A

CLIMATE INITIATIVES (CI): N/A

GENERAL PLAN ELEMENTS (GP): GP-A1 - Land Use Element, Policy LU-14.1 Code Enforcement.

Approved: 
Sage Sangiacomo, City Manager

ORDINANCE NO. 2024 - 1250**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH ADDING CHAPTER 13 TO DIVISION 3 OF THE CITY CODE, ENTITLED "VACANT AND ABANDONED PROPERTY REGISTRATION AND MAINTENANCE".**

The City Council of the City of Ukiah hereby ordains as follows:

SECTION ONE. FINDINGS

1. Neglected vacant or abandoned properties are a major source of blight in the City of Ukiah and pose serious threats to public health, safety, and welfare. They attract criminal and unsafe activities, and as such, are vulnerable to fire, theft, and other illegal activities. The presence of neglected vacant or abandoned buildings and storefronts can lead to neighborhood decline, create nuisance conditions, lower property values, and discourage investment.
2. It is the responsibility of property owners, lenders, trustees, or others with possessory, equitable, or legal interests in the neglected vacant or abandoned lots, buildings including without limitation historic buildings or structures, to maintain, secure, and prevent these buildings and lots from becoming a burden to the neighborhood and community or a threat to public health, safety and welfare.

SECTION TWO.

A new Chapter 13, entitled "VACANT AND ABANDONED PROPERTY REGISTRATION AND MAINTENANCE," shall be added to Division 3 of the Ukiah City Code and shall read as follows:

CHAPTER 13 VACANT AND ABANDONED PROPERTY REGISTRATION AND MAINTENANCE**§3480 PURPOSE**

It is hereby declared to be in the public interest to promote the health, safety and welfare of the residents of the City of Ukiah through the adoption of this Chapter, to establish an abandoned or vacant property registration program for residential and commercial properties as a mechanism to protect neighborhoods and commercial areas from becoming blighted through the lack of adequate maintenance and security of abandoned and vacated properties, which program and procedures shall be in addition to all other proceedings authorized by this Code or otherwise by law.

§3481 DEFINITIONS

For the purposes of this Chapter, the following words and phrases are defined as set forth below:

Abandoned Property: Real property that is vacant and either:

1. Under a current notice of default;
2. Under a current notice of trustee's sale;
3. Pending a tax assessor's lien sale;

4. The subject of a foreclosure sale where the title was retained by the beneficiary of a deed of trust involved in the foreclosure; or

5. Transferred under a deed in lieu of a foreclosure sale.

Beneficiary: A lender or holder of a note secured by a deed of trust. When any act is required of the beneficiary and/or the trustee by this Chapter, both are responsible for performing such act and may be charged with a violation of this Code for failure to act.

Deed of Trust: An instrument by which title to real estate is transferred to a third-party trustee as security for a real estate loan and often used in California instead of a mortgage. This term shall include any and all subsequent deeds of trust, i.e., second trust deed, third trust deed, etc.

Distressed: A property that is legally occupied, and either:

1. Under a current notice of default;
2. Under a current notice of trustee's sale;
3. Pending a tax assessor's lien sale;
4. The subject of a foreclosure sale where the title was retained by the beneficiary of a deed of trust involved in the foreclosure; or
5. Transferred under a deed in lieu of a foreclosure sale.

Evidence of vacancy: Any condition that, on its own or combined with other existing conditions, would lead a reasonable person to believe that a property is vacant and not occupied by authorized persons. Such conditions include, but are not limited to, overgrown and/or dead vegetation, accumulation of newspapers, circulars, flyers and/or mail, past due utility notices or disconnected utilities, accumulation of trash, junk and/or debris, the absence of window coverings such as curtains, blinds and/or shutters, the absence of furnishings and/or personal items consistent with residential habitation, and statements by neighbors, passersby, delivery agents, government employees that the property is vacant.

Legal owner: An owner of residential property purchased by that owner at a foreclosure sale or acquired by that owner through foreclosure under a mortgage or deed of trust, as the term is used in California Civil Code § 2929.3.

Local: Within the City of Ukiah city limits.

Notice of default: A recorded notice that a default has occurred under a deed of trust and that the beneficiary intends to proceed with a trustee's sale.

Out of area: outside the City of Ukiah city limits.

Owner: The person having recorded title to the property at any given point in time the record is provided by the Mendocino County recorder's office.

Property: Any unimproved or improved real property, or portion thereof, situated in the City, including the buildings or structures located thereon.

Responsible person: Any person, partnership, association, corporation or fiduciary having legal or equitable title to or any interest in any real property. This term includes trustees and beneficiaries of a deed of trust on the property and any other lien holder on the property.

Secure, Securing: Such measures as may be directed by the City Manager, Building Official, Code Enforcement Officer, Police Chief, Fire Chief, Fire Marshall, or their authorized agents, that assist in rendering the property inaccessible to unauthorized persons, including, but not limited to, the repairing of fences and walls, chaining or padlocking of gates, the repairing or boarding of doors, windows and/or other openings. If boarding of the property is required, such boarding shall be completed to a minimum of the current securing standards of the department of housing and urban development.

Trustee: The person, firm or corporation holding a deed of trust on a property. When any act is required of the beneficiary and/or the trustee by this Chapter, both are responsible for performing such act and may be charged with a violation of this Code for failure to act.

Truster: A borrower under a deed of trust who deeds property to a trustee as security for the payment of a debt.

Vacant: A property that is not occupied by authorized persons.

§3482 REGISTRATION OF ABANDONED OR VACANT PROPERTIES

A. All abandoned or vacant properties shall be registered with the Business Services Division of the City of Ukiah Community Development Department in accordance with this Section. Any beneficiary and/or trustee who holds a deed of trust on a property located within the City shall, upon default by the trustor, perform an inspection of the property that is security for that deed of trust. This inspection shall be performed prior to recordation of a notice of default with the Mendocino County recorder's office. If the property is found to be vacant, or shows evidence of vacancy, such property shall be deemed abandoned for purposes of this Chapter, and the beneficiary and/or trustee shall, within ten days of the inspection, register the property with the Community Development Department, on a form provided by the Business Services Division. If the property is occupied by authorized persons at the time of inspection, the property shall be re-inspected on a monthly basis until:

1. The default is remedied by the trustor;
2. The foreclosure is completed and the ownership is transferred to a new owner who is not the former beneficiary and/or trustee; or
3. The property is found to be vacant, at which time it shall be registered with the Business Services Division of the Community Development Department within ten days of the inspection.

B. Registration under this Chapter shall include the following information for both the beneficiary and trustee:

1. The street address (not a P.O. box) of the corporation or individual, and if different, the mailing address.
2. A direct contact name and telephone number for the person handling the deed of trust and/or foreclosure.

3. The local property manager responsible for the security and maintenance of the property, if the beneficiary or trustee is located out of the area or if the beneficiary or trustee is unable to conduct regular inspections and maintenance of the registered property.

C. The registration shall also include the annual registration fee, as established and as may be adjusted from time to time by City Council resolution. The amount of the fee charges shall not exceed the reasonable estimated cost of administering the provisions of this Chapter.

D. Registration of a property shall be valid for one year from the date that the property is registered with the City. Registration with the City shall be annually renewed prior to the expiration of the current registration.

E. Any change in the information required by Subsection B of this Section must be reported to the Business Services Division of the Community Development Department within ten days of that change.

§3483 MAINTENANCE REQUIREMENTS

Responsible persons, including beneficiaries and/or trustees, shall maintain vacant, abandoned or distressed properties located within City limits, as set forth below:

A. The property shall be kept free of items that show evidence that the property is vacant or abandoned, including, but not limited to, weeds, dry brush, dead or overgrown vegetation, trash, junk, debris, building materials, accumulated newspapers, circulars, flyers, notices, discarded personal items, such as furniture, clothing, appliances, and printed material.

B. The property, or structures thereon, shall be maintained free of graffiti, tagging or similar markings by removal or painting over with an exterior grade of paint that matches the color of the exterior of the affected structure or property.

C. Visible front and side yards of such property shall be acceptably landscaped and maintained.

1. Acceptable landscaping includes, but is not limited to, grass or similar ground cover; bushes, shrubs, hedges or similar plantings; and decorative rock or bark. Unacceptable landscaping includes, but is not limited to, weeds, gravel, broken concrete, asphalt, decomposed granite, plastic sheeting, mulch, indoor-outdoor carpet or other similar materials.

2. Acceptable maintenance includes, but is not limited to, regular watering, irrigation, mowing, cutting, trimming or pruning of vegetation and removal thereof.

D. Pools, spas, and hot tubs shall either be:

1. Kept in working order so that the water remains clear and free of pollutants, debris, mosquitoes, mosquito larvae or other similar pests, or

2. Drained and kept dry.

All properties with pools, spas, or hot tubs must comply with security fencing requirements mandated by California law.

E. If any vacant or abandoned property is owned by an out of area beneficiary, trustee, or owner, such person or entity shall contract with a local property management company to perform maintenance required by this Section.

F. Compliance with this Chapter does not relieve any responsible person of any other obligations set forth in this Code or other state and federal laws, or covenants conditions and restrictions, or any homeowners' association rules that may apply to the property.

§3484 SECURITY REQUIREMENTS

A. Responsible persons shall secure all vacant and abandoned properties against unauthorized entry. This includes, but is not limited to, closing and locking all windows, doors (including sliding doors and garage doors), gates, and any other openings of such size that would allow a child to access the interior of the property and buildings or structures thereon. If doors or windows cannot be secured by other means, they may be boarded.

B. If any vacant or abandoned property is owned by an out of area beneficiary, trustee, or owner, and if such beneficiary, trustee, or owner cannot physically maintain and regularly inspect the property, such person or entity shall contract with a local property management company to perform weekly inspections to ensure that the requirements of this Chapter, and any other applicable laws, are being met.

C. All vacant and abandoned property shall be posted with the name and a 24-hour contact phone number for the trustee, beneficiary, owner or local property management company responsible for the maintenance and security of the property. The posting shall conform to the following requirements:

1. The posting shall be 18" x 24" and lettering on the posting shall be of a 1" font size.
2. The posting shall state "THIS PROPERTY MANAGED BY _____. TO REPORT PROBLEMS OR CONCERNS, CALL _____."
3. The posting may be placed in any of the following locations, so long as the posting is visible from the street facing the front of the property:
 - a. In the interior of a window;
 - b. Secured to the exterior of the building; or
 - c. On a stake of sufficient size to support the posting.

Any exterior posing shall be constructed of and printed with weather-resistant materials.

§3485 MONITORING PROGRAM AND PURPOSE

A. Vacant buildings are a major cause and source of blight in residential and nonresidential neighborhoods, especially when the owner of the building fails to maintain and manage the building to ensure that it does not become a liability to the neighborhood. Vacant buildings often attract transients and criminals, including drug users. Use of vacant buildings by transients and criminals, who may employ primitive cooking or heating methods, creates a risk of fire for the vacant buildings and adjacent properties. Vacant properties are often used as dumping grounds for junk and debris and are often overgrown with weeds and grass. Vacant buildings which are boarded up to prevent

entry by transients and other long-term vacancies discourage economic development and retard appreciation of property values.

B. Because of the potential economic and public health, welfare and safety problems caused by vacant buildings, the City needs to monitor vacant buildings, so that they do not become attractive nuisances, are not used by trespassers, are properly maintained both inside and out, and do not become a blighting influence in the neighborhood. City departments involved in such monitoring include Police, Community Development, and the Ukiah Valley Fire Authority. There is a substantial cost to the City for monitoring vacant buildings (whether or not those buildings are boarded up), which should be borne by the owners of the vacant buildings. The fees for a monitoring program pursuant to the provisions of this Chapter shall be separate from and in addition to any registration fees or administrative penalties required or otherwise assessed pursuant to the provisions of this Chapter.

§3486 MONITORING PROGRAM PROCEDURES

A. Authority. The Chief Code Enforcement Officer shall be responsible for administering a program for identifying and monitoring the maintenance of all vacant buildings in the City. The program shall be documented and regularly updated. The program shall be available for public review.

B. Purposes. The purposes of the monitoring program shall be:

1. To identify buildings that become vacant;
2. To order vacant buildings that are open and accessible to be secured against unlawful entry pursuant to City codes, including the building code, or other applicable law;
3. To initiate proceedings against the owner of any vacant building found to be substandard as defined in this Chapter or a nuisance under any other provision of this Code;
4. To maintain surveillance over vacant buildings so that timely enforcement proceedings are commenced in the event a building becomes substandard or a nuisance; and
5. To establish and enforce rules and regulations for the implementation and compliance with the provisions of Sections 3482-3484 of this Chapter.

C. Fee imposed. There is imposed upon every owner of a vacant building monitored pursuant to this Chapter, an annual vacant building monitoring fee in an initial amount as the City Council may establish by resolution, provided that the fee shall not exceed the estimated reasonable cost of monitoring the vacant building. The fee shall be applied as to any building, residential or nonresidential, which:

1. Is boarded up by voluntary action of the owner or as the result of enforcement activities by the City; or
2. Is vacant for more than 90 days for any reason.

D. Fee waiver. The vacant building monitoring fee shall be waived upon a showing by the owner that:

1. The owner has obtained a building permit and is progressing diligently to repair the premises for occupancy; or
2. The building meets all applicable codes and is actively being offered for sale, lease, or rent.

E. Procedure. The vacant building monitoring fee shall be billed to the owner of the property and mailed to the owner's address as set forth on the last equalized assessment roll of the Mendocino County assessor. Any owner billed may apply for a waiver on the grounds set forth in Subsection D of this Section by submitting a written statement of the grounds for the waiver, and the owner's daytime telephone number, to the Chief Code Enforcement Officer within 30 days after the billing is mailed to the owner. The owner shall provide substantial evidence in support of the owner's statement of the grounds for the waiver. The Chief Code Enforcement Officer shall review the written statement and all related evidence and may contact the owner to discuss the application for waiver. The Chief Code Enforcement Officer shall prepare a written decision which shall be mailed to the owner and shall set forth the reasons for the decision.

F. Any owner aggrieved by the decision of the Chief Code Enforcement Officer relating to an application for waiver may appeal the Chief Code Enforcement Officer's decision to the City's Hearing Officer by filing with the City Clerk a written notice of appeal within ten days of the decision. The Hearing Officer shall set a time and place for a hearing of such appeal, and notice of such hearing shall be mailed, postage prepaid, to the owner at his or her last known address at least ten days prior to the date set for the hearing. The decision and order of the Hearing Officer on such appeal shall be final and conclusive.

G. If the fee is not paid within 60 days after billing, or within 60 days after the decision of the Chief Code Enforcement Officer, the Chief Code Enforcement Officer may thereupon order that the fee be specially assessed against the property involved. If the Chief Code Enforcement Officer orders that the fee be specially assessed against the property, it shall confirm the assessment and thereafter said assessment may be collected at the same time and in the same manner as ordinary real property taxes are collected and shall be subject to the same penalties and the same procedure and sale in case of delinquency as provided for ordinary real property taxes. All laws applicable to the levy, collection, and enforcement of real property taxes are applicable to the special assessment.

H. The City is also authorized to record a notice of lien. The notice shall, at a minimum, identify the record owner or possessor of the property, set forth the last known address of the record owner or possessor, a description of the real property subject to the lien, and the amount of the fee.

§3487 ENFORCEMENT

A. Any violation of this Chapter shall constitute a public nuisance.

B. Any person, partnership, association, corporation, fiduciary or other legal entity, that owns, leases, occupies, controls or manages any property subject to this Chapter and that causes, permits, or maintains a violation of this Chapter, shall be guilty of a misdemeanor. Violations shall be treated as a strict liability offense; a violation shall be deemed to have occurred regardless of a violator's intent.

C. If the Chief Code Enforcement Officer determines a violation of this Chapter exists, the enforcement official may issue an administrative citation for each day a violation exists, containing fines up to \$1,000.00 per day, per violation, as provided in Chapter 12, Division 3 of this Code, or up to \$2,500 per day, per violation, as provided in Chapter 11, Division 3 of this Code, whichever is applicable. The table below provides guidance as to how these fines will be assessed. The Chief Code Enforcement Officer has discretion to charge the maximum daily penalties depending on the severity and danger to health and safety of the violation.

Days in Violation	Residential Units	Commercial Units
1 to 10	\$100.00 Per Day	\$250.00 Per Day
11 to 30	\$250.00 Per Day	\$500.00 Per Day
Over 30	\$1,000.00 Per Day	\$2,500.00 Per Day

D. This Section is intended to be cumulative to, and not in place of, other rights and remedies available to the City pursuant to this Code or state law, including any civil, criminal and/or administrative action.

E. Any and all costs, including attorney's fees, incurred by the City in enforcing this Chapter shall be recoverable, and shall constitute a lien and special assessment against the subject property, pursuant to the definitions and procedures in Chapters 11 and 12 of this Division, whichever is applicable, and as otherwise provided by this Code.

§3488 JOINT AND SEVERAL LIABILITY

The duties/obligations specified in this Chapter shall be joint and several among and between all trustees and beneficiaries and their respective agents.

SECTION THREE.

1. SEVERABILITY.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council of the City of Ukiah hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.

2. EFFECTIVE DATE.

This Ordinance shall be published as required by law in a newspaper of general circulation in the City of Ukiah, and shall become effective thirty (30) days after its adoption.

Introduced by title only on December 18, 2024, by the following roll call vote:

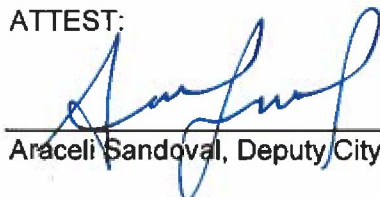
AYES: Rodin, Criss, Orozco, Sher, and Mayor Crane.
 NOES: None.
 ABSENT: None.
 ABSTAIN: None.

Adopted on January 15, 2025, by the following roll call vote:

AYES: Rodin, Criss, Orozco, Sher, and Mayor Crane.
 NOES: None.
 ABSENT: None.
 ABSTAIN: None.


 Douglas F. Crane, Mayor

ATTEST:


 Araceli Sandoval, Deputy City Clerk

RESOLUTION NO. 2025-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH AMENDING THE FEE SCHEDULE OF THE PLANNING AND BUILDING SERVICES DIVISIONS OF THE DEPARTMENT OF COMMUNITY DEVELOPMENT TO ESTABLISH TWO FEES FOR THE VACANT AND ABANDONED PROPERTY REGISTRATION AND MAINTENANCE ORDINANCE PURSUANT TO CITY ADOPTED ORDINANCE 880

WHEREAS,

1. Planning and Building Permit and service fees of the City of Ukiah Community Development Department have not been updated since 2024; and
2. The Vacant and Abandoned Property Registration and Maintenance Ordinance, adopted by the City Council on January 15, 2025, as Ordinance No. 2024-1250, directed the establishment of a Vacant and Abandoned Property Registration Fee (\$3482C) and Vacant and Abandoned Property Annual Monitoring Fee (\$3486C); and
3. Based on the estimated amount of time it takes staff to register and annually monitor vacant and abandoned properties under Ordinance No. 2024-1250, it is reasonable and appropriate to establish new fees for these services. These fees include a Vacant and Abandoned Property Registration Fee of \$150 and a Vacant and Abandoned Property Annual Monitoring Fee of \$500; and
4. The City Council conducted a duly noticed public hearing on May 21, 2025, to discuss and received public comments on the proposed fees.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Ukiah hereby adopts the updated fee schedule for planning and building permits and services as listed on the attached Exhibit A.

PASSED AND ADOPTED this 21st day of May 2025, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Douglas F. Crane, Mayor

ATTEST:

Kristine Lawler, City Clerk

EXHIBIT A
Planning/Building Permits and Services
Fee Resolution

Current Fees

Planning Services Fees

PERMIT APPLICATION OR SERVICE	CURRENT FEE	NEW FEE
Staff Hourly Rate	Fully burdened hourly rate, inclusive of salary and benefits for each position and overhead costs. Overhead includes the at-cost charge for direct costs and a percentage of City costs according to the most recently adopted Cost Allocation Plan	No change.
Site Development Permit Major	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position Affordable Housing Project: \$2,400.00 and 80% cost recovery at the fully burdened hourly rate per position Special Needs Housing Project: \$1,800 and 60% cost recovery at the fully burdened hourly rate per position	No change.
Site Development Permit Minor	\$1,000 Flat Fee	No change.
Use Permit Major	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position, as indicated above Affordable Housing Project: \$2,400 and 80% cost recovery at the fully burdened hourly rate per position, as indicated above Special Needs Housing Project: \$1,800 and 60% cost recovery at the fully burdened hourly rate per position	No change.
Cannabis Related Business Use Permit Renewal	\$1,000 Deposit and 100% cost recovery, billed at the fully burdened hourly rate per position	No change.
Minor Use Permit	\$1,000 Flat Fee	No change.
Use Permit Site Development Permit Amendment	\$1,000 Flat Fee (Minor Amendment) \$3,000 Deposit and 100% cost recovery (Major Amendment) at the fully burdened hourly rate per position	No change.

PERMIT APPLICATION OR SERVICE	CURRENT FEE	NEW FEE
Major Variance	\$3,000.00 deposit and full cost recovery at the fully burdened hourly rate per position Affordable Housing Project: \$2,400 and 80% cost recovery at the fully burdened hourly rate per position Special Needs Housing Project: \$1,800 and 60% cost recovery at the fully burdened hourly rate per position	No change.
Minor Variance	\$1,000 Flat Fee	No change.
Subdivision Major	\$3,000.00 deposit and full cost recovery at the fully burdened hourly rate per position Affordable Housing Project: \$2,400.00 and 80% cost recovery at the fully burdened hourly rate per position Special Needs Housing Project: \$1,800 and 60% cost recovery at the fully burdened hourly rate per position	No change.
Subdivision Minor	\$1,000 Flat Fee Affordable Housing Project: \$800 Flat Fee Special Needs Housing Project: \$600 Flat Fee	No change.
Subdivision Exception (Minor Subdivisions)	\$500 Flat Fee Affordable Housing Project: \$400 Flat Fee Special Needs Housing Project: \$200 Flat Fee	No change.
Boundary Line Adjustment Residentially Zoned Parcel(s)	\$350 Flat Fee Affordable Housing Project: \$260 Flat Fee Special Needs Housing Project: \$170 Flat Fee	No change
Boundary Line Adjustment Non-Residentially Zoned Parcel(s)	\$500	No change.
Lot Merger Residentially Zoned Parcel(s)	\$350 Flat Fee Affordable Housing Project: \$260 Flat Fee Special Needs Housing Project: \$170 Flat Fee	No change
Lot Merger Non-Residentially Zoned Parcel(s)	\$500 Flat Fee	No change.

PERMIT APPLICATION OR SERVICE	CURRENT FEE	NEW FEE
Modification to Recorded Subdivision Map	\$600 Flat Fee	No change
Subdivision/Parcel Map Time Extension	\$200 Flat Fee	No change
Appeal	Project Applicant: \$500 Deposit and full cost recovery billed at the fully burdened hourly rate per position Member of the Public: \$500 Flat Fee	No change.
General Plan Amendment	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position	No change.
Annexation	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position	No change.
Pre-zoning	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position	No change.
Rezoning	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position	No change.
Planned Development	\$3,000 deposit and full cost recovery at the fully burdened hourly rate per position Affordable Housing Project: \$2,400 and 80% cost recovery at the fully burdened hourly rate per position Special Needs Housing Project: \$1,800 and 60% cost recovery at the fully burdened hourly rate per position	No change.
CEQA Document Filing Fee (fee subject to change based on County requirement)	\$50 or current recording fee for CEQA document filing as posted by the Mendocino County Clerk-Recorder's Office	No change.
CA Fish and Wildlife CEQA Fee (fee subject to increase based on State requirement)	CDFW Filing Fee: https://wildlife.ca.gov/Conservation/Environmental-Review/CEQA/Fees (fee subject to increase every January 1 st based on State requirement)	No change.
CEQA Mitigation Monitoring	\$200	No change.
Pre-Application Review and Zoning Research (Planning Division Staff)	Level 1: \$0 Level 2: \$200 Deposit and 100% cost recovery, billed at the fully burdened hourly rate per position	No change.
Demolition Permit Historical Review	\$350	No change
Certificate of Compliance (to recognize existing parcels)	\$300	No change

PERMIT APPLICATION OR SERVICE	CURRENT FEE	NEW FEE
Temporary Objects / Sidewalk Café Encroachment Permit	\$95 (Planning Div. = \$50; Public Works Dept. = \$45)	No change
Pre-Development Review (Project Review Committee)	\$250	No change
Pre-Application Review (Planning Commission)	\$300 deposit and 100% cost recovery, billed at the fully burdened hourly rate per position	No change.
Environmental Impact Report (EIR), Special CEQA Document or Complex Initial Environmental Study	Full Consultant Cost plus 15% administration fee	No change
Archaeological Search – for Environmental Review	Full Cost – Paid directly to Sonoma State University Northwest Information Center	No change
Public Hearing Continuations requested by applicants that require re-noticing	\$200	No change
Penalty/Violation (proceeding without permit)	Double the cost of the permit	No change
Specific Plan/Master Plan Review	\$3,000.00 deposit and full cost recovery at the fully burdened hourly rate per position Affordable Housing Project: \$2,400.00 and 80% cost recovery at the fully burdened hourly rate per position Special Needs Housing Project: \$1,800 and 60% cost recovery at the fully burdened hourly rate per position	No change.
Address Change	\$100	No change
Site Inspection Request by Property Owner/Applicant	\$0	No change
Sign Permit	Minor: \$50.00 (up to 1 hour of staff time) Major: \$150.00 (more than 1 hour of staff time)	No change
Building Permit Planning Review Fee	\$50	No change
General Plan/Advance Planning Maintenance Fee	15% of the total cost of a Building Permit (Building Permit, Mechanical Permit, Electrical Permit, Plumbing Permit and Plan Check)	No change
Reproduction of the following: Document and Map Fees General Plan Zoning Ordinance Subdivision Ordinance Master Bike/Ped Plan Airport Master Plan	 \$30.00 \$30.00 \$30.00 \$30.00 \$30.00 \$15.00	No change

PERMIT APPLICATION OR SERVICE	CURRENT FEE	NEW FEE
Landscaping Guidelines	\$15.00	
Design Guidelines	\$15.00	
Creek Plans	\$30.00	
General Plan Map	\$30.00	
Zoning Map	\$5.00-\$30.00	
Other Plans (misc. maps, graphics, and reports)	\$5.00-\$30.00	
Photocopying	\$0.10 per page First 5 copies provided at no cost	No change
Director's Determination (Determinations of Appropriate Use)	\$500	No change
Mural Permit	Private Property: \$450	No change
	Public Property: No fee	
Violation / Penalty (Zoning Code)	Double the Cost of the Permit	No change

Building Services Fees

SERVICE	CURRENT FEE	NEW FEE
Mandatory Training and Certification Surcharge	4% on all Building Permits	No change.
Technology and Records Management Surcharge	3% on all Building Permits	No change.
Minimum Building Permit Temporary Certificate of Occupancy	Based on the project size and timeframe >\$100,000 = \$500.00/ 60 days <\$100,000 = \$1,000.00/ 60 days	No change.
Request for Alternate Materials and Methods Review	\$ 100% Cost Recovery billed at the fully burdened hourly rate per position	No change.
Appeal to Building Regulations Appeal Board	100% Cost Recovery, 2-hour minimum, billed at the fully burdened hourly rate per position	No change.
Postage – Structural Plan Check	Actual Cost and billed at the fully burdened hourly rate per position	No change.
New Outdoor Dining Permit	\$250 (\$120 Building Division; \$130 Public Works Dept)	No change.
Outdoor Dining Permit Renewal	\$50	No change.
Minimum Building Permit Fee for Temporary Structures	\$225	No change.
Minimum Building Permit Fee	\$105	No change.
Building Permit Review Fee for Discretionary Projects	\$50	No change.
Minimum Building Permit Fee for Temporary Structures	\$224	No change.

**Community Development Department - Building Division
Fees - Building Permits**



Building Fees				
1.00 -500.00	\$ 105.00			
501.00 - 2,000.00	\$ 105.00	for the first 500.00 plus	\$ 4.75	for each additional 100.00 or fraction thereof, to and including 2,000.00
2,001.00 - 25,000.00	\$ 107.62	for the first 2,000.00 plus	\$ 21.76	for each additional 1,000.00 or fraction thereof, to and including 25,000.00
25,001.00 - 50,000.00	\$ 608.78	for the first 25,000.00 plus	\$ 15.69	for each additional 1,000.00 or fraction thereof, to and including 50,000.00
50,001.00 - 100,000.00	\$ 1,000.38	for the first 50,000.00 plus	\$ 10.88	for each additional 1,000.00 or fraction thereof, to and including 100,000.00
100,001.00 - 500,000.00	\$ 1,545.04	for the first 100,000.00 plus	\$ 8.55	for each additional 1,000.00 or fraction thereof, to and including 500,000.00
500,000.00 - 1,000,000.00	\$ 5,025.24	for the first 500,000.00 plus	\$ 7.38	for each additional 1,000.00 or fraction thereof, to and including 1,000,000.00
1,000,000.00 - And Up	\$ 8,715.99	for the first 1,000,000.00 plus	\$ 5.67	for each additional 1,000.00 or fraction thereof
Red Tagged work w/o permit		Permit fee plus 3 times permit fee.		
Other inspection fees				
Inspections outside of normal business hours			\$ 105.00	* (mininum charge - Two hours)
Reinspection fees assessed under provisions of section 305.8			\$ 105.00	*
Inspections for which no fee is specifically indicated			\$ 105.00	*
Additional plan review required by changes, additions or revisions to plans			\$ 105.00	*
For use of outside consultants for plan checking and inspections, or both.			Cost	** Actual Cost
* Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved. ** Actual cost includes administrative and overhead costs.				

Community Development Department - Building Division Fees
Mechanical, Electrical, and Plumbing (MEP)



Mechanical Permit Fees	Fee
For the issuance of each mechanical permit.	\$ 105.00
For issuing each supplemental permit for which the original permit has not expired, been cancelled or finaled.	\$ 12.88
Unit Fee Schedule	
Furnaces	
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 KW)	\$ 26.29
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3 KW)	\$ 32.32
For the installation or relocation of each floor furnace, including vent.	\$ 26.29
For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater.	\$ 26.29
Appliance Vents	
For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit.	\$ 12.88
Repairs or Additions	
For the repair of, alteration of, or additions to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code.	\$ 24.34
Broilers, Compressors and Absorption Systems	
For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6kw), or each absorption system to and including 100,00 Btu/h (29.3kw)	\$ 26.11
For the installation or relocation of each boiler or compressor over 3 horsepower (10.6kw), to and including 15 horsepower (52.7kw) or each absorption system over 100,00 Btu/h (29.3kw) to and including 500,000 Btu/h (146.6kw)	\$ 48.22
For the installation or relocation of each boiler or compressor over 15 horsepower (52.7kw), to and including 30 horsepower (105.5kw) or each absorption system over 500,000 Btu/h (146.6kw) to and including 1,000,000 Btu/h (293.1kw)	\$ 66.16
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5kw), to and including 50 horsepower (176kw) or each absorption system over 1,000,000 Btu/h (293.1kw) to and including 1,750,000 Btu/h (512.9kw)	\$ 98.48
For the installation or relocation of each boiler or compressor over 50 horsepower (176kw), or each absorption system over 1,750,000 Btu/h (512.9kw)	\$ 164.54
Air Handlers	
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 L/s), including ducts attached thereto. Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code.	\$ 18.91
For each air-handling unit over 10,000 (cfm) (4719 L/s)	\$ 32.14
Evaporative Coolers	
For each evaporative cooler other than portable type.	\$ 18.91
Ventilation and Exhaust	
For each ventilation fan connected to a single duct.	\$ 12.88
For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit.	\$ 18.91
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood.	\$ 18.91
Incinerators	
For the installation or relocation of each domestic-type incinerator.	\$ 32.32
For the installation or relocation of each commercial or industrial-type incinerator.	\$ 25.76
Miscellaneous (Mechanical)	
For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in this code.	\$ 18.91
Other Inspections and Fees (Mechanical)	
*Inspection outside of normal business hours, per hour (Minimum charge two hours)	\$ 105.00
*Reinspection fees assessed under provisions of section 305.5, per inspection.	\$ 105.00
*Inspection for which no fee is specifically indicated, per hour (Minimum charge one half hour)	\$ 105.00
*Additional plan review required by changes, additions or revisions to plans or to plans which an initial review has been completed. (Minimum charge one half hour)	\$ 105.00
*Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.	

Electrical Permit Fees	Fee
For the issuance of each electrical permit.	\$ 105.00
For the issuance of each supplemental permit for witch the original permit has not expired, been cancelled, or finaled.	\$ 12.88
System Fee Schedule (note: the following do not include permit issuing fee)	
New Residential Buildings	
The following fees shall include all wiring and electrical equipment in or on each building, or other electrical equipment on the same premises constructed at the same time.	
Multifamily - For new multifamily buildings (apartments and condominiums) having three or more dwelling units constructed at the same time, not including area of garages, carports, and accessory buildings, per square ft (0.09m2)	\$ 0.96
Single and two family - For new Single and two family residential buildings constructed at the same time, not including area of garages, carports, and accessory buildings, per square ft (0.09m2)	\$ 0.96
For other types of residential occupancies and for alteration, additions, and modifications to existing residential buildings, use the unit fee schedule.	
Private Swimming Pools	
For new private, in-ground swimming pools for single-family and multifamily occupancies, including a complete system of necessary branch circuit wiring, bonding, grounding, under-water lighting, water pumping and other similar electrical equipment directly related to the operation of a swimming pool, each pool.	\$ 87.92
Carnivals and Circuses	
Carnivals, circuses, or other traveling shows or exhibitions utilizing transportable-type rides, booths, displays and attractions.	
For electric generators and electrically driven rides, each	\$ 41.74
For mechanically driven rides and walk-through attractions or displays having electric lighting, each.	\$ 12.88
For a system of area and booth lighting, each	\$ 12.88
For permanently installed rides, booths, displays and attractions, use the Unit Fee Schedule.	
For a temporary service power pole or pedestal-mounted receptacle outlets and appurtenances, each	\$ 41.74
For a temporary distribution system and temporary lighting and receptacle outlets for construction sites, decorative lights, Christmas tree sales lots, fireworks stands, etc. each	\$ 21.84
UNIT FEE SCHEDULE	
(Note: The following does not include permit-issuing fee.)	
Receptacle, Switch and Lighting Outlets	
For receptacle, switch, light or other outlets at which current is used or controlled, except services, feeders and meters: First 20, each	\$ 1.95
Additional fixtures, each	\$ 1.30
Note: For multi-outlet assemblies, each 5 feet (1524 mm) or fraction thereof may be considered as one outlet.	
Lighting Fixtures	
For lighting fixtures, sockets or other lamp-holding devices:	
First 20 fixtures, each	\$ 1.95
Additional fixtures, each	\$ 1.30
For pole or platform-mounted lighting fixtures, each	\$ 1.95
For theatrical-type lighting fixtures or assemblies, each	\$ 1.95
Residential Appliances	
For fixed residential appliances or receptacle outlets for same, including wall-mounted electric ovens; counter-mounted cooking tops; electric ranges, self-contained room, console or through-wall air conditioners; space heaters; food waste grinders; dishwashers; washing machines; water heaters; clothes dryers; or other motor-operated appliances not exceeding one horsepower (HP) (746 W) in rating, each	\$ 8.43
Note: For other types of air conditioners and other motor-driven appliances having larger electrical ratings, see Power Apparatus.	
Nonresidential Appliances	
For nonresidential appliances and self-contained factory-wired, nonresidential appliances not exceeding 1 horsepower (HP), kilowatt (kW) or kilovolt-ampere (kVA), in rating, including medical and dental devices, food, beverage and ice cream cabinets; illuminated show cases, drinking fountains, vending machines, laundry machines, or similar types of equipment, each. Note: For other types of air conditioners and motor-driven appliances having larger electrical ratings, see Power Apparatus.	\$ 8.43
Power Apparatus	
For motors, generators, transformers, rectifiers, synchronous converters, capacitors, industrial heating, air conditioners and heat pumps, cooking or baking equipment and other apparatus, as follows:	
Rating in horsepower (HP), kilowatts (kW), kilovolt-amperes (kVA), or kilovolt-amperes-reactive (kVAR):	
Up to and including 1, each	\$ 8.43
Over 1 and not over 10, each	\$ 21.84

Over 10 and not over 50, each	\$ 43.70
Over 50 and not over 100, each	\$ 87.92
Over 100, each	\$ 132.32
Note: For equipment or appliances having more than one motor, transformer, heater, etc., the sum of the combined ratings may be used.	
Note: These fees include all switches, circuit breakers, contractors, thermostats, relays and other directly related control equipment.	
Busways	
For trolley and plug-in-type busways, each 100 feet (30 480 mm) or fraction thereof	\$ 12.88
Note: An additional fee will be required for lighting fixtures, motors and other appliances that are connected to trolley and plug-in-type busways. Fee not required for portable tools.	
Signs, Outline Lighting and Marquees	
For signs, outline lighting systems or marquees supplied from one branch circuit, each	\$ 43.70
For additional branch circuits within the same sign, outline lighting system or marquee, each	\$ 8.43
Services	
For services of 600 volts or less and not over 200 amperes in rating, each	\$ 54.18
For services of 600 volts or less and over 200 amperes to 1,000 amperes in rating, each	\$ 110.38
For services over 600 volts or over 1,000 amperes in rating, each	\$ 220.75
Miscellaneous Apparatus, Conduits, and Conductors	
For electrical apparatus, conduits, and conductors for which a permit is required but for which no fee is herein set forth	\$ 32.32
Note: This fee is not applicable when a fee is paid for one or more services, outlets, fixtures, appliances, power apparatus, busways, signs or other equipment	
OTHER INSPECTIONS AND FEES (Electrical)	
*Inspection outside of normal business hours, per hour (Minimum charge two hours)	\$ 105.00
*Reinspection fees assessed under provisions of section 305.8, per inspection.	\$ 105.00
*Inspection for which no fee is specifically indicated, per hour (Minimum charge one half hour)	\$ 105.00
*Additional plan review required by changes, additions or revisions to plans or to plans which an initial review has been completed. (Minimum charge one half hour)	\$ 105.00
*Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.	
Plumbing Fees	Fee
For the issuance of each plumbing permit.	\$ 105.00
For issuing each supplemental permit for which the original permit has not expired, been cancelled or finaled.	\$ 12.88
Unit Fee Schedule	
Fixtures and vents. For each plumbing fixture or trap set of fixtures on one trap. (Including water, drainage piping and backflow protection thereof)	\$ 17.41
For repair or alteration of drainage or vent piping each fixture.	\$ 8.43
Sewers, Disposal Systems and Interceptors	
For each building sewer and each trailer park sewer.	\$ 43.78
For each cesspool.	\$ 66.16
For each private sewage disposal system.	\$ 132.32
For each industrial waste pretreatment interceptor, Including its trap and vent (exception kitchen-type grease interceptors functioning as fixture traps).	\$ 35.34
Rainwater systems per drain (inside building).	\$ 17.41
Water Piping and Water Heaters	
For installation, alteration, or repair of water piping or water treating equipment, or both, each.	\$ 8.43
For each water heater including vent. (For vents only see Table 3-C).	\$ 21.84
Gas Piping Systems	
For each gas piping system of one to five outlets.	\$ 10.93
For each additional outlet over five, each.	\$ 1.95
Lawn Sprinklers, Vacuum Breakers and Backflow Protection Devices	
For each lawn sprinkler system on any one meter, including, backflow protection devices thereof.	\$ 26.29
For atmospheric-type vacuum breakers or backflow protection devices not included in Item 1: 1 to 5 devices.	\$ 21.84
For over 5 devices, each	\$ 4.00
For each backflow-protection device other than atmospheric-type vacuum breakers: 2 inches (50.8mm) and smaller.	\$ 21.84
Over 2 inches (50.8mm)	\$ 43.78

Swimming Pools For Each Swimming Pool Or Spa.	
Public Pool	\$ 162.06
Public Spa	\$ 107.89
Private pool	\$ 107.89
Private Spa	\$ 53.73
Miscellaneous (Plumbing)	
For each appliance or price of equipment regulated by the plumbing code but not classed in other appliance categories, or for which no other fee is listed in this code.	\$ 17.41
Other Inspections and Fees (Plumbing)	
*Inspection outside of normal business hours, per hour (Minimum charge two hours)	\$ 105.00
*Reinspection fees assessed under provisions of section 305.5, per inspection.	\$ 105.00
*Inspection for which no fee is specifically indicated, per hour (Minimum charge one half hour)	\$ 105.00
*Additional plan review required by changes, additions or revisions to plans or to plans which an initial review has been completed. (Minimum charge one half hour)	\$ 105.00
*Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.	
City Of Ukiah Fees	
Mandatory Training and Certification surcharge. (based on a % of building permits, plan review, and utility permit fees)	4%
Technology and records management surcharge. (based on a % of building permits, plan review, and utility permit fees)	3%
General plan update fund. (based on a % of building permits, plan review, and utility permit fees)	15%
Temporary certificate of occupancy. (Based on the project size and timeframe.) (60 Days)	
> \$100,000.00	\$ 500.00
<\$100,000.00	\$ 1,000.00
Request for alternate materials and methods review. (100% cost recovery fully burdened rate per hour)	\$ 230.00
Appeal to building regulations appeal board. (Two Hours of Building Official time minimum)	Cost
Postage - 3rd party plan check. (100% cost recovery)	
Red Tagged work without permits violation fee (Permit fee plus violation fee)	3 Times
New deck/decking. (per square foot)	\$ 37.80
Re-roofing shingles only. (per square foot)	\$ 2.70
Re-roof sheathing/ plywood. (per square foot)	\$ 2.70
Temporary structure (Max 60 days)	\$ 225.00
Residential Solar permit. Max permit Fee 450.00 to come in to compliance with AB 1414	\$ 368.50

New Fees (Building Services Schedule)

NEW PERMIT APPLICATION OR SERVICE	CURRENT FEE	RECOMMENDED FEE	DISCUSSION
Vacant and Abandoned Property Registration Fee	N/A	\$150	Per Ordinance No. 2024-1250
Vacant and Abandoned Property Annual Monitoring Fee	N/A	\$500	Per Ordinance No. 2024-1250



AGENDA SUMMARY REPORT

SUBJECT: Introduction by Title Only of an Ordinance Modifying Ukiah City Code to Update the City's Sign Regulations, Modifying Standards for Signage Type, Placement, Illumination, and Design Consistency Across Zoning Districts.

DEPARTMENT: Community Development

PREPARED BY: Jesse Davis, Chief Planning Manager, Katherine Schaefer, Planning Manager

PRESENTER: Jesse Davis, Chief Planning Manager; Katherine Schaefer, Planning Manager

ATTACHMENTS:

1. Design Guidelines – Sign Highlights (1992)
2. Design Guideilnes - Checklist (2007)
3. City of Ukiah Signage Handout (2012)
4. Draft Ordinance
5. Planning Commission 2025-01 Resolution

Summary: Council will consider introducing by title only an ordinance modifying Ukiah City Code to update the City's sign regulations, modifying standards for signage type, placement, illumination, and design consistency across zoning districts.

Background: The City of Ukiah's sign regulations are codified in Division 9, Chapter 7 of the Ukiah City Code and govern the size, placement, and design of signage across most zoning districts, with the exception of the Airport Industrial Park – Planned Development/Airport Park Boulevard area. Although the City has made incremental updates over time, the current regulatory framework remains largely based on Ordinance No. 685, originally adopted in 1976 and subsequently amended by Ordinances 756 (1981), 822 (1983), 1106 (2008), and 1148 (2014).

In 1992, the Ukiah Redevelopment Agency adopted two sets of Design Guidelines, one for the Downtown Design District and one for commercial areas outside of downtown (Attachment 1). These guidelines were mostly aligned with existing City Code requirements, especially for sign placement, location, and size. In most cases, they referred back to the existing Code for specific standards such as allowable sign area.

In 2007, the Planning Commission adopted a Commercial Development Design Guidelines Checklist (Attachment 2) to help developers, Staff, and decision-makers evaluate whether proposed projects met the intent of the 1992 Guidelines. This checklist applied to projects requiring a Site Development Permit or seeking financial support from the City for façade improvements or restoration. Like the guidelines, the checklist relied on City Code for signage regulations, but it did offer some clarifications, outlined below.

Outside the Downtown Design District

- Signs shall be compatible with the architectural character of buildings by avoiding visual dominance on the site, using colors and materials that are compatible with the building, incorporating lighting that is restrained and harmonious, and utilizing sandwich boards that are both creative and subdued.

Inside the Downtown Design District

- Signs shall be compatible with the architectural character of buildings by reflecting the historic period, style, location, size, and configuration; using materials and colors that harmonize with the building's design; and avoiding the obstruction of architectural features.
- Sign programs shall minimize visual clutter by reducing the number and size of signs, limiting sign area to the minimum necessary for business identification, restricting window signs to no more than 25% of the window area, using subdued sandwich boards placed outside the public right-of-way, minimizing sign size on converted residential buildings, and ensuring signs projecting over the public right-of-way are at least 8 feet above grade.
- Preferred commercial sign types shall include painted signage on the band above windows of stucco buildings, painted window signs, narrow or flat signs suspended from fixed canopies, flat signs mounted flush to building façades, projecting signs attached to the front of buildings, exposed neon tube signs integrated into the architectural design, and signage incorporated into awnings.
- Detached freestanding signs shall not be permitted for structures located on the sidewalk line.

Following the statewide dissolution of redevelopment agencies in 2012, the City of Ukiah no longer had financial tools to encourage design compliance outside of the discretionary review process. As a result, property owners had little incentive to pursue Site Development Permits, especially given the limited new construction in the City since that time. Without redevelopment funding, the relevance of the Design Guidelines declined, as they were primarily used for projects requiring discretionary review. These guidelines were typically applied through the findings associated with Site Development Permits, which often referenced them for context and direction. Attachment 3 presents a simplified version of the Design Guidelines Checklist, created in 2012, which continues to serve as the City's primary reference for evaluating signage compliance in the absence of redevelopment-driven design oversight.

While the 2008 and 2014 updates to the City's sign ordinance amended general provisions, the current regulations still do not fully reflect the goals of the 2040 Ukiah General Plan. Specifically, Land Use Element Policy LU-11.7 (Sign Regulations) calls for streamlining and clarifying the sign review and approval process. This policy, originally derived from a similar goal in the 1995 General Plan (Existing Program CD-13.1c, modified), remains unfulfilled, as past efforts focused more on design guidance for new development than on updating the permitting process. Given Ukiah's largely built-out environment, there is now a clear need for updated sign regulations that support existing business owners, clarify permitting requirements, and improve Staff efficiency. For example, Staff notes that in recent years, very few sign permits have been submitted for projects not requiring building review, such as changes in sign copy or temporary banners, even though these typically require a permit under existing guidelines. When these types of permits are submitted, they are difficult to reconcile with the amount of staff time required and the fee collected.

Where new commercial development has occurred, such as along Airport Park Boulevard, the City has relied on comprehensive Sign Programs to guide the type and location of signage approved during the project's Planning Commission review. One example is the phased development at 1236 Airport Park Boulevard (Panda Express), where a standard Sign Program was used to ensure consistency in sign placement and design across current and future tenants.

In addition to business signage, murals on private structures are also regulated under Division 9, Chapter 7 of the Ukiah City Code and require a Mural Permit. Per Section 3225.G, murals are treated as a form of signage or advertisement and are subject to Planning Commission review. Since 2019, the City has evaluated two mural proposals through this process, one at 810 North State Street and the other at 534 East Perkins Street. These private murals, including the one at the Pear Tree Center, have contributed to community identity, enhanced public spaces, and supported local artists. As discussed at the Planning Commission's Public Art Workshop on February 28, 2024, public art on private property has increasingly become a tool for revitalization, helping to activate underused areas and express shared community values.

Currently, murals on public structures are reviewed by both the Planning Commission and the Design Review Board, in accordance with the City's adopted public art policy. This policy, established in 2016, applies to murals located in public places, including:

1. City-owned parks
2. City-owned open space or public right-of-way
3. City-owned pathways or trails
4. City-owned buildings
5. City-owned parcels

Because murals are still treated as signage under the Code, they are evaluated for compatibility with the surrounding environment, their appropriateness to the site, relationship to the use of the building, potential impact on motorists or traffic safety, and any advertising content.

Discussion: The proposed ordinance (Attachment 4) amends Ukiah City Code Division 9, Chapter 7, "Signs," to ensure consistency across zoning districts and address prohibited signage. If adopted, the amendments will clarify existing regulations, align with the 2040 General Plan, and improve readability and enforcement, particularly regarding prohibited signage. The goal is to balance business visibility with community aesthetics, minimize visual clutter, and address potential concerns from digital signage. It also streamlines the review of signage that doesn't require a building permit by using objective standards. Additionally, murals on private structures will no longer require Planning Commission review but will be evaluated by the Design Review Board to encourage more public artwork by reducing application barriers.

These updates are part of the City's ongoing efforts to modernize development standards, support local businesses, and enhance the visual character of commercial and neighborhood areas. While the existing sign regulations balance business visibility with aesthetic and safety considerations, updates are needed to reflect technological advances, new advertising methods, and streamline the administrative process. The proposed amendments include the following changes:

Prohibited Signs

The ordinance clarifies and expands sign prohibitions to address emerging technologies and advertising trends. It directly prohibits attention-getting devices like flashing, rotating, animated, or moving signs, including digital signage with video screens, LED displays with frequent image changes, and scrolling text. Air-powered inflatable devices and motion-based flags are also prohibited. Signs that emit sound or visual effects, such as interactive fuel dispenser screens, are banned. Additionally, cannabis, alcohol, and tobacco signage that depicts minors or uses imagery appealing to children would be further restricted. Outdoor advertising, such as billboards and off-site signs, remains prohibited. The ordinance also explicitly bans signs that physically move or create the illusion of movement, including digital signs with frequently changing images or videos. Current regulations allow 60 days to remove prohibited or nonconforming signs, but this would be reduced to 30 days to improve visual aesthetics and minimize distractions.

Staff also recommends tightening regulations on cannabis-related signage, in line with California Code of Regulations §15040, and extending similar provisions to alcohol- and tobacco-related signage, although these entities appear effectively regulated by a variety of industry, state and federal standards.

Streamlined Review Process

To better align with the General Plan, the City proposes streamlining the sign review process by processing all sign approvals through the Building or Encroachment Permit process, eliminating the need for separate sign-specific permits. Temporary signage regulations would also be simplified by allowing certain temporary signage without a permit. The allowable display period for temporary banners, pennants, and balloons would

be reduced from 45 days to 15 days per year. Additionally, the proposed changes expand the types of signs exempt from permits, such as painted wall and window signs that don't require building, electrical, or encroachment permits. Property owners could also replace sign copy without requiring approval, as long as no building or encroachment permits are necessary.

These changes are intended to reduce administrative burdens, improve efficiency, and support local businesses by streamlining the review process.

Minor Modifications

The ordinance includes provisions to encourage artistic murals on private structures by shifting review to the Design Review Board, making it easier to install public art and improve community character. The ordinance also updates signage allowances for churches and schools in R1 zoning districts, acknowledging their unique role in Ukiah's neighborhoods and the limitations of the City's existing sign regulations. Additionally, provisions are included to allow advertisements on public sidewalks for City-sponsored events, such as "Pastels in the Plaza." Lastly, the ordinance updates titles and internal references to align with current City procedures and removes subjective terms, such as "tasteful," that were hard to define.

Design Standards & Illumination

In line with regulations from other California jurisdictions, the proposed ordinance sets clear design standards and illumination requirements to ensure high-quality, architecturally compatible signage while minimizing light pollution.

- *Design Standards (UCC §3228)*: Signs must integrate with building architecture, using proportional designs and appropriate materials that preserve architectural and historic features. New internally illuminated signs would be restricted in non-commercial zones, and durable materials would be required for long-term integrity.
- *Illumination (UCC §3229)*: To prevent glare and light pollution, signs must shield light sources, dim after 10:00 PM, and limit brightness. External and halo lighting are preferred for new monument signs, and illuminated signs must avoid light spill onto adjacent properties or public rights-of-way.

These updates aim to balance visibility needs with community character and environmental considerations.

Code Compliance

The proposed amendment enhances enforcement by clarifying fines, expanding the Community Development Director's authority, and strengthening penalties. Compliance timeframes would also be shortened, improving the regulation and oversight of temporary signage. The Planning Division and Code Enforcement staff will use the interim period before the ordinance takes effect to conduct outreach, educate property owners, and offer businesses a chance to rectify non-compliant signage before penalties are imposed.

Design Review Board

The Design Review Board (DRB) met on February 27, 2025, to review the proposed amendment. The DRB unanimously recommended that the Planning Commission approve the amendment, with the following modifications:

1. Change the hearing body for Mural Permits from the Zoning Administrator to the Design Review Board.
2. Strengthen enforcement and clarity in the following sections: UCC 3230: *Maintenance and Repair*; UCC 3231: *Abandoned Signs*; UCC 3232: *Sign Removal*

The DRB also suggested that it serve as the body to evaluate mural permits on private commercial structures and provide recommendations on architecture, site design, signage, and other urban design elements to City staff, the Zoning Administrator, the Planning Commission, and City Council.

Planning Commission

On April 23, 2025, the Ukiah Planning Commission reviewed the proposed amendments to the Ukiah City Code and unanimously recommended approval to the City Council, adopting Resolution No. 2025-01 (Attachment 5). In addition to supporting the ordinance, the Commission recommended that the City Council consider removing Section 3227(12) of the Ukiah City Code. This section refers to the “Freeway Logo Board System,” which is now in place.

California began implementing the freeway logo sign program in 1971. These blue signs display gas, food, and lodging services. The special provisions allowing increased sign height were intended to be temporary and only applicable until the freeway logo system became available. Now that the system is in place, those provisions no longer apply. All affected signs must conform to the general provisions of the City of Ukiah sign ordinance and be removed within three years of the logo system’s availability.

Analysis Pursuant to the California Environmental Quality Act

The proposed ordinance is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines §15061(b)(3), the Common Sense Exemption, as it can be seen with certainty that there is no possibility the activity may have a significant effect on the environment. The ordinance does not authorize new development, intensify land uses, or permit physical alterations that would result in environmental impacts. Instead, it updates and clarifies existing regulations related to signage, streamlines administrative procedures, and establishes objective standards for review.

Additionally, the project is categorically exempt under the following CEQA Guidelines:

- §15301 (Existing Facilities): Applies because the ordinance pertains primarily to continued use and minor alterations of existing signage infrastructure with negligible or no expansion of use.
- §15303 (New Construction or Conversion of Small Structures): Applies to occasional new, small freestanding signs or minor structural modifications consistent with the updated standards.
- §15311 (Accessory Structures): Applies to on-premises signage accessory to legally established uses.

The project does not trigger any exceptions under §15300.2 that would preclude use of these exemptions.

Staff recommends the Council introduce by title only an ordinance amending the Ukiah City Code to update the City's sign regulations, modifying standards for signage type, placement, illumination, and design consistency across zoning districts.

Recommended Action: Introduce by title only an Ordinance modifying Ukiah City Code to update the City's sign regulations, modifying standards for signage type, placement, illumination, and design consistency across zoning districts.

BUDGET AMENDMENT REQUIRED: N/A

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

REVENUE: No **GRANT:** No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: Darcy Vaughn, Assistant City Attorney

STRATEGIC PLAN (SP): SP 3A - Review and revise land use planning documents to be reflective of the long-term vision for the community.

CLIMATE INITIATIVES (CI): CL 5A – Update zoning ordinance.

Approved: 
Sage Sangiacomo, City Manager



DESIGN GUIDELINES

Commercial Projects Within The Downtown Design District

City of Ukiah

Welcome to Downtown Ukiah...

Adopted on May 20, 1992, this Design Guide is the result of our efforts to assist you in developing and improving your property. We hope it helps you plan your exterior work within Ukiah's Downtown District.

This Guide is dedicated to meeting our community goals and assisting those involved with the development process in Ukiah's downtown. The Downtown Design District is illustrated on the map on page 7 and encompasses the historical commercial core of the City.

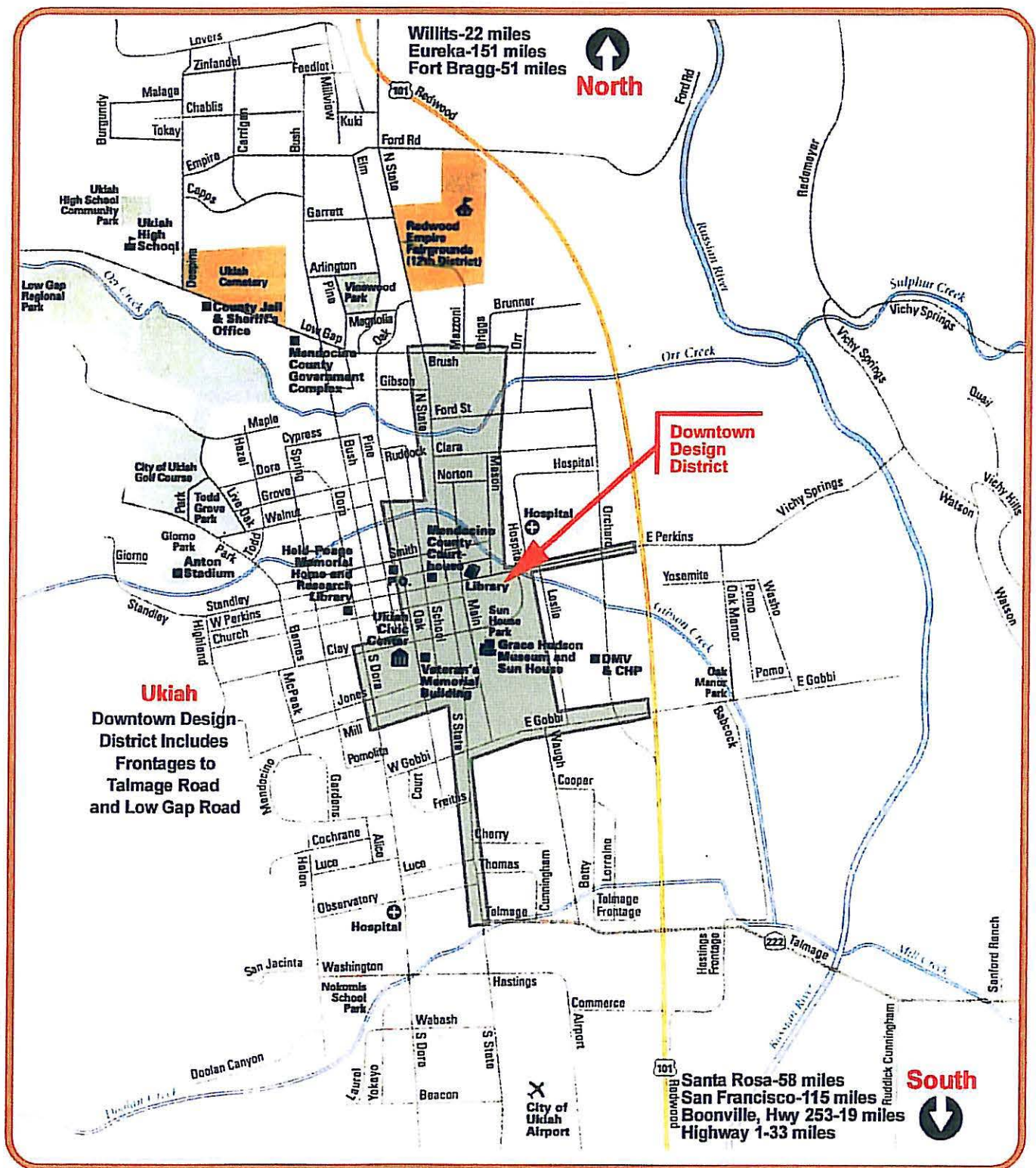
As a member of our community, you own a part of our city's heritage - its past charm, present vitality, and future direction. Our goal is to preserve this quality of life by:

- ❖ Promoting a healthy commercial environment that is attractive and convenient for residents and visitors.
- ❖ Enhancing the pedestrian shopping experience in the downtown.
- ❖ Promoting an attractive and visually unified downtown core with its own distinctive image.
- ❖ Upgrading and maintaining the overall character of our downtown.
- ❖ Building on the distinctive architectural and historic character currently existing in the downtown.
- ❖ Providing better coordination between the design character of new development and redevelopment of existing buildings.

The special standards set forth in this booklet will help protect those assets and fulfill the visions created for the Downtown Design District.

New buildings should attempt to be compatible with the character of the existing viewscape in terms of building height, massing, setbacks and design character. New development should contribute to the visual quality and cohesiveness of its setting, but need not imitate or mimic the details of adjacent development. Reconstruction, repairs, or alterations to existing structures should endeavor to preserve as much of the original character of the building as is possible. While this can be accomplished through the use of alternative materials, the use of original materials provided on the site is encouraged.

Downtown Ukiah Design District



Historical Overview

The arrival of A.T. Perkins in the Ukiah Valley in 1857, marked the beginning of the settlement of Ukiah as a town. The Perkins family purchased a log cabin and acreage from temporary settlers and started a blacksmithing business in downtown Ukiah at what is now the corner of Main and Perkins Streets. The town grew rapidly due to migrations from the depleting California Gold fields. Ukiah captured the coveted county seat designation in 1859, and by May 1, 1860, a City map had been filed at the Recorder's office.

The first buildings, both residential and commercial, were built along Main Street. However, by the 1860's, most businesses had moved up to State Street and into those blocks nearest the Courthouse. The primary building materials of the early periods were wood but a series of disastrous fires prompted use of more fireproof materials. The Ukiah Valley is rich in clay deposits and several brick kilns were started to accommodate the growing demand for local brick. Brick remained the primary material until the 1920's when the use of reinforced concrete emerged.

Early downtown colors, prior to 1910, were usually white, cream, mustard yellow, green or cinnabar. The majority of brick buildings remained in their natural color.

Multi-color painted exteriors were generally not used in the downtown at the time. In later years, building received a stucco finish with earth tones such as cream, beige, or putty predominately used. Trim colors were often red or dark brown. Black tile on bulkhead or under window space was very popular.

The new Courthouse, built in the late 1940's used a soft green tile on its lower half. This color was very popular and was used repeatedly on other buildings. The use of pink concrete block and rose-colored flagstone was also popular at this time.

"...downtown Ukiah has experienced numerous changing identities. These changes should be considered when initiating new development or rehabilitation. No specific historical period is targeted, however, integrated architectural designs with the heritage of a building and its environs are an ultimate goal of this program."

The 1920's brought many changes to the downtown. With completion of the Redwood Highway, signage along State Street proliferated and extended from the buildings, and traditional Victorian facades were stripped to modernize Ukiah's storefronts. The desire of Ukiahans to capture the tourist trade resulted in the demolition of older homes and the large lots being converted into auto courts, restaurants, and gas stations along State Street.

The downtown character of Ukiah essentially remained the same until after World War II. With the arrival of large timber companies after the war, an era of prosperity throughout the greater valley began. The downtown received extensive and rapid modernizations. The 1872 Courthouse was torn down and many of the existing commercial buildings received metal-sheathing facades. Modern design and construction favored long, low single-story buildings, often built from concrete block. The decline in the downtown's economy did not occur until the construction of the 1965 freeway and proliferation of outlying shopping centers.

The personality and appearance of our downtown has been greatly influenced by these events. From the destruction of wood frame buildings by fire in the early 1890's, to modernization of the building facades in post WWII, downtown Ukiah has experienced numerous changing identities. These changes should be considered when initiating new development or rehabilitation. No specific historical period is targeted, however, integrated architectural designs with the heritage of a building and its environs are an ultimate goal of this program.



Approval Process

An important objective of the design review procedure is to better coordinate the processing of your development plans prior to obtaining your Building Permit. This includes streamlining the process to minimize the steps and hurdles in the path to completion of your project. The process outlined here is provided to inform you of how our design review system works from start to finish. We hope it will assist you in understanding what will occur when your project is proposed in the downtown.

At the back of this Guide you will find a checklist of general considerations. You will want to review the checklist once you have reviewed the Guide to determine the compatibility of your project with the downtown design goals.

Steps of the Approval Process

Step 1: Your first step will be to go to the Planning & Community Development Department in the Civic Center and request information to answer the following questions:

a.) What do I need to apply for development?

b.) Is my project appropriate for zoning regulations?

c.) What is my approval process and how much time is involved?

d.1 Is my project in the Downtown Design District? Are the Design Guidelines applicable to my project? What types of requirements are likely to be imposed?

e.1 Do I need encroachment permits for outdoor activities in the public right of way?



The primary criteria for development in the Downtown Design District are as follows:

Avoid strong contrasts with adjacent buildings.

Represent high quality design and construction.

Provide functional design solutions.

Variety and distinctiveness are desirable, however, buildings which sacrifice the quality of the general area to make an individual statement are discouraged.

Architectural services are also offered.



Step 2: Upon completion of your application, submit the application to staff at the City of Ukiah, 300 Seminary Avenue.

a.1 If your project involves a site development permit or use permit, City staff will review your project and schedule a public hearing. The final decision will typically be made by the Zoning Administrator or Planning Commission depending on the project scope (refer to step 5a on page 5 of this Guide).

b.1 During project planning you should consult with professionals regarding building construction or renovation requirements. If your building is constructed after 1972, refer to the current Uniform Building Code for seismic requirements. For historic buildings constructed prior to 1972, you may refer to the State Historic Building Code or most recent adopted California building code series. You should verify whether unreinforced masonry walls are part of your building.

Preliminary Review with City Staff

Step 3a: This is an advisory review of your project with the Planning and Community Development Department Staff.

At this time, the Staff will have reviewed your plans with the necessary City Departments and utilities and will be discussing with you information regarding their requirements and recommendations. These Departments include City Electric, Engineering, Building, Public Works and Fire.

For historical renovations, photo-documentation of the chosen period in the building's development should be presented. This information can be obtained

Approval Process (Cont.)

at the Held-Poage Memorial Home and Library, 603 West Perkins Street, or by calling 462-6969. Property owners completing facade renovations are encouraged to review the building's historical background for restoration in accordance with the selected period of the building's development.

Design Review Board

Step 4a: The fourth step is to attend a Design Review Board meeting. This is the last step towards completion of your project design.

The Design Review Board is comprised of members of the community and is advisory to the decision-making body. They will review your project for compliance with the Design Guidelines and exchange concerns and comments with you. It may be advantageous to conduct this step earlier in the process.

New Development

Step 5a: Since your project is for new development and involves a site development permit or use permit, City staff and possibly other agencies will review your project. City staff will schedule a public hearing. The final decision will be made by the Zoning Administrator or Planning Commission depending on the project scope (refer to step 5c on page 5 of this Guide).

New development or substantial modifications to existing development require a more comprehensive review by City departments and public utilities. This helps ensure seismic, building, utility and other codes and standards will be adequate and incorporated into your project. This review will help you understand what your project requirements will be upon approval. You should be aware that substantial construction may trigger city seismic, fire sprinkler, sidewalk, accessibility, impact fee and other requirements.

Staff Review

Step 5b: At this stage Staff reviews the permit to insure compliance with the Downtown Design Guidelines, Ukiah General Plan and other adopted requirements. Staff also performs environmental review according to state and local laws.

Planning Commission

Step 5c: Your final step in the approval process is review by the Zoning Administrator or Planning Commission.

Public notice and a staff report will be provided in advance of the meeting. You should plan to attend the public hearing before the Zoning Administrator or Planning Commission at the Ukiah Civic Center. Public comment is also provided at this time.

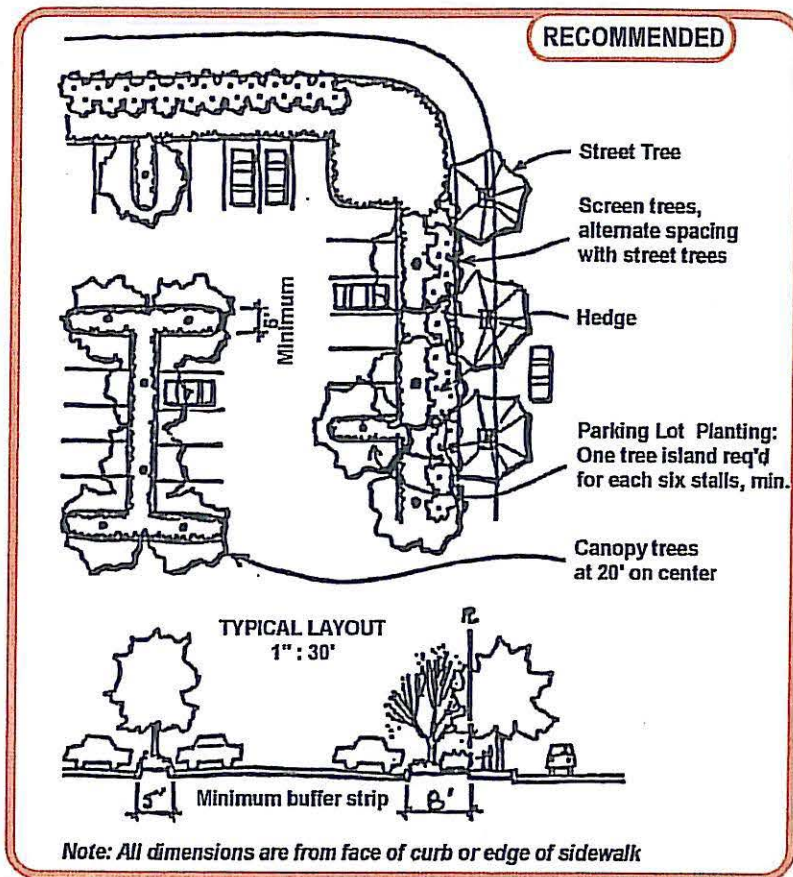
When the decision-making body approves your application, the discretionary review process is complete and you may apply for a building permit following the 10 day appeal period. You must comply with all conditions of approval.

Should the decision-making body disapprove your application, you may resubmit a modified application or appeal the decision to the Ukiah City Council within 10 days of the decision.

Zoning Administrator meetings are scheduled as needed. Planning Commission meetings are scheduled the second and fourth Wednesday of each month. Your project will be scheduled as soon as the review process including environmental review and staff review are conducted. The entire process may take from about 2 to 6 months depending on your application completeness and complexity and the type of environmental document required.

Site Planning

Buffer Strip & Parking Lot Planning



should be coordinated with adjoining properties to avoid inconsistency in use. For example, professional offices would be more appropriate adjacent to residential neighborhoods than high volume retail or restaurant uses. Street level businesses should be oriented to retail, restaurant and personal services. Professional offices are discouraged as storefronts, but should be encouraged as back offices or second stories

Development should not create unattractive views for neighbors or traffic corridors. All exposed elevations should maintain consistent architectural character. Service areas, trash enclosures, utility meters, and mechanical and electrical equipment should be screened from view by solid walls constructed with materials similar to the building. Screening of these areas should be integrated into the overall building and landscape design.

Coordination With Adjacent Properties

Property owners are encouraged to develop shared facilities such as driveways, parking areas, pedestrian plazas and walkways to maximize usable areas and create unique design opportunities.

Setbacks

Setbacks for new development should consider the character of existing adjacent frontages. In the downtown core, minimal setbacks have created a strong architectural presence and

Site Features

Significant site features such as existing trees, lot size and shape, and relationship to surrounding development should be a compelling consideration in determining site design.

Parking

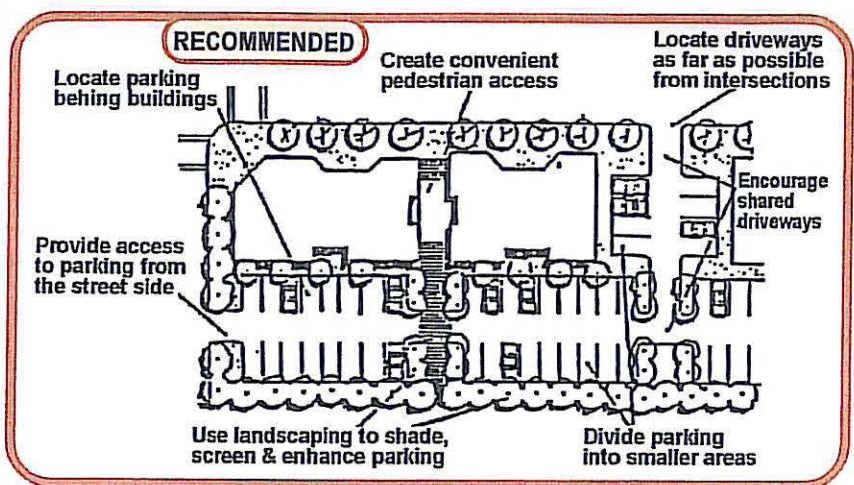
Site design should emphasize the aesthetic screening and shading of parking and be clearly designated by directional signs. Whenever possible, parking areas should be dispersed into smaller components to avoid massing and emphasize landscaping. Parking area walkways should be constructed with safe and well marked materials.

Pedestrian Orientation

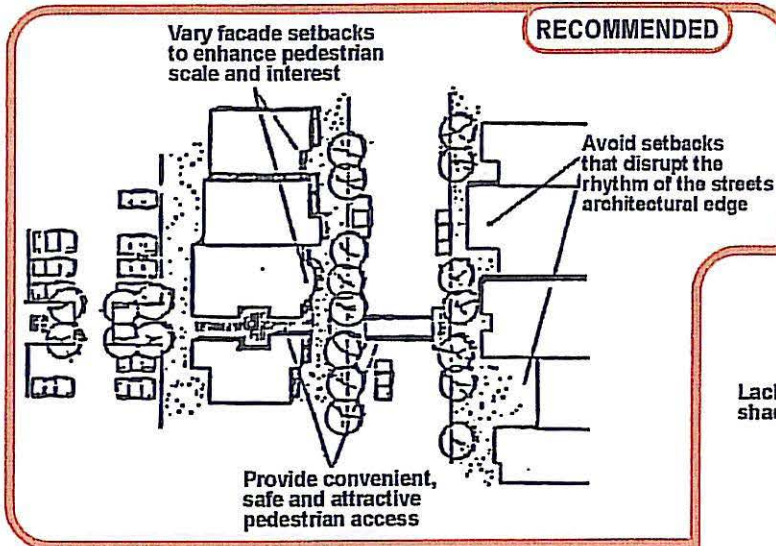
All developments should emphasize pedestrian orientation by creating attractive, friendly pedestrian spaces. Outdoor space should be well landscaped and include appropriate furniture and other elements of interest such as sculpture, displays and kiosks.

Compatibility

Development should attempt to be compatible with surrounding land uses from both functional and aesthetic standpoints. The location of businesses

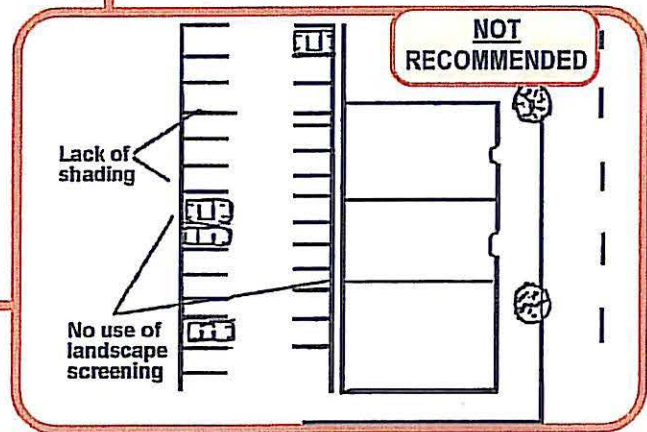


more intimate visual scale along storefronts. With that in mind, deeper setbacks are encouraged only in order to allow for sidewalk widening or the creation of special pedestrian areas such as entryways, courtyards, outdoor cafes, shopping arcades and other features intended to enhance the pedestrian environment.



Maintenance

A commitment to regular maintenance of the landscaping and building facade ensures continued high property values and creates a desirable downtown environment.



Building Materials

Since the late nineteenth century, the primary building material in Ukiah's downtown core has been masonry. The early buildings in the downtown core were constructed of locally fired brick, while those built after World War II were of concrete block. Many of these buildings have since been resurfaced with either paneling or stucco for either aesthetic or structural reasons, or both. Exposed concrete block should not be used on any wall visible to neighbors or pedestrians. If concrete block is used on visible exterior walls, creative design and surface texturing will be required. Concrete block used on walls not visible to the public; i.e., firewall construction, may be left untreated. Care should be taken when renovating brick surfaces so damage to the bricks does not result from renovation efforts. If it is necessary to replace original brick surfaces, new material should match the color and size of the original brick and mortar. Bonding pattern and size of joints should also match the original sections. Totally new building construction should select exterior finish materials that are compatible in quality, color, texture, finish, and dimension to the surrounding properties.

Suggestion: If you are cleaning any masonry surfaces, methods or materials that you might consider are gentle detergents, appropriate chemicals used per the manufacturer's recommendations, and high water pressure cleaning using correct pressure so as not to destroy brick surface or mortar joints. Sandblasting is not recommended because it defaces or causes severe damage to the brick and stone and accelerates erosion by allowing water to enter the pores.

Color

The Downtown Design Review Board does not approve or disapprove specific colors. However, exterior colors should relate to natural building materials and/or be compatible without being identical to surrounding properties. The use of more than one vivid color per building is discouraged. Color selection for the purpose of individual statement at the sacrifice of the compatibility of the surrounding area is discouraged. Multiple store fronts with a common facade or appearance should strive to coordinate colors during renovation efforts.

Suggestion: If you are having difficulty in selecting colors, the best approach may be to drive or walk through the district looking at other buildings and noting color combinations you prefer. You will notice, too, that it is important for colors to blend with the neighborhood. Very dark colors, too many colors on one building, or stained surfaces are very obvious and often do not harmonize with surrounding buildings. Remember that the colors you select will have an impact on your entire block. A good rule of thumb is: One (1) primary color for the body of the building; one (1) secondary color for major trim and/or cornice work; and one (1) or two (2) colors for minor trim. Your design review board is available to assist you in selecting compatible and harmonious color combinations upon request.

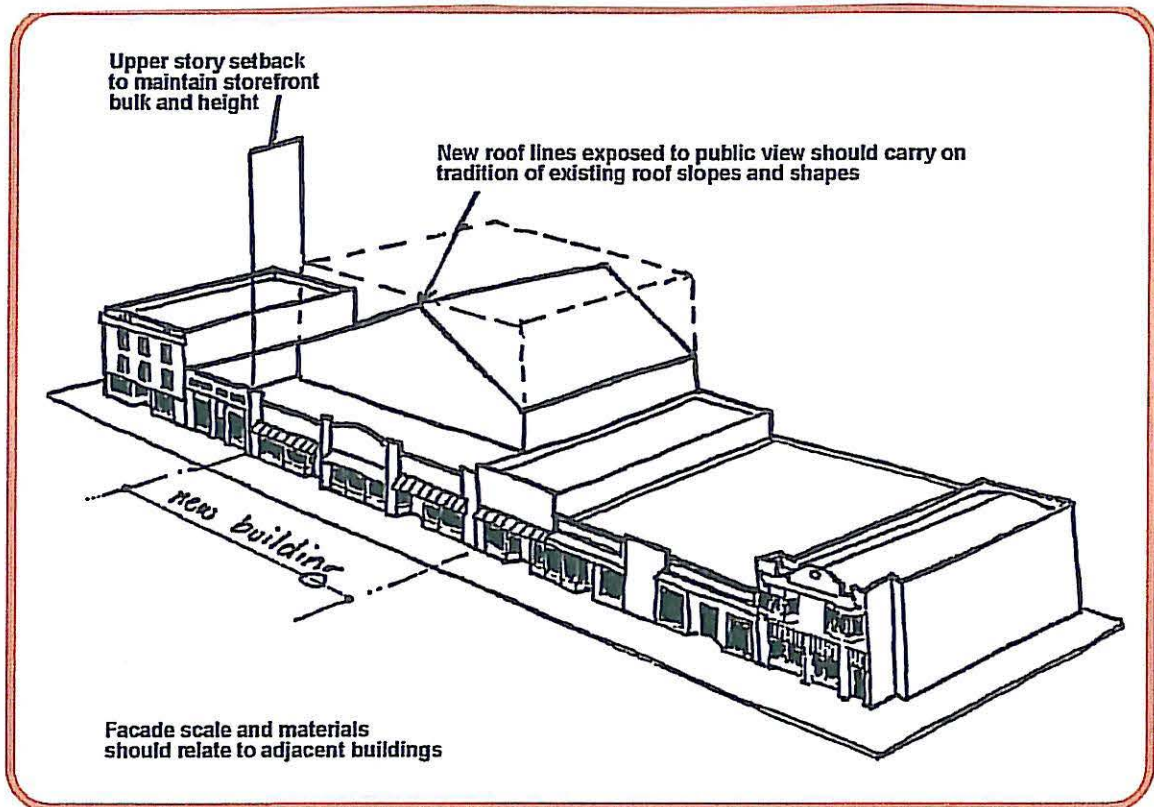
Roofs, Facades & Store Front Openings

Roofs & Rooflines

The form, color, and texture of the roof should be considered an integral part of the building design. Rooflines, materials, and colors of adjacent development should be considered.

Ukiah's downtown core is comprised mainly of traditional relatively flat roofs hidden by the extension of the front wall plane or parapet. Consideration of historical roof forms and decorations is encouraged, particularly if the roof is exposed to public view. Diversity in parapet shapes will add interest to the building or rhythm of existing storefronts.

Suggestion: When installing a new roof that will be exposed to public view, choose a neutral color that will be adaptable to future color changes on the building. Screening for roof-mounted apparatus will be required.



Facades & Store Front Openings

Facades

Property owners that are contemplating facade improvements are highly encouraged to review the building's historical background so that the restoration may reflect a selected period of the building's development conducive with Ukiah's Facade Redevelopment Program. Building facades should be varied and articulated to add visual variety and distinctiveness, and be designed to human scale. Long, straight facades without openings or changes in whole planes should be avoided. Articulation will add three dimensional interest to the building.

Elements typically used to articulate a building's facade include cornice lines, parapets, eaves, awnings, windows, balconies, entry insets and signs. Building entries should be accented with strong architectural definition. Facades without a strong sense of entry should be avoided. Projecting elements such as awnings, trellises and overhangs are effective in adding three dimensional interest to facades and enhancing the sense of entry into the building. Such elements can also improve the pedestrian environment by providing protection from adverse weather conditions. Awnings can be a very effective and inexpensive method of providing storefront dimension, with the added benefit of area for signage. Awning material should be cloth or similar material. Metal awnings are actively discouraged.

Facades & Store Front Opening

BEFORE Lack of architectural elements create a monotonous facade



Example site that is lacking architectural elements...

Alternative architectural elements...

AFTER

If stucco is to remain, the use of medium & light color areas will help to break up the mass of the facade

If brick is under the stucco and the stucco is not for structural stability of the brick the building's appearance would be greatly enhanced by exposing the brick



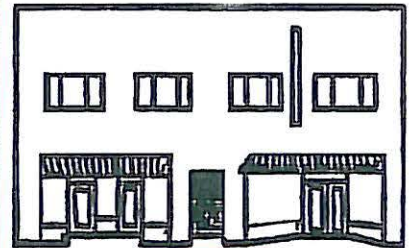
Store names on awning valances

Awnings on separate store fronts within a single building should be the same color

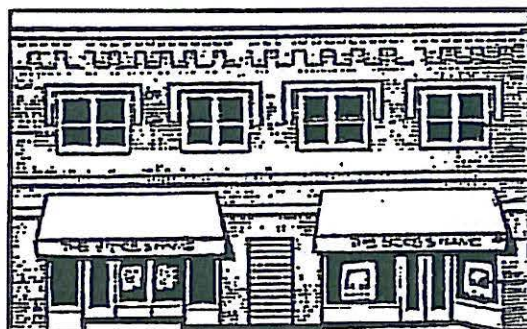
Signs may be painted on the windows

Example site that is stripped of architectural detail...

Older building that has been stripped of architectural detail



BEFORE



Corbelled cornice

Double hung windows

Brick veneer

Awnings of same size and color with main signage on awning valance

Logo painted on glass

First Alternative

AFTER

Second Alternative



Painted bands of light and dark accent colors can be used to define building as lost detailing once did

Awnings over 2nd floor windows

Window planter boxes

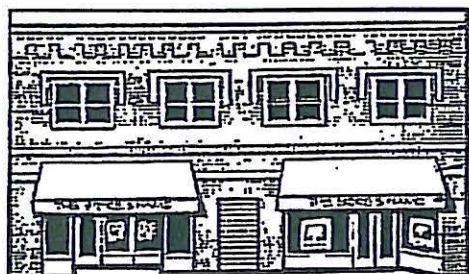
Signage band with individual signs

Planter boxes

AFTER

Facades & Store Front Openings (Cont.)

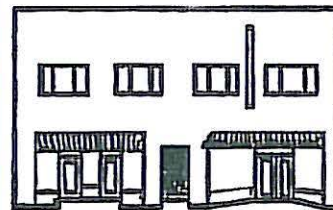
First Alternative



- Corbelled cornice
- Double hung windows
- Brick veneer
- Awnings of same size and color with main signage on awning valance
- Logo painted on glass

AFTER

Older building that has been stripped of architectural detail



BEFORE

Second Alternative



Painted bands of light and dark accent colors can be used to define building as lost detailing once did

Awnings over 2nd floor windows

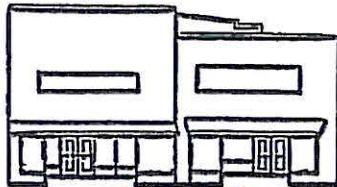
Window planter boxes

Signage band with individual signs

Planter boxes

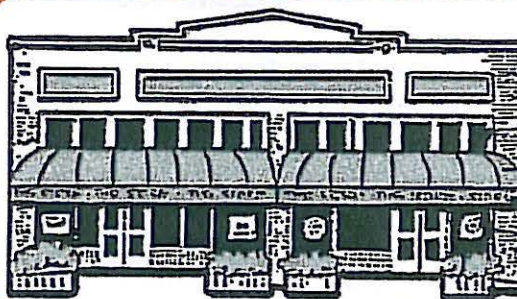
AFTER

Single Building That Has Been Artificially Treated As Two



BEFORE

First Alternative



AFTER

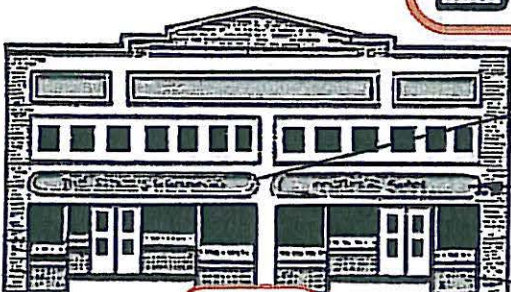
Original Building Exposed After Removal of Metal Siding

Backlit Awnings

Main Signage on Awning Valance

Logo Painted on Glass

Planter Boxes



AFTER

Multiple Wall Signs Should Be The Same Size And Shape

Hanging Signs Should Be Located In The Center of the Building to Avoid Visibility Problems Caused by Awnings And Signs on Adjacent Buildings

New Bulkhead Treatment

Second Alternative

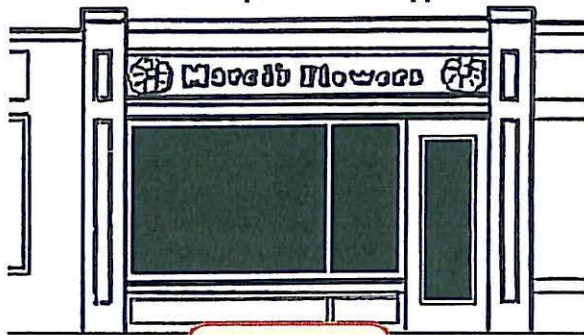
Facades & Store Front Openings (Cont.)

WINDOW OPENINGS

The display window is the link between the pedestrian environment outside and the business activity inside. Window space along a commercial building's frontage should be designed to provide a maximum amount of retail exposure with entryway insets to help break up the building's volume into smaller components and reduce apparent mass, while increasing visual interest.

When renovating a residential structure or converting it to commercial use, care should be taken to preserve the residential characteristics of the building's original architecture.

Wide Pedestrian Level Windows Provide Retail Exposure for Shoppers



RECOMMENDED

Basic Commercial Facade



Cornice: Building Cap
Upper Facade: Regularly Spaced Windows
Storefront: Entrance & Windows

RECOMMENDED

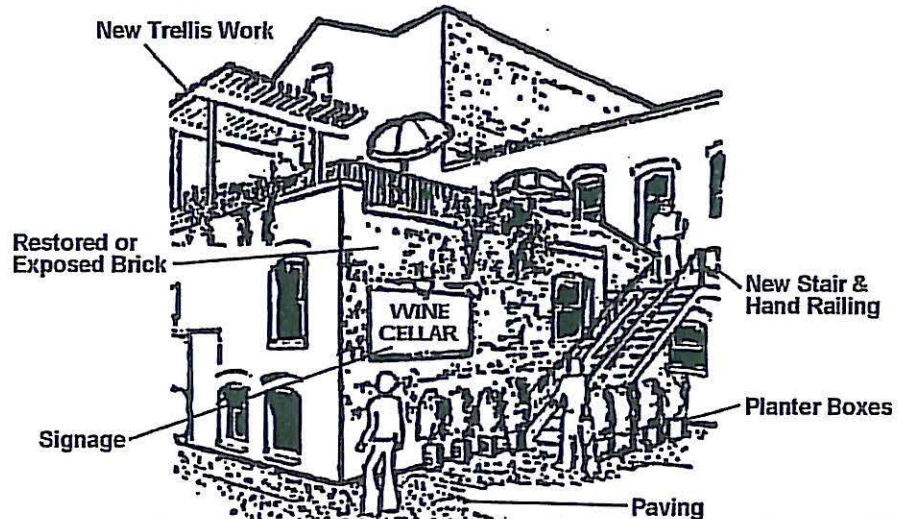
SUGGESTION: Corner properties may want to place primary entryways at the corner of the building to reinforce the street intersection as a focus of pedestrian activity.

REAR ENTRIES

It is important for rear and side entrances to be equally as attractive as the front. The design of each of the building's elevations should be coordinated so that complimentary design and treatment is used on all elevations visible to the public.

RECOMMENDED

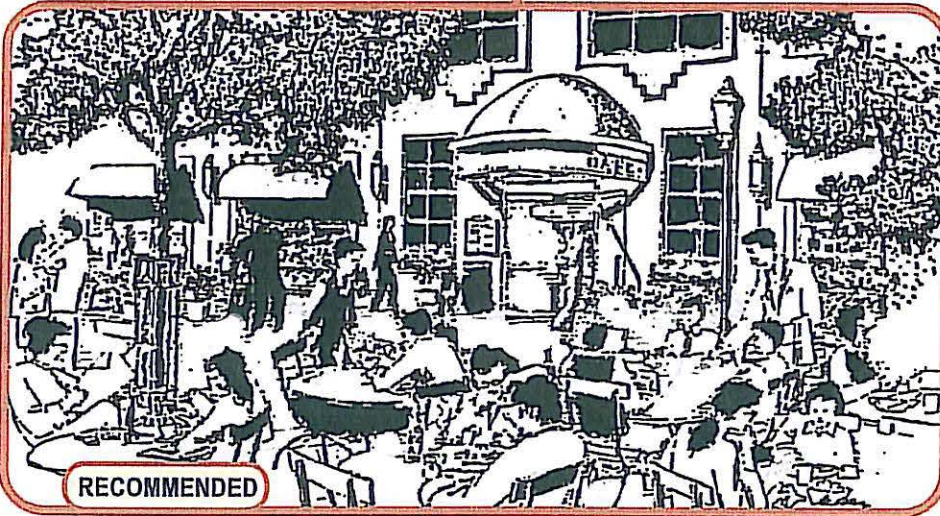
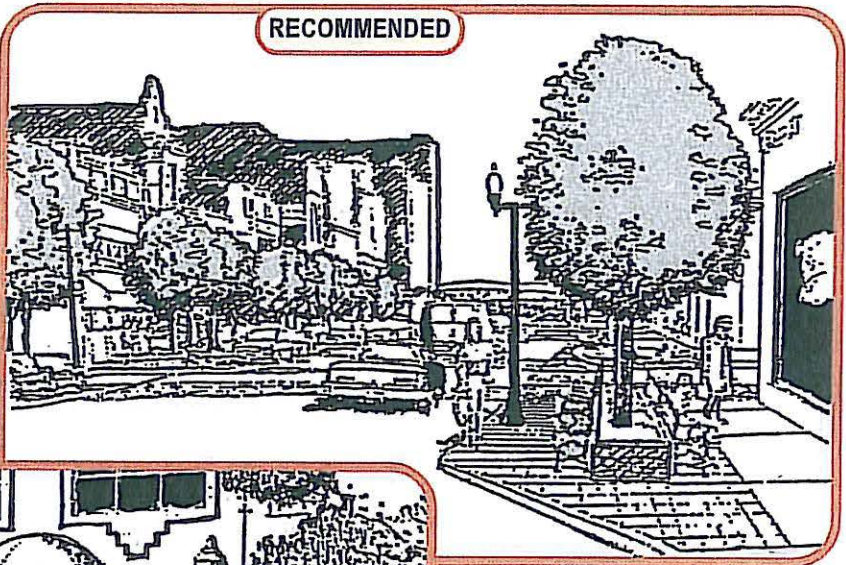
REAR ENTRY TREATMENT



Signs

"...elements which contribute to the quality of a pedestrian area if well designed."

RECOMMENDED



RECOMMENDED

"...encourage gathering..."

Signs

The primary purpose of signs should be to identify the business or businesses located with a specific site. The design of a sign should be simple and easy to read. Signs with messages limited to the business name and logo are most effective.

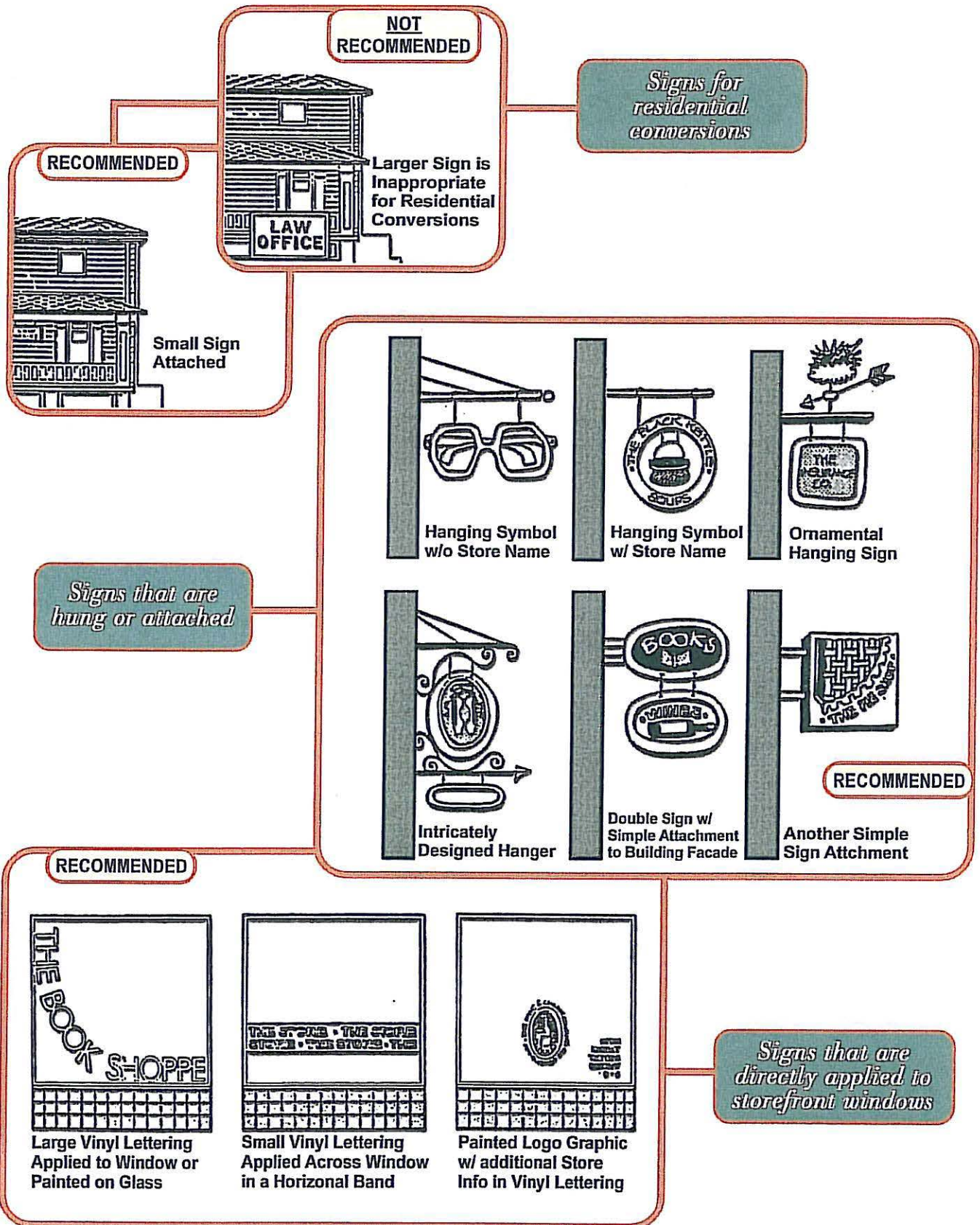
Sign Design

Sign design should conform to the architectural character of the building in terms of historic period, style, location, size, configuration, materials and colors. Awning surfaces are appropriate for sign placement and building owners are encouraged to utilize these areas for signage. Signs attached to a building should be designed to be integral with the building and not obscure or conceal architectural elements. Signing which does not relate to the building architecture is discouraged.

To reduce the visual competition between signs, sign area should be limited to the minimum amount necessary to identify the business. Maximum standards for total sign area are provided in the City of Ukiah Sign Code. Large signs are discouraged and should be broken up into multiple low-impact signs.

Sandwich board signs shall conform to the requirements of the Ukiah Municipal Code, and shall be tastefully designed with subdued colors, minimal sign copy, and a creative appearance.

The types of signs permitted are set forth in the City of Ukiah Sign Code; however, all signs constructed in the downtown must be approved by the Design Review Board. You have several options for the placement of signs. The most appropriate will depend upon your building.



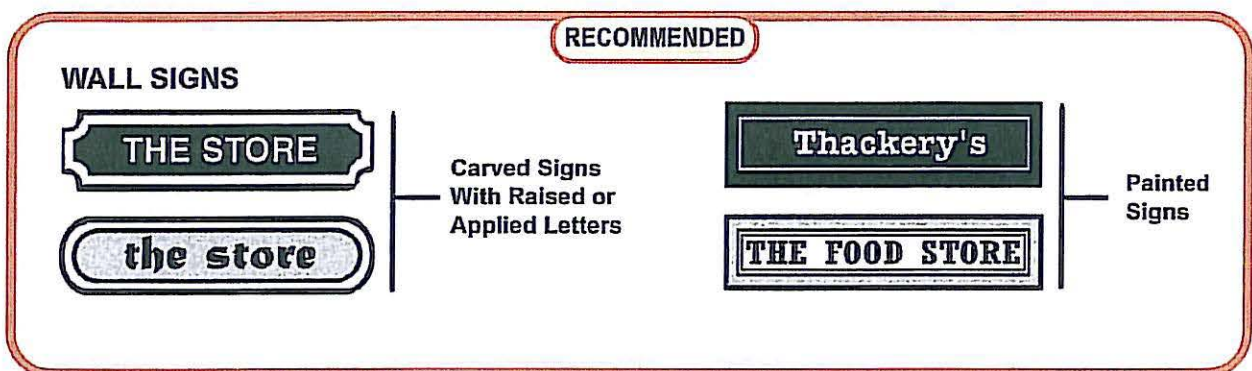
Signs (Cont.)

The following are sign types that will be considered for commercial buildings by the Design Review Board.

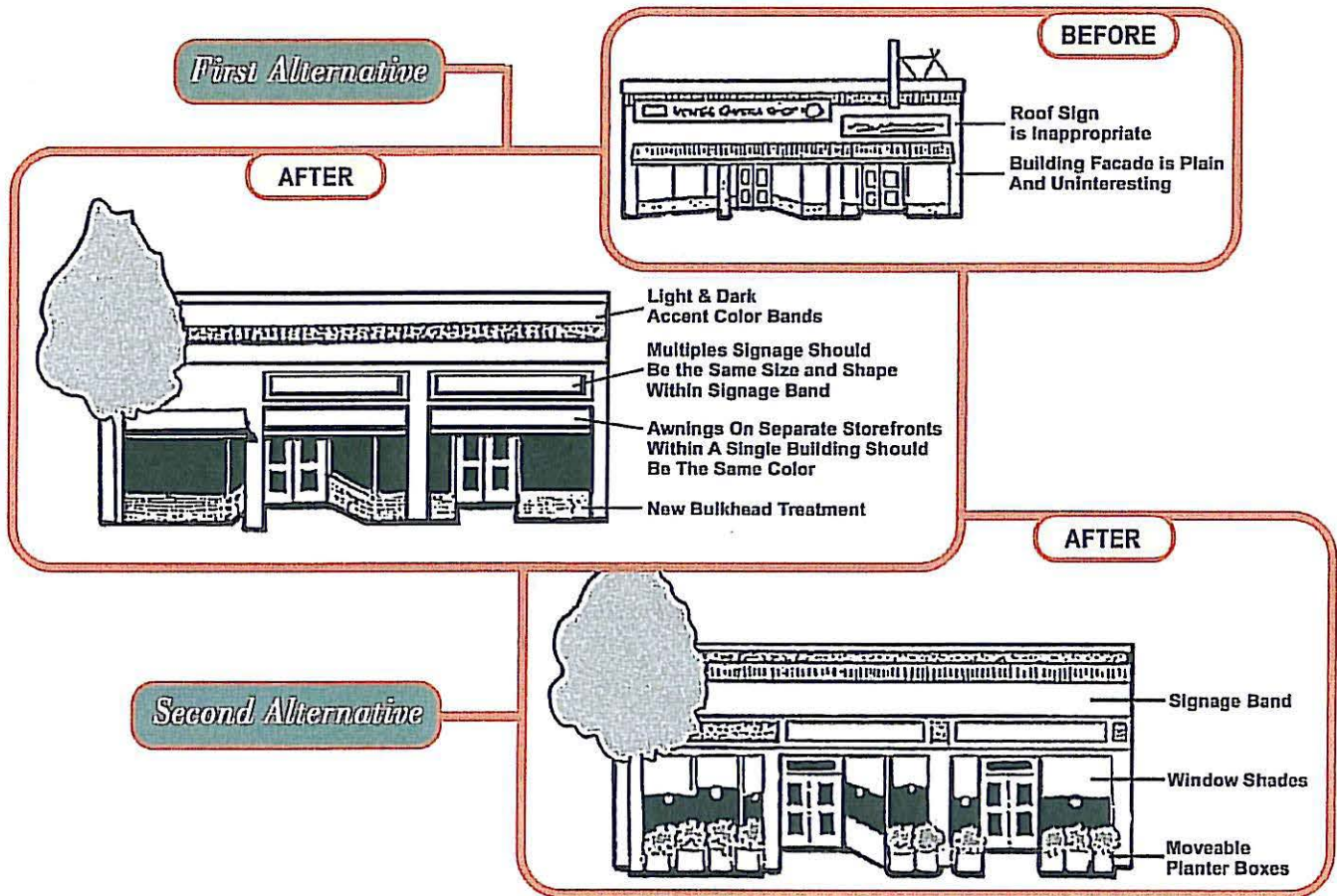
- ❖ Signs can be painted on a band above windows on stuccoed commercial buildings.
- ❖ Painted window signs can be used.
- ❖ Narrow and flat signs can be hung from stationary canopies.
- ❖ Flat signs can be attached to building fronts. These should be flush-mounted.
- ❖ Projecting signs that are limited in size can be attached to building fronts.
- ❖ Detached, freestanding signs are not allowed for structures located directly on the sidewalk line.
- ❖ Exposed tube neon signs are appropriate if integrated into the building's design.
- ❖ Signs permanently attached or intended to be part of an awning.



Suggestion: Multiple tenant buildings should consider developing a sign program that minimizes the visual conflict and competition between tenants, yet insures adequate identification for each. Signing can be very creative and enhancing if applied as an art form. When you consider the type of sign for you business, you may wish to choose a sign easily adaptable to accommodate changes in tenants.



Street & Site Furnishings

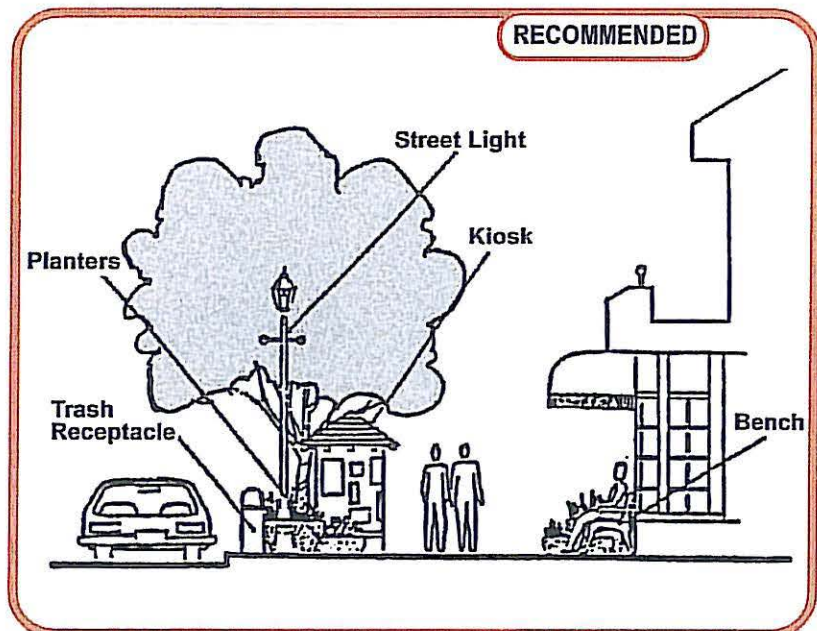


Street & Site Furnishings

Site and street furnishings should be incorporated into outdoor spaces to encourage pedestrian traffic in commercial areas. Benches, seating, walls, trash receptacles, pay phones, newspaper racks and kiosks are all elements which contribute to the quality of a pedestrian area if well designed. Design should be carefully integrated into the overall architectural quality of the area.

Lighting in pedestrian sites should be low or ground level and accented to the site design, providing adequate security while minimizing overhead glare and obtrusiveness.

Benches and other furniture should be configured and designed to encourage gathering.



Pedestrian Circulation & Lighting

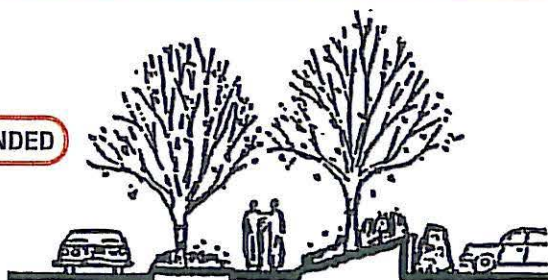
Pedestrian Circulation

Parking area design should include provisions for pedestrian access from parking areas to building entrances. Walkways within parking areas should be clearly marked. They should also feature special design characteristics such as raised and/or textured surfaces, low-level lighting, directional signing and should be bordered by landscaped areas, berms, or low walls to provide adequate security and not impede pedestrian and automobile traffic.

Bicycle parking is encouraged and should be provided closest to buildings to provide adequate security and not impede pedestrian and automobile traffic.

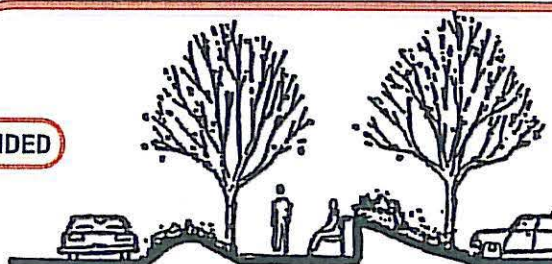
Large, unbroken expanses of paving should be avoided.

RECOMMENDED

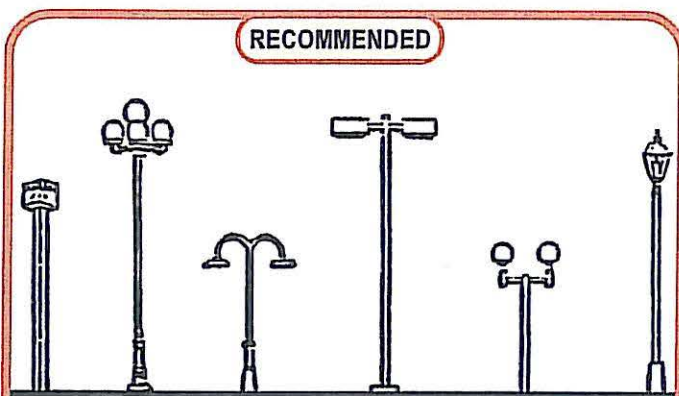


Pedestrian Access to Parking Areas Should Be Designed for Safety and Convenience

RECOMMENDED



RECOMMENDED



Select Lighting Whose Character is Consistent with Image of Area to be Illuminated

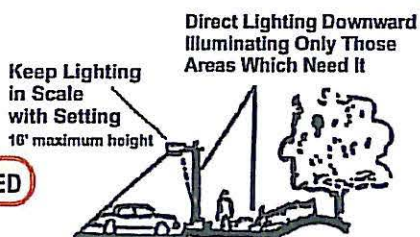
Lighting Design

Exterior lighting should be considered as an integral part of the architectural and landscape design. Site plans and architectural elevations should include location, design and nature of illumination of lighting fixtures.

Lighting should be located in a manner that minimizes its impact on adjacent properties. The placement of light standards should not interfere with pedestrian movement. Fixture styles should compliment the architectural treatment of the site or neighborhood.

Suggestion: In parking areas, illumination levels generally need to be somewhat higher for security purposes; however, illumination should be at ground level wherever possible.

RECOMMENDED



NOT RECOMMENDED



Landscape Design

Plant Species

Species which are well adapted to the climatic conditions in Ukiah are preferred. Plant species selected for landscaping in permanent plantings should be generally hardy and not require extensive maintenance. Color spots and annual plantings area encouraged.

The scale and nature of landscape materials should be appropriate to the site and structures. Large structures and open sites should be complemented by large scale landscaping.

Plant material should be sized and spaced so that a mature appearance will be attained within a reasonable period of time.

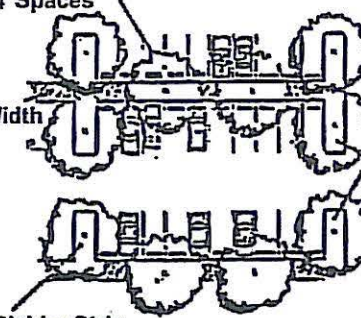
RECOMMENDED

Landscape Parking Areas
With a Minimum of
1 Tree Every 4 Spaces

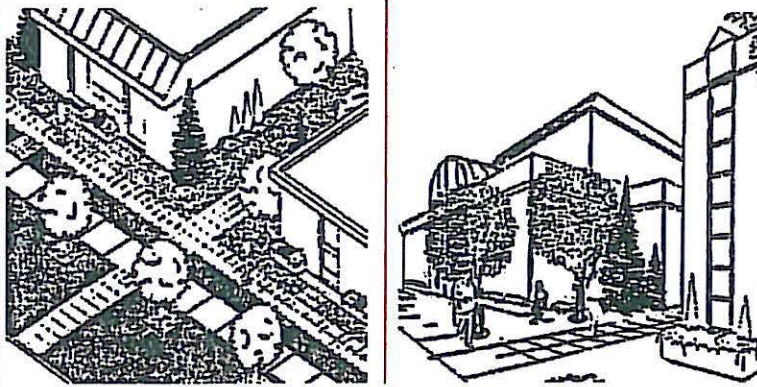
Planter Strip
5' Minimum Width

Curbed Planter Areas
Along Travel Lanes

Landscaped Divider Strip



Landscaping Should Accent the Building Design and Dimensions
But Should not Block Pedestrian Access or Visual Corridor



RECOMMENDED

As a rule of thumb, twenty percent (20%) of the parking lots should be completed in landscaping. Parking areas should space planter areas and trees at least every four stalls. Trees on the south and west sides should be primarily deciduous. Groundcover should consist predominantly of plant materials that are compatible with the trees planted on the site.

Parking Lot Landscaping

All landscaped areas shall have automatic irrigation systems installed to insure plant care and maintenance. Overspray of walkways, parking areas, and pedestrian rest areas must be avoided.

Other Landscaping

Window box plantings and plantings suspended from overhead projections are encouraged to add color and variety to landscaping.

Suggestion: Landscaping should be used to clarify and complement the building site and should enhance the Environment. Choose a plant selection with mature sizes in mind. High maintenance and replacement costs can be avoided by proper initial plant selection.



City of Ukiah

DESIGN GUIDELINES

Commercial Projects Outside The Downtown Design District

Purpose & Intent

On May 20, 1992, the Ukiah Redevelopment Agency adopted Design Guidelines for the *Downtown Design District*. Three years later, in 1995, the City adopted a new General Plan, which called for the adoption of Design Guidelines for all commercial development within the City limits. After considerable discussion, it was decided that the most appropriate way to proceed was to simply augment the existing Downtown Design Guidelines for application to commercial development projects outside the existing *Downtown Design District*.

The existing Design Guidelines for the downtown area remain unchanged and are included in this document as they were adopted in 1992. They will continue to be applied within the *Downtown Design District* as they have since their formal adoption. New guidelines more applicable to the outlying commercial areas and commercial gateways have been prepared and are included as a separate chapter in this document.

The purpose of the *Design Guidelines* for projects outside the Downtown Design District is 1) to implement the goals and policies of the Community Design Element of the General Plan; 2) to provide design guidance and criteria for commercial development; 3) to provide site planning and architectural excellence, as well as unity and integrity in the commercial urban landscape outside of the Downtown core; and 4) to provide attractive commercial areas along the major transportation corridors outside the downtown that will stimulate business and city-wide economic development. 5) to provide property owners, developers, architects, and project designers with a comprehensive guide for building design.

The Design Guidelines are intended to address the concerns expressed by the Planning Commission and City Council regarding a lack of design guidelines for commercial development within the City, and to fulfil the direction contained in the Community Design Element of the Ukiah General Plan.

The Design Guidelines are applicable to all commercial development outside the existing *Downtown Design District*, and are intended to be applied in a fair and reasonable manner, taking into consideration the size, configuration, and location of affected and surrounding parcels, as well as the size, scope, and purpose of the individual development projects.

Architects, project designers, and/or project applicants are expected to make a strong and sincere effort to comply with the Design Guidelines and contribute to the improvement of the City's physical image. Project applicant's, with the assistance of their architects and building designers, are expected to put forth a convincing creative effort when planning development and designing buildings.

Site Planning

Natural Site Features

Generally, a designer should plan a project to fit a site's natural conditions, rather than alter a site to accommodate a stock building plan.

Significant existing site features such as mature trees/landscaping, lot size and configuration, topography, and the relationship to surrounding development should be compelling factors in determining the development capacity and design of projects.

All required Grading and Drainage Plans shall be prepared by a registered civil engineer or other qualified professional acceptable to the City Engineer.

Parking

The number of parking stalls and overall parking lot design shall generally comply with the requirements of the Ukiah Municipal Code (UMC). Deviation from the parking requirements of the UMC can be approved through the discretionary review process provided a finding is made that there is a unique circumstance associated with the use of the property that results in a demand for less parking than normally expected. These circumstances may include uses that would attract young teenagers, bicyclists, or a high number of drop-off patrons.

Parking facilities shall be aesthetically screened and shaded with shrubs, trees, and short walls and fences according to the requirements of the Zoning District in which the property is located.

The visual prominence of parking areas should be de-emphasized by separating parking areas into small components. The practice of placing the majority of parking areas between the building(s) de-emphasized by separating parking areas into small components. The practice of placing the majority of parking areas between the building(s) and the primary street frontage should be avoided (see page 22).

Pedestrian Orientation

pedestrian walkways should be included that directly link all parking areas with building entrances, off-site transportation facilities, established sidewalks, and adjacent public rights-of-way. They should also be consistent with uses and architecture from both a functional and aesthetic standpoint.

Outdoor pedestrian spaces should be landscaped and include such features as planters along sidewalks, pedestrian oriented signs, attractive street furniture, low-level lighting, and outdoor seating areas.

Compatibility With Surrounding Development

The placement and layout of buildings, parking areas, landscaping, exterior lighting, and other site design features should be compatible with surrounding land uses and architecture from both a functional and aesthetic standpoint.

Development should not create unattractive views for neighbors or traffic corridors. All exposed elevations maintain consistent architectural character. Service areas, trash enclosures, utility meters, and mechanical and electrical equipment should be screened from view.

Property owners are strongly encouraged to develop shared facilities such as driveways, parking areas, pedestrian walkways, and outdoor living areas to maximize usable areas and create unique design opportunities.

Setbacks for new development should consider the character of existing frontages. Setbacks deeper than the minimum required are encouraged only in order to allow for sidewalk widening or the creation of special pedestrian areas such as entryways, courtways, outdoor cafes, and other features intended to enhance the pedestrian environment.

Building Design

Architecture

Monotonous box-like structures devoid of variety and distinctiveness, and without openings and changes in wall planes are discouraged. Architectural features such as arches, raised parapets, decorated cornices, eaves, windows, balconies, entry insets, a variety of roof angles and pitches, and the inclusion of relief features in wall surfaces are strongly encouraged when tied into a comprehensive design theme.

Building Colors

The use of strong or loud colors, especially those with no tradition of local usage, should be reviewed in context with the overall aesthetics of the area.

Colors should be compatible with adjoining buildings. Color work on the side and rear walls should be compatible with the colors on the front or street side walls. Decoration and trim should be painted in order to call attention to it.

Building Materials

The creative use of wood, stucco, masonry (brick, stone, tile), and recycled materials are strongly encouraged.

The use of metal buildings is discouraged, unless they are designed in a creative and unique way, that meets the purpose and intent of the Design Guidelines.

Concrete block and exposed concrete are generally acceptable building materials, provided they are treated, textured, painted, and/or used in a pleasing aesthetic way consistent with the design guidelines. Materials should be selected to create compatibility between the building and adjoining buildings.

Lighting

Exterior lighting should be subdued. It should enhance building design and landscaping, as well as provide safety and security. Exterior lighting should not spill out and create glare on adjoining properties, and should not be directed towards the night sky.

Light standard heights should be predicated on the lighting need of the particular location and use. Tall lighting fixtures that illuminate large areas should be avoided.

Lighting fixtures, standards, and all exposed accessories should be harmonious with building design, and preferably historic and innovative in style. All pedestrian and building access areas should be adequately lighted to provide safety, security, and aesthetic quality.

Energy Conservation

Both active and passive solar design are encouraged. Natural ventilation and shading should be used to cool buildings whenever possible.

Sunlight should be used for direct heating and illumination whenever possible.

Solar heating equipment need not be screened, but should be as unobtrusive as possible and complement the building design. Every effort should be made to integrate solar panels into the roof design, flush with the roof slope.(see page 22).

Signs

The amount, type, and location of signage on a site shall generally comply with the requirements of the Ukiah Municipal Code. However, sign programs should be designed tastefully and in a way where the overall signage does not dominate the site.

Sandwich board signs shall conform to the requirements of the Ukiah Municipal Code, and shall be tastefully designed with subdued colors, minimal sign copy, and a creative appearance. Every sign should be designed in scale and proportion with the surrounding built environment. Signs should be designed as an integral architectural element of the building and site to which it principally relates.

The colors, materials, and lighting of every sign should be restrained and harmonious with the building and site. No sign shall be placed within the public right-of-way without the securing of an Encroachment Permit.

Fences & Walls

All sides of perimeter fencing exposed to public view should be finished in a manner compatible with a project's materials, finishes, colors, and architectural styling. Large blank fence walls, and fences and walls that create high visual barriers are strongly discouraged. All proposed unpainted wood surfaces should be treated or stained to preserve and enhance their natural colors.

No portion of a wall or fence should be used for advertising or display. No barbed wire, concertina wire, or chain link should be used as fencing material if the fence is visible from the public right-of-way. (see page 22).

All fencing and walls shall comply with the provisions of the Ukiah Municipal Code. No fencing or wall shall obstruct the sight distances of motorists, as determined by the City Engineer.

Outdoor Storage & Service Areas

Storage areas should be limited to the rear of a site, and from public view with a solid fence or wall using concrete, wood, stone, brick, or other similar material and should be screened. All outdoor storage areas and enclosures should be screened, when possible, with landscaping.

If trash and recycling areas are required in the discretionary review process, they shall be designed to harmonize with the building and landscaping, and shall be consistent with the requirements of the Ukiah Municipal Code.

Where common mailboxes are provided, they should be located close to the front entrance of building(s). The architectural character should be similar in form, materials, and colors to the surrounding buildings.

Landscaping

All landscaping shall comply with zoning code requirements. Landscaping shall be proportional to the building elevations.

Landscape plantings shall be those which grow well in Ukiah's climate without extensive irrigation. Native, habitat-friendly flowering plants are strongly encouraged.

All plantings shall be of sufficient size, health and intensity so that a viable and mature appearance can be attained in a reasonably short amount of time.

Deciduous trees shall constitute the majority of the trees proposed along the south and west building exposures; non-deciduous street species shall be restricted to areas that do not inhibit solar access on the project site or abutting properties.

All new developments shall include a landscaping coverage of twenty percent (20%) of the gross area of the parcel, unless because of the small size of a parcel, such coverage would be unreasonable. A minimum of fifty percent (50%) of the landscaped area shall be dedicated to live plantings.

Projects involving the redevelopment/reuse of existing buildings shall provide as much landscaping as feasible. Landscaping Plans shall include an automatic irrigation system and Lighting Plan. All required landscaping for commercial development projects shall be adequately maintained in a viable condition.

The Planning Director, Zoning Administrator, Planning Commission, or City Council shall have the authority to modify the required elements of a Landscaping Plan depending upon the size, scale, intensity, and location of the development project.

Parking Lots

Parking lots with twelve (12) or more parking stalls shall have a tree placed between every four (4) parking stalls with a continuous linear planting strip, rather than individual planting wells, unless clearly infeasible. Parking lot trees shall primarily be deciduous species, and shall be designed to provide a tree canopy coverage of fifty percent (50%) over all paved areas within ten (10) years of planting. Based upon the design of the parking lot, a reduced number of trees may be approved through the discretionary review process.

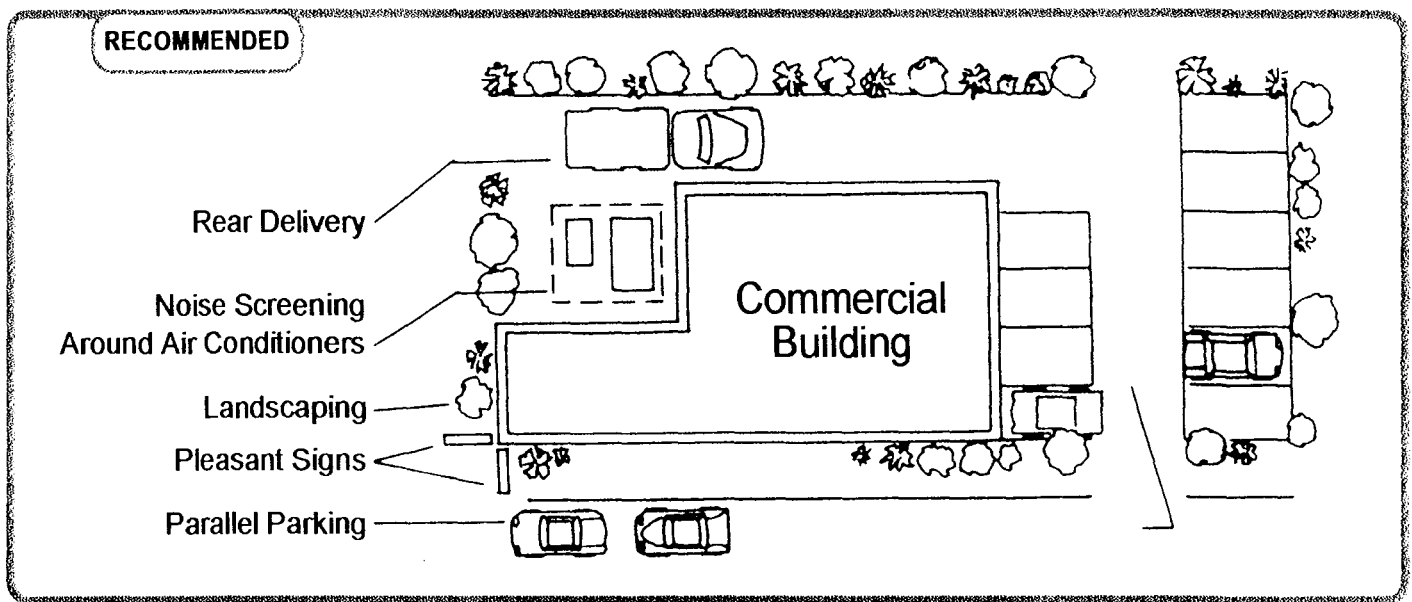
Parking lots shall have a perimeter planting strip with both trees and shrubs. The planting of lawn areas with the trees and shrubs is acceptable, provided they do not dominate the planting strips.

Parking lots with twelve (12) or more parking stalls shall have defined pedestrian sidewalks or marked pedestrian facilities within landscaped areas and/or separated from automobile travel lanes. Based upon the design of the parking lot, and the use that it is serving, relief from this requirement may be approved through the discretionary review process.

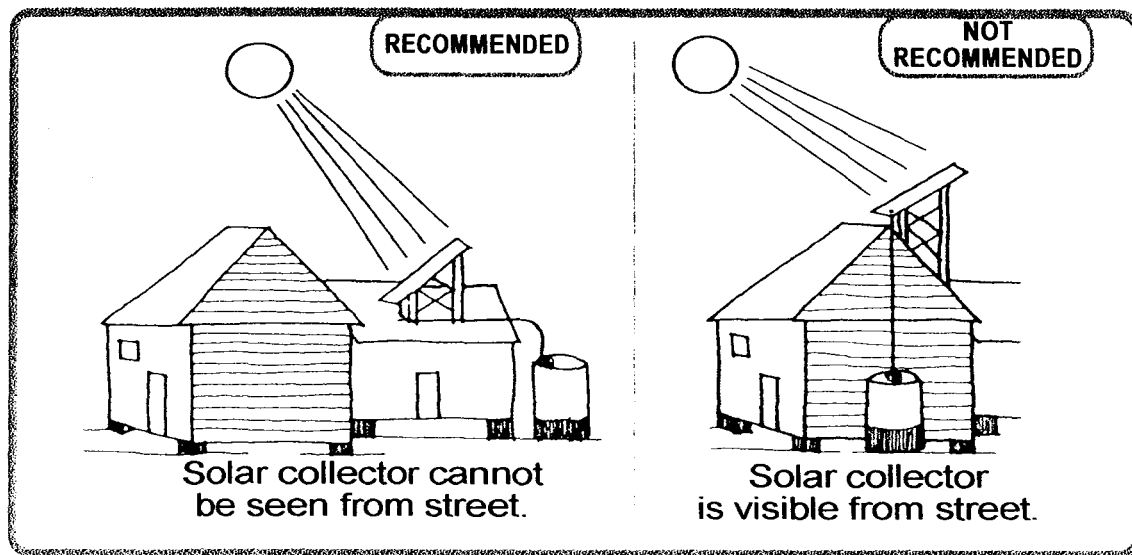
Street trees are required. They may be placed on the property proposed for development instead of within the public right-of-way if the location is approved by the City Engineer, based upon safety and maintenance factors.

Species of street trees shall be selected from the Ukiah Master Tree List with the consultation of the City staff. All street trees shall be planted consistent with the *Standard Planting Detail* on file with the City Engineer.

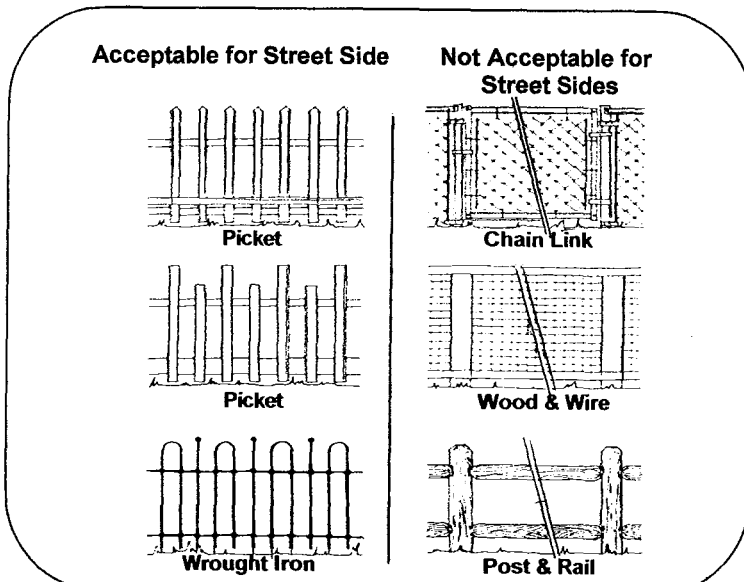
Parking- Screening



Energy Conservation- Screening Solar Equipment



Fences & Walls

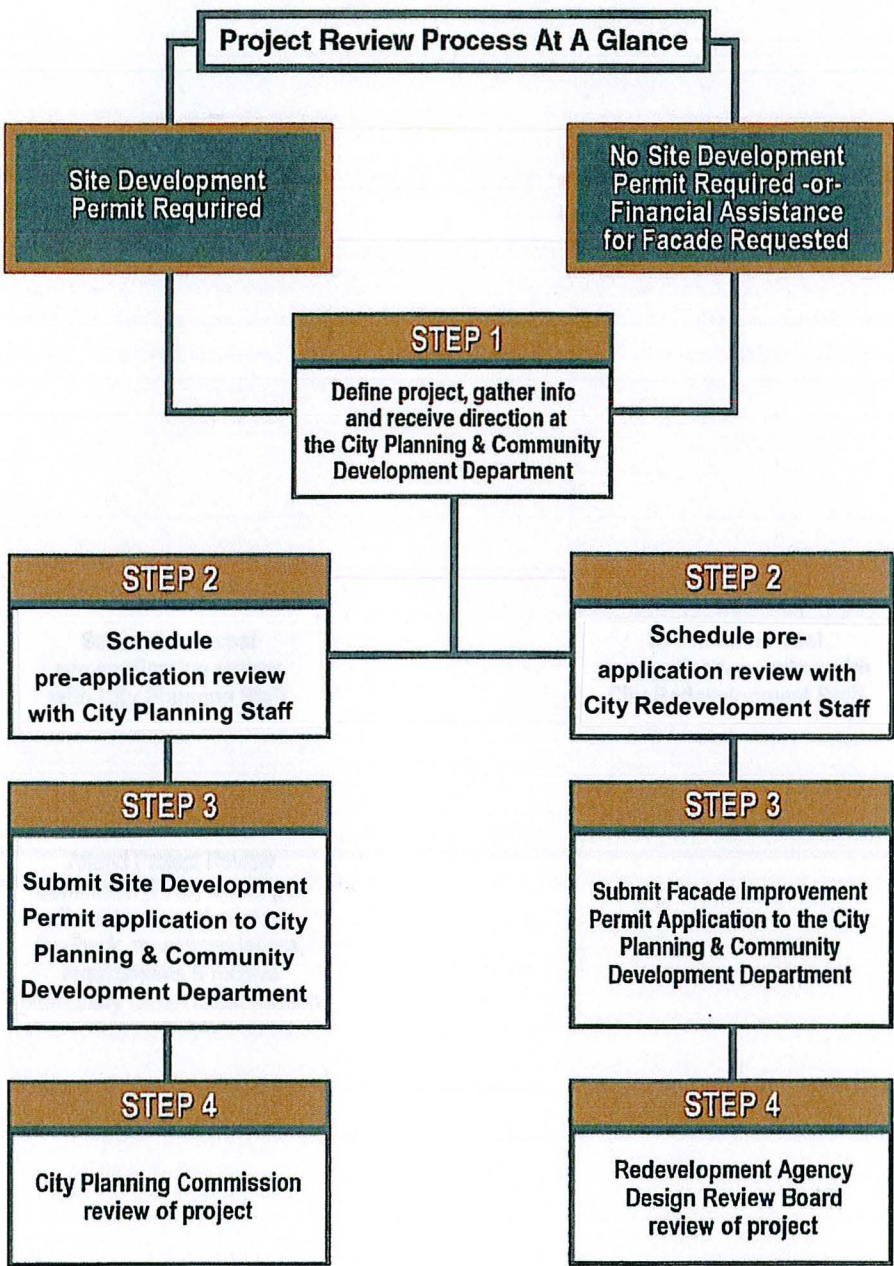


Pre-Approval Considerations

Now that you have reviewed the guide, apply these questions to your proposed plans before you submit your application. If you can answer yes to all of these questions, your plans have a very good chance for approval. If you have to answer no to any of these questions, you may want to reevaluate your plans in light of the goals and criteria of the Commercial Development Guide. We encourage your design creativity and look forward to working with you.

- | | | |
|--|------------------------------|-----------------------------|
| 1.) Do your plans relate favorably to the surrounding area? | Yes ☐ | No ☐ |
| 2.) Do your plans contribute to the improvement of the overall character of the City? | Yes ☐ | No ☐ |
| 3.) Do your plans fit as much as is reasonable with the building's original design? | Yes ☐ | No ☐ |
| 4.) Are the changes or new construction proposed in your plans, visible to the public and architecturally interesting? | Yes ☐ | No ☐ |
| 5.) Does your project propose a use consistent with surrounding uses and businesses? | Yes ☐ | No ☐ |
| 6.) Are all materials proposed in your plans appropriate to the neighborhood? | Yes ☐ | No ☐ |
| 7.) Do your plans include landscaping and design to enhance the pedestrian environment? | Yes ☐ | No ☐ |
| 8.) Have your plans been designed in accordance with the guidelines set forth in this booklet? | Yes ☐ | No ☐ |
| 9.) Are you aware that Ukiah is in Seismic Zone 4 and what that means to your project? | Yes ☐ | No ☐ |

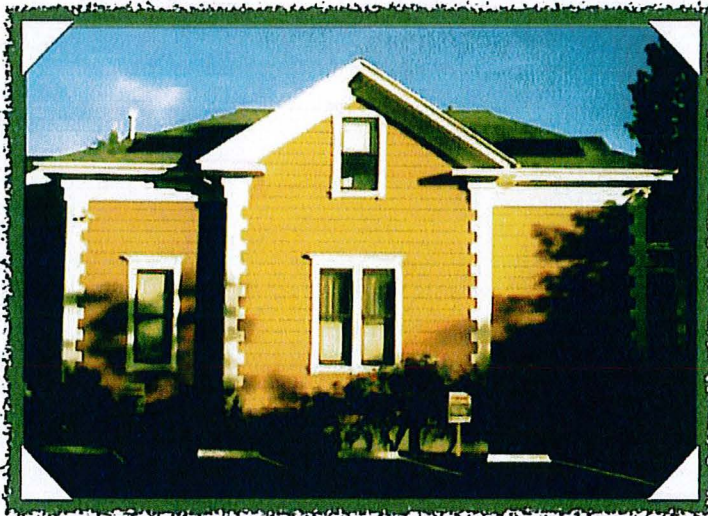
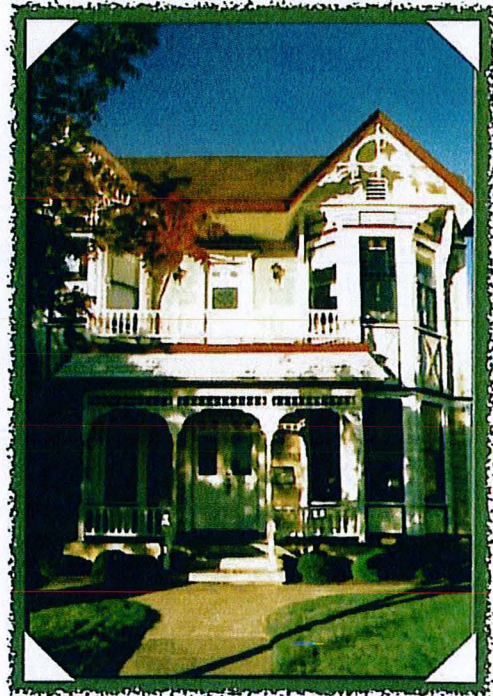
Project Review Process Flow Chart



Local Examples of Desirable Design Elements

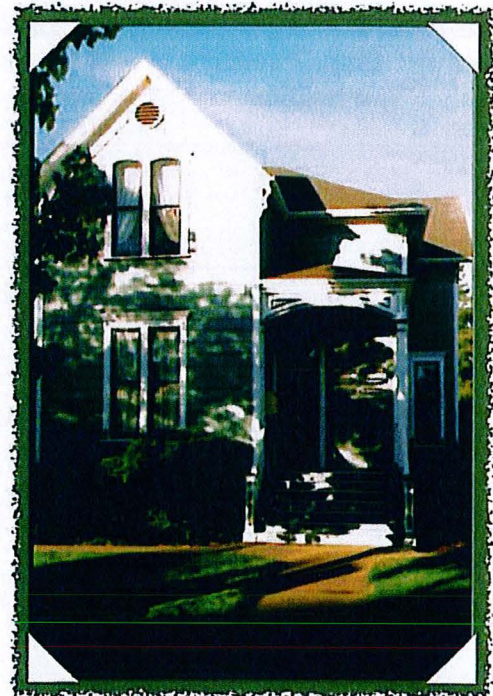
Residential Conversion

Example 1



Residential Conversion

Example 2



Residential Conversion

Example 3

Local Examples of Desirable Design Elements



*Ukiah Valley
Conference Center*



*Saint Mary's
Catholic Church*



*Beverly's Fabric
and Crafts Store*

City of Ukiah - Commercial Development Design Guidelines Project Review Checklist

COMMERCIAL PROJECTS WITHIN DOWNTOWN DESIGN DISTRICT

The Planning Commission on June 27, 2007 adopted the following Checklist which is intended to assist developers, staff, policy boards and the public in determining project consistency with the *Commercial Development Design Guidelines* for the Downtown Design District. Please refer to the Guidelines for the full text and illustrations, as the Checklist does not supersede or substitute for the Guidelines. The information in parentheses provides examples of ways to achieve the desired effects, recognizing that it is impossible to reduce the art and practice of design into a checklist of individual elements.

"Architects, project designers and applicants are expected to make a strong and sincere effort to comply with the Guidelines and contribute to the improvement of the City's physical image. Project applicants, with the assistance of their architect and building designees, are expected to put forth a convincing and creative effort when planning development and designing buildings." (*Guidelines*, page 1).

Discussion of Design Elements: Applicants are requested to discuss the following issues in their project application submittal.

1. How does the project design contribute to the improvement of the City's physical image?
How does the project exhibit creativity?
2. What architectural style(s)/period is represented by the project design, if any?
3. After completing the checklist below, explain how the project complies with the various factors below.
4. Are any of the criteria below not met? If so, why not?

			COMMERCIAL PROJECTS <u>WITHIN</u> DOWNTOWN DESIGN DISTRICT
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	Site features (p. 6) Site design is compatible with the natural environment, and incorporates the major existing features (<i>trees, landscaping, city creeks, riparian habitat, lot shape, size, relationship to surrounding area</i>).
☐	☐	☐	Coordination (p. 6) Facilities (<i>driveways, parking, pedestrian plazas, walkways</i>) are shared with adjacent properties (<i>maximize useable area; increase pedestrian features and landscaping; improve design</i>).
☐	☐	☐	Uses are functionally compatible (<i>offices near residential, retail with office or housing above or behind, street level businesses emphasize walk-in traffic: retail, restaurants, personal services</i>).

			COMMERCIAL PROJECTS <u>WITHIN</u> DOWNTOWN DESIGN DISTRICT
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	Setbacks (p. 6)
☐	☐	☐	Setback are compatible with the character of adjacent frontages and the block.
☐	☐	☐	Setbacks reflect property uses; vary setbacks to enhance pedestrian scale and interest (<i>reduced setbacks enhance pedestrian views of store window displays; increased setbacks accommodate sidewalks, entries, courtyards, outdoor cafes</i>).
☐	☐	☐	Pedestrian access (p. 6, 11, 14, 16)
☐	☐	☐	Pedestrian-friendly design and orientation is emphasized.
☐	☐	☐	Facilities are integrated into and compatible with architectural quality of the site and area.
☐	☐	☐	Pedestrian spaces are conveniently located, well-marked, safe and lighted (<i>pedestrian spaces visible for safety, low level lighting adequate for security accented to site design, spaces shaded from sun and elements, especially in parking lots</i>).
☐	☐	☐	Pedestrian elements are attractive and functional, to increase interest in walking and gathering in outdoor spaces (<i>landscaping, outdoor cafes, benches, seating, kiosks, displays, newsstands</i>).
☐	☐	☐	Walkways to parking are functional and safe (<i>walkways link parking to building entrances and other walkways; design features demark or separate walkways from traffic: textured or raised surfaces, grade variations, landscaped berms, low walls</i>).
☐	☐	☐	Parking lots (p. 6, 16)
☐	☐	☐	Decrease visual prominence and reduce heat island effect (<i>locate behind buildings, divide into smaller lots, avoid large unbroken expanses of paving; emphasize screening, shading, landscaping</i>).
☐	☐	☐	Adequate directional signage for vehicles and pedestrians.
☐	☐	☐	Bicycle parking close to building entries for security; covered if possible,
☐	☐	☐	Landscaping (p. 6, 16-17)
☐	☐	☐	Scale and nature of landscape materials is appropriate to, complements, and accents the site, building design and dimensions (<i>color accents, annual plantings, window box plantings on overhead projections, landscaping does not obscure walkways or visual corridors</i>).
☐	☐	☐	20% of gross lot area landscaped / 50% live plantings. (<i>Plants are of type, spacing and sizing to reach maturity within reasonable time. Hardy, drought tolerant, low maintenance species adapted to Ukiah climate are emphasized; parking lots trees also withstand heat, pollutants. Deciduous trees on south and west. Groundcover compatible with trees. Street trees selected from Ukiah Master Tree List / plantings per Standard Planning Detail required on private lot or public right of way.</i>)
☐	☐	☐	Parking areas with 12 or more stalls: 1 tree per 4 stalls, continuous linear strips minimum 5 feet wide; 50% shading within 10 years; automatic irrigation systems required.
☐	☐	☐	Signs (p. 12-13)
☐	☐	☐	Signs are compatible with architectural character of buildings (<i>historic period, style, location, size, configuration, materials, color- harmonize with design, do not obscure architectural features</i>).
☐	☐	☐	Sign program minimizes visual clutter (<i>reduce large and multiple signs, sign area is minimum necessary to identify business, window signs not exceeding 25% of window</i>

			COMMERCIAL PROJECTS <u>WITHIN</u> DOWNTOWN DESIGN DISTRICT
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	area, sandwich boards have subdued color/minimal copy/located outside ROW, size of signs on converted residential buildings minimized, signs over public right of way: minimum 8 feet above grade). Preferred commercial sign types: Painted on band above windows on stuccoed building, painted window signs, narrow/flat signs hung from stationary canopies, flat signs flush-mounted on building fronts, projecting signs attached to building front, exposed neon tube signs integrated into building design, signs on awnings. Detached freestanding signs for structures on sidewalk line <u>not</u> allowed.
☐	☐	☐	Lighting (p. 14-16) Lighting harmonizes with site, building design, architecture and landscaping (lighting form, function, character, fixture styles, design and placement; lighting does not interfere with pedestrian movement).
☐	☐	☐	Lighting minimizes effects on adjacent properties, auto and pedestrian movement, and night-time sky (downcast and shielded, ground/low level, low intensity, nonglare).
☐	☐	☐	Visual appearance (p. 6-7) Buildings are visually cohesive, compatible and complementary (scale, proportion, design, style, heights, mass, setbacks).
☐	☐	☐	Buildings exhibit variety and distinctiveness (but avoid overly obtrusive or overly monotonous designs, or strong contrast with adjacent buildings).
☐	☐	☐	Buildings exhibit high quality design and construction, with functional design solutions.
☐	☐	☐	Site and buildings are visually attractive from neighboring properties, traffic and corridors, and public spaces (service areas and devices screened, integrated and compatible with site features; above criteria is applied to areas visible to public view; rear and side views are visually interesting, coordinated and well-maintained).
☐	☐	☐	Building exteriors compatible with surrounding properties (compatible or better quality, compatible with natural materials, coordinated but not the same as surrounding properties, avoid more than one vivid or bright color per building, avoid concrete block on visible exterior walls: if used then creative design and surface treatments required).
☐	☐	☐	Reconstruction, repair, alterations (p. 7) Preserve original character of site (use original materials present on the site, avoid damage to brick surfaces or match original character if brick must be replaced, preserve original character of residential site if converted to commercial use).
☐	☐	☐	Protect historical structures and sites ^(Note 1); indicate applicability of State Historic Building Code, address pre-1972 construction and unreinforced masonry issues.
☐	☐	☐	Roofs and rooflines (p. 8) Roofs and rooflines visually compatible with building design and surrounding area (roof and rooflines compatibility; diverse parapet wall shapes, consistent historical roof forms and decorations, neutral roof colors; form, color and texture are integral part of building design; rooftop apparatus screened).
☐	☐	☐	Facades and entryways (p. 8- 11) Facades are varied and articulated (cornice lines, parapets, eaves, cloth awnings, balconies, signs, entry insets, trellises, overhangs, planter boxes, 3-dimensional articulation; avoid long, straight facades without change in planes or openings, maximize

			COMMERCIAL PROJECTS <u>WITHIN</u> DOWNTOWN DESIGN DISTRICT
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	<i>windows along commercial frontage; building entryways have strong architectural definition)</i>
☐	☐	☐	Facade improvements are compatible with historical background.
☐	☐	☐	Rear and side entries and elevations are attractive and visually coordinated with others within same viewshed.
☐	☐	☐	Maintenance (p. 7)
☐	☐	☐	Demonstrate consideration of site and building maintenance.

Note 1: Architectural and Historical Resources Inventory Report, Ukiah California 1984-1985 – available at City of Ukiah; also documents at Held-Poage Memorial Home and Library, 603 W. Perkins Street.

Other Considerations

A variety of site and building design issues have increased in importance to the public and policy boards since the Guidelines were written in the early/mid 1990s. Some of those are expressed below. The Checklist will be modified from time to time.

Yes	No	N/A	OTHER CONSIDERATIONS
☐	☐	☐	Walkable and bikeable communities
☐	☐	☐	The project provides connections for walkers and bicyclists to the surrounding community (<i>provides walking/biking facilities on the site, connects to nearly walking/biking facilities, provides shortcuts for walkers/bikers, project is located within 1/4-1/2 of other places to walk</i>).
☐	☐	☐	Sidewalks provide are convenient and safe access (<i>sidewalks sufficiently wide, without obstruction; curbs, shade, lighting provided; buffers between walkers and traffic provided; safe and direct street crossings for walkers</i>).
☐	☐	☐	Entrances provide convenient access (<i>entrances adjacent to street, minimal setback, routes and accessways are well marked, sidewalks provided uninterrupted access to entrances, safe bike parking is located close to entrances</i>).
☐	☐	☐	Green building (incorporating green building elements)*
☐	☐	☐	Sustainable site
☐	☐	☐	Water efficiency
☐	☐	☐	Energy
☐	☐	☐	Materials and resources
☐	☐	☐	Indoor environmental quality
☐	☐	☐	Visitability and universal design (<i>the site and its elements are accessible to people at differing stages, ages and circumstances of life: accessible primary and interior entrance and routes, accessible kitchen and bath space and devices, for dwellings-accessible bedroom, common room, and devices</i>).

* See Green Building Council LEED and other guidelines for detailed measures:

<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>

<http://www.nrdc.org/buildinggreen/strategies>

City of Ukiah - Commercial Development Design Guidelines

Project Review Checklist

COMMERCIAL PROJECTS OUTSIDE DOWNTOWN DESIGN DISTRICT

The Planning Commission on June 27, 2007 adopted the following Checklist which is intended to assist developers, staff, policy boards and the public in determining project consistency with the *Commercial Development Design Guidelines*. Please refer to the Guidelines for the full text and illustrations, as the Checklist does not supersede or substitute for the Guidelines. The information in parentheses provides examples of ways to achieve the desired effects, recognizing that it is impossible to reduce the art and practice of design into a checklist of individual elements.

"Architects, project designers and applicants are expected to make a strong and sincere effort to comply with the Guidelines and contribute to the improvement of the City's physical image. Project applicants, with the assistance of their architect and building designees, are expected to put forth a convincing and creative effort when planning development and designing buildings." (*Guidelines*, page 1).

Discussion of Design Elements: Applicants are requested to discuss the following issues in their project application submittal.

1. How does the project design contribute to the improvement of the City's physical image?
How does the project exhibit creativity?
2. What architectural style(s)/period is represented by the project design, if any?
3. After completing the checklist below, explain how the project complies with the various factors below.
4. Are any of the criteria below not met? If so, why not?

COMMERCIAL PROJECTS <u>OUTSIDE</u> DOWNTOWN DESIGN DISTRICT			
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	Site features (p. 19) Site design is compatible with the natural environment, and incorporates the major existing features (<i>trees, landscaping, city creeks, riparian habitat, lot shape, size, relationship to surrounding area</i>).
☐	☐	☐	Coordination (p. 20) Facilities are shared and coordinated with adjacent properties. ☐ Setbacks are compatible with character of adjacent frontages. ☐ Setbacks are minimized to enhance the pedestrian environment.
☐	☐	☐	Pedestrian access (p. 19) Site has pedestrian orientation, consistent with uses, design and architecture. ☐ Pedestrian elements are attractive and functional (<i>walkways link parking to building entrances and other walkways; planters, street furniture, outdoor seating, pedestrian oriented signs, low level lighting provided</i>).

			COMMERCIAL PROJECTS <u>OUTSIDE</u> DOWNTOWN DESIGN DISTRICT
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	Parking areas with 12 or more stalls: defined sidewalk or marked pedestrian facilities in landscaped areas or separated from traffic lanes required.
☐	☐	☐	Parking lots (p. 22) Decrease visual prominence and reduce heat island effect (<i>locate behind buildings, divide into smaller lots, avoid large unbroken expanses of paving; emphasize screening, shading, landscaping</i>).
☐	☐	☐	Landscaping (p. 22) Scale and nature of landscape materials is appropriate to the site and structures. ☐ 20% of gross lot area landscaped / 50% live plantings; landscape redevelopment or reuse projects to extent feasible (<i>Plants are of type, spacing and sizing to reach maturity within reasonable time. Hardy, drought tolerant, low maintenance species adapted to Ukiah climate are emphasized, parking lots trees also withstand heat, pollutants. Deciduous trees used on south and west. Automatic irrigation required for new commercial development. Street trees selected from Ukiah Master Tree List / plantings per Standard Planning Detail required on private lot or public right of way.</i>)
☐	☐	☐	Parking areas with 12 or more stalls: 1 tree per 4 stalls within continuous linear strips. Perimeter planting strips use trees and shrubs. Focus on deciduous trees achieving 50% shading within 10 years.
☐	☐	☐	Parking lots generally: Perimeter planting strips, Street trees selected from Ukiah Master Tree List required.
☒	☒	☒	Signs (p. 21) Signs are compatible with architectural character of buildings (<i>signage does not dominate site, uses compatible colors and material, lighting is restrained and harmonious, sandwich boards are creative/subdued color/minimal copy</i>).
☐	☐	☐	Lighting (p. 20) Lighting harmonizes with site, building design, architecture and landscaping (<i>lighting form, function, character, fixture styles, design and placement; lighting does not interfere with pedestrian movement</i>).
☐	☐	☐	Energy conservation (p. 21) ☐ Active and passive solar and other renewable energy design and devices are used (<i>building orientation, landscaping, lighting, heating and cooling, photovoltaic system-ready or installed</i>).
☐	☐	☐	Devices are unobtrusive and complement design (<i>solar panels flush with roof</i>).
☐	☐	☐	Visual appearance (p. 20) ☐ Buildings are visually cohesive, compatible and complementary (<i>scale, proportion, design, style, heights, mass, setbacks</i>).
☐	☐	☐	Buildings exhibit variety and distinctiveness (<i>but avoid overly obtrusive or overly monotonous designs, or strong contrast with adjacent buildings, creative use of natural and recycled materials; metal discouraged unless creative and consistent with Guidelines</i>)
☐	☐	☐	Variety of architectural features encouraged tied to comprehensive design theme (<i>arches, raised parapets, cornices, eaves, windows, balconies, entry insets, roof angles and pitches, wall relief features</i>).
☐	☐	☐	Building exteriors compatible with surrounding properties (<i>compatible materials, colors, quality, coordinated but not the same as surrounding properties, avoid strong or</i>

			COMMERCIAL PROJECTS <u>OUTSIDE</u> DOWNTOWN DESIGN DISTRICT
Yes	No	N/A	Yes- consistent; No- Not consistent or more information needed; N/A- not applicable
☐	☐	☐	<i>vivid colors unless they fit within local context, concrete block/exposed concrete on visible walls finished in aesthetic manner).</i>
☐	☐	☐	Visible fences compatible with project and visually attractive (<i>compatible colors, materials, styles; wire fences, high barriers and use for advertising discouraged</i>).
☐	☐	☐	Site and buildings are visually attractive from neighboring properties, traffic and corridors, and public spaces (<i>service areas and devices screened, integrated and compatible with site features; common mailboxes architecturally consistent and located close to building; above criteria is applied to areas visible to public view; rear and side views are visually interesting, coordinated and well-maintained</i>).
☐	☐	☐	Maintenance (p. 22) Demonstrate consideration of site and building maintenance.

Other Considerations

A variety of site and building design issues have increased in importance to the public and policy boards since the Guidelines were written in the early/mid 1990s. Some of those are expressed below. The Checklist will be modified from time to time.

Yes	No	N/A	OTHER CONSIDERATIONS
☐	☐	☐	Walkable and bikeable communities The project provides connections for walkers and bicyclists to the surrounding community (<i>provides walking/biking facilities on the site, connects to nearly walking/biking facilities, provides shortcuts for walkers/bikers, project is located within 1/4-1/2 of other places to walk</i>).
☐	☐	☐	Sidewalks provide are convenient and safe access (<i>sidewalks sufficiently wide, without obstruction; curbs, shade, lighting provided; buffers between walkers and traffic provided; safe and direct street crossings for walkers</i>).
☐	☐	☐	Entrances provide convenient access (<i>entrances adjacent to street, minimal setback, routes and accessways are well marked, sidewalks provided uninterrupted access to entrances, safe bike parking is located close to entrances</i>).
☐	☐	☐	Green building (incorporating green building elements)* Sustainable site
☐	☐	☐	Water efficiency
☐	☐	☐	Energy
☐	☐	☐	Materials and resources
☐	☐	☐	Indoor environmental quality
☐	☐	☐	Visitability and universal design (<i>the site and its elements are accessible to people at differing stages, ages and circumstances of life: accessible primary and interior entrance and routes, accessible kitchen and bath space and devices, for dwellings-accessible bedroom, common room, and devices</i>).

* See Green Building Council LEED and other guidelines for detailed measures:

<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19> * <http://www.nrdc.org/buildinggreen/strategies>



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SIGN CHECKLIST AND INVENTORY

Signs are processed through a building permit.

Complete one sign checklist for each sign included in the building permit application.

1. What is the type of Sign (circle one)? A. Wall B. Freestanding C. Monument D. Awning E. Other: _____	7. For Freestanding/monument sign provide the following distances: A. From the building: _____ B. From the back of sidewalk: _____ C. From the face of the curb: _____ D. From the property line (s): _____
2. What is the street frontage of the lot? A. Total Frontage (in feet): _____ B. Corner Lot, secondary frontage (in feet): _____	8. For Projecting sign provide the following information: A. Horizontal projection into the right-of-way: _____ B. Vertical projection into the right-of-way: _____
3. What are the square footage and dimensions of the sign? A. Length of Sign: _____ B. Height of Sign: _____ C. Depth of Sign: _____ D. Square footage of Sign (length x height): _____	9. What is the total square footage of ALL existing sign(s) on the building/property, including ALL signs for ALL tenants in the building/on the site? (The Sign Ordinance determines allowed sign area based on a parcel/site basis) 10. What is the square footage of existing signs to be removed or replaced with signs included in this permit?
4. What are the sign colors and materials? A. Copy (letter) color: _____ B. Background color: _____ C. Accent color: _____ E. Copy (letter) material: _____ F. Background material: _____ G. Other material: _____	11. What will be the new total square footage of all signs on the property with the signs included in this permit?
5. How is the sign illuminated (circle one)? A. Internal B. External C. Not Illuminated	12. If the business is in a shopping center or business park, provide the name of the shopping center or business park:
6. Provide the following additional sign details: A. Sign Faces: 1) Single 2) Double B. Approximate Weight: _____ C. How is the sign attached/mounted? _____	13. Name of person, firm or corporation installing the sign: _____ See back page for Submittal Requirements and Required Signatures/Authorizations.

ITEMS REQUIRED FOR SIGN PERMIT APPLICATION:

1. Plot (site) plan that includes the location of property lines, building and all existing signs and signs proposed as part of this permit. Plot plans shall be drawn to scale or shall include all required dimensions, including: property dimensions, building dimensions, distances requested in #5 and #6, location of the signs on the site, north arrow, and other similar information as required by the Planning Department. On the plot (site) plan, identify the street on which the property has street frontage.
2. Elevation drawings and/or photos that show the building wall and the location of all existing signs and all signs included in this permit. Include elevations of the front, sides, and rear of the building.
3. Notes on the site plan and elevations that indicate if the existing sign(s) will remain or be removed as part of this permit.
4. Color drawings and specifications (details) of the proposed sign(s) included in this permit, including method of construction, attachment to the building or ground, electrical and other information related to installation.
5. Written consent to the owner of the building, structure, or property on which the sign is to be located.

Please provide three (3) sets of plans (One Job Copy, Two File Copies).

Please Note: Sign permit review of 1 hour or less of Planning staff time is \$25.00.

Sign permit review of more than 1 hour of Planning staff time is \$50.00.

Applicants are encouraged to make each sign permit submittal as complete as possible in order to reduce the amount of analysis involved in permit review and thereby reducing the cost of the permit.

AUTHORIZATION/ACKNOWLEDGEMENTS REQUIRED:

I, the undersigned, solemnly understand and hereby certify and declare under penalty of perjury that all information presented in this application and on required plans are accurate, true and correct to the best of my information and belief.

I understand that intentional misrepresentation of factual information may invalidate permit approvals granted by the City of Ukiah.

I affirm that I am the owner of the real property which is the subject of this application or that I am duly authorized to represent said property owner or agent in this matter before the City of Ukiah.

I hereby authorize employees of the City of Ukiah, the City's authorized agents, and persons with review or decision making authority for the project to enter upon the subject property, as necessary, to inspect the premises, post notices, and process this application.

PROPERTY OWNER SIGNATURE
(required prior to permit issuance)

DATE

☐ **AUTHORIZED AGENT**

DATE

To Be Completed by Staff

Zoning District:	Previous Entitlement/Discretionary Review Associated with this Sign?	
	☐ NO	☐ YES IF YES, FILE #:
Encroachment into Public Right-of-way?		Encroachment Permit Required?
☐ NO ☐ YES		☐ NO ☐ YES
Reface or reuse of existing legal non-conforming sign or sign structure?		
☐ NO ☐ YES IF YES, EXPLAIN IN "NOTES" SECTION BELOW.		
Notes:		

Revised 12/3/2012

ORDINANCE NO.**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH ADDING AND AMENDING
VARIOUS SECTIONS OF THE UKIAH CITY CODE REGULATING SIGNAGE**

The City Council of the City of Ukiah hereby ordains as follows:

SECTION ONE. FINDINGS

- The City's sign regulations, outlined in Division 9, Chapter 7 of the Ukiah City Code, provide standards for signage across zoning districts. These regulations have been periodically updated since the adoption of Ordinance No. 685 in 1976, with further amendments made through Ordinances 756 (1981), 822 (1983), 1106 (2008), and 1148 (2014).
- The City's 2040 General Plan includes Land Use Element Policy LU-11.7, which directs the City to streamline and clarify the sign review and approval process.
- The current sign regulations require updates to reflect advancements in technology, changes in advertising practices, and to correct administrative inefficiencies. These updates are necessary to maintain a balance between business visibility, community aesthetics, and public safety.
- The proposed amendments are intended to clarify sign types, streamline the approval process, establish stricter illumination standards to reduce light pollution, and improve enforcement through clearer compliance mechanisms.
- The Design Review Board is established to ensure that new development and aesthetic improvements within the City reflect adopted design standards and preserve community character.
- To support this role, the Design Review Board will have the authority to review and approve Mural Permits for artwork proposed on private structures. This review process ensures consistency with design guidelines, respects historical context, provides opportunities for public input, and reflects community values.
- The City has determined that the proposed ordinance amendment is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Sections 15301 (Existing Facilities), 15303 (New Construction or Conversion of Small Structures), 15311 (Accessory Structures), and the general exemption under Section 15061(b)(3).

SECTION TWO.

Section 1169 in Division 1, Chapter 4, Article 4B of the Ukiah City Code is hereby amended to read as follows:

§ 1169 DUTIES OF THE BOARD

It shall be the function and duty of the Design Review Board to review proposed site development permit applications, planned development applications and precise development plans, work with staff and the applicants to ensure design consistency with the Ukiah General

Plan, Zoning Code, and Design Review Guidelines, review and make decisions on issuance of mural permits for murals on private commercial structures, and make recommendations concerning architecture, site design layout, landscaping, parking, signage, exterior lighting, and other aspects of urban design to City staff, Zoning Administrator, Planning Commission and City Council as appropriate.

SECTION THREE.

Chapter 7 of Division 3 of the Ukiah City Code is hereby amended to read as follows:

CHAPTER 7

SIGNS¹

The purpose of this chapter is to provide standards for the regulation of the height, size, location and appearance of signs in order to safeguard and enhance property values; to protect public and private investment in buildings and open spaces; to preserve and improve the appearance of the city as a place in which to live and work and as an attraction to nonresidents who come to visit or trade; to encourage sound signing practices as an aid to business and for the information of the public; to prevent excessive and confusing sign displays; to reduce hazards to motorists and pedestrians; to identify and regulate prohibited signs; to promote the public health, safety general welfare of the city; and to minimize light trespass onto adjacent properties and the night sky, ensuring a balance between visibility and environmental considerations.

ARTICLE 1. DEFINITIONS

SECTION:

§3200: Definitions Generally

§3200.01: Abandoned Sign

§3200.02: Advertising Message

§3200.03: Animated Signs

§3200.04: Architectural Projection

§3200.05: Area Of A Sign

§3200.06: Area Identification Sign

§3200.07: Attached Sign

§3200.08: Awning

§3200.09: Detached Sign

§3200.10: Background Area

§3200.11: Banner Sign

§3200.12: Building Face

§3200.13: Building Frontage

§3200.14: Building Inspector

§3200.15: Business Frontage

§3200.16: Canopy Or Marquee

§3200.17: Changeable Copy Sign

§3200.18: Construction Sign

§3200.19: Development Project Sign

§3200.20: Directional Sign

§3200.21: Directly Illuminated Sign
§3200.22: Exempt Sign
§3200.23: Facelift
§3200.24: Face Of Sign
§3200.25: Flashing Sign
§3200.26: Free Standing Sign
§3200.27: Front Footage Of Building Occupancy
§3200.28: Height Of Sign
§3200.29: Incidental Sign
§3200.30: Identification Sign
§3200.31: Indirectly Illuminated Sign
§3200.32: Individual Letter Sign
§3200.33: Modular Sign
§3200.34: Moving Sign
§3200.35: Mural
§3200.36: Nameplate
§3200.37: Nonconforming Sign
§3200.38: Occupant
§3200.39: Off-Site Sign
§3200.40: On-Site Sign
§3200.41: Parcel Of Property
§3200.42: Parapet Or Parapet Wall
§3200.43: Planning Director/Community Development Director
§3200.44: Political Sign
§3200.45: Portable Sign
§3200.46: Premise Or Premises
§3200.47: Projecting Sign
§3200.48: Public Service Information Sign
§3200.49: Reader Board
§3200.50: Real Estate Or Property Sign
§3200.51: Roof Line
§3200.52: Roof Sign
§3200.53: Rotating Sign
§3200.54: Shopping Center
§3200.55: Sign
§3200.56: Sign, In-Window
§3200.57: Sign Program
§3200.58: Sign Structure
§3200.59: Special Events Sign
§3200.60: Street Or Parcel Frontage
§3200.61: Structure
§3200.62: Temporary Sign
§3200.63: Temporary Window Sign
§3200.64: Total Aggregate Sign Area
§3200.65: Unlawful Sign
§3200.66: Wall Sign (Fascia Sign)

§3200 DEFINITIONS GENERALLY

For the purposes of this Chapter, unless otherwise apparent from the context, certain words and phrases used in this Chapter are defined in this Article.

§3200.01 ABANDONED SIGN

"Abandoned sign" shall mean a sign which no longer directs, advertises or identifies a legal business establishment, product or activity, for a period of sixty (60) days or more, on the premises where such sign is displayed.

§3200.02 ADVERTISING MESSAGE

"Advertising message", "copy" shall mean any written, graphic or pictorial form on a sign describing products or services being offered.

§3200.03 ANIMATED SIGNS

"Animated sign" shall mean any sign which is designed and constructed to give a message through a sequence of progressive changes of parts or lights or degree of lighting.

§3200.04 ARCHITECTURAL PROJECTION

"Architectural projection" shall mean a marquee, porch, canopy or other similar projection.

§3200.05 AREA OF A SIGN

"Area of a sign" shall mean the entire area within a single continuous perimeter composed of squares or rectangles which enclosed the extreme limits of the advertising message, announcement declaration, demonstration, display, illustration, insignia, surface or space, together with any frame or other materials, color or condition which forms an integral part of the display and is used to differentiate such sign from the wall or background against which it is placed; excluding the necessary supports or uprights on which such sign is placed. Where a sign has two (2) or more faces, the area of one face and one-half (1/2) of the second face shall be included in determining the area of the sign.

Where a sign consists only of individual letters, numerals, symbols or other similar components and is painted on or attached flat against the wall of a building and where such individual components are not within a circumscribed frame area, the total area of the sign shall be the sum of the areas of the square or rectangles surrounding each individual sign component.

§3200.06 AREA IDENTIFICATION SIGN

"Area identification sign" shall mean a permanent sign used to identify a neighborhood, subdivision, shopping district, industrial district, agricultural district or any special community area.

§3200.07 ATTACHED SIGN

"Attached sign" shall mean any sign which is fastened, attached, connected or supported in whole or in part by a building or structure other than a sign structure which is supported wholly by the ground (see graphic illustration section).

§3200.08 AWNING

"Awning" shall mean a temporary shelter supported entirely from the exterior wall of a building and composed of nonrigid materials except for the supporting framework.

§3200.09 DETACHED SIGN

"Detached sign" shall mean any sign not supported in whole or in part by a building or structure other than by a sign structure which is supported wholly by the ground (see graphic illustration section).

§3200.10 BACKGROUND AREA

"Background area" shall mean the entire area of a sign on which copy could be placed, as opposed to the copy area.

§3200.11 BANNER SIGN

"Banner sign" shall mean a temporary sign composed of lightweight material either enclosed or not enclosed in a rigid frame, secured or mounted so as to allow movement of the sign caused by movement of the atmosphere.

§3200.12 BUILDING FACE

"Building face" shall mean all window and wall area of a building in one plane or elevation.

§3200.13 BUILDING FRONTAGE

"Building frontage" shall mean the linear length of a building facing the public right of way.

§3200.14 BUILDING OFFICIAL

"Building Official" shall mean the chief building official or his duly authorized representative.

§3200.15 BUSINESS FRONTAGE

"Business frontage" shall mean that primary frontage within a parcel of land which the user considers his place of business.

§3200.16 CANOPY OR MARQUEE

"Canopy or marquee" shall mean a permanent roof-like shelter extending from part or all of a building face over a public right of way and constructed of some durable material such as metal, glass, plastic or wood.

§3200.17 CHANGEABLE COPY SIGN

"Changeable copy sign" shall mean a sign on which copy is changed manually or electrically but not limited to time, temperature and date.

§3200.18 CONSTRUCTION SIGN

"Construction sign" shall mean a temporary sign identifying the persons, firms or business directly connected with a construction project.

§3200.19 DEVELOPMENT PROJECT SIGN

"Development project sign" shall mean a temporary sign identifying a proposed development project, or one under construction.

§3200.20 DIRECTIONAL SIGN

"Directional sign" shall mean any sign which serves solely to designate the location or direction of any place of business or area.

§3200.21 DIRECTLY ILLUMINATED SIGN

"Directly illuminated sign" shall mean any sign designed to provide artificial light directly or through transparent or translucent material from a source of light within or on such sign, including, but not limited to, neon and incandescent lamp signs.

§3200.22 EXEMPT SIGN

"Exempt sign" shall mean a sign exempt from normal permit requirements.

§3200.23 FACELIFT

"Facelift" shall mean the remodeling of a building's frontage which is visible from a public right of way, so that the building material, door frames, window frames and signs are designed in harmony with each other.

§3200.24 FACE OF SIGN

"Face of sign" shall mean the entire face of a sign on which copy could be placed.

§3200.25 FLASHING SIGN

"Flashing sign" shall mean an illuminated sign which exhibits changing light or color effect by blinking or any other such means so as to provide a nonconstant illumination.

§3200.26 FREE STANDING SIGN

"Free standing sign" can also be referred to as "ground sign", "detached sign", "pole sign" and "monument sign" and shall mean a sign erected to a free standing frame or support, mast or pole and not attached to anything. These signs should be designed so that the style of the sign and its base are consistent with the architecture of the buildings on the site. They are typically oriented perpendicular to the adjacent street and sidewalk and have a maximum of two parallel sign faces.

§3200.27 FRONT FOOTAGE OF BUILDING OCCUPANCY

"Front footage of building occupancy" shall mean a single lineal dimension measured horizontally along the front of a building which defines the limits of a particular occupancy at that location (see graphic illustration section).

§3200.28 HEIGHT OF SIGN

"Height of sign" shall mean the vertical distance measured from the adjacent street grade or upper surface of the nearest curb of a street other than an elevated roadway, whichever permits the greatest height, to the highest point of said sign (see graphic illustration section).

§3200.29 INCIDENTAL SIGN

"Incidental sign" shall mean an onsite sign of limited size that provides information pertaining to goods, products, services or facilities which are available on the premises, primarily serving informational or directional purposes for the public. .

§3200.30 IDENTIFICATION SIGN

"Identification sign" shall mean a sign which serves to tell only the name, address and lawful use of the premises upon which it is located. A bulletin board of a public, charitable or religious institution used to display announcements relative to meetings to be held on the premises is an identification sign.

§3200.31 INDIRECTLY ILLUMINATED SIGN

"Indirectly illuminated sign" shall mean a sign whose illumination is derived entirely from an external artificial source which is arranged so that no direct rays of light are projected from such artificial source into residences or streets.

§3200.32 INDIVIDUAL LETTER SIGN

"Individual letter sign" shall mean any sign made of self-contained letters that are mounted on the building.

§3200.33 MODULAR SIGN

"Modular sign" shall mean a sign with more than two (2) faces identifying the same product or use.

§3200.34 MOVING SIGN

"Moving sign" shall mean any sign or device which has any visible moving part, visible revolving part, or visible mechanical movement of any description, or other apparent visible movement achieved by electrical, electronic or kinetic means, including intermittent pulsations.

§3200.35 MURAL

"Mural" shall mean a painting on a wall or ceiling.

§3200.36 NAMEPLATE

"Nameplate" means a sign which designates the name and address of a person or persons occupying the premises upon which it is located.

§3200.37 NONCONFORMING SIGN

"Nonconforming sign" shall mean a legally existing sign at the time of the effective date of an ordinance which does not conform to the provisions of said code.

§3200.38 OCCUPANT

"Occupant" shall mean one who occupies a group of buildings, a building or each substantially separate physical division of a building devoted to a single enterprise and does not refer to individual tenants that may share said division of a building.

§3200.39 OFF-SITE SIGN

"Off-site sign", also known as off-premise and billboard, shall mean any sign not located on the premises of the business or entity indicated or advertising by said sign. This definition shall include poster panels, painted bulletins and other similar advertising displays.

§3200.40 ON-SITE SIGN

"On-site sign", also known as on-premise and business sign, shall mean any sign directing attention to a business, commodity, service or entertainment conducted, sold or offered upon the same premises as those upon which the sign is maintained.

§3200.41 PARCEL OF PROPERTY

"Parcel of property" shall mean a parcel of land shown on a subdivision map, record of survey map, parcel map or a parcel described by metes and bounds which constitutes one development site whether composed of a single unit of land or contiguous units under common ownership.

§3200.42 PARAPET OR PARAPET WALL

"Parapet or parapet wall" shall mean that portion of a building wall that rises above the roof level.

§3200.43 PLANNING/COMMUNITY DEVELOPMENT DIRECTOR

"Planning director" shall mean the Community Development Director of the City or his designated representative.

§3200.44 POLITICAL SIGN

"Political sign" shall mean a sign designed for the purpose of soliciting support of, or opposition to, a candidate or proposition at a public election.

§3200.45 PORTABLE SIGN

"Portable sign" shall mean any sign not permanently affixed to the ground or a structure on the premises it is intended to occupy (see graphic illustration section).

§3200.46 PREMISE OR PREMISES

"Premise or premises" shall mean a parcel of property.

§3200.47 PROJECTING SIGN

"Projecting sign" shall mean a sign which is attached to and projects from the structure or building face. Appropriate materials include wood and metal with carved or applied lettering, or any other material that is architecturally compatible with the building to which the sign is attached.

§3200.48 PUBLIC SERVICE INFORMATION SIGN

"Public service information sign" shall mean any sign intended primarily to promote items of general interest to the community, such as time, temperature, date, atmospheric conditions, news or traffic control, etc.

§3200.49 READER BOARD

"Reader board" shall mean any sign which would allow changing of individual letters for different messages.

§3200.50 REAL ESTATE OR PROPERTY SIGN

"Real estate or property sign" shall mean any sign pertaining to the sale, lease or rental of land or buildings. Usually a temporary sign.

§3200.51 ROOF LINE

"Roof line" shall mean the top edge of the roof or top of the parapet, whichever forms the top line of the building silhouette.

§3200.52 ROOF SIGN

"Roof sign" shall mean any sign erected upon, against or directly above a roof or top of or above the parapet of a building (see graphic illustration section).

§3200.53 ROTATING SIGN

"Rotating sign" shall mean any sign or portion thereof which physically revolves about an axis.

§3200.54 SHOPPING CENTER

"Shopping center" shall mean a unified commercial development on a minimum site of two (2) acres occupied by a group of five (5) or more separate businesses occupying substantially separate divisions of a building or buildings fronting on a privately owned common mall or parking lot, rather than on a public street.

§3200.55 SIGN

"Sign" shall mean a visual communications device used to convey a message to its viewers. A sign shall mean and include every advertising message, announcement, declaration, demonstration, display, illustration, insignia, surface or space erected or maintained in view of the observer thereof for identification, advertisement or promotion of the interests of any person, entity, product or service.

§3200.56 SIGN, IN-WINDOW

"In-window sign" shall mean any sign painted on the inside or outside of a window or any sign erected or hung on the inside of a window, the purpose of said sign to be seen by persons outside of the building.

§3200.57 SIGN PROGRAM

"Sign program" shall mean an integrated system of signs proposed for one or more businesses, usually for a shopping center or group of uses on a single parcel. Sign programs create a coordinated set of standards for signs on properties with multiple buildings or tenants and establish uniform sign design elements such as size, color, materials, lighting, and placement

on the property. The purpose of sign programs is to provide for project specific designs and sign accommodations that take into account compatible and appropriate signage which can be reviewed concurrently with the review of building designs and site layout. Sign programs are not intended to provide for additional signage than would otherwise be allowed and may not provide for approval of otherwise prohibited sign types

§3200.58 SIGN STRUCTURE

"Sign structure" shall mean the supports, uprights, braces and framework of the sign.

§3200.59 SPECIAL EVENTS SIGN

"Special events sign" shall mean a sign advertising or pertaining to any civic, patriotic or special event of general public interest taking place within the City.

§3200.60 STREET OR PARCEL FRONTAGE

"Street or parcel frontage" shall mean the length of a lot or parcel of land along or fronting on a street or other principal thoroughfare but not including such length along an alley, watercourse, railroad right of way or limited access roadway or freeway (see graphic illustration section).

§3200.61 STRUCTURE

"Structure" shall mean that which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

§3200.62 TEMPORARY SIGN

"Temporary sign" shall mean a sign which is not permanently affixed. Any other device constructed of lightweight material used for the purpose of conveying a message.

§3200.63 TEMPORARY WINDOW SIGN

"Temporary window sign" shall mean a sign painted on the window or constructed of paper, cloth or other like material and attached to the interior or exterior side of a window or glass area. Does not include display merchandise.

§3200.64 TOTAL AGGREGATE SIGN AREA

"Total aggregate sign area" shall mean the combined total display area of each sign located on the premises.

§3200.65 UNLAWFUL SIGN

"Unlawful sign" shall mean a sign which contravenes this guideline or which a public official may declare unlawful if it does not comply with the City's Design Standards set forth in Section 3228 of this Code becomes dangerous or a traffic hazard to public safety, or a nonconforming sign for which a permit required under a previous ordinance was not obtained.

§3200.66 WALL SIGN (FASCIA SIGN)

"Wall sign (fascia sign)" shall mean a sign attached to or erected against a wall of a building. Any sign affixed in such a way that its exposed face is parallel to the plane of the building. Wall signs include most types of signage that are attached to the face of a building wall. These include channel letters made out of wood, metal or plastic. Wall signs may be painted. Wall signs should be oriented to achieve balanced composition and harmony with other architectural elements of a building facade. Wall signs should be placed on a flat building surface and should not be placed over or otherwise obscure architectural building features.

ARTICLE 2. PERMITS, FEES, INSPECTIONS, APPROVALS AND INDEMNIFICATIONS

SECTION:

- §3220 Permits Required
- §3221 Application For Permit
- §3222 Building, Encroachment, And Electrical Permits
- §3223 Issuance Of Permits
- §3224 Signs Exempted From Permit Requirements

§3220 PERMITS REQUIRED

Except as otherwise provided within these regulations, it shall be unlawful for any person to erect, construct, enlarge, move or convert any sign within the city limits, or cause the same to be done, without first obtaining a sign permit for each such sign from the Building Official as required by these regulations. These directives shall not be construed to require any permit for the repainting, cleaning and other normal maintenance or repair of a sign or sign structure for which a permit has been previously issued, so long as the sign or sign structure is not modified in any way.

§3221 APPLICATION FOR PERMIT

Application for such permits shall be made upon forms provided by the Building Official and shall contain or have attached thereto the following information and material:

- A. The consent of the owner or person entitled to possession or their authorized representative or the sign user (name, address and telephone number).
- B. Name, address, telephone number, license number of the sign contractor or sign erector as required by ordinance.
- C. A plot plan indicating the location of the building, structure, lot or parcel of property to which or upon which the sign or other advertising structure is to be placed or erected, including data showing building elevation and street frontages.
- D. A detailed sketch with color swatches depicting the sign or sign structure and its relation to the building or use which it intends to identify.
- E. Copies of a plan showing:
 - 1. Position of sign or other advertising structure in relation to adjacent buildings or structures.
 - 2. Construction design, size and type of material used.
 - 3. A statement or diagram depicting the size and dimensions of all existing permanent advertising displays on the premises at the time of application. Current dated photographs may be used for this purpose.

§3222 BUILDING, ENCROACHMENT, AND ELECTRICAL PERMITS

A building permit shall be required for any sign which, in the opinion of the chief building official, constitutes a structure or structural alteration. An electrical permit shall be required for any sign to be served by electricity. An encroachment permit shall be required from the city public works department for any sign located within or projecting into the public right of way. Applications for encroachment permits under this article shall be filed with the public works department accompanied by a plot plan sufficient to show the details of the proposed sign size, height, any

other information deemed necessary by the Community Development Director or Public Works Director, and application fees established from time to time by resolution of the city council adopted in accordance with the procedures required by law. The public works director retains the right to revoke any issued encroachment permit for a sign in the right of way determined to be a nuisance or detrimental to the public safety or convenience.

§3223 ISSUANCE OF PERMITS

The Director of Community Development shall issue a permit for the erection, alteration or relocation of a sign within the city when an application therefor has been properly made and the sign complies with all appropriate laws and regulations of the city.

Every permit issued by the Director of Community Development under the provisions of this article shall expire by limitation and become null and void if the work authorized by such permit is not commenced within sixty (60) days from the date of such permit, or if the work authorized by such permit is suspended or abandoned for a period of one hundred twenty (120) days or more at any time after the work is commenced. Before such work can be commenced or resumed thereafter a new permit shall first be obtained and the fee therefor shall be one-half (1/2) the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work; and provided further, that such suspension or abandonment has not exceeded one year.

The director of community development may, in writing, suspend or revoke a permit issued under provisions of this article whenever the permit is issued on the basis of a material omission or misstatement of fact, or in violation of any provisions of this article.

- A. Revocation: The building inspector may, in writing, suspend or revoke a permit issued under the provisions of these regulations whenever the permit is issued on the basis of a misstatement or omission of material fact or fraud or failure to comply with this ordinance.
- B. Review: The building inspector may, in writing, deny issuance of a permit when in fact the sign or sign structure in question requires review and opinion for quality construction and design standards. Such review of the application will then be conducted by the building code board of appeals and a decision rendered within fourteen (14) working days after the initial permit application was filed with the city.

§3224 SIGNS EXEMPTED FROM PERMIT REQUIREMENTS

The following signs do not require a sign permit:

- A. Professional or business signs in residential zones not to exceed two (2) square feet in area for home occupations as allowed by the zoning ordinance.
- B. For real estate signs, no single face may exceed six (6) square feet for each single-family home or duplex, and sixteen (16) square feet for multiple-family uses. Signs for commercial uses may not exceed thirty two (32) square feet per face. These signs must be removed when the property is taken off the market.
- C. One political campaign sign on private property not exceeding four (4) square feet in area or four feet (4') in height. These signs shall be removed within ten (10) days following the elections. Such signs should not be erected prior to eighty-eight (88) days before the election. Property owners and residents are strongly encouraged to comply with this eighty-eight (88) day limit. The City shall post on the portion of its website where the City posts the "voluntary spending limit candidates/committees" list pursuant to section 2081D7 of this code, a list of

candidates and campaign committees who have committed in writing to distributing and posting campaign signs on private property no more than eighty-eight (88) days before the election.

D. Names of buildings or dates of erection of buildings when cut in a masonry surface or constructed of bronze or other incombustible material.

E. Traffic or other municipal signs, railroad crossing signs, danger and other such emergency signs including wording painted on streets.

F. Signs of a directional nature for special events not to exceed twenty four (24) square feet each to be allowed for the duration of the event, but not to exceed fourteen (14) days.

G. Permanent signs serving as directional signs to institutes of an educational, religious, charitable or civic nature not to exceed four (4) square feet in area.

H. Directional signs located within parking lots identifying the entrance and exit and other directional information only. Such signs shall not exceed four (4) square feet each or eight (8) square feet for all such signs per acre of parking.

I. Signs showing the location of public telephones, restrooms and underground utility facilities.

J. Signs (or decals) advertising credit cards, association memberships or trading stamps not to exceed two (2) square feet for each sign.

K. Holiday lights, decorations and displays, provided such lights, decorations and displays are removed within ten (10) days after the holiday.

L. Any sign, posting, notice, etc., placed by or required by a governmental entity in carrying out its responsibility to protect the general health and welfare of the community.

M. Street signs and address numbers.

N. Downtown parking district signs with business identification.

O. Painted Wall Signs or Window Signs that do not require a 'Building', 'Electrical' or 'Encroachment' permit and that comply with all requirements of Section 3227 of this Code.

P. Signs prohibiting parking on private property in conformance with Section 7389 of this code.

Q. Governmental or emergency signage required for public safety.

R. Substitution: Subject to the property owner's consent and provided that the sign is otherwise legal without consideration of message content, an existing commercial sign may substitute without review by the Community Development Director should no building permit be required. Such substitution of message may be made without any additional approval or permitting. This provision prevails over any more specific provision to the contrary within this Chapter. This provision does not create a right to increase the total amount of signage on a parcel, lot, or land use; does not affect the requirement that a sign structure or mounting device be duly permitted; does not allow a change in the physical structure of a sign or its mounting device; and does not allow the substitution of an off-site commercial message in place of an on-site commercial message.

S. Signs or advertisements painted or conveyed on pavement as part of a City-recognized event,

ARTICLE 3. GENERAL PROVISIONS

SECTION:

§3225: Regulations

§3226: Prohibited Signs

§3225 REGULATIONS

A. Signs attached under a marquee shall have a vertical clearance of eight feet (8') between the existing or future grade of the finished sidewalk. Such signs shall be limited to four (4) square feet in area on each side if a double faced sign; a single faced sign shall be limited to four (4) square feet in area; one sign per occupant.

B. No sign shall be located so as to create a safety hazard by obstructing vision, or shall interfere with or resemble any authorized warning or traffic sign or signal.

C. A projecting sign shall have a minimum clearance of eight feet (8') above the existing or future grade of the finished sidewalk, and a minimum clearance of fifteen feet (15') above an area used for vehicular movement. Multiple projecting signs should not be installed within ten feet (10') of each other if on the same property and should be separated from projecting signs on adjacent properties by ten feet (10') to ensure proper visibility.

D. These regulations shall apply only to those signs which are located outside of buildings or which are directly affixed to the inside of a window visible from a public frontage. Where signs are affixed to or painted on a window, such signs shall not exceed twenty percent (20%) of any window area, and such signs shall be counted as part or all of the permitted sign area except as allowed in Section 3227 of this Chapter. No sign permit shall be required for window signage that complies with this standard and does not require a building permit. Window signs should be scaled to the pedestrian and oriented to window shoppers on the sidewalk. Window signs should be limited to small graphics, business logo, and text. A window sign should not obscure the view into a store or place of business.

E. Temporary construction, development and subdivision sales signs are permitted in any residential zone providing the total aggregate area for all such signs does not exceed thirty two (32) square feet, and providing that no single face sign exceeds twelve (12) square feet. Sign height for any given sign may not exceed ten feet (10'). Signs will be permitted to remain for a maximum period of one year, but must be removed upon completion of the project.

F. Temporary construction, development, subdivision sales, lease and real estate signs are permitted in any commercial or industrial zone, if freestanding. The total aggregate area for all such signs may not exceed sixty four (64) square feet, and no single face sign may exceed thirty two (32) square feet. Sign height for any given freestanding sign may not exceed ten feet (10'). Signs will be permitted to remain for a maximum period of one year but must be removed upon completion of the sale, lease or project.

G. Murals on private commercial structures are allowed subject to review and issuance of a mural permit by the Design Review Board. Criteria upon which murals will be evaluated as both art and advertising are: compatibility with surrounding environment and community in general; appropriateness to site; relationship to use of building upon which it is placed; impact on motorists and traffic hazards; advertising potential. Written messages are discouraged. Any area determined to be advertising and allowed to remain in the mural shall be counted as part of

the allowed parcel signage. Mural permits on private structures are not subject to recommendation from the Zoning Administrator, unless a component of a Site Development or Use Permit or requested by the Zoning Administrator.

H. Awning signs are allowed subject to review and securing an encroachment permit from the Public Works Department when located within the public right of way. Sign area shall be calculated as defined in section 3200.05 of this chapter. These shall not be considered as projecting signs, but do constitute 'Sign Area'.

I. Governmental, educational, civic or religious special event signs may be posted up to twenty (20) days prior to the event and taken down at least two (2) days after the event. Size shall not exceed thirty two (32) square feet and there shall be no more than four (4) such signs. Signs shall be approved by the Community Development Director. This section shall not be applicable to handbills or small posters for said events.

J. Signing for a project requiring a site development permit or use permit shall be reviewed by the Planning Commission as part of the permit application process.

K. Banners, pennants and balloons (but not other gas filled figures) may be placed on an occupant's property for: 1) a maximum of thirty (30) consecutive days per year to announce the opening of a new business (including new management); and 2) a maximum of fifteen (15) days per year to advertise special activities or promote the business. Such signage shall not pose a hazard to the safe movement of traffic and shall not block permanent identification signs on neighboring properties.

L. Signs installed pursuant to a uniform community oriented sign program designed to provide direction, information or recognition to places, events, culture or other distinguishing aspects of the city of Ukiah. The sign program application specifying signage area, type, size, height, location, design, colors, materials and other information to ensure the sign program will enhance the vitality and character of the city of Ukiah shall be reviewed by the design review board and such sign program authorized by the city council.

§3226 PROHIBITED SIGNS

The City has a compelling interest in prohibiting the following categories of signs to further the findings and purpose of this Chapter. All signs below are specifically identified as prohibited with limited exceptions. Sign types which, in the determination of the Community Development Director, are similar to those listed in this Section but which are not explicitly described in these regulations are also prohibited:

A. Attention-Getting Devices: Flashing, rotating, animated, blinking and moving signs, including dynamic digital signage such as video screens, LED displays with frequent image changes, or scrolling text.

B. Miscellaneous signs and posters and the tacking, pasting or otherwise affixing of signs of a miscellaneous character visible from a public right of way. Signs located on the wall of buildings, barns, sheds, trees, utility poles, posts, fences or other structures are prohibited unless provided for under other provisions of these regulations.

C. Any sign affixed to any vehicle or trailer on a public right of way or public property unless the vehicle or trailer is intended to be used in its official capacity and not for the sole purpose of attracting people to a place of business.

D. Banner flags, pennants, searchlights, twirling signs, balloons or other gas filled figures placed on an occupant's property or in the public right of way, except as otherwise provided by this chapter. Air-powered inflatable advertising device featuring oscillating, flexible tube-like figures designed to attract attention through constant motion are similarly prohibited.

E. Flags other than those of any nation or corporation. Flagpoles shall be located outside of required setback areas and comply with all Airport Compatibility standards. Flagpoles consistent with this Section do not require a sign permit but may require building, electrical or mechanical permits. In residential zoning districts wall-mounted flags which do not project above the roofline are exempt from permit requirements. Temporary flags are similarly prohibited, unless associated with a City-approved event.

F. Portable or wheeled signs, except the following:

1. Real estate signs not exceeding six (6) square feet per side placed on the offered property.

2. Temporary portable signs as provided by this chapter.

G. Any sign that utilizes visible guywires, angle irons and iron frame structures, unless construction is otherwise impractical, provided that decorative metal frames may be approved by the Director of Community Development when consistent with a historical or architectural style exhibited on the property.

H. Signs emitting audible sounds, odor or visible matter, including any interactive fuel dispenser screen that conveys advertisements, video or interactive media.

I. Signs which purport to be, or are an imitation of, or resemble an official traffic sign or signal, or which bear the words "stop", "go slow", "caution", "danger", "warning" or similar words.

J. Signs, which by reason of their site, location, movement, content, coloring or manner of illumination, may be confused with or constructed as a traffic control sign, signal or device, or the light of a road or emergency equipment vehicle.

K. Outlining of a building by means of exposed neon tubing, exposed incandescent lighting or other artificial lighting or an equivalent effect is prohibited.

L. Signs which are located on or project over the roof of a building or structure.

M. Off premises signs shall not be permitted within the city limits, except the following:

1. Real estate "open house" signs not exceeding six (6) square feet placed on private property with permission of the property owner (directional type). Such signs shall be allowed only during hours of open house.

2. Temporary portable signs as provided by this chapter.

N. Corner properties with freestanding, projecting, portable and other detached signs from the ground level to eight feet (8') in height shall be prohibited in the area formed by measuring at the property line a distance of thirty feet (30') from the point of intersection of the two (2) streets, and connecting at these lines in triangular fashion, provided that signs within this area may be allowed subject to approval of the public works director and securing an encroachment permit from the public works department when located within the public right of way.

O. Signs which physically or visually move, scroll, rotate or create an illusion of movement, or which have parts, messages, or surfaces that physically or visually move, scroll, rotate or create the illusion of movement, or which emit audible sound or noise. This includes but is not limited to electronic or digital signs with frequently changing images, video displays, and animated graphics. Electronic Message Centers (EMC Signs) that use Digital Display Signs or other means to present images or messages are also prohibited. This prohibition will not apply where preempted by state law for fuel price signage or other applicable law.

P. Signage advertising cannabis, alcohol, or tobacco products or businesses that includes depictions or images of minors or anyone under twenty-one (21) years of age; images that are attractive to children such as cartoons, likeness, characters, or phrases used to advertise to children, logos or images imitating candy packaging or labeling, or use of the terms or such a variant in spelling such terms that is attractive to children.

Q. Outdoor advertising displays such as billboards, and all off-site commercial signs that display advertising for a business, commodity, service, facility, or other such matter that is not located, conducted, sold, or offered upon the premises where the sign is located are prohibited within the City of Ukiah.

R. Backlit Translucent Awning Signs: Any sign located on an awning that is translucent or semi-transparent and illuminated from a light source under or within the awning.

ARTICLE 4. GENERAL SIGN REGULATIONS

SECTION:

§3227 Permitted Sign Area, Encroachment, Height, Number, Illumination And Movement

§3228 Design Standards

§3229 Illumination

§3227 PERMITTED SIGN AREA, ENCROACHMENT, HEIGHT, NUMBER, ILLUMINATION AND MOVEMENT

A. Commercial And Industrial Zones:

1. One and one-half (1 1/2) square feet of sign area for every ground level linear foot of parcel frontage. No more than two-thirds (2/3) of this allowed signage to be freestanding.

2. On corner lots the maximum allowable number and square footage of on site signs are permitted for each street frontage up to two (2). Said maximum allowances, however, are not transferable either in whole or in part from one street frontage to another.

3. In no case shall the total square footage of signs on a building frontage exceed the number of linear feet in the frontage or five hundred (500) square feet, whichever is the lesser figure.

4. Signs in commercial and industrial zones shall not overhang the public right of way in excess of four feet (4').

5. The provisions of this section do not prohibit in addition to other freestanding signs, one portable sign per parcel, subject to the following:

a. Sign area shall not exceed six (6) square feet per side and four feet (4') in height.

b. The sign shall be removed during hours that the business is not open to the public.

c. In cases where more than one business is located on a parcel, the total number of signs under this section shall not in the aggregate exceed the following:

(1) One portable sign per fifty (50) linear feet of street frontage per parcel. When four (4) or more businesses are located on a parcel under one ownership, one portable sign per four (4) businesses shall be permitted. Except, on parcels where there is no setback between the building and the public right of way line and a freestanding or projecting sign is not feasible, one sign per business shall be allowed, not exceeding one sign per fifteen (15) linear feet of street frontage per parcel.

(2) The sign(s) allowed by this section shall be placed along the street frontage of the business; or may be oriented to parking areas, pedestrian malls or internal courts on the same parcel.

(3) Parcels with no public street frontage other than the accessway (flag lots) shall be allowed one off premises sign, regardless of the number of businesses, placed near the primary entrance to the parcel with either the approval of the owner of the property where the sign is placed or with the issuance of an encroachment permit if located within the public right of way.

d. The sign shall at all times present a designed and well maintained appearance. Notwithstanding their temporary nature, such signs shall not be made of cardboard or similar materials which exhibit a makeshift or haphazardly constructed or designed appearance.

e. Notwithstanding section 6170 of this code, signs allowed by this section may be placed within the public right of way, provided an encroachment permit has been issued by the public works department and compliance therewith is maintained. In addition:

(1) Signs in the public right of way shall be maintained free of appendages or conditions that pose a hazard to pedestrians and vehicles, and ensure visually impaired pedestrians can detect the sign safely. Supporting members should be located within the footprint of the sign to prevent tripping; any projection shall be flat and measure no more than one-half inch (0.5") in height above the sidewalk surface. Dome shaped support bases are prohibited. The sign shall not be secured to trees, hydrants, street signs, or any other infrastructure by any means. The sign shall not be illuminated.

(2) Sign placement shall provide for the safe and unobstructed movement of pedestrians and vehicles including adequate sight distance to the satisfaction of the Community Development Director and Public Works Director. The placement of signs shall maintain a minimum five foot (5') wide clear space on any sidewalk or pedestrian path and be coordinated with other elements to provide for the public convenience, reduce hazards, and maintain an uncluttered and unobstructed appearance. Signs shall be situated so that neighboring businesses and all legal signs are visible to pedestrians and motorists.

f. Deviations from the provisions of this subsection, excluding the requirement for issuance of an encroachment permit for signs placed in the public right of way, may be allowed pursuant to the approval of a use permit.

6. Parcels under one ownership which contain four (4) or more businesses may erect a freestanding sign in addition to other permitted signs are which:

- a. Constitutes the single freestanding sign permitted in subsection A5 of this section.
- b. Shall not exceed two hundred (200) square feet. One hundred (100) square feet of the total sign area may be used for individual identification signs uniform in size, shape and lettering.
- c. Shall not exceed thirty feet (30') in height and shall have a minimum clearance of ten feet (10') from the finished grade of the existing or future sidewalk.
- d. Shall not contain "reader boards".

7. Regardless of any other provisions to this section, no sign attached to a building shall exceed the roof height of the main building on a parcel. Freestanding signs may exceed the roof height of the main building, providing the sign is thirty feet (30') or less and subject to a site development permit.

8. Signs in commercial and industrial zones, if illuminated, shall be indirectly illuminated, i.e., shall not have directly exposed bulbs, lamps, tubes or other illumination devices. Exposed bulbs may be permitted as a design feature, as part of a Site Development or Use Permit.

9. Signs in commercial and industrial zones shall not flash, revolve, move or be animated in any way.

10. A shopping center, in addition to the signing permitted each occupant on the basis of their frontage, may have freestanding main identification signing with area equal to one-fourth (1/4) square foot for each ground floor foot of total building frontage up to a maximum of two hundred (200) square feet. This signing may be a name, a roster of tenants or a combination thereof. The maximum height of this freestanding sign shall be thirty feet (30').

11. Placement of signing shall be limited to street frontages and business frontages except sign orientation to parking areas, freeways, pedestrian malls, internal courts or sign programs may be allowed subject to a site development permit.

B. R-3, General Multiple-Family Zone And P, Public Zone:

1. The total permitted sign area is one-fourth (1/4) square foot for each linear foot of the longest property frontage. In no case shall a sign exceed forty (40) square feet in total area.

2. In no case shall there be more than one sign for any one use in these zones.

3. Signs in the R-3 and P zones shall not revolve, flash, move or be animated in any way, nor shall such signs be illuminated other than by low level indirect lighting devices.

4. Freestanding signs in the R-3 and P zones shall not exceed four feet (4') in height and shall be either of wood or masonry construction.

5. Signs in the R-3 and P zones shall not encroach into the public right of way.

6. Signs advertising home occupations shall conform to the requirements of subsection C1 of this section.

7. Signs in the R-3 and P zones which are attached to buildings shall not exceed the eaves height of the first story of the main building on any parcel.

C. R-1, Low Density Residential And R-2, Multiple-Family Residential District:

1. One sign not exceeding two (2) square feet in total area attached to the principal structure on a parcel for the purpose of identifying the occupant of the parcel or a home occupation.
2. One sign not exceeding two (2) square feet in total area attached to a curbside mailbox for the purpose of identifying the occupant of the parcel or owner of the mailbox.
3. Signs in the R-1 and R-2 zones shall not flash, revolve, move or be animated in any way, nor shall such signs be illuminated other than by low level indirect lighting devices.
4. Signs in the R-1 and R-2 zones shall not encroach into the public right of way except where attached to a curbside mailbox.
5. Signs in the R-1 and R-2 zones shall not exceed the eaves height of the first story of the principal structure on a parcel.
6. Permanent signs with messaging of an educational, religious, charitable or civic nature shall be allowed a total permitted sign area that is one-fourth (1/4) square foot for each linear foot of the longest property frontage. In no case shall a sign exceed forty (40) square feet in total area.

D. Nonconforming Signs: Signs that do not otherwise conform to the requirements of this chapter and are either necessarily temporary or unusual because of the unique character of a site, may be approved by the planning commission in the form of a use permit.

§3228 DESIGN STANDARDS

In addition to meeting all criteria of Section 3227, all signs shall be consistent with the following design principles:

A. Architectural Compatibility

1. Signs shall be proportional to the building facade and located within designated sign areas that do not exceed the allowable sign area per Section 3227.
2. Signs shall use materials, colors, and shapes that match or complement the architectural style of the building.
3. Signs shall not obstruct or alter architectural features, such as cornices, columns, or decorative moldings.

B. Scale, Proportion, and Placement

1. Signs shall be in scale with the building and sized to fit within architectural sign bands, panels, or other designated areas.
2. Signs shall maintain a minimum clearance from building edges and architectural elements, ensuring visual separation from adjacent structures.
3. The outer perimeter of any sign shall not extend beyond the building feature to which it is attached

C. Sign Quality and Installation

1. Signs shall be constructed from durable materials, including wood, metal, or comparable high-quality materials that ensure long-term integrity.
2. Temporary materials such as foam, poster board, flat plastic, or other non-durable materials are prohibited for permanent signage.
3. Plastic, plywood, or pressed board shall not be used as primary materials for permanent signs unless allowed as a temporary sign under Section 3225(k) of this Code.

D. Historic Resources and Districts

1. Signs installed on designated historic buildings or within historic districts shall be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
2. Sign materials, colors, and mounting methods shall be consistent with the historic character of the structure and surrounding district.
3. Signs shall not obscure or damage historic architectural features.

E. Non-Commercial Zones

1. Internally illuminated signs (including channel letters, marquees, or cabinet signs) are prohibited in non-commercial zones.
2. Sign bases, frames, and mounting hardware shall be constructed from materials consistent with the primary building's architectural design.
3. Sign colors and finishes shall be non-reflective to minimize glare and visual disruption in non-commercial areas.

§3229 ILLUMINATION

All signage shall comply with standards designed to minimize light pollution by controlling the amount, direction, and intensity of artificial lighting to preserve the visibility of the night sky, including the following:

- A. Lighting for signs shall not create a hazardous glare for pedestrians or vehicles either in a public street or on any private premises.
- B. Illuminated signs shall be turned off or dimmed in brightness from 10:00 PM to 6:00 AM unless the business operates during those hours.
- C. The light source, whether internal to the sign or external, shall be shielded from view. This requirement is not intended to preclude the use of diffused exposed neon, LED, or similar features.
- D. Sign illumination for externally illuminated signs shall utilize focused light fixtures that do not allow light or glare to shine above the horizontal plane of the top of the sign and to limit direct illumination of any object other than the sign or onto any public right-of-way or adjoining property

E. Each sign shall be designed so that illumination does not exceed one hundred luxes (ten foot-candles) measured at a distance of ten feet from the sign.

1. If illumination of monument signs is desired, then external illumination or halo lighting is preferred.

ARTICLE 5. REMOVAL AND DISPOSITION OF SIGNS; ABANDONED SIGNS

SECTION:

§3230: Maintenance And Repair

§3231: Abandoned Signs

§3232: Sign Removal

§3230 MAINTENANCE AND REPAIR

Every sign shall be maintained in a safe, presentable and good structural material condition at all times, including the replacement of defective parts, painting, repainting, cleaning and other acts required for the maintenance of said sign. If the sign is not made to comply with the requirements of this Section, the Building Inspector may require its removal.

§3231 ABANDONED SIGNS

A. Except as otherwise provided, any sign which is located on property which becomes vacant and unoccupied for a period of sixty (60) days or more, or any sign which pertains to a time, event or purpose which no longer applies, shall be deemed to have been abandoned. The Building Official shall prepare a notice which will describe the sign and specify the violation involved and which shall state that if the sign is not removed or the violation is not corrected within ten (10) days, said sign shall be removed by the Building Inspector in accordance with the provisions of this ordinance. All notices sent by the Building Official shall be sent by certified mail. Any time periods provided in this Section shall be deemed to commence on the day of the receipt of the certified mail.

Any person having an interest in the sign or the property may appeal the determination of the Building Official ordering removal of compliance by filing a written notice of appeal with the Planning Commission within thirty (30) days after the date of mailing the notice, or thirty (30) days after receipt of the notice if the notice was not mailed. Permanent signs applicable to a business temporarily suspended because of a change of ownership or management of such business shall not be deemed abandoned, unless the property remains vacant for a period of four (4) months or more.

B. When it is determined by the Building Official that said sign shall cause imminent danger to the public safety, and contact cannot be made with a sign owner or building owner, no written notice shall have to be served. In this emergency situation, the Building Inspector may correct the danger. The Building Official shall cause to have removed any sign that endangers the public safety, such as an abandoned, materially dangerous, electrically or structurally defective sign, or a sign for which no permit has been issued according to the provisions of this ordinance. Any sign removed by the Building Official pursuant to the provisions of this Section shall become the property of this City and may be disposed of in any manner deemed appropriate by the City. The cost of removal of sign by the City shall be considered a debt owed to the City by the owner of the sign and the owner of the property and may be recovered in an appropriate court action by the City or by assessment against the property as hereinafter provided. The cost of removal shall include any and all incidental expenses incurred by the City in connection with the sign's removal.

C. A sign owner or building owner who does not remove an abandoned sign or otherwise correct a violation under this Section within the time frame for notice and, if applicable, appeal, may be subject to fines pursuant to Section 3238 of this Chapter.

§3232 SIGN REMOVAL

When it is determined by the Building Official that a sign has been damaged beyond fifty percent (50%) of its initial capital investment value, or when the face of a sign requires alteration or change, such sign must then be made to conform to all provisions within this ordinance.

ARTICLE 6. CONSTRUCTION SPECIFICATIONS AND SAFETY

SECTION:

§3233: Compliance With Building Code

§3234: Construction Of Signs

§3233 COMPLIANCE WITH BUILDING CODE

All signs shall comply with the appropriate detailed provisions of the City Building Code and the Uniform Sign Code relative to design and construction, structural integrity and connections and safety. Signs shall also comply with the provisions of the applicable electrical code and the additional construction standards set forth in this Section.

§3234 CONSTRUCTION OF SIGNS

A. Each sign hereafter erected or remodeled shall bear, in a permanent position, clearly legible identification decals stating the firm or corporation responsible for its construction and erection. Electric signs shall be marked with input amperages at the full load input.

B. Each sign shall have a specified sticker provided by the Building Division that identifies the permit number that was originally issued by the Building Official, and such sticker must be visibly placed on the frame or outer perimeter of the sign. Within one year of the adoption of this Code all legal signs shall be identified and appropriately marked.

C. No sign shall be erected, constructed or maintained so as to obstruct any fire escape, required exit, window or door opening, unless authorized by special user permit. No sign shall be attached in any form, shape or manner which will interfere with an opening required for ventilation, except in circumstances when not in violation of the Building or Fire Prevention Codes.

D. Signs shall be located in such a way that they maintain horizontal and vertical clearance of all overhead electrical conductors in accordance with the Electrical Code and the regulations of the Public Utilities Commission.

E. Certain signs shall be properly guttered and connected with downspouts to storm sewers so that water will not drip or flow into public sidewalks or streets.

F. All permanent freestanding signs or poles shall be self-supporting structures erected on and permanently attached to concrete foundations. Such structures or poles shall be fabricated only from steel or other such materials as approved by the Building Code.

G. All signs of a building shall be constructed to withstand wind loads of thirty (30) pounds per square foot of the total face area of the letters and other sign surface.

H. No sign shall be suspended by chains or other devices that will allow the sign to swing due to wind action. Signs shall be anchored to prevent any lateral movement that would cause wear on supporting members or connections.

ARTICLE 7. NONCONFORMANCY

SECTION:

§3235: Nonconforming Signs

§3235 NONCONFORMING SIGNS

A. All permanent signs and sign structures which were erected and in existence prior to the effective date of this ordinance or any amendment thereto, and which were at the time of such erection or establishment in compliance with all then applicable statutes and ordinances, but which do not meet requirements of this ordinance, shall be permitted to remain in existence notwithstanding their nonconforming character, providing that such signs and sign structures remain in full compliance with Chapter 7, Article 8 of this division, and providing further that the sign does not require any additional permits under Chapter 7, Article 3 of this division or removal under Chapter 7, Article 5 of this division. The provisions of this paragraph will apply to any and all areas upon annexation.

B. All temporary signs and temporary sign structures which were erected and in existence prior to the effective date of this ordinance, but which do not meet the requirements of this ordinance, shall be permitted to remain in existence notwithstanding their nonconforming character for a period of thirty (30) days from the effective date of this ordinance. Thereafter all such signs and sign structures shall be in violation of this ordinance and subject to removal as in the case of any other illegal structure or use, subject to the exceptions set forth herein.

C. All signs or sign structures which, at the time of adoption of this ordinance, whirl, blink, rotate, move or are animated shall be removed or cease to whirl, blink, rotate, move or be animated within thirty (30) days of the effective date of this ordinance, if unable to demonstrate their nonconforming status with regard to flashing, rotating, animated, blinking and moving signs, including dynamic digital signage such as video screens, LED displays with frequent image changes, or scrolling text.

D. All signs or sign structures associated with a business shall be made to conform to this ordinance upon sale or transfer of said business, change of business name or other situation requiring modification to sign or sign structure provided if the only change is the sale or transfer of business, said sign shall be removed upon the expiration of one year from the date of said sale or transfer. The City Council finds that this is a reasonable amortization period because all signs which must be removed under this Section have been in existence for at least three (3) years prior to the effective date of this ordinance.

E. Ordinary maintenance and associated minor repairs may be made to any nonconforming sign providing no structural alterations or design changes are made. Other repairs, alterations, or design changes may be permitted; provided, that a use permit shall be first secured in each case and that such repairs, alterations or design changes comply all other provisions of this Chapter 7.

ARTICLE 8. RESPONSIBILITY

SECTION:

§3236: Responsibility

§3236 RESPONSIBILITY

The owner or authorized representative or sign user of the property upon which the sign or advertising structure is located shall be responsible for its proper maintenance and repair.

- A. All signs shall be subject to an inspection by the Building Official or his authorized representative.
- B. All signs erected, altered or relocated shall be inspected every two (2) years to determine that the sign has been maintained in such a manner as to insure that the sign is safe as to electrical, structural and material specifications as provided for in these guidelines.
- C. The Building Official may declare any sign unlawful if it endangers public safety by reasons of inadequate maintenance, dilapidation or abandonment. Any such declaration shall state the reasons for declaring that the sign constitutes a safety hazard to the general public.

ARTICLE 9. VARIANCE

SECTION:

§3237: Sign Variances

§3237 SIGN VARIANCES

Where practical difficulties, unnecessary hardships and results inconsistent with the general purpose of this Chapter may result from the strict application of certain provisions thereof, a variance may be granted as provided in §9231 et seq. of the Ukiah Municipal Code. Economic hardship shall not be considered a practical difficulty, unnecessary hardship, or a result inconsistent with the general practice of this Chapter. Economic hardship is defined as the actual expense of removing the nonconforming sign or causing a conforming sign to be erected. Historical and architectural significance based upon age, design, construction materials and other criteria as determined by the City Council shall be utilized in determining appropriateness of variances. The granting of a variance shall require a statement of findings by the Commission noting the facts of the particular sign, not applicable to other signs generally which justify issuance of a variance.

ARTICLE 10. PENALTIES AND VIOLATION

SECTION:

§3238: Penalties For Violation

§3238 PENALTIES FOR VIOLATION

Any person, firm or corporation failing to comply with any of the provisions of this Chapter shall be guilty of a violation upon notification and failure to remove a prohibited sign or address non-compliance within the period specified by the Community Development Director or their designee. Every such violation is punishable by: a) a fine not exceeding one hundred dollars (\$100.00) for a first violation; b) a fine not exceeding two hundred dollars (\$200.00) for a second violation within one year; c) a fine not exceeding five hundred dollars (\$500.00) for each additional violation within one year. Any violator shall be guilty of a separate offense for each and every day during any portion of which any violation of this Chapter is committed, continued or permitted by any such person, and he/she shall be punished accordingly.

ARTICLE 11. ILLUSTRATIONS

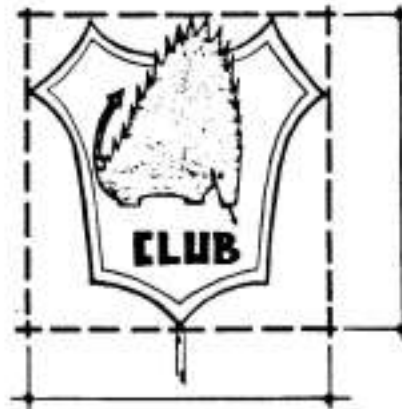
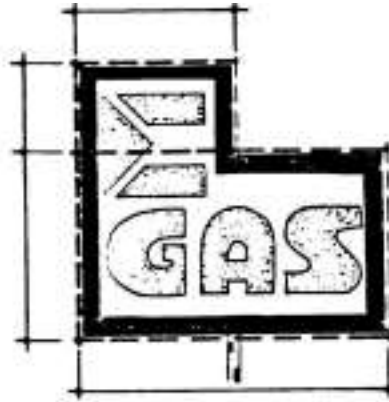
SECTION:

§3237: Graphics

§3237 GRAPHICS

The following graphics describe in illustrative form many of the terms, concepts and sign types utilized in this chapter.

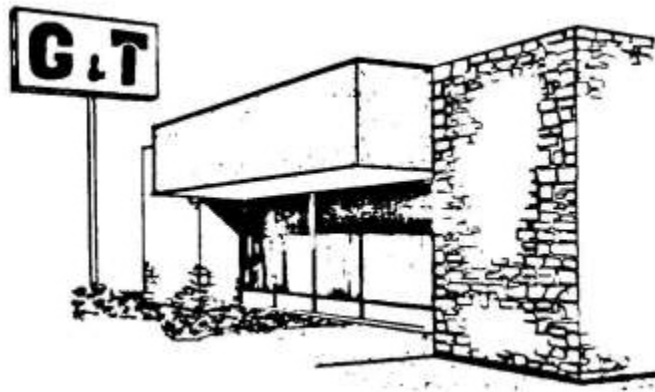
1) Area of A Sign: (§3200.05)



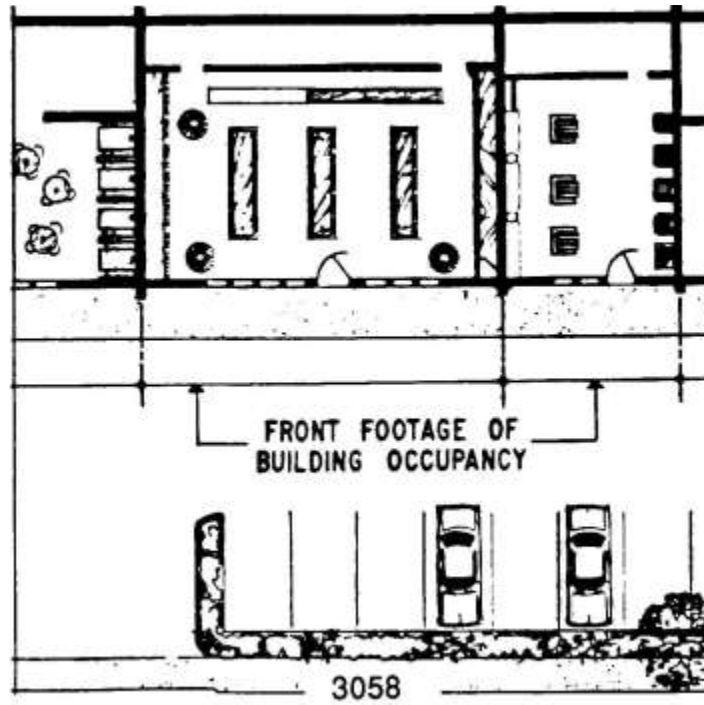
2) Attached Sign: (§3200.07)



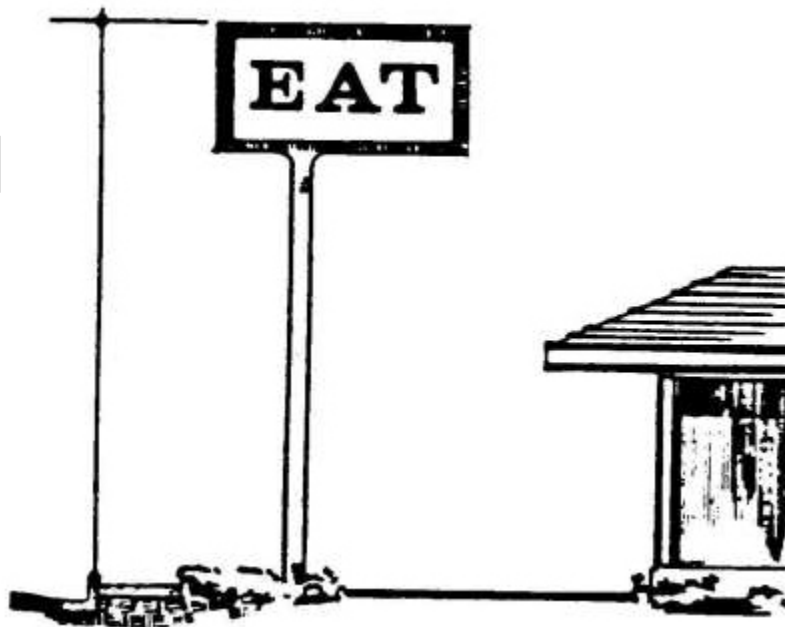
3) Detached Sign: (§3200.09)



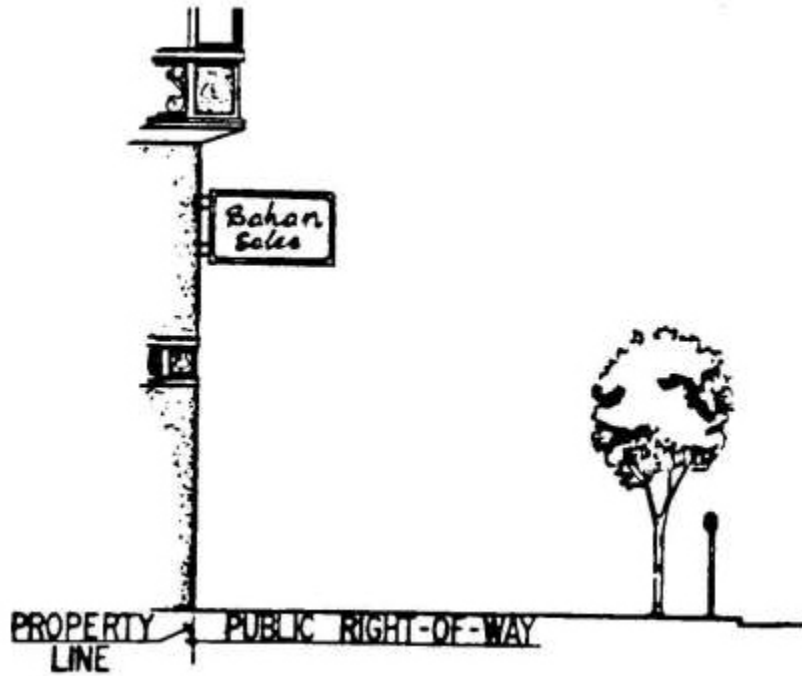
4) Front Footage of Building Occupancy: (§3200.27)



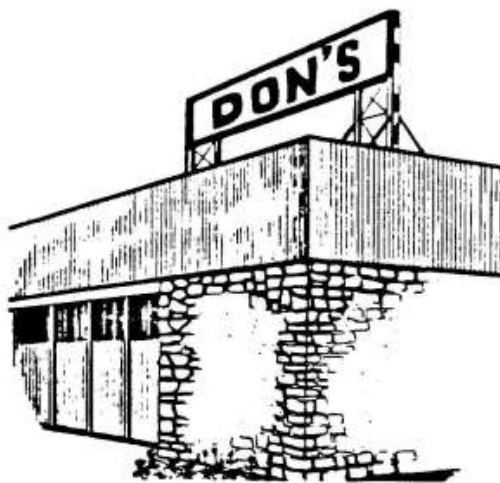
5) Height of Sign: (§3200.28)



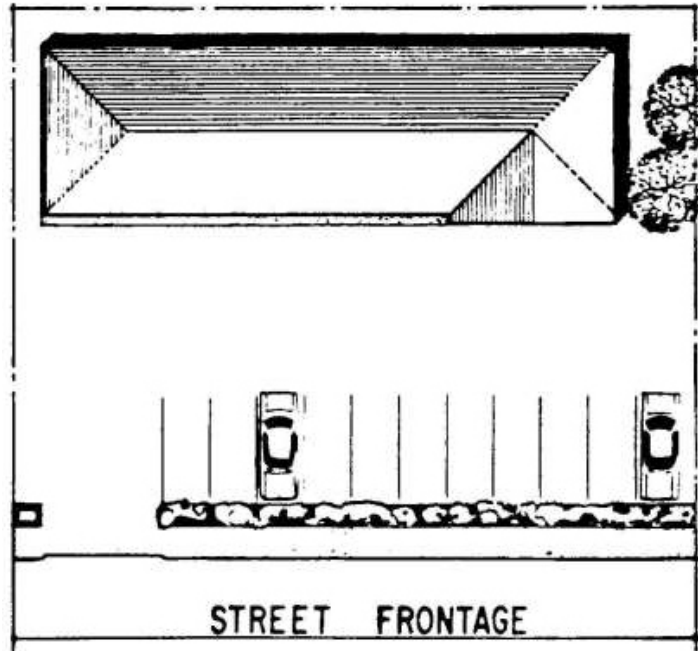
6) Projecting Sign: (§3200.47)



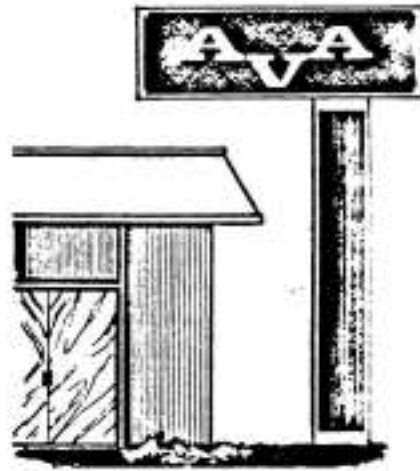
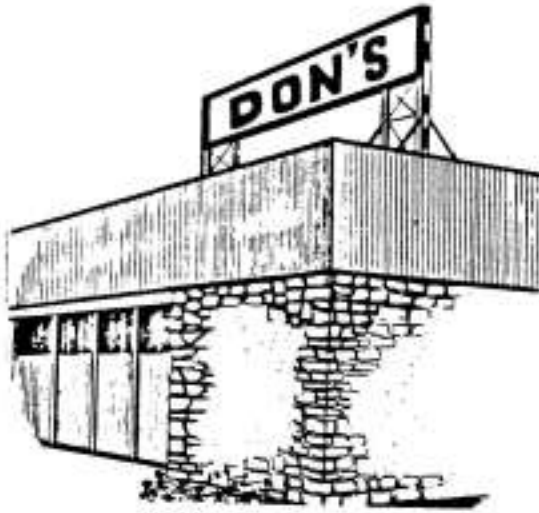
7) Roof Sign: (§3200.51)



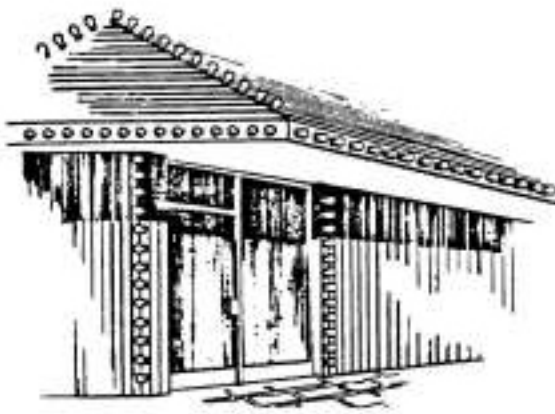
8) Street Frontage: (§3200.60)



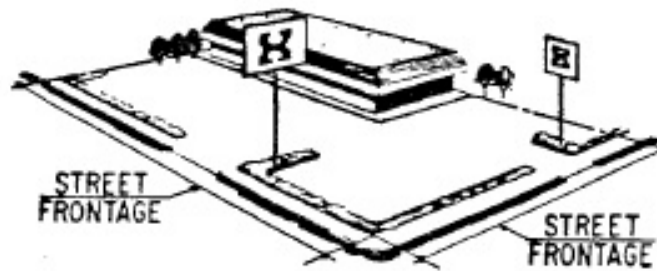
9) Prohibited Signs: (§3226)



10) Prohibited Signs: (§3226)



11) Corner Lots: (§3227A2)



Introduced by title only on _____, 2025, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Adopted on _____, 2025, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Douglas F. Crane, Mayor

ATTEST:

Kristine Lawler, CMC/City Clerk

RESOLUTION NUMBER PC-2025-01

**CITY OF UKIAH
APRIL 23, 2025
"SIGN ORDINANCE AMENDMENT"**

RESOLUTION OF THE PLANNING COMMISSION, CITY OF UKIAH, STATE OF CALIFORNIA, PROVIDING A REPORT AND RECOMMENDATION TO THE UKIAH CITY COUNCIL REGARDING THE PROPOSED ADOPTION OF AMENDMENTS TO DIVISION 9, CHAPTER 7 OF THE UKIAH CITY CODE

WHEREAS, on December 7, 2022, the Ukiah City Council adopted Resolution No. 2022-79 certifying the Environmental Impact Report for the City of Ukiah 2040 General Plan (State Clearinghouse No. 2022050556) (the "General Plan EIR"), which analyzed the environmental impacts of the adoption of the City's General Plan, and adopted a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; and

WHEREAS, the City may adopt ordinances that regulate signage pursuant to Government Code Section 65850, ensuring consistency with land use and zoning regulations; and

WHEREAS, the City of Ukiah's sign regulations, set forth in Division 9, Chapter 7 of the Ukiah City Code, establish standards for signage across various zoning districts and have undergone periodic updates since the adoption of Ordinance No. 685 (1976), with subsequent modifications through Ordinances 756 (1981), 822 (1983), 1106 (2008), and 1148 (2014); and

WHEREAS, the City of Ukiah's 2040 General Plan includes Land Use Element Policy LU-11.7 (Sign Regulations), which calls for streamlining and clarifying the sign review and approval process; and

WHEREAS, existing sign regulations require updates to address technological advancements, evolving advertising methods, and administrative inefficiencies, ensuring a balance between business visibility, aesthetic considerations, and public safety; and

WHEREAS, the proposed amendments clarify signage types, streamline the approval process, establish stricter illumination standards to reduce light pollution, and improve enforceability through clearer compliance mechanisms; and

WHEREAS, the proposed ordinance amendment includes updates that:

1. Clarify and expand prohibitions on certain sign types, including digital displays with frequent image changes, animated graphics, air-powered inflatables, and signs that emit sound or visual distractions;
2. Establish streamlined review processes by simplifying regulations for temporary signs and those not requiring a building permit, as well as reassigning the review authority for murals on private structures;
3. Modify illumination standards to reduce light pollution and include design standards ensure signs are more compatible with surrounding development;
4. Reduce allowable display periods for temporary banners and similar signs from 45 days per year to 15 days per year without the need for a sign permit and other measures to reduce staff review requirements; and
5. Strengthen enforcement provisions by expanding the Community Development Director's authority, reducing compliance timelines, and increasing outreach efforts to promote voluntary compliance before enforcement actions are taken; and

WHEREAS, the proposed ordinance amendment was reviewed and recommended for approval by the Design Review Board on February 27, 2025; and

WHEREAS, the Design Review Board is established to ensure that new development and aesthetic enhancements within the City align with adopted design standards and community character; and

WHEREAS, in furtherance of these objectives, the Design Review Board would be empowered to review and approve Mural Permits for artwork proposed on private structures, ensuring consistency with applicable design guidelines, historical context, opportunities for public review, and community values; and

WHEREAS, the City has determined that the proposed ordinance amendment is categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15301 (Existing Facilities), 15303 (New Construction or Conversion of Small Structures), 15311 (Accessory Structures), and the general exemption under Section 15061(b)(3); and

WHEREAS, in accordance with applicable provisions of law, the Planning Commission held a duly noticed public hearing on April 23, 2025, at which time the Planning Commission heard and received all relevant testimony and evidence presented orally or in writing regarding the Sign Ordinance, and all interested persons were given an opportunity to hear and be heard; and

WHEREAS, the Planning Commission considered all of the information presented to it, including the Staff Report, public testimony, and supporting documentation; and

WHEREAS, the Planning Commission has had an opportunity to review this Resolution and finds that it accurately sets forth the intentions of the Planning Commission regarding the Sign Ordinance Amendment.

NOW, THEREFORE, BE IT RESOLVED that the City of Ukiah Planning Commission, based upon evidence in the record and oral and written testimony presented at public hearings, and all information contained in the record of proceedings related to the Sign Ordinance Amendment, makes the following findings and recommendations:

1. The above recitals are true and correct and incorporated herein by this reference.
2. The proposed changes in the Sign Ordinance Amendment are consistent with the City of Ukiah 2040 General Plan. Pursuant to Government Code Section 65860, a zoning ordinance is consistent with a general plan if the City has adopted a plan and the various land uses authorized by the ordinance are compatible with the objectives, policies, general land uses, and programs specified in the plan. None of the zoning district articles being modified affect conformity with the 2040 General Plan.
3. The proposed ordinance has been reviewed in compliance with the California Environmental Quality Act (CEQA). As the proposed Sign Ordinance Amendment is consistent with the Ukiah 2040 General Plan, the project relies upon the General Plan EIR and qualifies for a categorical exemption under CEQA Sections 15301, 15303, 15311, and 15061(b)(3).
4. That the City Council adopt an ordinance making the changes shown in the Sign Ordinance Amendment, as shown in the attached Exhibit A.

BE IT FURTHER RESOLVED that the Planning Commission designates the City Clerk as the custodian of the document and other materials that constitute the record of proceedings upon which the Planning Commission decision herein is based. These documents may be found at the office of the City of Ukiah Department of Community Development, 300 Seminary Avenue, Ukiah, CA 95482.

I hereby certify that according to the Provisions of Government Code Section 25103 delivery of this document has been made.



Craig Schlatter, AICP
Community Development Director



Alex De Grassi, Chair
City of Ukiah Planning Commission

ATTEST:



Kristine Lawler (May 16, 2025 11:51 PDT)

Kristine Lawler, City Clerk

ORDINANCE NO.**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH ADDING AND AMENDING
VARIOUS SECTIONS OF THE UKIAH CITY CODE REGULATING SIGNAGE**

The City Council of the City of Ukiah hereby ordains as follows:

SECTION ONE. FINDINGS

- The City's sign regulations, outlined in Division 9, Chapter 7 of the Ukiah City Code, provide standards for signage across zoning districts. These regulations have been periodically updated since the adoption of Ordinance No. 685 in 1976, with further amendments made through Ordinances 756 (1981), 822 (1983), 1106 (2008), and 1148 (2014).
- The City's 2040 General Plan includes Land Use Element Policy LU-11.7, which directs the City to streamline and clarify the sign review and approval process.
- The current sign regulations require updates to reflect advancements in technology, changes in advertising practices, and to correct administrative inefficiencies. These updates are necessary to maintain a balance between business visibility, community aesthetics, and public safety.
- The proposed amendments are intended to clarify sign types, streamline the approval process, establish stricter illumination standards to reduce light pollution, and improve enforcement through clearer compliance mechanisms.
- The Design Review Board is established to ensure that new development and aesthetic improvements within the City reflect adopted design standards and preserve community character.
- To support this role, the Design Review Board will have the authority to review and approve Mural Permits for artwork proposed on private structures. This review process ensures consistency with design guidelines, respects historical context, provides opportunities for public input, and reflects community values.
- The City has determined that the proposed ordinance amendment is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Sections 15301 (Existing Facilities), 15303 (New Construction or Conversion of Small Structures), 15311 (Accessory Structures), and the general exemption under Section 15061(b)(3).

SECTION TWO.

Section 1169 in Division 1, Chapter 4, Article 4B of the Ukiah City Code is hereby amended to read as follows:

§ 1169 DUTIES OF THE BOARD

It shall be the function and duty of the Design Review Board to review proposed site development permit applications, planned development applications and precise development plans, work with staff and the applicants to ensure design consistency with the Ukiah General

Plan, Zoning Code, and Design Review Guidelines, [review and make decisions on issuance of mural permits for murals on private commercial structures](#), and make recommendations concerning architecture, site design layout, landscaping, parking, signage, exterior lighting, and other aspects of urban design to City staff, Zoning Administrator, Planning Commission and City Council as appropriate.

SECTION THREE.

Chapter 7 of Division 3 of the Ukiah City Code is hereby amended to read as follows:

CHAPTER 7

SIGNS¹

The purpose of this chapter is to provide standards for the regulation of the height, size, location and appearance of signs in order to safeguard and enhance property values; to protect public and private investment in buildings and open spaces; to preserve and improve the appearance of the city as a place in which to live and work and as an attraction to nonresidents who come to visit or trade; to encourage sound signing practices as an aid to business and for the information of the public; to prevent excessive and confusing sign displays; to reduce hazards to motorists and pedestrians; [to identify and regulate prohibited signs](#); to promote the public health, safety ~~and~~ general welfare of the city; [and to minimize light trespass onto adjacent properties and the night sky, ensuring a balance between visibility and environmental considerations](#).

ARTICLE 1. DEFINITIONS

SECTION:

- §3200: Definitions Generally
- §3200.01: Abandoned Sign
- §3200.02: Advertising Message
- §3200.03: Animated Signs
- §3200.04: Architectural Projection
- §3200.05: Area Of A Sign
- §3200.06: Area Identification Sign
- §3200.07: Attached Sign
- §3200.08: Awning
- §3200.09: Detached Sign
- §3200.10: Background Area
- §3200.11: Banner Sign
- §3200.12: Building Face
- §3200.13: Building Frontage
- §3200.14: Building Inspector
- §3200.15: Business Frontage
- §3200.16: Canopy Or Marquee
- §3200.17: Changeable Copy Sign
- §3200.18: Construction Sign
- §3200.19: Development Project Sign
- §3200.20: Directional Sign

§3200.21: Directly Illuminated Sign
§3200.22: Exempt Sign
§3200.23: Facelift
§3200.24: Face Of Sign
§3200.25: Flashing Sign
§3200.26: Free Standing Sign
§3200.27: Front Footage Of Building Occupancy
§3200.28: Height Of Sign
§3200.29: Incidental Sign
§3200.30: Identification Sign
§3200.31: Indirectly Illuminated Sign
§3200.32: Individual Letter Sign
§3200.33: Modular Sign
§3200.34: Moving Sign
§3200.35: Mural
§3200.36: Nameplate
§3200.37: Nonconforming Sign
§3200.38: Occupant
§3200.39: Off-Site Sign
§3200.40: On-Site Sign
§3200.41: Parcel Of Property
§3200.42: Parapet Or Parapet Wall
§3200.43: Planning Director
§3200.44: Political Sign
§3200.45: Portable Sign
§3200.46: Premise Or Premises
§3200.47: Projecting Sign
§3200.48: Public Service Information Sign
§3200.49: Reader Board
§3200.50: Real Estate Or Property Sign
§3200.51: Roof Line
§3200.52: Roof Sign
§3200.53: Rotating Sign
§3200.54: Shopping Center
§3200.55: Sign
§3200.56: Sign, In-Window
§3200.57: Sign Program
§3200.58: Sign Structure
§3200.59: Special Events Sign
§3200.60: Street Or Parcel Frontage
§3200.61: Structure
§3200.62: Temporary Sign
§3200.63: Temporary Window Sign
§3200.64: Total Aggregate Sign Area
§3200.65: Unlawful Sign
§3200.66: Wall Sign (Fascia Sign)

§3200 DEFINITIONS GENERALLY

For the purposes of this Chapter, unless otherwise apparent from the context, certain words and phrases used in this Chapter are defined in this Article.

§3200.01 ABANDONED SIGN

"Abandoned sign" shall mean a sign which no longer directs, advertises or identifies a legal business establishment, product or activity, for a period of sixty (60) days or more, on the premises where such sign is displayed.

§3200.02 ADVERTISING MESSAGE

"Advertising message", "copy" shall mean any written, graphic or pictorial form on a sign describing products or services being offered.

§3200.03 ANIMATED SIGNS

"Animated sign" shall mean any sign which is designed and constructed to give a message through a sequence of progressive changes of parts or lights or degree of lighting.

§3200.04 ARCHITECTURAL PROJECTION

"Architectural projection" shall mean a marquee, porch, canopy or other similar projection.

§3200.05 AREA OF A SIGN

"Area of a sign" shall mean the entire area within a single continuous perimeter composed of squares or rectangles which enclosed the extreme limits of the advertising message, announcement declaration, demonstration, display, illustration, insignia, surface or space, together with any frame or other materials, color or condition which forms an integral part of the display and is used to differentiate such sign from the wall or background against which it is placed; excluding the necessary supports or uprights on which such sign is placed. Where a sign has two (2) or more faces, the area of one face and one-half (1/2) of the second face shall be included in determining the area of the sign.

Where a sign consists only of individual letters, numerals, symbols or other similar components and is painted on or attached flat against the wall of a building and where such individual components are not within a circumscribed frame area, the total area of the sign shall be the sum of the areas of the square or rectangles surrounding each individual sign component.

§3200.06 AREA IDENTIFICATION SIGN

"Area identification sign" shall mean a permanent sign used to identify a neighborhood, subdivision, shopping district, industrial district, agricultural district or any special community area.

§3200.07 ATTACHED SIGN

"Attached sign" shall mean any sign which is fastened, attached, connected or supported in whole or in part by a building or structure other than a sign structure which is supported wholly by the ground (see graphic illustration section).

§3200.08 AWNING

"Awning" shall mean a temporary shelter supported entirely from the exterior wall of a building and composed of nonrigid materials except for the supporting framework.

§3200.09 DETACHED SIGN

"Detached sign" shall mean any sign not supported in whole or in part by a building or structure other than by a sign structure which is supported wholly by the ground (see graphic illustration section).

§3200.10 BACKGROUND AREA

"Background area" shall mean the entire area of a sign on which copy could be placed, as opposed to the copy area.

§3200.11 BANNER SIGN

"Banner sign" shall mean a temporary sign composed of lightweight material either enclosed or not enclosed in a rigid frame, secured or mounted so as to allow movement of the sign caused by movement of the atmosphere.

§3200.12 BUILDING FACE

"Building face" shall mean all window and wall area of a building in one plane or elevation.

§3200.13 BUILDING FRONTAGE

"Building frontage" shall mean the linear length of a building facing the public right of way.

§3200.14 BUILDING INSPECTOROFFICIAL

"Building InspectorOfficial" shall mean the chief building official or his duly authorized representative.

§3200.15 BUSINESS FRONTAGE

"Business frontage" shall mean that primary frontage within a parcel of land which the user considers his place of business.

§3200.16 CANOPY OR MARQUEE

"Canopy or marquee" shall mean a permanent roof-like shelter extending from part or all of a building face over a public right of way and constructed of some durable material such as metal, glass, plastic or wood.

§3200.17 CHANGEABLE COPY SIGN

"Changeable copy sign" shall mean a sign on which copy is changed manually or electrically but not limited to time, temperature and date.

§3200.18 CONSTRUCTION SIGN

"Construction sign" shall mean a temporary sign identifying the persons, firms or business directly connected with a construction project.

§3200.19 DEVELOPMENT PROJECT SIGN

"Development project sign" shall mean a temporary sign identifying a proposed development project, or one under construction.

§3200.20 DIRECTIONAL SIGN

"Directional sign" shall mean any sign which serves solely to designate the location or direction of any place of business or area.

§3200.21 DIRECTLY ILLUMINATED SIGN

"Directly illuminated sign" shall mean any sign designed to provide artificial light directly or through transparent or translucent material from a source of light within or on such sign, including, but not limited to, neon and incandescent lamp signs.

§3200.22 EXEMPT SIGN

"Exempt sign" shall mean a sign exempt from normal permit requirements.

§3200.23 FACELIFT

"Facelift" shall mean the remodeling of a building's frontage which is visible from a public right of way, so that the building material, door frames, window frames and signs are designed in harmony with each other.

§3200.24 FACE OF SIGN

"Face of sign" shall mean the entire face of a sign on which copy could be placed.

§3200.25 FLASHING SIGN

"Flashing sign" shall mean an illuminated sign which exhibits changing light or color effect by blinking or any other such means so as to provide a nonconstant illumination.

§3200.26 FREE STANDING SIGN

"Free standing sign" ~~shall~~can also be referred to as "ground sign", "detached sign", "pole sign" and "monument sign" and shall mean a~~A~~ sign erected to a free standing frame or support, mast or pole and not attached to anything. These signs should be designed so that the style of the sign and its base are consistent with the architecture of the buildings on the site. They are typically oriented perpendicular to the adjacent street and sidewalk and have a maximum of two parallel sign faces.

§3200.27 FRONT FOOTAGE OF BUILDING OCCUPANCY

"Front footage of building occupancy" shall mean a single lineal dimension measured horizontally along the front of a building which defines the limits of a particular occupancy at that location (see graphic illustration section).

§3200.28 HEIGHT OF SIGN

"Height of sign" shall mean the vertical distance measured from the adjacent street grade or upper surface of the nearest curb of a street other than an elevated roadway, whichever permits the greatest height, to the highest point of said sign (see graphic illustration section).

§3200.29 INCIDENTAL SIGN

"Incidental sign" shall mean an small-on-site sign of limited size that provides information pertaining to goods, products, services or facilities which are available on the premises, primarily serving informational or directional purposes for the public, where the sign occurs and intended primarily for the convenience of the public.

§3200.30 IDENTIFICATION SIGN

"Identification sign" shall mean a sign which serves to tell only the name, address and lawful use of the premises upon which it is located. A bulletin board of a public, charitable or religious institution used to display announcements relative to meetings to be held on the premises is an identification sign.

§3200.31 INDIRECTLY ILLUMINATED SIGN

"Indirectly illuminated sign" shall mean a sign whose illumination is derived entirely from an external artificial source which is arranged so that no direct rays of light are projected from such artificial source into residences or streets.

§3200.32 INDIVIDUAL LETTER SIGN

"Individual letter sign" shall mean any sign made of self-contained letters that are mounted on the building.

§3200.33 MODULAR SIGN

"Modular sign" shall mean a sign with more than two (2) faces identifying the same product or use.

§3200.34 MOVING SIGN

"Moving sign" shall mean any sign or device which has any visible moving part, visible revolving part, or visible mechanical movement of any description, or other apparent visible movement achieved by electrical, electronic or kinetic means, including intermittent pulsations.

§3200.35 MURAL

"Mural" shall mean a painting on a wall or ceiling.

§3200.36 NAMEPLATE

"Nameplate" means a sign which designates the name and address of a person or persons occupying the premises upon which it is located.

§3200.37 NONCONFORMING SIGN

"Nonconforming sign" shall mean a legally existing sign at the time of the effective date of an ordinance which does not conform to the provisions of said code.

§3200.38 OCCUPANT

"Occupant" shall mean one who occupies a group of buildings, a building or each substantially separate physical division of a building devoted to a single enterprise and does not refer to individual tenants that may share said division of a building.

§3200.39 OFF-SITE SIGN

"Off-site sign", also known as off-premise and billboard, shall mean any sign not located on the premises of the business or entity indicated or advertising by said sign. This definition shall include poster panels, painted bulletins and other similar advertising displays.

§3200.40 ON-SITE SIGN

"On-site sign", also known as on-premise and business sign, shall mean any sign directing attention to a business, commodity, service or entertainment conducted, sold or offered upon the same premises as those upon which the sign is maintained.

§3200.41 PARCEL OF PROPERTY

"Parcel of property" shall mean a parcel of land shown on a subdivision map, record of survey map, parcel map or a parcel described by metes and bounds which constitutes one development site whether composed of a single unit of land or contiguous units under common ownership.

§3200.42 PARAPET OR PARAPET WALL

"Parapet or parapet wall" shall mean that portion of a building wall that rises above the roof level.

§3200.43 PLANNING/COMMUNITY DEVELOPMENT DIRECTOR

"Planning director" shall mean the [Planning-Community Development](#) Director of the City or his designated representative.

§3200.44 POLITICAL SIGN

"Political sign" shall mean a sign designed for the purpose of soliciting support of, or opposition to, a candidate or proposition at a public election.

§3200.45 PORTABLE SIGN

"Portable sign" shall mean any sign not permanently affixed to the ground or a structure on the premises it is intended to occupy (see graphic illustration section).

§3200.46 PREMISE OR PREMISES

"Premise or premises" shall mean a parcel of property.

§3200.47 PROJECTING SIGN

"Projecting sign" shall mean a sign which is attached to and projects from the structure or building face. Appropriate materials include wood and metal with carved or applied lettering, or any other material that is architecturally compatible with the building to which the sign is attached.

§3200.48 PUBLIC SERVICE INFORMATION SIGN

"Public service information sign" shall mean any sign intended primarily to promote items of general interest to the community, such as time, temperature, date, atmospheric conditions, news or traffic control, etc.

§3200.49 READER BOARD

"Reader board" shall mean any sign which would allow changing of individual letters for different messages.

§3200.50 REAL ESTATE OR PROPERTY SIGN

"Real estate or property sign" shall mean any sign pertaining to the sale, lease or rental of land or buildings. Usually a temporary sign.

§3200.51 ROOF LINE

"Roof line" shall mean the top edge of the roof or top of the parapet, whichever forms the top line of the building silhouette.

§3200.52 ROOF SIGN

"Roof sign" shall mean any sign erected upon, against or directly above a roof or top of or above the parapet of a building (see graphic illustration section).

§3200.53 ROTATING SIGN

"Rotating sign" shall mean any sign or portion thereof which physically revolves about an axis.

§3200.54 SHOPPING CENTER

"Shopping center" shall mean a unified commercial development on a minimum site of two (2) acres occupied by a group of five (5) or more separate businesses occupying substantially separate divisions of a building or buildings fronting on a privately owned common mall or parking lot, rather than on a public street.

§3200.55 SIGN

"Sign" shall mean a visual communications device used to convey a message to its viewers. A sign shall mean and include every advertising message, announcement, declaration, demonstration, display, illustration, insignia, surface or space erected or maintained in view of the observer thereof for identification, advertisement or promotion of the interests of any person, entity, product or service.

§3200.56 SIGN, IN-WINDOW

"In-window sign" shall mean any sign painted on the inside or outside of a window or any sign erected or hung on the inside of a window, the purpose of said sign to be seen by persons outside of the building.

§3200.57 SIGN PROGRAM

"Sign program" shall mean an integrated system of signs proposed for one or more businesses, usually for a shopping center or group of uses on a single parcel. Sign programs create a coordinated set of standards for signs on properties with multiple buildings or tenants and establish uniform sign design elements such as size, color, materials, lighting, and placement on the property. The purpose of sign programs is to provide for project specific designs and sign accommodations that take into account compatible and appropriate signage which can be reviewed concurrently with the review of building designs and site layout. Sign programs are not intended to primarily provide for additional signage than would otherwise be allowed and may not provide for approval of otherwise prohibited sign types

§3200.58 SIGN STRUCTURE

"Sign structure" shall mean the supports, uprights, braces and framework of the sign.

§3200.59 SPECIAL EVENTS SIGN

"Special events sign" shall mean a sign advertising or pertaining to any civic, patriotic or special event of general public interest taking place within the City.

§3200.60 STREET OR PARCEL FRONTAGE

"Street or parcel frontage" shall mean the length of a lot or parcel of land along or fronting on a street or other principal thoroughfare but not including such length along an alley, watercourse, railroad right of way or limited access roadway or freeway (see graphic illustration section).

§3200.61 STRUCTURE

"Structure" shall mean that which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

§3200.62 TEMPORARY SIGN

"Temporary sign" shall mean a sign which is not permanently affixed. Any other device constructed of lightweight material used for the purpose of conveying a message.

§3200.63 TEMPORARY WINDOW SIGN

"Temporary window sign" shall mean a sign painted on the window or constructed of paper, cloth or other like material and attached to the interior or exterior side of a window or glass area. Does not include display merchandise.

§3200.64 TOTAL AGGREGATE SIGN AREA

"Total aggregate sign area" shall mean the combined total display area of each sign located on the premises.

§3200.65 UNLAWFUL SIGN

"Unlawful sign" shall mean a sign which contravenes this guideline or which a public official may declare unlawful if it does not comply with the City's Design Standards set forth in Section 3228 of this Code (UGC Section 3228 – Design Standards), becomes dangerous or a traffic hazard to public safety, or a nonconforming sign for which a permit required under a previous ordinance was not obtained.

§3200.66 WALL SIGN (FASCIA SIGN)

"Wall sign (fascia sign)" shall mean a sign attached to or erected against a wall of a building. Any sign affixed in such a way that its exposed face is parallel to the plane of the building. Wall signs include most types of signage that are attached to the face of a building wall. These include channel letters made out of wood, metal or plastic. Wall signs may be painted. Wall

signs should be oriented to achieve balanced composition and harmony with other architectural elements of a building facade. Wall signs should be placed on a flat building surface and should not be placed over or otherwise obscure architectural building features.

ARTICLE 2. PERMITS, FEES, INSPECTIONS, APPROVALS AND INDEMNIFICATIONS

SECTION:

- §3220 Permits Required
- §3221 Application For Permit
- §3222 Building, Encroachment, And Electrical Permits
- §3223 Issuance Of Permits
- §3224 Signs Exempted From Permit Requirements

§3220 PERMITS REQUIRED

Except as otherwise provided within these regulations, it shall be unlawful for any person to erect, construct, enlarge, move or convert any sign within the city limits, or cause the same to be done, without first obtaining a sign permit for each such sign from the ~~building-inspector~~[Building Official](#) as required by these regulations. These directives shall not be construed to require any permit for the repainting, cleaning and other normal maintenance or repair of a sign or sign structure for which a permit has been previously issued, so long as the sign or sign structure is not modified in any way.

§3221 APPLICATION FOR PERMIT

Application for such permits shall be made upon forms provided by the [Building Official](#) ~~building-inspector~~ and shall contain or have attached thereto the following information and material:

- A. The consent of the owner or person entitled to possession or their authorized representative or the sign user (name, address and telephone number).
- B. Name, address, telephone number, license number of the sign contractor or sign erector as required by ordinance.
- C. A plot plan indicating the location of the building, structure, lot or parcel of property to which or upon which the sign or other advertising structure is to be placed or erected, including data showing building elevation and street frontages.
- D. A detailed sketch with color swatches depicting the sign or sign structure and its relation to the building or use which it intends to identify.
- E. Copies of a plan showing:
 - 1. Position of sign or other advertising structure in relation to adjacent buildings or structures.
 - 2. Construction design, size and type of material used.
 - 3. A statement or diagram depicting the size and dimensions of all existing permanent advertising displays on the premises at the time of application. Current dated photographs may be used for this purpose.

§3222 BUILDING, ENCROACHMENT, AND ELECTRICAL PERMITS

A building permit shall be required for any sign which, in the opinion of the chief building official, constitutes a structure or structural alteration. An electrical permit shall be required for any sign

to be served by electricity. An encroachment permit shall be required from the city public works department for any sign located within or projecting into the public right of way. Applications for encroachment permits under this article shall be filed with the public works department accompanied by a plot plan sufficient to show the details of the proposed sign size, height, any other information deemed necessary by the planning director or public works director, and application fees established from time to time by resolution of the city council adopted in accordance with the procedures required by law. The public works director retains the right to revoke any issued encroachment permit for a sign in the right of way determined to be a nuisance or detrimental to the public safety or convenience.

§3223 ISSUANCE OF PERMITS

The Director of Community Development shall issue a permit for the erection, alteration or relocation of a sign within the city when an application therefor has been properly made and the sign complies with all appropriate laws and regulations of the city.

Every permit issued by the Director of Community Development under the provisions of this article shall expire by limitation and become null and void if the work authorized by such permit is not commenced within sixty (60) days from the date of such permit, or if the work authorized by such permit is suspended or abandoned for a period of one hundred twenty (120) days or more at any time after the work is commenced. Before such work can be commenced or resumed thereafter a new permit shall first be obtained and the fee therefor shall be one-half (1/2) the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work; and provided further, that such suspension or abandonment has not exceeded one year.

The director of community development may, in writing, suspend or revoke a permit issued under provisions of this article whenever the permit is issued on the basis of a material omission or misstatement of fact, or in violation of any provisions of this article.

A. Revocation: The building inspector may, in writing, suspend or revoke a permit issued under the provisions of these regulations whenever the permit is issued on the basis of a misstatement or omission of material fact or fraud or failure to comply with this ordinance.

B. Review: The building inspector may, in writing, deny issuance of a permit when in fact the sign or sign structure in question requires review and opinion for quality construction and design standards. Such review of the application will then be conducted by the building code board of appeals and a decision rendered within fourteen (14) working days after the initial permit application was filed with the city.

§3224 SIGNS EXEMPTED FROM PERMIT REQUIREMENTS

The following signs do not require a sign permit:

A. Professional or business signs in residential zones not to exceed two (2) square feet in area for home occupations as allowed by the zoning ordinance.

B. For real estate signs, no single face may exceed six (6) square feet for each single-family home or duplex, and sixteen (16) square feet for multiple-family uses. Signs for commercial uses may not exceed thirty two (32) square feet per face. These signs must be removed when the property is taken off the market.

C. One political campaign sign on private property not exceeding four (4) square feet in area or four feet (4') in height. These signs shall be removed within ten (10) days following the elections. Such signs should not be erected prior to eighty-eight (88) days before the election.

Property owners and residents are strongly encouraged to comply with this eighty-eight (88) day limit. The City shall post on the portion of its website where the City posts the "voluntary spending limit candidates/committees" list pursuant to section 2081D7 of this code, a list of candidates and campaign committees who have committed in writing to distributing and posting campaign signs on private property no more than eighty-eight (88) days before the election.

D. Names of buildings or dates of erection of buildings when cut in a masonry surface or constructed of bronze or other incombustible material.

E. Traffic or other municipal signs, railroad crossing signs, danger and other such emergency signs including wording painted on streets.

F. Signs of a directional nature for special events not to exceed twenty four (24) square feet each to be allowed for the duration of the event, but not to exceed fourteen (14) days.

G. Permanent signs serving as directional signs to institutes of an educational, religious, charitable or civic nature not to exceed four (4) square feet in area.

H. Directional signs located within parking lots identifying the entrance and exit and other directional information only. Such signs shall not exceed four (4) square feet each or eight (8) square feet for all such signs per acre of parking.

I. Signs showing the location of public telephones, restrooms and underground utility facilities.

J. Signs (or decals) advertising credit cards, association memberships or trading stamps not to exceed two (2) square feet for each sign.

K. Holiday lights, decorations and displays, provided such lights, decorations and displays are removed within ten (10) days after the holiday.

L. Any sign, posting, notice, etc., placed by or required by a governmental entity in carrying out its responsibility to protect the general health and welfare of the community.

M. Street signs and address numbers.

N. Downtown parking district signs with business identification.

O. Painted Wall Signs or Window Signs that do not require a 'Building', 'Electrical' or 'Encroachment' permit and that comply with all requirements of UCC-Section 3227 of this Code.

P. Signs prohibiting parking on private property in conformance with Ssection 7389 of this code.

Q. Governmental or emergency signage required for public safety.

R. Substitution: Subject to the property owner's consent and provided, that the sign is otherwise legal without consideration of message content, an existing commercial sign may substitute without review by the Community Development Director, should no building permit be required. Such substitution of message may be made without any additional approval or permitting. This provision prevails over any more specific provision to the contrary within this Cehapter. This provision does not create a right to increase the total amount of signage on a parcel, lot, or land use; does not affect the requirement that a sign structure or mounting device be properlyduly permitted; does not allow a change in the physical structure of a sign or its

mounting device; and does not allow the substitution of an off-site commercial message in place of an on-site commercial message.

S. Signs or advertisements painted or conveyed on pavement as part of a City-recognized event.

ARTICLE 3. GENERAL PROVISIONS

SECTION:

§3225: Regulations

§3226: Prohibited Signs

§3225 REGULATIONS

A. Signs attached under a marquee shall have a vertical clearance of eight feet (8') between the existing or future grade of the finished sidewalk. Such signs shall be limited to four (4) square feet in area on each side if a double faced sign; a single faced sign shall be limited to four (4) square feet in area; one sign per occupant.

B. No sign shall be located so as to create a safety hazard by obstructing vision, or shall interfere with or resemble any authorized warning or traffic sign or signal.

C. A projecting sign shall have a minimum clearance of eight feet (8') above the existing or future grade of the finished sidewalk, and a minimum clearance of fifteen feet (15') above an area used for vehicular movement. Multiple projecting signs should not be installed within ten feet (10') of each other if on the same property and should be separated from projecting signs on adjacent properties by ten feet (10') to ensure proper visibility.

D. These regulations shall apply only to those signs which are located outside of buildings or which are directly affixed to the inside of a window visible from a public frontage. Where signs are affixed to or painted on a window, such signs shall not exceed twenty ~~five~~ percent (20~~5~~%) of any window area, and such signs shall be counted as part or all of the permitted sign area except as allowed in Section 3227 of this Chapter. No sign permit shall be required for window signage that complies with this standard and does not require a building permit. Window signs should be scaled to the pedestrian and oriented to window shoppers on the sidewalk. Window signs should be limited to small graphics, business logo, and text. A window sign should not obscure the view into a store or place of business.

E. Temporary construction, development and subdivision sales signs are permitted in any residential zone providing the total aggregate area for all such signs does not exceed thirty two (32) square feet, and providing that no single face sign exceeds twelve (12) square feet. Sign height for any given sign may not exceed ten feet (10'). Signs will be permitted to remain for a maximum period of one year, but must be removed upon completion of the project.

F. Temporary construction, development, subdivision sales, lease and real estate signs are permitted in any commercial or industrial zone, if freestanding. The total aggregate area for all such signs may not exceed sixty four (64) square feet, and no single face sign may exceed thirty two (32) square feet. Sign height for any given freestanding sign may not exceed ten feet (10'). Signs will be permitted to remain for a maximum period of one year but must be removed upon completion of the sale, lease or project.

G. Murals on private commercial structures are allowed subject to review and issuance of a mural permit by the ~~planning commission~~ Zoning Administrator Design Review Board as a regular agenda item. Criteria upon which murals will be evaluated as both art and advertising

are: compatibility with surrounding environment and community in general; appropriateness to site; relationship to use of building upon which it is placed; impact on motorists and traffic hazards; advertising potential. Written messages are discouraged. Any area determined to be advertising and allowed to remain in the mural shall be counted as part of the allowed parcel signage. Mural permits on private structures are not subject to recommendation from the Design Review Board Zoning Administrator, unless a component of a Site Development or Use Permit or requested by the Zoning Administrator.

H. Awning signs are allowed subject to review ~~and approval by the planning and community development department~~ and securing an encroachment permit from the Public Works Department when located within the public right of way. Sign area shall be calculated as defined in section 3200.05 of this chapter. These shall not be considered as projecting signs, but do constitute 'Sign Area'.

I. Governmental, educational, civic or religious special event signs may be posted up to twenty (20) days prior to the event and taken down at least two (2) days after the event. Size shall not exceed thirty two (32) square feet and there shall be no more than four (4) such signs. Signs shall be approved by the planning director. This section shall not be applicable to handbills or small posters for said events.

J. Signing for a project requiring a site development permit or use permit shall be reviewed by the planning commission as part of the permit application process.

K. Banners, pennants and balloons (but not other gas filled figures) may be placed on an occupant's property for: 1) a maximum of thirty (30) consecutive days per year to announce the opening of a new business (including new management); and 2) a maximum of ~~forty-five~~fifteen (145) days per year to advertise special activities or promote the business. ~~The director of planning and community development shall review and approve plans for~~ Such signage ~~to ensure that it offers no~~shall not pose a hazard to the safe movement ~~of~~teof traffic and ~~does~~shall not block permanent identification signs on neighboring properties.

L. Signs installed pursuant to a uniform community oriented sign program designed to provide direction, information or recognition to places, events, culture or other distinguishing aspects of the city of Ukiah. The sign program application specifying signage area, type, size, height, location, design, colors, materials and other information to ensure the sign program will enhance the vitality and character of the city of Ukiah shall be reviewed by the design review board and such sign program authorized by the city council.

§3226 PROHIBITED SIGNS

The Ceity has a compelling interest into prohibiting the following categories of signs to further the findings and purpose of this Chapter. All signs below are specifically identified as prohibited with limited exceptions. Sign types which, in the determination of the Community Development Director, are similar to those listed in this Ssection orbut which are not explicitly described in these regulations are also prohibited: The following signs are prohibited within the city:

A. Attention-Getting Devices: Flashing, rotating, animated, blinking and moving signs, including dynamic digital signage such as video screens, LED displays with frequent image changes, or scrolling text.

B. Miscellaneous signs and posters and the tacking, pasting or otherwise affixing of signs of a miscellaneous character visible from a public right of way. Signs located on the wall of buildings,

barns, sheds, trees, [utility](#) poles, posts, fences or other structures are prohibited unless provided for under other provisions of these regulations.

C. Any sign affixed to any vehicle or trailer on a public right of way or public property unless the vehicle or trailer is intended to be used in its official capacity and not for the sole purpose of attracting people to a place of business.

D. Banner [flags](#), pennants, searchlights, twirling signs, balloons or other gas filled figures placed on an occupant's property or in the public right of way, except as otherwise provided by this chapter. [Air-powered inflatable advertising device featuring oscillating, flexible tube-like figures designed to attract attention through constant motion are similarly prohibited.](#)

E. Flags other than those of any nation or corporation. [Flagpoles shall be located outside of required setback areas and comply with all Airport Compatibility standards. Flagpoles consistent with this Section do not require a sign permit but may require building, electrical or mechanical permits. In residential zoning districts wall-mounted flags which do not project above the roofline are exempt from permit requirements. Temporary flags are similarly prohibited, unless associated with a City-approved event.](#)

F. Portable or wheeled signs, except the following:

1. Real estate signs not exceeding six (6) square feet per side placed on the offered property.
2. Temporary portable signs as provided by this chapter.

G. Any sign that utilizes visible guywires, angle irons and iron frame structures, unless construction is otherwise impractical, provided that decorative metal frames may be approved by the Director of ~~planning and~~ Community Development when consistent with a historical or architectural style exhibited on the property.

H. Signs emitting audible sounds, odor or visible matter, [including any interactive fuel dispenser screen that conveys advertisements, video or interactive media.](#)

I. Signs which purport to be, or are an imitation of, or resemble an official traffic sign or signal, or which bear the words "stop", "go slow", "caution", "danger", "warning" or similar words.

J. Signs, which by reason of their site, location, movement, content, coloring or manner of illumination, may be confused with or constructed as a traffic control sign, signal or device, or the light of a road or emergency equipment vehicle.

K. Outlining of a building by means of exposed neon tubing, exposed incandescent lighting or other artificial lighting or an equivalent effect is prohibited.

L. Signs which are located on or project over the roof of a building or structure.

M. Off premises signs shall not be permitted within the city limits, except the following:

1. Real estate "open house" signs not exceeding six (6) square feet placed on private property with permission of the property owner (directional type). Such signs shall be allowed only during hours of open house.
2. Temporary portable signs as provided by this chapter.

N. Corner properties with freestanding, projecting, portable and other detached signs from the ground level to eight feet (8') in height shall be prohibited in the area formed by measuring at the property line a distance of thirty feet (30') from the point of intersection of the two (2) streets, and connecting at these lines in triangular fashion, provided that signs within this area may be allowed subject to approval of the public works director and securing an encroachment permit from the public works department when located within the public right of way.

O. Signs which physically or visually move, scroll, rotate or create an illusion of movement, or which have parts, messages, or surfaces that physically or visually move, scroll, rotate or create the illusion of movement, or which emit audible sound or noise. This includes but is not limited to electronic or digital signs with frequently changing images, video displays, and animated graphics. Electronic Message Centers (EMC Signs) that use Digital Display Signs or other means to present images or messages are also prohibited. This prohibition will (Does not apply where preempted by state law for fuel price signage or other applicable law codes.)

P. Signage advertising cannabis, alcohol, or tobacco products or businesses Cannabis, alcohol or tobacco signage that includes depictions or images of minors or anyone under twenty-one (21) years of age; images that are attractive to children such as cartoons, likeness, characters, or phrases used to advertise to children, imitates logos or images imitating candy packaging or labeling, or use of the terms or such a variant in spelling such terms that is attractive to children.

Q. Outdoor advertising displays such as billboards, and all off-site commercial signs that display advertising for a business, commodity, service, facility, or other such matter that is not located, conducted, sold, or offered upon the premises where the sign is located are prohibited within the City of Ukiah.

R. Backlit Translucent Awning Signs: Any sign located on an awning that is translucent or semi-transparent and illuminated from a light source under or within the awning.

ARTICLE 4. GENERAL SIGN REGULATIONS

SECTION:

§3227 Permitted Sign Area, Encroachment, Height, Number, Illumination And Movement

§3228 Design Standards

§3229 Illumination

§3227 PERMITTED SIGN AREA, ENCROACHMENT, HEIGHT, NUMBER, ILLUMINATION AND MOVEMENT

A. Commercial And Industrial Zones:

1. One and one-half (1 1/2) square feet of sign area for every ground level linear foot of parcel frontage. No more than two-thirds (2/3) of this allowed signage to be freestanding.
2. On corner lots the maximum allowable number and square footage of on site signs are permitted for each street frontage up to two (2). Said maximum allowances, however, are not transferable either in whole or in part from one street frontage to another, except when the sign is placed at a forty five degree (45o) angle in the corner of the parcel, in which case site development is required.
3. In no case shall the total square footage of signs on a building frontage exceed the number of linear feet in the frontage or five hundred (500) square feet, whichever is the lesser figure.

4. Signs in commercial and industrial zones shall not overhang the public right of way in excess of four feet (4').

5. The provisions of this section do not prohibit in addition to other freestanding signs, one portable sign per parcel, subject to the following:

a. Sign area shall not exceed six (6) square feet per side and four feet (4') in height.

b. The sign shall be removed during hours that the business is not open to the public.

c. In cases where more than one business is located on a parcel, the total number of signs under this section shall not in the aggregate exceed the following:

(1) One portable sign per fifty (50) linear feet of street frontage per parcel. When four (4) or more businesses are located on a parcel under one ownership, one portable sign per four (4) businesses shall be permitted. Except, on parcels ~~within the downtown revitalization district~~ where there is no setback between the building and the public right of way line and a freestanding or projecting sign is not feasible, one sign per business shall be allowed, not exceeding one sign per fifteen (15) linear feet of street frontage per parcel.

(2) The sign(s) allowed by this section shall be placed along the street frontage of the business; or may be oriented to parking areas, pedestrian malls or internal courts on the same parcel.

(3) Parcels with no public street frontage other than the accessway (flag lots) shall be allowed one off premises sign, regardless of the number of businesses, placed near the primary entrance to the parcel with either the approval of the owner of the property where the sign is placed or with the issuance of an encroachment permit if located within the public right of way.

d. The sign shall at all times present a ~~tastefully~~ designed and well maintained appearance. Notwithstanding their temporary nature, such signs shall not be made of cardboard or similar materials which exhibit a makeshift or haphazardly constructed or designed appearance.

e. Notwithstanding section 6170 of this code, signs allowed by this section may be placed within the public right of way, provided an encroachment permit has been issued by the public works department and compliance therewith is maintained. In addition:

(1) Signs in the public right of way shall be maintained free of appendages or conditions that pose a hazard to pedestrians and vehicles, and ensure visually impaired pedestrians can detect the sign safely. Supporting members should be located within the footprint of the sign to prevent tripping; any projection shall be flat and measure no more than one-half inch (0.5") in height above the sidewalk surface. Dome shaped support bases are prohibited. The sign shall not be secured to trees, hydrants, street signs, or any other infrastructure by any means. The sign shall not be illuminated.

(2) Sign placement shall provide for the safe and unobstructed movement of pedestrians and vehicles including adequate sight distance to the satisfaction of the ~~planning~~ Community Development Director and Public Works Director. The placement of signs shall maintain a minimum five foot (5') wide clear space on any

sidewalk or pedestrian path and be coordinated with other elements to provide for the public convenience, reduce hazards, and maintain an uncluttered and unobstructed appearance. Signs shall be situated so that neighboring businesses and all legal signs are visible to pedestrians and motorists.

f. Deviations from the provisions of this subsection, excluding the requirement for issuance of an encroachment permit for signs placed in the public right of way, may be allowed pursuant to the approval of a use permit.

6. Parcels under one ownership which contain four (4) or more businesses may erect a freestanding sign in addition to other permitted signs are which:

a. Constitutes the single freestanding sign permitted in subsection A5 of this section.

b. Shall not exceed two hundred (200) square feet. One hundred (100) square feet of the total sign area may be used for individual identification signs uniform in size, shape and lettering.

c. Shall not exceed thirty feet (30') in height and shall have a minimum clearance of ten feet (10') from the finished grade of the existing or future sidewalk.

d. Shall not contain "reader boards".

7. Regardless of any other provisions to this section, no sign attached to a building shall exceed the roof height of the main building on a parcel. Freestanding signs may exceed the roof height of the main building, providing the sign is thirty feet (30') or less and subject to a site development permit.

8. Signs in commercial and industrial zones, if illuminated, shall be indirectly illuminated, i.e., shall not have directly exposed bulbs, lamps, tubes or other illumination devices.

Exposed bulbs may be permitted as a design feature, as part of a Site Development or Use Permit.

9. Signs in commercial and industrial zones shall not flash, revolve, move or be animated in any way.

10. A shopping center, in addition to the signing permitted each occupant on the basis of their frontage, may have freestanding main identification signing with area equal to one-fourth (1/4) square foot for each ground floor foot of total building frontage up to a maximum of two hundred (200) square feet. This signing may be a name, a roster of tenants or a combination thereof. The maximum height of this freestanding sign shall be thirty feet (30').

11. Placement of signing shall be limited to street frontages and business frontages except sign orientation to parking areas, freeways, pedestrian malls, internal courts or sign programs may be allowed subject to a site development permit.

~~12. Prepared food, gasoline and lodging businesses specifically related to the traveling public along U.S. 101 freeway within six hundred feet (600') of the freeway centerline and three hundred feet (300') of the centerline of any intersecting street within the city limits may have the allowed single freestanding sign at a height not to exceed fifty feet (50') regardless of the main building height, with planning commission site development permit approval. Sign placement for both freestanding and attached shall be subject to the site development permit.~~

~~At such time that a freeway logo board system is in place these special provisions no longer apply and the signs will have to conform to the general provisions of the city of Ukiah sign ordinance. All such signs must be removed in favor of the freeway logo program within three (3) years of availability of the logo system.~~

B. R-3, General Multiple-Family Zone And P, Public Zone:

1. The total permitted sign area is one-fourth (1/4) square foot for each linear foot of the longest property frontage. In no case shall a sign exceed forty (40) square feet in total area.
2. In no case shall there be more than one sign for any one use in these zones.
3. Signs in the R-3 and P zones shall not revolve, flash, move or be animated in any way, nor shall such signs be illuminated other than by low level indirect lighting devices.
4. Freestanding signs in the R-3 and P zones shall not exceed four feet (4') in height and shall be either of wood or masonry construction.
5. Signs in the R-3 and P zones shall not encroach into the public right of way.
6. Signs advertising home occupations shall conform to the requirements of subsection C1 of this section.
7. Signs in the R-3 and P zones which are attached to buildings shall not exceed the eaves height of the first story of the main building on any parcel.

C. R-1, Low Density Residential And R-2, Multiple-Family Residential District:

1. One sign not exceeding two (2) square feet in total area attached to the principal structure on a parcel for the purpose of identifying the occupant of the parcel or a home occupation.
2. One sign not exceeding two (2) square feet in total area attached to a curbside mailbox for the purpose of identifying the occupant of the parcel or owner of the mailbox.
3. Signs in the R-1 and R-2 zones shall not flash, revolve, move or be animated in any way, nor shall such signs be illuminated other than by low level indirect lighting devices.
4. Signs in the R-1 and R-2 zones shall not encroach into the public right of way except where attached to a curbside mailbox.
5. Signs in the R-1 and R-2 zones shall not exceed the eaves height of the first story of the principal structure on a parcel.

6. Permanent signs serving for with messaging of an educational, religious, charitable or civic nature shall be allowed a total permitted sign area that is one-fourth (1/4) square foot for each linear foot of the longest property frontage. In no case shall a sign exceed forty (40) square feet in total area.

D. Nonconforming Signs: Signs that do not otherwise conform to the requirements of this chapter and are either necessarily temporary or unusual because of the unique character of a site, may be approved by the planning commission in the form of a use permit.

§3228 DESIGN STANDARDS

In addition to meeting all criteria of Section 3227, all signs shall be consistent with the following design principles:

A. Architectural Compatibility

1. Signs shall be proportional to the building facade and located within designated sign areas that do not exceed the allowable sign area per Section 3227.
2. Signs shall use materials, colors, and shapes that match or complement the architectural style of the building.
3. Signs shall not obstruct or alter architectural features, such as cornices, columns, or decorative moldings.

B. Scale, Proportion, and Placement

1. Signs shall be in scale with the building and sized to fit within architectural sign bands, panels, or other designated areas.
2. Signs shall maintain a minimum clearance from building edges and architectural elements, ensuring visual separation from adjacent structures.
3. The outer perimeter of any sign shall not extend beyond the building feature to which it is attached

C. Sign Quality and Installation

1. Signs shall be constructed from durable materials, including wood, metal, or comparable high-quality materials that ensure long-term integrity.
2. Temporary materials such as foam, poster board, flat plastic, or other non-durable materials are prohibited for permanent signage.
3. Plastic, plywood, or pressed board shall not be used as primary materials for permanent signs unless allowed as a temporary sign under Section 3225(k) of this Code.

D. Historic Resources and Districts

1. Signs installed on designated historic buildings or within historic districts shall be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
2. Sign materials, colors, and mounting methods shall be consistent with the historic character of the structure and surrounding district.
3. Signs shall not obscure or damage historic architectural features.

E. Non-Commercial Zones

1. Internally illuminated signs (including channel letters, marquees, or cabinet signs) are prohibited in non-commercial zones.
2. Sign bases, frames, and mounting hardware shall be constructed from materials consistent with the primary building's architectural design.

3. Sign colors and finishes shall be non-reflective to minimize glare and visual disruption in non-commercial areas.

§3229 ILLUMINATION

All signage shall comply with standards designed to minimize light pollution by controlling the amount, direction, and intensity of artificial lighting to preserve the visibility of the night sky, including the following:

- A. Lighting for signs shall not create a hazardous glare for pedestrians or vehicles either in a public street or on any private premises.
- B. Illuminated signs shall be turned off or dimmed in brightness from 10:00 PM to 6:00 AM unless the business operates during those hours.
- C. The light source, whether internal to the sign or external, shall be shielded from view. This requirement is not intended to preclude the use of diffused exposed neon, LED, or similar features.
- D. Sign illumination for externally illuminated signs shall utilize focused light fixtures that do not allow light or glare to shine above the horizontal plane of the top of the sign and to limit direct illumination of any object other than the sign or onto any public right-of-way or adjoining property
- E. Each sign shall be designed so that illumination does not exceed one hundred luxes (ten foot-candles) measured at a distance of ten feet from the sign.
 - 1. If illumination of monument signs is desired, then external illumination or halo lighting is preferred.

ARTICLE 5. REMOVAL AND DISPOSITION OF SIGNS; ABANDONED SIGNS

SECTION:

- ~~§3228~~§3230: Maintenance And Repair
§3229~~§3231~~: Abandoned Signs
§3232~~§3239~~: Sign Removal

§3228 3230 MAINTENANCE AND REPAIR

Every sign shall be maintained in a safe, presentable and good structural material condition at all times, including the replacement of defective parts, painting, repainting, cleaning and other acts required for the maintenance of said sign. If the sign is not made to comply with the requirements of this Section, the Building Inspector may require its removal.

§3229 3231 ABANDONED SIGNS

A. Except as otherwise provided, any sign which is located on property which becomes vacant and unoccupied for a period of sixty (60) days or more, or any sign which pertains to a time, event or purpose which no longer applies, shall be deemed to have been abandoned. The Building Official Inspector shall prepare a notice which will describe the sign and specify the violation involved and which shall state that if the sign is not removed or the violation is not corrected within ten (10) days, said sign shall be removed by the Building Inspector in accordance with the provisions of this ordinance. All notices sent by the Building Official Inspector shall be sent by certified mail. Any time periods provided in this Section shall be deemed to commence on the day of the receipt of the certified mail.

Any person having an interest in the sign or the property may appeal the determination of the Building ~~Official Inspector~~ ordering removal of compliance by filing a written notice of appeal with the Planning Commission within thirty (30) days after the date of mailing the notice, or thirty (30) days after receipt of the notice if the notice was not mailed. Permanent signs applicable to a business temporarily suspended because of a change of ownership or management of such business shall not be deemed abandoned, unless the property remains vacant for a period of four (4) months or more.

B. When it is determined by the Building ~~Official Inspector~~ that said sign shall cause imminent danger to the public safety, and contact cannot be made with a sign owner or building owner, no written notice shall have to be served. In this emergency situation, the Building Inspector may correct the danger. The Building ~~Official Inspector~~ shall cause to have removed any sign that endangers the public safety, such as an abandoned, materially dangerous, electrically or structurally defective sign, or a sign for which no permit has been issued according to the provisions of this ordinance. Any sign removed by the Building ~~Official Inspector~~ pursuant to the provisions of this Section shall become the property of this City and may be disposed of in any manner deemed appropriate by the City. The cost of removal of sign by the City shall be considered a debt owed to the City by the owner of the sign and the owner of the property and may be recovered in an appropriate court action by the City or by assessment against the property as hereinafter provided. The cost of removal shall include any and all incidental expenses incurred by the City in connection with the sign's removal.

C. A sign owner or building owner who does not remove an abandoned sign or otherwise correct a violation under this Section within the time frame for notice and, if applicable, appeal, may be subject to fines pursuant to Section 3238 of this Chapter.

§32302 SIGN REMOVAL

When it is determined by the Building ~~Official Inspector~~ that a sign has been damaged beyond fifty percent (50%) of its initial capital investment value, or when the face of a sign requires alteration or change, such sign must then be made to conform to all provisions within this ordinance.

ARTICLE 6. CONSTRUCTION SPECIFICATIONS AND SAFETY

SECTION:

§32343: Compliance With Building Code

§32342: Construction Of Signs

§32334 COMPLIANCE WITH BUILDING CODE

All signs shall comply with the appropriate detailed provisions of the City Building Code and the Uniform Sign Code relative to design and construction, structural integrity and connections and safety. Signs shall also comply with the provisions of the applicable electrical code and the additional construction standards set forth in this Section.

§32342 CONSTRUCTION OF SIGNS

A. Each sign hereafter erected or remodeled shall bear, in a permanent position, clearly legible identification decals stating the firm or corporation responsible for its construction and erection. Electric signs shall be marked with input amperages at the full load input.

B. Each sign shall have a specified sticker provided by the Building ~~Department Division~~ that identifies the permit number that was originally issued by the Building ~~Official Inspector~~, and

such sticker must be visibly placed on the frame or outer perimeter of the sign. Within one year of the adoption of this Code all legal signs shall be identified and appropriately marked.

C. No sign shall be erected, constructed or maintained so as to obstruct any fire escape, required exit, window or door opening, unless authorized by special user permit. No sign shall be attached in any form, shape or manner which will interfere with an opening required for ventilation, except in circumstances when not in violation of the Building or Fire Prevention Codes.

D. Signs shall be located in such a way that they maintain horizontal and vertical clearance of all overhead electrical conductors in accordance with the Electrical Code and the regulations of the Public Utilities Commission.

E. Certain signs shall be properly guttered and connected with downspouts to storm sewers so that water will not drip or flow into public sidewalks or streets.

F. All permanent freestanding signs or poles shall be self-supporting structures erected on and permanently attached to concrete foundations. Such structures or poles shall be fabricated only from steel or other such materials as approved by the Building Code.

G. All signs of a building shall be constructed to withstand wind loads of thirty (30) pounds per square foot of the total face area of the letters and other sign surface.

~~Note: The wind load quoted above is a normal average and must be adjusted for areas subject to unusually high velocity winds and wind conditions.~~

H. No sign shall be suspended by chains or other devices that will allow the sign to swing due to wind action. Signs shall be anchored to prevent any lateral movement that would cause wear on supporting members or connections.

ARTICLE 7. NONCONFORMANCY

SECTION:

§323~~35~~: Nonconforming Signs

§323~~53~~ NONCONFORMING SIGNS

A. All permanent signs and sign structures which were erected and in existence prior to the effective date of this ordinance or any amendment thereto, and which were at the time of such erection or establishment in compliance with all then applicable statutes and ordinances, but which do not meet requirements of this ordinance, shall be permitted to remain in existence notwithstanding their nonconforming character, providing that such signs and sign structures remain in full compliance with Chapter 7, Article 8 of this division, and providing further that the sign does not require any additional permits under Chapter 7, Article 3 of this division or removal under Chapter 7, Article 5 of this division. The provisions of this paragraph will apply to any and all areas upon annexation.

B. All temporary signs and temporary sign structures which were erected and in existence prior to the effective date of this ordinance, but which do not meet the requirements of this ordinance, shall be permitted to remain in existence notwithstanding their nonconforming character for a period of ~~sixty thirty~~ (360) days from the effective date of this ordinance. Thereafter all such signs and sign structures shall be in violation of this ordinance and subject to removal as in the case of any other illegal structure or use, subject to the exceptions set forth herein.

C. All signs or sign structures which, at the time of adoption of this ordinance, whirl, blink, rotate, move or are animated shall be removed or cease to whirl, blink, rotate, move or be animated within ~~sixty-thirty~~ (360) days of the effective date of this ordinance, if unable to demonstrate their nonconforming status with regard to flashing, rotating, animated, blinking and moving signs, including dynamic digital signage such as video screens, LED displays with frequent image changes, or scrolling text.

D. All signs or sign structures associated with a business shall be made to conform to this ordinance upon sale or transfer of said business, change of business name or other situation requiring modification to sign or sign structure provided if the only change is the sale or transfer of business, said sign shall be removed upon the expiration of one year from the date of said sale or transfer. The City Council finds that this is a reasonable amortization period because all signs which must be removed under this Section have been in existence for at least three (3) years prior to the effective date of this ordinance.

E. Ordinary maintenance and associated minor repairs may be made to any nonconforming sign providing no structural alterations or design changes are made. Other repairs, alterations, or design changes may be permitted; provided, that a use permit shall be first secured in each case and that such repairs, alterations or design changes comply all other provisions of this Chapter 7.

ARTICLE 8. RESPONSIBILITY

SECTION:

§323~~64~~: Responsibility

§323~~64~~ RESPONSIBILITY

The owner or authorized representative or sign user of the property upon which the sign or advertising structure is located shall be responsible for its proper maintenance and repair.

A. All signs shall be subject to an inspection by the Building ~~Inspector~~ Official or his authorized representative.

B. All signs erected, altered or relocated shall be inspected every two (2) years to determine that the sign has been maintained in such a manner as to insure that the sign is safe as to electrical, structural and material specifications as provided for in these guidelines.

C. The Building Official ~~Inspector~~ may declare any sign unlawful if it endangers public safety by reasons of inadequate maintenance, dilapidation or abandonment. Any such declaration shall state the reasons for declaring that the sign constitutes a safety hazard to the general public.

ARTICLE 9. VARIANCE

SECTION:

§323~~57~~: Sign Variances

§323~~57~~ SIGN VARIANCES

Where practical difficulties, unnecessary hardships and results inconsistent with the general purpose of this Chapter may result from the strict application of certain provisions thereof, a variance may be granted as provided in §9231 et seq. of the Ukiah Municipal Code. Economic hardship shall not be considered a practical difficulty, unnecessary hardship, or a result inconsistent with the general practice of this Chapter. Economic hardship is defined as the actual expense of removing the nonconforming sign or causing a conforming sign to be erected. Historical and architectural significance based upon age, design, construction materials and

other criteria as determined by the City Council shall be utilized in determining appropriateness of variances. The granting of a variance shall require a statement of findings by the Commission noting the facts of the particular sign, not applicable to other signs generally which justify issuance of a variance.

ARTICLE 10. PENALTIES AND VIOLATION

SECTION:

§32386: Penalties For Violation

§32386 PENALTIES FOR VIOLATION

Any person, firm or corporation failing to comply with ~~violating~~ any of the provisions of this ~~chapter~~ Chapter shall be guilty of a ~~n infraction~~ violation upon notification and failure to remove a prohibited sign or address non-compliance within the period specified by the Community Development Director or their designee. Every such violation is punishable by: a) a fine not exceeding one hundred dollars (\$100.00) for a first violation; b) a fine not exceeding two hundred dollars (\$200.00) for a second violation within one year; c) a fine not exceeding five hundred dollars (\$500.00) for each additional violation within one year. Any violator shall be guilty of a separate offense for each and every day during any portion of which any violation of this Chapter is committed, continued or permitted by any such person, and he/she shall be punished accordingly.

ARTICLE 11. ILLUSTRATIONS

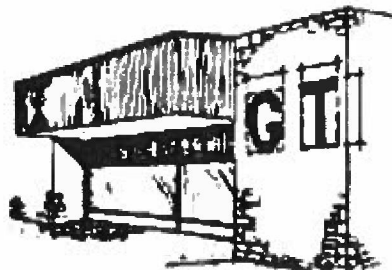
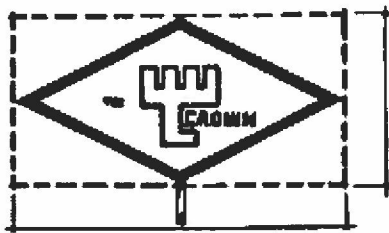
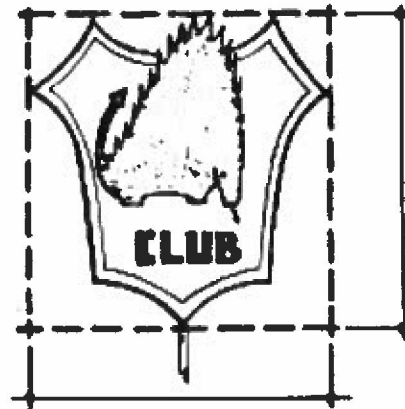
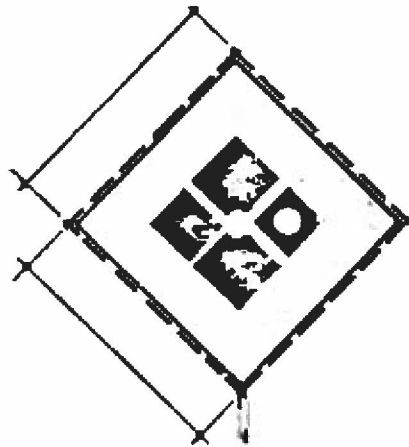
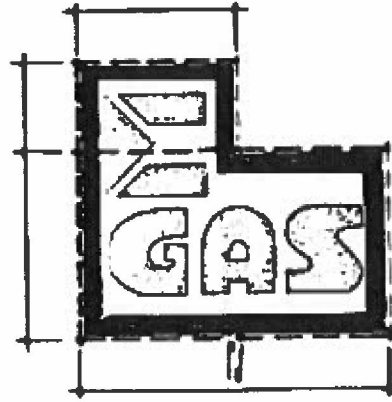
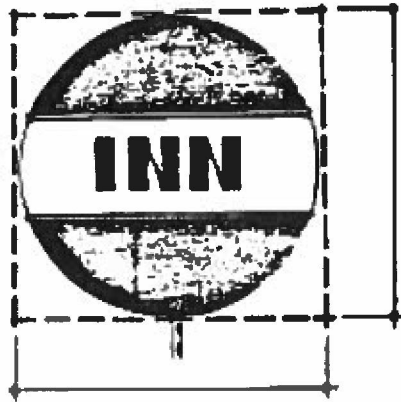
SECTION:

§3237: Graphics

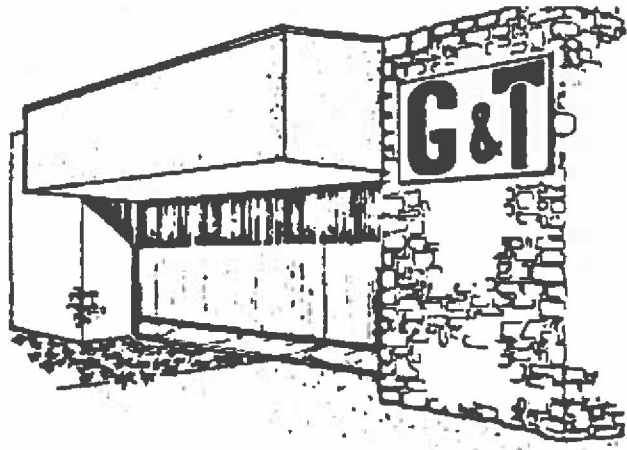
§3237 GRAPHICS

The following graphics describe in illustrative form many of the terms, concepts and sign types utilized in this chapter.

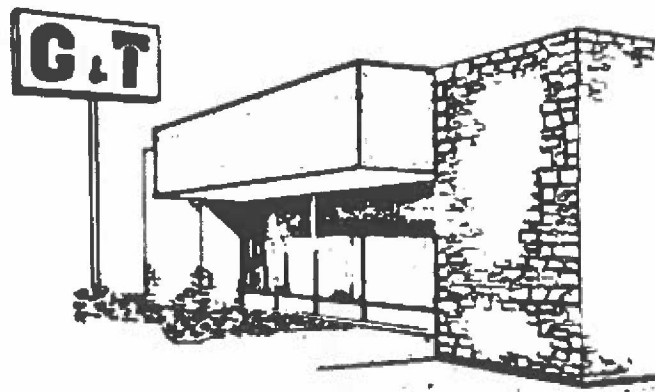
1) Area of A Sign: (§3200.05)



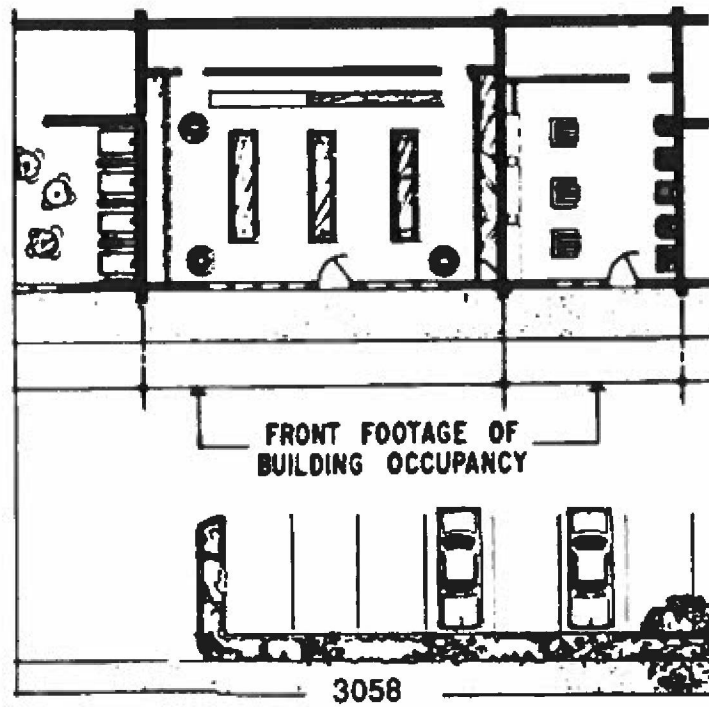
2) Attached Sign: (\$3200.07)



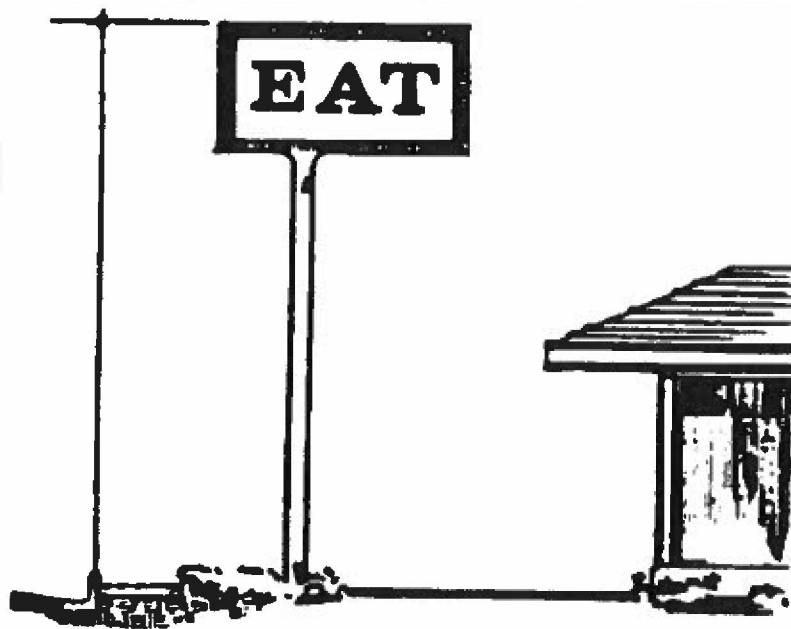
3) Detached Sign: (§3200.09)



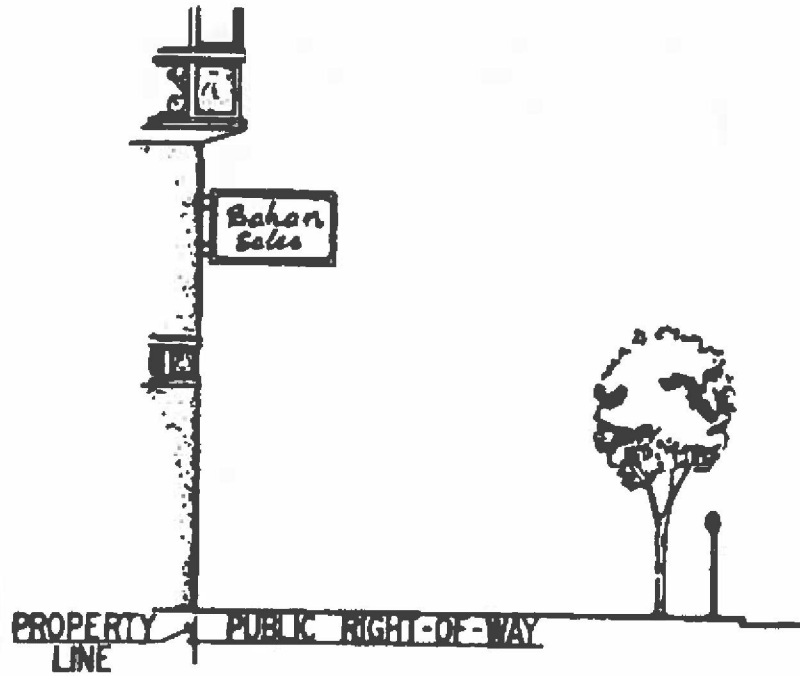
4) Front Footage of Building Occupancy: (§3200.27)



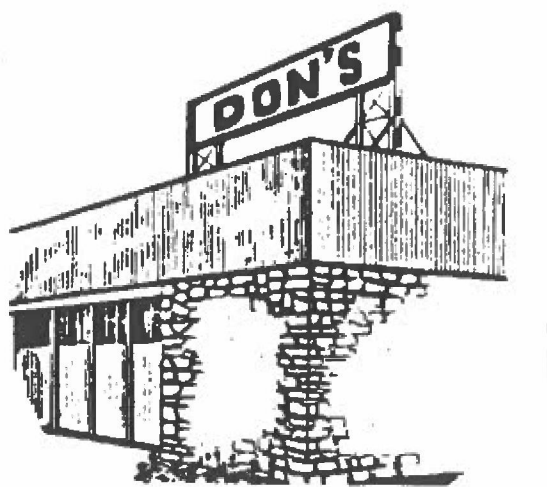
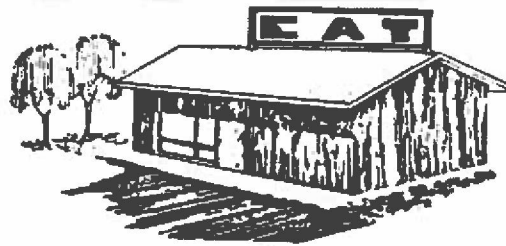
5) Height of Sign: (§3200.28)



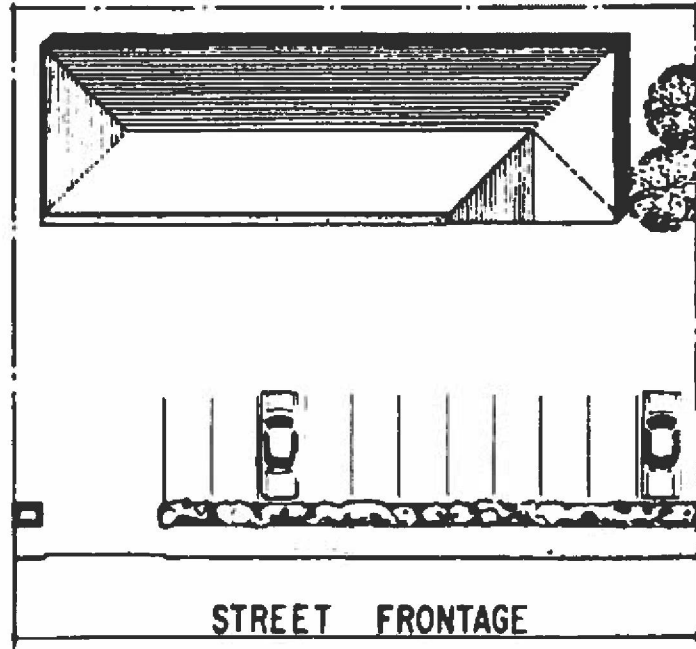
6) Projecting Sign: (§3200.47)



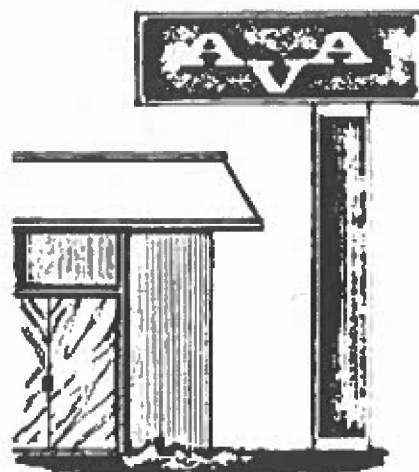
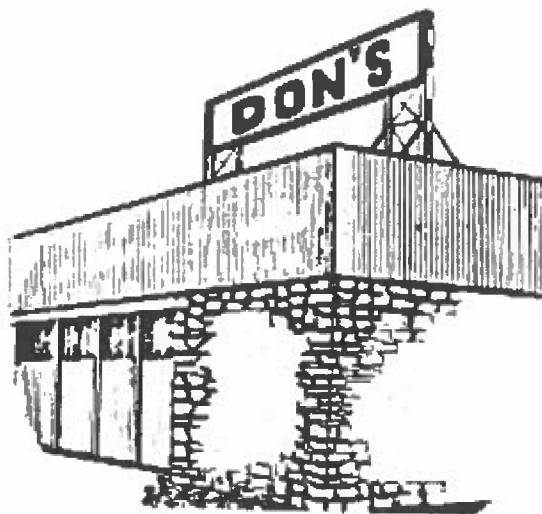
7) Roof Sign: (\$3200.51)



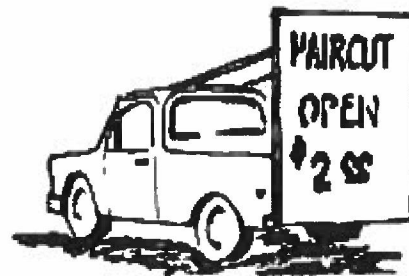
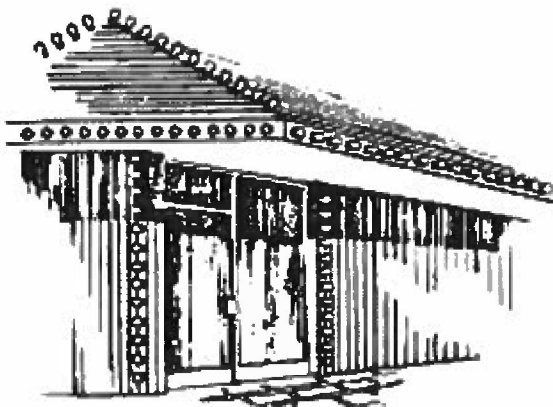
8) Street Frontage: (\$3200.60)



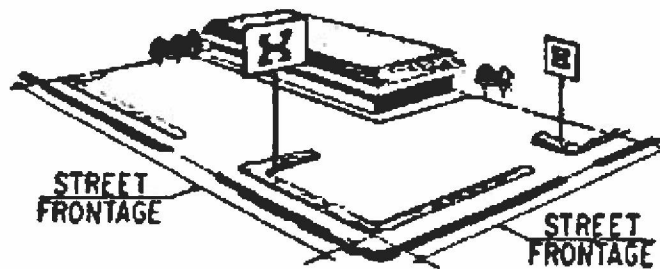
9) Prohibited Signs: (§3226)



10) Prohibited Signs: (§3226)



11) Corner Lots: (§3227A2)



Introduced by title only on _____, 2025, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Adopted on _____, 2025, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Douglas F. Crane, Mayor

ATTEST:

Kristine Lawler, CMC/City Clerk



AGENDA SUMMARY REPORT

SUBJECT: Status Report on Emergency Contract with Diamond D Construction, LLC for the Emergency Repair of the Western Hills Mudslide at the City Water Tank (Pressure Zone 1-North, or PZ1-N) and Request for Authorization to Continue Work Under This Emergency Contract.

DEPARTMENT: Water Resources

PREPARED BY: Sean White, Water Resources Director

PRESENTER: Sage Sangiacomo, City Manager

ATTACHMENTS:

1. Resolution 2025-08 - Emergency Procurement for Mudslide at PZ1
2. Diamond D Estimate for PZ1
3. Purchase Order for Diamond D Slide
4. Slide Pictures

Summary: Council will receive a status report on the contract with Diamond D Construction for the emergency repair of the Western Hills mudslide at the City water tank and consider approving continued work.

Background: During the major rain event on February 4-5, a mudslide occurred in the western hills, settling at the base of a City water tank referred to as Pressure Zone 1-North (PZ1-N). Due to the muddy conditions, slope of the hillside, and specialized nature of the repairs, City crews determined that a professional contractor would be required to perform the work. Additionally, significant rain was forecast for the following days, causing concern that the water tank and hillside would potentially be compromised if emergency repairs did not commence immediately.

On February 19, 2025, City Council approved a Resolution approving the procurement without public bidding of construction services to repair the mudslide at the City water tank in the western hills (Attachment 1).

Discussion: Staff worked with the Procurement Department to assess availability and obtain proposals from local contractors. Diamond D Construction was available to begin immediately and was determined to be qualified to do the work (Attachments 2 and 3).

Work to temporarily remediate the site began on February 7th and was completed on February 12th. Work involved removing material at the toe of the slope that had built up against the tank and removing material perched immediately above the tank. Due to the extremely wet condition of the site, only material within the reach of an excavator could be graded or removed. A small ditch was also cut in the hillside above the tank to redirect runoff.

The slide area was then tarped to protect it from rainfall. City Staff also added jute netting to other portions of the site to further protect the hillside. See Attachment 4 for pictures of remediation efforts.

Once the area has dried, further grading will be required. No further work beyond the initial site remediation has been able to be performed.

To fully stabilize, this site will require a geotechnical investigation and plan, followed by extensive earthwork.

Staff is requesting the Council's approval to continue using the emergency contract with Diamond D Construction, LLC.

Recommended Action: Receive report and approve the continued work on the emergency contract with Diamond D Construction for the emergency repair of the Western Hills mudslide at the City water tank PZ1-N.

BUDGET AMENDMENT REQUIRED: TBD

CURRENT BUDGET AMOUNT:

PROPOSED BUDGET AMOUNT:

FINANCING SOURCE: Water Fund; 82027113-80230-18234

REVENUE: YES / No GRANT: YES / No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: PO 48757-00

COORDINATED WITH: Sage Sangiacomo, City Manager; Sean White, Water Resources Director

STRATEGIC PLAN (SP):

CLIMATE INITIATIVES (CI):

GENERAL PLAN ELEMENTS (GP):

Approved: 
Sage Sangiacomo, City Manager

RESOLUTION NO. 2025-08

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH APPROVING PURSUANT TO PUBLIC CONTRACT CODE SECTION 22050 THE EMERGENCY PROCUREMENT WITHOUT PUBLIC BIDDING OF CONSTRUCTION SERVICES TO REPAIR THE MUDSLIDE AT THE CITY WATER TANK (PZ1) IN THE WESTERN HILLS

WHEREAS:

1. During a winter storm event on about February 5, 2025, a portion of the hillside in the Western Hills slid out, settling against the City water tank referred to as PZ1, or Pressure Zone 1; and
2. Concerned about possible damage to the City water tank, both from this slide and the possibility of future slides, City Staff determined that emergency repairs were required; and
3. With damage caused to public property; and
4. Under Public Contract Code Section 22050(a)(1) in the case of an emergency, the City, pursuant to a four-fifths vote of the City Council, may repair or replace a public facility and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts; and
5. Under Public Contract Code Section 22050(a)(2) before the City Council takes such action, it must make a finding, based on substantial evidence set forth in the minutes of its meeting, that the emergency will not permit a delay resulting from a competitive solicitation for bids, and that the action is necessary to respond to the emergency;

NOW, THEREFORE, BE IT RESOLVED that:

1. Based on the foregoing recitals and information, the City Council finds that an emergency condition exists that must be repaired to avoid public health hazards that could result, if the repair work was put out for competitive bids in compliance with the procedures required by the Uniform Construction Cost Accounting Act.
2. The City Council authorizes the procurement of construction services to repair the mudslide in the Western Hills and damaged public without providing notice inviting bids.
3. The City Council authorizes the City Procurement Officer to contract with Diamond DConstruction to repair the mudslide in the Western Hills in the amount of \$30,042.

4. Awarding a contract to repair the water main and damaged public and private property is categorically exempt from environmental review under the California Environmental Quality Act as a Class 2 categorical exemption, because it involves the replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity. (14 CCR §15302.)
5. The emergency action taken by this resolution shall terminate upon the City Council's approval of a certificate of completion for the mudslide and public property repair work.

PASSED AND ADOPTED this 19th day of February, 2025, by the following roll call vote:

AYES: Councilmembers Rodin, Criss, Orozco, Sher, and Mayor Crane

NOES: None

ABSENT: None

ABSTAIN: None


Douglas F. Crane, Mayor

ATTEST:


Kristine Lawler, City Clerk

Customer Info:

City Of Ukiah

Contractor Submitting Bid:

Diamond D Construction, LLC

PO Box 595

Talmage, CA 95481

Lic. 1027104

(707)953-4484

Job Location:

Golf Course Water Tanks

Date: 2/6/2025**Work to be performed:**

Diamond D Construction, LLC will provide all labor and material necessary to perform the following work.

Clear The Bottom

Includes a cost to clear all slide debris off the water tank and everything that can be reached by our excavator from the bottom. Once materials are cleaned up we will reroute a drainage ditch above the slide area to drain away from the slide area. We are also including covering the entire slide area in plastic and anchor the plastic with sandbags and rope.

Total \$30,042.00

PLEASE ALLOWED w/ THIS TASK

Clear the Entire Slide

Includes clearing all sliding material from top of the slip plain to the bottom. Will include rerouting the ditch, and covering in plastic as well.

This will depend on the timing of when this is done and if the material is suitable to set an excavator or dozer on.

Total \$71,650.00

K Rail Guard

Includes a cost to set up 40 lineal foot of concrete K rail at the bottom of the slide to protect falling rocks from hitting the tank. Price also includes the K rail rental for 3 months.

Total \$5,995.00

Conditions

Dump site provided by city

Exclusions

No bonding is included in this price.

Payment Terms:

All payments will be made within 21 days of the invoice being sent to the customer.

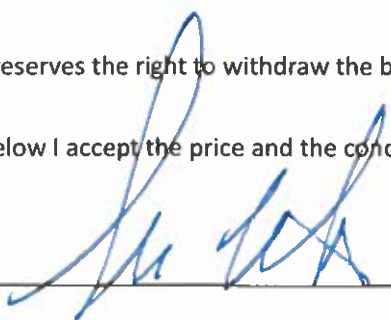
After 21 days an additional 1.5% of the amount invoiced will be added to the total amount owed and every month after until amount is paid in full.

This bid price is good for 60 days. If a signed acceptance is not received within 60 days

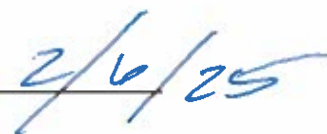
Diamond D reserves the right to withdraw the bid.

By signing below I accept the price and the conditions of this bid.

Signature:

A handwritten signature in blue ink, appearing to be "H. H. H.", written over a horizontal line.

Date:

A handwritten date in blue ink, "2/6/25", written over a horizontal line.



Purchase Order

Fiscal Year 2025

Page 1 of 2

THIS NUMBER MUST APPEAR ON ALL INVOICES,
PACKAGES AND SHIPPING PAPERS.Purchase
Order #

48757-00

Delivery must be made within
doors of specified destination.B
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OCITY OF UKIAH
ATTN: ACCOUNTS PAYABLE
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UKIAH, CA 95482V
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UKIAH CA 95482S
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OCITY OF UKIAH - ANNEX
411 W CLAY STREET
UKIAH CA 95482

Vendor Phone Number		Vendor Fax Number	Buyer		Date Ordered	Date Required
			Myles Fisette		02/06/2025	
Delivery Reference		Freight Method/Terms		Department/Location		Sales Tax Rate
		FOB UKIAH/N30		WATER/SEWER		0.000
Item#	Description/Part No.	Qty	UOM	Unit Price	Extended Price	
1	The Above Purchase Order Number Must Appear On All Correspondence - Packing Sheets And Bills Of Lading CLEAR BOTTOM OF SLIDE-CLEAR ALL SLIDE DEBRIS. REROUTE A DRAINAGE DITCH ABOVE SLIDE AREA. COVER SLIDE AREA IN PLASTIC AND ANCHOR WITH SAND BAGS. 82027113 - 80230 - 18234 \$30,042.00 EMERGENCY WORK PER CM OFFICE PER ESTIAMTE DATED 2/6/25	1.0	EACH	\$30,042.000	\$30,042.00	

By

Purchasing Supervisor

VENDOR COPY

Total Ext. Price	\$30,042.00
Total Sales Tax	
Total Discount	
Total Credit	
Total Freight	
PO Total	\$30,042.00

1. **GENERALLY.** These Terms and Conditions of Sale ("Terms and Conditions") apply to all purchases by City of Ukiah. (Referred to as "Buyer"). The supplier of goods and services under this transaction is herein referred to as "Seller". The goods or service purchased are referred to as the "Purchase."

2. **TERMS EXCLUSIVE.** Buyer will order the goods or services described herein only upon the terms and conditions contained herein. Seller's acceptance of this order shall occur either through commencement of performance under this order or acknowledgment of this order. By accepting this order, Seller waives all terms and conditions contained in its quotation, acknowledgment, invoice or other documents which are different from or additional to those contained herein and all such different or additional terms and conditions shall be null and void. **SELLER MAY NOT CHANGE MATERIAL OF MANUFACTURE, SOURCES OF SUPPLY, MANUFACTURING PROCESS OR LOCATION WITHOUT THE PRIOR WRITTEN CONSENT OF BUYER.**

3. **INSPECTION.** All goods shall be received subject to Buyer's inspection and rejection. Defective goods and goods otherwise not conforming to this order shall be held for Seller's instruction and at Seller's risk, and if Seller so directs, shall be returned at Seller's expense. No defective goods shall be replaced without a new purchase order. Payment by Buyer shall not be construed as an acceptance of goods. Buyer may return to Seller any non-defective, excess goods within thirty (30) days of receiving them.

4. **CHANGES.** City may make changes within the general scope of this order in drawings and specifications for specially manufactured supplies, place of delivery, method of shipment or packing of the order by giving notice to Seller and subsequently confirming such changes in writing. If such changes affect the cost of or the time required for performance of this order, an equitable adjustment in the price or delivery or both must be made. No change by Seller is allowed without City's written approval. Any claim by Seller for an adjustment under this section must be made in writing within thirty (30) days from the date of receipt by Seller of notification of such change unless City waives this condition in writing. Nothing in this section excuses Seller from proceeding with performance of the order as changed.

5. **TERMINATION.** City may terminate this order at any time, either verbally or in writing, with or without cause. Should termination occur, City will pay Seller as full performance until such termination the unit or pro rata order price for the performed and accepted portion of the Purchase. City may provide written notice of termination for Seller's default if Seller refuses or fails to comply with this order. If Seller does not cure such failure within a reasonable time period, or fails to perform the Purchase within the time specified (or allowed by extension), Seller will be liable to City for any excess costs incurred by City.

6. **TIME EXTENSION.** Time is of the essence. City may extend the time for completion if, in City's sole determination, Seller was delayed because of causes beyond Seller's control and without Seller's fault or negligence. In the event delay was caused by City, Seller's sole remedy is limited to recovering money actually and necessarily expended by Seller because of the delay; there is no right to recover anticipated profit.

7. **REMEDIES CUMULATIVE.** City's rights and remedies under this order are not exclusive and are in addition to any rights and remedies provided by law.

8. **TITLE.** Title to materials and supplies purchased under this order pass directly from Seller to City upon City's written acceptance following an actual inspection and City's opportunity to reject.

9. **PAYMENT.** City will pay Seller after receiving acceptable invoices for materials and supplies delivered and accepted or services rendered and accepted. City will not pay cartage, shipping, packaging or boxing expenses unless specified in this order.

10. **INDEMNIFICATION.** Seller agrees to indemnify and hold harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising out of the Purchase or the order, or their performance. Should City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the Purchase or order, or their performance, Seller will defend City (at City's request and with counsel satisfactory to City) and indemnify City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "City" includes City's officers, elected officials, and employees. This paragraph 9 will survive termination of this order. The requirements as to the types and limits of insurance coverage to be maintained by Seller, and any approval of such insurance by City, are not intended to and will not in any manner limit or qualify the liabilities and obligations otherwise assumed by Seller pursuant to this order, including, without limitation, to the provisions concerning indemnification.

11. **WARRANTY.** Seller agrees that the Purchase is covered by the most favorable commercial warranties the Seller gives to any customer for the same or substantially similar supplies or services, or such other more favorable warranties as is specified in this order. Warranties will be effective notwithstanding any inspection or acceptance of the Purchase by City.

12. **ASSIGNMENT.** City may assign this order. Except as to any payment due under this order, Seller may not assign or subcontract the order without City's written approval. Should City give consent, it will not relieve Seller from any obligations under this order and any transferee or subcontractor will be considered Seller's agent.

13. **INSURANCE.** Seller must provide the insurance indicated on the face sheet of this order.

14. **PERMITS.** Seller must procure all necessary permits and licenses, and abide by all federal, state, and local laws, for performing this order.

15. **INDEPENDENT CONTRACTOR.** City and Seller agree that Seller will act as an independent contractor and will have control of all work and the manner in which it is performed. Seller will be free to contract for similar service to be performed for other employers while under contract with City. Seller is not an agent or employee of City and is not entitled to participate in any pension plan, insurance, bonus or similar benefits City provides for its employees. Any provision in this order that may appear to give City the right to direct Seller as to the details of doing the work or to exercise a measure of control over the work means the Seller will follow the direction of the City as to end results of the work only.

16. **WAIVER.** City's review or acceptance of, or payment for, work product prepared by Seller under this order will not be construed to operate as a waiver of any rights City may have under this Agreement or of any cause of action arising from Seller's performance. A waiver by City of any breach of any term, covenant, or condition contained in this order will not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant, or condition contained in this order, whether of the same or different character.

17. **INTERPRETATION.** This Agreement was drafted in, and will be construed in accordance with the laws of the State of California, and exclusive venue for any action involving this agreement will be in Mendocino County.









AGENDA SUMMARY REPORT

SUBJECT: Receive Updates on City Council Committee and Ad Hoc Assignments, and, if Necessary, Consider Modifications to Assignments and/or the Creation/Elimination of Ad Hoc(s).

DEPARTMENT: City Clerk

PREPARED BY: Kristine Lawler, City Clerk

PRESENTER: Mayor Crane and Various Councilmembers

ATTACHMENTS:

1. 2025 City Council Special Assignments and Ad Hoc(s)

Summary: City Council members will provide reports and updates on their committee and ad hoc assignments. If necessary, the Council may consider modifications.

Background: City Council members are assigned to a number of committees and ad hoc activities. These assignments are included as Attachment 1.

Discussion: Previously, the City Council discussed having more time allocated to reporting on committee and ad hoc activities. Often, the Council Reports section of the regular agenda is rushed due to impending business (i.e., public hearings), and not enough time is afforded for reports beyond community activities.

In an effort to foster regular updates on committee and ad hoc assignments, this item is being placed on the agenda to provide the City Council members an expanded opportunity to report on assignments and modify assignments as necessary.

Recommended Action: Receive report(s). The Council will consider modifications to committee and ad hoc assignments along with the creation/elimination ad hoc(s).

BUDGET AMENDMENT REQUIRED: N/A

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

REVENUE: No **GRANT:** No

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: N/A

STRATEGIC PLAN (SP): N/A

CLIMATE INITIATIVES (CI): N/A

GENERAL PLAN ELEMENTS (GP): N/A

Approved: 
Sage Sangiacomo, City Manager

LOCAL / UKIAH VALLEY	MTG DATE/TIME	MEETING LOCATION	MAILING ADDRESS/CONTACT	COMMITTEE FUNCTION	ASSIGNED TO	PRINCIPAL STAFF SUPPORT
City Broadband Project	TBD	TBD	Civic Center 300 Seminary Ave. Ukiah, CA 95482	to evaluate the Request for Proposal (RFP) for the Internet Service Provider (ISP) for the California's Public Utilities Commission (CPUC) Last Mile Broadband	Orozco	Jim Robbins , Grants Manager, 463-6708; jrobbins@cityofukiah.com
Investment Oversight Committee	Varies	Civic Center 300 Seminary Ave. Ukiah, CA 95482	Civic Center 300 Seminary Ave. Ukiah, CA 95482	Reviews City investments, policies, and strategies	Crane Orozco - Alternate Alan Carter , Treasurer	Dan Buffalo , Director of Finance; 463-6220 dbuffalo@cityofukiah.com
Disaster Council	Shall meet a minimum of once a year at a time and place designated upon call of the chair	Place designated upon call of the chair or, if she/he is unavailable or unable to call such meeting, the first vice chair and then the City Manager or her/his designee.	Office of Emergency Management 300 Seminary Ave. Ukiah, CA 95482 467-5720 - Traci Boyl	Develop any necessary emergency and mutual aid plans, agreements, ordinances, resolutions, rules, and regulations.	Orozco Criss - Alternate	Traci Boyl , City Manager's Office Management Analyst; 467-5720; tboyl@cityofukiah.com
Greater Ukiah Business & Tourism Alliance (GUPTA)	4th Monday of month, 10 a.m.	200 S School St. Ukiah, CA 95482	200 S School St. Ukiah, CA 95482	Promotes tourism and works to strengthen and promote the historic downtown and businesses within the greater Ukiah area	Marianne Davison - Community Services Department Staff Orozco - Alternate	Shannon Riley , Deputy City Manager; 467-5793 sriley@cityofukiah.com
Mendocino County Inland Water and Power Commission (IWPC)	2nd Thursday of month, 6:00 p.m.	Civic Center 300 Seminary Avenue conference room 5	IWPC Staff P.O. Box 1247 Ukiah, CA 95482 391-7574 - Candace Horsley	Develops coordination for water resources and current water rights: Potter Valley project - Eel River Diversion	Rodin Orozco - Alternate	Sean White , Director of Water Resources; 463-5712 swhite@cityofukiah.com
North Coast Opportunities (NCO)	4th Wednesday of month, 2 p.m.	Alternating locations - Ukiah and Lakeport	Governing Board Chair North Coast Opportunities 413 North State Street Ukiah, CA 95482	Assist low income and disadvantaged people to become self reliant	Neil Davis	Neil Davis, Community Services Director; 467-5764 ndavis@cityofukiah.com
Sun House Guild ex officio	2nd Tuesday of month, 4:30 p.m.	Sun House 431 S. Main St. Ukiah, CA	431 S. Main Street Ukiah, CA 95482 467-2836	Support and expand Grace Hudson Museum	Orozco, Sher Neil Davis - Alternate	David Burton , Museum Director; 467-2836 dburton@cityofukiah.com
Ukiah Valley Basin Groundwater Sustainability Agency (GSA)	2nd Thursday of month, 1:30 p.m.	Board of Supervisors Chambers; 501 Low Gap Road Ukiah, CA	County Executive Office 501 Low Gap Rd., Rm. 1010 Ukiah, CA 95482 463-4441	GSA serves as the Groundwater Sustainability Agency in the Ukiah Valley basin	Crane N/A - Alternate	Sean White , Director of Water Resources; 463-5712 swhite@cityofukiah.com
MENDOCINO COUNTY	MTG DATE/TIME	MEETING LOCATION	MAILING ADDRESS/CONTACT	COMMITTEE FUNCTION	ASSIGNED TO	PRINCIPAL STAFF SUPPORT
City Selection Committee	Called as required by the Clerk of the Board	BOS Conference Room 501 Low Gap Rd. Rm. 1090 Ukiah, CA	C/O: BOS 501 Low Gap Rd., Rm 1090 Ukiah, CA 95482 463-4441	Makes appointments to LAFCO and Airport Land Use Commission (<i>Mayor - Primary; Vice Mayor - Alternate</i>)	Mayor Crane Vice Mayor Sher	Kristine Lawler , City Clerk; 463-6217 klawler@cityofukiah.com
Economic Development & Financing Corporation (EDFC)	2nd Thursday of month, 2:00 p.m.	Primarily 631 S. Orchard Street (location varies)	Executive Director 631 South Orchard Avenue Ukiah, CA 95482 467-5953	Multi-agency co-op for economic development and business loan program	Riley (appointed 12/19/18)	Shannon Riley , Deputy City Manager; 467-5793 sriley@cityofukiah.com
Library Advisory Board	3rd Wednesdays of alternate months; 1:00 p.m.	Various Mendocino County Libraries	Ukiah County Library 463-4491	Review library policy and activities	Sher Rodin - Alternate	Kristine Lawler , City Clerk; 463-6217; klawler@cityofukiah.com
Mendocino County 1st District Liaison	Monthly; TBD	Civic Center Annex conference room #5 411 West Clay St. Ukiah, CA 95482	Civic Center 300 Seminary Ave. Ukiah, CA 95482	To coordinate activities and policy development with the City's 1st District Supervisor	Crane Rodin - Alternate	Sage Sangiacomo , City Manager; 463-6221; ssangiacomo@cityofukiah.com
Mendocino County 2nd District Liaison	1st Wednesdays of month, 8:00 a.m.	Civic Center Annex conference room #5 411 West Clay St. Ukiah, CA 95482	Civic Center 300 Seminary Ave. Ukiah, CA 95482	To coordinate activities and policy development with the County's 2nd District Supervisor	Criss Rodin - Alternate	Shannon Riley , Deputy City Manager; 467-5793 sriley@cityofukiah.com
Mendocino Council of Governments (MCOG)	1st Monday of month, 1:30 p.m.	Board of Supervisors Chambers 501 Low Gap Road Ukiah, CA	Executive Director 367 N. State Street, Ste. 206 Ukiah, CA 95482 463-1859	Plan and allocate State funding, transportation, infrastructure and project County wide	Criss Sher - Alternate	Tim Eriksen , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com
Mendocino County Airport Land Use Commission	As needed	BOS Conference Room 501 Low Gap Rd., Rm. 1090, Ukiah, CA	Mendocino County Executive Office 501 Low Gap Rd. Rm. 1010 Ukiah, CA 95482	To formulate a land use compatibility plan, provide for the orderly growth of the airport and the surrounding area, and safeguard the general welfare of the inhabitants within the vicinity	Liaisons: Owen/Schlatter	Greg Owen , Airport Manager; 467-2855; gowen@cityofukiah.com Craig Schlatter , Director of Community Development; 463-6219; cschlatter@cityofukiah.com
Mendocino County Local Area Formation Commission (LAFCO)	1st Monday of month, 9:00 a.m.	Board of Supervisors Chambers	Executive Director 200 S. School Street, Ste. 2 Ukiah, CA 95482 463-4470	Required by legislation - planning spheres of influence, annexation, service areas, and special districts	Rodin Crane - Alternate for both city seat members on Commission	Craig Schlatter , Director of Community Development; 463-6219; cschlatter@cityofukiah.com

MENDOCINO COUNTY Continued	MTG DATE/TIME	MEETING	LOCATION	MAILING ADDRESS/CONTACT	COMMITTEE FUNCTION	ASSIGNED TO	PRINCIPAL STAFF SUPPORT
Mendocino Solid Waste Management Authority (MSWMA)	3rd Thursday of every other month (varies), 10:00 a.m.		Willits Council Chambers	Solid Waste Director 3200 Taylor Drive Ukiah, CA 95482 468-9710	County-wide Solid Waste JPA	Crane Sher - Alternate	Tim Eriksen , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com
Mendocino Transit Authority (MTA) Board of Directors	Last Wednesday of month, 1:30 p.m.		Alternating locations - Ukiah Conference Center or Fort Bragg, or Point Arena	Executive Director 241 Plant Road Ukiah, CA 95482 462-1422	County-wide bus transportation issues and funding	Sher Rodin - Alternate	Tim Eriksen, Public Works Director/City Engineer ; 463-6280 teriksen@cityofukiah.com
Mendocino Youth Project JPA Board of Directors	3rd Wednesday of month, 7:45 a.m.		776 S. State Street Conference Room	Mendocino Co. Youth Project 776 S. State Street, Ste. 107 Ukiah, CA 95482 707-463-4915	Targets all youth with a focus on drug and alcohol prevention, healthy alternatives and empowering youth to make healthy choices	Criss Max Brazill, Admin Lieutenant - Alternate	Cedric Crook , Police Chief; 463-6771; ccrook@cityofukiah.com
Russian River Flood Control District (RRFCD) Liaison	1st Monday of month, 5:30 p.m.		151 Laws Ave., Suite D Ukiah, CA	151 Laws Ave., Ukiah, CA 95482; rrfc@pacific.net; 462-5278	Proactively manage the water resources of the upper Russian River for the benefit of the people and environment of Mendocino County	White/Orozco	Sean White , Director of Water Resources; 463-5712 swhite@cityofukiah.com
Ukiah Players Theater Board of Directors	3rd Tuesday of month, 6:00 p.m.		1041 Low Gap Rd Ukiah, CA 95482 462-1210	1041 Low Gap Rd Ukiah, CA 95482 462-1210	To oversee the activities, organization and purpose of the Ukiah Players Theater	Greg Owen , Airport Manager (appointed 12/19/18)	Kristine Lawler , City Clerk; 463-6217 klawler@cityofukiah.com
Ukiah Unified School District (UUSD) Committee	Quarterly		511 S. Orchard, Ste. D Ukiah, CA 95482	511 S. Orchard Ukiah, CA 95482	Information exchange with UUSD Board Chair, Mayor, Superintendent, and City Manager	Orozco, Criss Sage Sangiacomo, City Manager Cedric Crook, Police Chief	Sage Sangiacomo , City Manager; 463-6221 ssangiacomo@cityofukiah.com
REGIONAL	MTG DATE/TIME		LOCATION	MAILING ADDRESS/CONTACT	COMMITTEE FUNCTION	ASSIGNED TO	PRINCIPAL STAFF SUPPORT
Great Redwood Trail Agency (GRTA)	Bi-monthly, 3rd Thursdays, 10:30 a.m.		Various Locations - announced	419 Talmage Road, Suite M Ukiah, CA 95482 463-3280	Provides a unified and revitalized rail infrastructure meeting the freight and passenger needs of the region	Rodin Sher - Alternate	Neil Davis , Community Services Director 467-5764 ndavis@cityofukiah.com
League of California Cities Redwood Empire Legislative Committee	Prior to Division Meetings, meets 3x in person and then via conference call		Various locations that are announced	Redwood Empire League President; Public Affairs Program Manager (916) 658-8243	Elected city officials and professional city staff attend division meetings throughout the year to share what they are doing and advocate for their interests in Sacramento	Orozco Criss - Alternate	Sage Sangiacomo , City Manager; 463-6221 ssangiacomo@cityofukiah.com
Russian River Watershed Association (RRWA)	4th Thursday of month, 9:00 a.m. (only 5 times a year)		Windsor Town Hall 9291 Old Redwood Hwy, #400 Windsor, CA 95492 707-838-1000	Russian River Watershed Association 2235 Mercury Way, Suite 105 Santa Rose, CA 95407 info@rwwatershed.org 707-508-3670 (message only)	Consider issues related to Russian river - plans projects and funding requests	Rodin Sher - Alternate	Tim Eriksen , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com
Northern California Power Agency (NCPA) - Commission	4th Thursday of month, 9:00 a.m. (see NCPA calendar)		Roseville, CA and other locations	651 Commerce Drive Roseville, CA 95678 916-781-4202	Pool of State and local power utilities developing and operating power generation, providing scheduling and related energy services and providing regulatory and legislative support.	Crane - Commissioner Sher - City Council Alternate Sauers - Alternate and Commissioner in absence of Commissioner Crane	Cindi Sauers - Electric Utility Director; 463-6286 csauers@cityofukiah.com
Northern California Power Agency (NCPA) – Lodi Energy Center (LEC) Appointment	2nd Monday of month, 10:00 AM		Lodi, CA and other locations	651 Commerce Drive Roseville, CA 95678 916-781-4299	Committee oversees the operation, maintenance and expenditures of the LEC 300 MW generating project.	Sauers – Project Participate Appointee	Cindy Sauers , Electric Utility Director, 463-6286, csauers@cityofukiah.com
Transmission Agency of Northern California (TANC)	4th Wednesday of month, 10 a.m.		35 Iron Point Circle Suite 225 Folsom, CA	35 Iron Point Cir #225 Folsom, CA 95630 916-852-1673; info@tanc.us	Provide electric transmission to its Member utilities through transmission line ownership or contract arrangements.	Crane Sauers - Alternate	Cindi Sauers - Electric Utility Director; 463-6286 csauers@cityofukiah.com
STANDING COMMITTEES	MTG DATE/TIME		LOCATION	MAILING ADDRESS/CONTACT	COMMITTEE FUNCTION	ASSIGNED TO	PRINCIPAL STAFF SUPPORT
Diversity and Equity	TBD		Virtual Meeting Room (link to be created)	Civic Center 300 Seminary Ave. Ukiah, CA 95482	Improve diversity and equity in the City's workforce and municipal services	Orozco/Criss	Traci Boyl , City Manager's Office Management Analyst; 467-5720; tboyl@cityofukiah.com
Fire Executive Committee	2nd Tue, every other month beginning in January; 5:00 p.m.		Ukiah Valley Conference Center, 200 S. School Street Ukiah, CA	Civic Center 300 Seminary Ave. Ukiah, CA 95482 sabba@cityofukiah.com	Per the recently adopted agreement between the City of Ukiah and the Ukiah Valley Fire Protection District	Orozco/Sher Alternates: Criss	Doug Hutchison , Fire Chief; 463-6263; dhutchison@cityofukiah.com
Countywide Oversight Board to the RDA Successor Agencies	4th Thursday of January, 4:00 p.m.; meets annually		Ukiah Valley Conference Center, 200 S. School Street Ukiah, CA	City of Ukiah ATTN: City Clerk 300 Seminary Ave. Ukiah, CA 95482	Oversee and direct the Successor Agencies of the former redevelopment agencies	Crane	Dan Buffalo , Director of Finance; 463-6220 dbuffalo@cityofukiah.com Kristine Lawler , City Clerk; 463-6217, klawler@cityofukiah.com
Water Executive Committee (Ukiah Valley Water Authority)	1st Tue of each month at 6:00 p.m.		Ukiah Valley Conference Center, 200 S. School Street Ukiah, CA	City of Ukiah ATTN: Sean White 300 Seminary Ave. Ukiah, CA 95482	Oversight of UVWA; set annual budget for the combined water system; Manage rates and collect levies; modify existing water rights for the provision of water service; mediation and dispute resolution;	Crane/Orozco	Sean White , Director of Water Resources; 463-5712 swhite@cityofukiah.com

2025 AD HOC COMMITTEES		
COMMITTEE	ASSIGNED TO	PRINCIPAL STAFF SUPPORT
Electric Grid Operational Improvements	Crane/Orozco	Cindy Sauers, Electric Utility Director; 463-6286 csauers@cityofukiah.com
Trench Cut Policy Development	Crane	Tim Eriksen, Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com
Advance Planning & Policy for Annexation Applications	Crane/Rodin	Craig Schlatter, Community Development Director 463-6219 cschlatter@cityofukiah.com
UVSD/ City Relations <i>Ad hoc committee to address specific issues with the Ukiah Valley Sanitation District, including discussion of overall sewer system service delivery policies, operating policy revisions, potential revisions to the current Operating Agreement, and cost sharing</i>	Crane/Orozco	Dan Buffalo, Director of Finance; 463-6220 dbuffalo@cityofukiah.com Sean White, Water Resources Director 463-5712 swhite@cityofukiah.com
Orr Street Bridge Corridor	Rodin/Sher	Tim Eriksen, Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com
Complete Streets	Rodin/Crane	Tim Eriksen, Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com Shannon Riley, Deputy City Manager 467-5793 sriley@cityofukiah.com Neil Davis, Community Services Director 467-5764 ndavis@cityofukiah.com
Special Districts (Water District Consolidation)	Orozco/Crane	Shannon Riley, Deputy City Manager 467-5793 sriley@cityofukiah.com
Corp Yard Planning	Crane/Orozco	Jason Benson, Senior Civil Engineer 463-6284 jbenenson@cityofukiah.com
Mendocino County Courthouse Project and Reuse	Sher/Orozco	Shannon Riley, Deputy City Manager 467-5793 sriley@cityofukiah.com
Climate Action Plan <i>Will coordinate with the Community Development Director to identify and assign representation to each of the identified categories, and also coordinate with the Community Development Director and the Climate Action Plan Working Group related to other outreach efforts during the development of the draft municipal Climate Action Plan related to the 2040 General Plan</i>	Sher/Criss	Craig Schlatter, Community Development Director 463-6219 cschlatter@cityofukiah.com
City's 150-Year Anniversary Planning	Orozco/Rodin	Shannon Riley, Deputy City Manager 467-5793 sriley@cityofukiah.com
Zoning Reform <i>Function is to explore creation of a new ministerial zoning permit and identify additional zoning streamlining and reform efforts to provide better and more consistent development outcomes</i>	Crane/Orozco	Craig Schlatter, Community Development Director 463-6219 cschlatter@cityofukiah.com
Community Health Needs Assessment (CHNA) Steering Committee <i>assist in the creation of the 2025 CHNA Report for the communities served by the three Adventist Health hospitals in Mendocino County. providing insight, identifying, gathering and analyzing the health needs of our community. Additionally</i>	Rodin/Sher	Jeremy Malin, NP Director of Community Health Analytics Adventist Health Howard Memorial Adventist Health Ukiah Valley Adventist Health Mendocino Coast 978-289-3330; malinjr@ah.org
Parks & Recreation Special District Exploration	Rodin/Orozco	Neil Davis, Community Services Director 467-5764 ndavis@cityofukiah.com
Downtown Zoning code	Crane/Rodin	Craig Schlatter, Community Development Director 463-6219 cschlatter@cityofukiah.com
Tourism Advisory Committee	Rodin/Sher	Shannon Riley, Deputy City Manager 467-5793 sriley@cityofukiah.com
Historic Preservation Code	Sher/Criss	Craig Schlatter, Community Development Director 463-6219 cschlatter@cityofukiah.com
Fire Severity	Rodin/Orozco	Craig Schlatter, Community Development Director 463-6219 cschlatter@cityofukiah.com
City Council Handbook Review and Update	Sher	Kristine Lawler, City Clerk 463-6217; klawler@cityofukiah.com

*Note: Changing the composition of an existing ad-hoc among current councilmembers after work has begun presents potential Brown Act issues. Requests for fully filled ad-hocs are represented on the draft, but staff does not recommend changes except to fill vacated assignments. The current requests on the sheet for fully composed ad-hocs are primarily intended to convey interest in topics covered by these ad-hoc committees for possible future consideration of new assignments.