



Planning Commission

Regular Meeting AGENDA

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

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

To participate or view the virtual meeting, go to the following link: <https://us06web.zoom.us/j/83128884939>

Or you can call in using your telephone only:

- Call (toll free) 1-669-444-9171
- Enter the Access Code: 831 2888 4939
- 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.

February 25, 2026 - 5:15 PM

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **PLEDGE OF ALLEGIANCE**

4. **AB 2449 NOTIFICATIONS AND CONSIDERATIONS**

5. **APPROVAL OF MINUTES**

5.a. Approval of the Minutes of February 11, 2026, a Regular Meeting.

Recommended Action: Approve the Minutes for the February 11, 2026, Regular Meeting.

Attachments:

1. 2026-02-11 PC Draft Minutes

6. **APPEAL PROCESS**

All determinations of the Planning Commission regarding major discretionary planning permits are final unless a written appeal stating the reasons for the appeal is filed with the City Clerk within ten (10) days of the date the decision was made. An interested party may appeal only if he or she appears and states his or her position during the hearing on the decision from which the appeal is taken. For items on this agenda, the appeal must be received by [date].

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

The Planning Commission welcomes input from the audience. If there is a matter of business on the agenda that you are interested in, you may address the Planning Commission 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 Planning Commission, 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.

8. **SITE VISIT VERIFICATION**

9. **VERIFICATION OF NOTICE**

10. **PLANNING COMMISSIONERS REPORT**

11. **DIRECTOR'S REPORT**

11.a. Receive Community Development Director's Report.

Recommended Action: Receive Community Development Director's Report and discuss questions with Staff.

Attachments:

1. Planning-Division-Projects-Report-02-01-26

12. **CONSENT CALENDAR**

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

13. **UNFINISHED BUSINESS**

14. **NEW BUSINESS**

14.a. Review and Provide Input on a Proposed General Plan Amendment and Rezone to Modify Downtown Zoning Code Boundaries Consistent with Ukiah 2040 General Plan Land Use Element Implementation Program E and Policy LU-10.1 (Downtown Zoning Code).

Recommended Action: Review and provide preliminary input on a proposed General Plan Amendment and Rezone to modify Downtown Zoning Code boundaries.

Attachments:

1. DZC Final ISMND
2. Existing DZC Map & Parcels
3. Proposed DZC Map
4. Table of Rezoned Parcels
5. Existing DZC Airport Zone Map
6. DZC Draft Findings of Consistency

14.b. Receive Presentation on the 2025 Annual Progress Reports to the Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation; and Discuss Questions with Staff.

Recommended Action: Receive presentation on the 2025 annual progress reports to the Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation, and discuss any questions with Staff.

Attachments:

1. Housing Element APR
2. General Plan APR

15. **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 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 Planning Commission after distribution of the agenda packet are available at the Civic Center 300 Seminary Ave. Ukiah, CA 95482; and online at: www.cityofukiah/meetings/ at the end of the next business day.

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
Dated: 2/18/26



**CITY OF UKIAH
PLANNING COMMISSION MINUTES
REGULAR**

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

Virtual Meeting Link: <https://us06web.zoom.us/j/83128884939>

**February 11, 2026
5:15 p.m.**

1. CALL TO ORDER

The City of Ukiah Planning Commission held a Regular Meeting on February 11, 2026. The meeting was legally noticed on February 5, 2026. The meeting was held in person and at the following virtual link: <https://us06web.zoom.us/j/83128884939>. Chair de Grassi called the meeting to order at 5:17 p.m.

CHAIR de GRASSI PRESIDING.

2. ROLL CALL

Roll call was taken with the following **Commissioners Present:** Jacob Brown, Devery Montaño, Rick Johnson, Mark Hilliker (*arriving at 5:22 p.m.*), and Alex de Grassi. **Staff Present:** Craig Schlatter, Community Development Director; Jesse Davis, Chief Planning Manager; Mariam Garcia, GIS Analyst; and Kristine Lawler, City Clerk.

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Johnson.

4. AB 2449 NOTIFICATIONS AND CONSIDERATIONS

No notifications or considerations received.

5. APPROVAL OF MINUTES

a. Approval of the Minutes of January 28, 2026, a Regular Meeting.

Motion/Second: Brown/ Montaño to approve the minutes of the January 28, 2026, a Regular Meeting, as submitted. Motion **carried** by the following Roll Call votes: AYES: Brown, Montaño, and de Grassi. NOES: None. ABSENT: Hilliker. ABSTAIN: Johnson.

6. APPEAL PROCESS

Chair de Grassi stated the appeals deadline date is February 23, 2026, before 5:00 p.m.

7. COMMENTS FROM THE AUDIENCE ON NON-AGENDA ITEMS

Clerk noted that no public was present online or in the Chamber.

8. SITE VISIT VERIFICATION

No site visit was necessary.

9. VERIFICATION OF NOTICE

The Clerk noted that the agenda was properly noticed.

10. PLANNING COMMISSIONERS' REPORTS

No reports were received.

11. DIRECTOR'S REPORT

a. Receive Community Development Director's Report.

Presenters: Craig Schlatter, Community Development Director; Blake Adams, Chief Resilience Officer; and Aaron Yang, Urban Forest Manager.

Vice Chair Hilliker arrived at 5:22 p.m.

No public comment was received.

Reports were received.

12. CONSENT CALENDAR

No items on the Consent Calendar.

13. UNFINISHED BUSINESS

a. Discussion and Possible Nomination and Appointment of a Chair and Vice Chair of the Ukiah Planning Commission for the 2026 Calendar Year; and Planning Commission Seating Reorganization.

Presenter: Craig Schlatter, Community Development Director.

No public comment was received.

Motion/Second: Brown/Hilliker to nominate and appoint de Grassi as Chair and Hilliker as Vice Chair of the City of Ukiah Planning Commission for the 2026 calendar year. Motion **carried** by the following Roll Call votes: AYES: Brown, Montaño, Johnson, Hilliker, and de Grassi. NOES: None. ABSENT: None. ABSTAIN: None.

14. NEW BUSINESS

No items on New Business.

15. ADJOURNMENT

There being no further business, the meeting adjourned at 6:04 p.m.

Kristine Lawler, CMC
City Clerk

PROPOSAL: The Ukiah Regional Entertainment & Innovation Hub

To: Ukiah City Council / Planning Commission

Date: February 22, 2026

Presented By: Mia Uribe for Public Comment

Subject: Alternative Vision for the Old Downtown Courthouse Location

1. Executive Summary

This proposal outlines the development of a multi-level indoor recreation center designed to provide accessible, engaging, and safe activities for youth and the broader community. The 3 story (first, second, roof) facility (~30,000 sqft total across all floors) will combine recreational spaces, local artist integration, and a rooftop lounge to create a dynamic urban hub. The center will encourage physical activity, social engagement, and community cohesion while providing economic stimulus through job creation and tourism.

2. Concept Overview

2.1. Floor 1: Bowling lanes, skating areas, and other mini-fields. Strategically located to reduce structural load and minimize noise for upper floors.

2.1.1. Optional: Commercial-grade garage doors along portions of the first floor for ventilation, sunlight, improved indoor/outdoor feel, increased visibility, and increased community engagement.

2.2. Floor 2: Arcade, bar/adult lounge. Bar separated with sound-dampened, see-through walls to allow parental supervision. Arcade operates with rechargeable play cards; low-income youth receive subsidized access while still receiving cards to track engagement and foster a sense of belonging.

2.3. Rooftop: Open-air lounge accessible to the public for casual use; rentable for private events.

2.4. Aesthetic Points:

Exterior walls to be painted by local artists to create a visually engaging landmark. Interior walls with rollable canvas options for temporary art installations

3. Proposed Location

3.1. Primary: Old courthouse lot (~40,000 sq. ft., comparable to a typical indoor recreation/entertainment facility)

3.2. Secondary: If courthouse site is repurposed for a new plaza, consider the original location of Thomas Plaza (~16,000 sq. ft.) for recreation

3.3. Either is centrally located near major streets, public transport stops, and amenities to maximize accessibility.

3.4. Proximity to upcoming Mendocino College dorms provides a built-in audience of potentially hundreds.

4. Funding & Feasibility

4.1. **Estimated Construction Cost: \$14M–\$30M** (based on average commercial sq. ft. build). Significantly lower than courthouse construction (~5–6x more than proposed rec center).

4.2. Potential Funding Sources:

4.2.1. Grants:

4.2.1.1. Prop 64: Youth Community Access Grant (due spring); focuses on expanding parks and outdoor spaces for low-income and disadvantaged communities (bscc.ca.gov). Ukiah has an ~18% poverty rate according to the 2024 US Census.

4.2.1.2. Prop 64: Public Health & Safety Grant (due March); funds projects that assist with “local projects addressing public health and safety” (bscc.ca.gov). Can argue about the effects of boredom on underage drug use and the rec center as being a solution.

4.2.1.3. Community Development Block Grant (due July); funds “creation and expansion of community and economic development opportunities in support of livable communities” (hcd.ca.gov)

4.2.1.4. Statewide Park Development & Community Revitalization Program; funds creation of new parks and recreation opportunities to critically underserved communities (parks.ca.gov)

4.2.1.5. Sustainable Transportation Planning Grant; supports eligible planning projects with a transportation nexus “per Article XIX Sections 2 and 3 of the California Constitution” (grants.ca.gov). Pre-planning for bike racks, bus drop-offs and other sustainable transportation methods can create eligibility.

4.2.2. Other Sources:

4.2.2.1. City funds

4.2.2.2. Corporate sponsorship (advertising space)

4.2.2.3. Donations & community fundraising

4.3. Revenue Opportunities:

4.3.1. Arcade/play card system

4.3.2. Event rentals (roof lounge, private parties)

4.3.3. Bar/lounge operations

4.3.4. Tenants (arcades, bowling alley, local businesses)

5. Operational Plan

5.1. Staffing & Management:

5.1.1. Invite experienced local operators (e.g., old bowling alley owners, arcade operators)

5.1.2. Discounted rent for local businesses, premium rates for corporate tenants

5.1.3. Employment creation across multiple levels: entry-level, technical, managerial, and maintenance positions

6. Community Impact:

- 6.1. Provides safe, structured recreational opportunities for youth
- 6.2. Reduces boredom-related risks (underage drug/alcohol use)
- 6.3. Generates economic activity and tourism
- 6.4. Catalyzes student engagement with future nearby college populations

7. Parking & Accessibility

- 7.1. Shared parking arrangements with nearby businesses during peak evening hours (e.g. Community Care Management Corp whose office is closed Friday-Sunday)
- 7.2. Utilize city-owned parking lots
- 7.3. Optional on-site parking depending on funding/grant allocations
- 7.4. Bicycle racks, drop-off points, and public transit access to ensure multimodal accessibility

8. Conclusion

This recreation center provides a tangible, long-term investment in youth engagement, community wellness, and local economic development. Unlike conventional plazas, it offers interactive, year-round activities, integrated arts, and revenue-generating opportunities. It aligns with city goals for community revitalization while remaining financially feasible through a mix of grants, donations, and operations revenue.

Contact: Mia Uribe - mia_uribe168@gmail.com



AGENDA SUMMARY REPORT

SUBJECT: Receive Community Development Director's Report.

DEPARTMENT: Community Development

PREPARED BY: Craig Schlatter, Community Development Director

PRESENTER: Craig Schlatter, AICP

ATTACHMENTS:

1. Planning-Division-Projects-Report-02-01-26

Summary: Planning Commission will receive the Community Development Director's Report and discuss questions with Staff.

Background: Director's Reports are bi-monthly oral reports given by the Community Development Director on the status of projects, primarily within the Planning Division, of the Community Development Department. Updates may include, but are not limited to, application status of major and minor discretionary permits, the implementation status of advanced planning and related 2040 General Plan programs and projects, and updates related to the activities of other divisions of the Department.

Discussion: This report is expected to provide updates in the following areas:

- February 2026 Planning Division Projects Report (Attachment 1)
 - This is a monthly report produced on the first of each month. The February 2026 report and previous monthly reports are located on the Planning Division Services web-page, under "Current Planning Reports":
 - <https://cityofukiah.com/community-development/planning-services>
- Any updates since the previous Director's report at the Planning Commission's meeting on February 11, 2026, will be provided verbally during the meeting.

Recommended Action: Receive Community Development Director's Report and discuss questions with Staff.



City of Ukiah
Submitted Planning Applications

2/1/2026

Permit #	Site Address	Date Submitted	Summary of Project	Status
PA24-000020/21	534 E. Perkins St.	12/23/24	Major Site Development Permit of APN 002-200-43 within the Pear Tree Center, approximately 150 feet west of the E. Perkins St./S. Orchard Ave. intersection. The proposal includes the construction of a ±1,700 sq. ft. Starbucks retail, operating as carry-out and drive-through only, with no interior dining, and a total gross building area, including the outdoor canopy, of approximately 2,885 sq. ft.	Inactive. No Applicant communication since February, 2025.
PPA25-000001	615 Talmage Ave.	1/15/26	Modification to the 2007 Use Permit (File No. 07-33) for the existing gas station and convenience store to allow for the retail sale of distilled spirits in addition to currently permitted beer and wine sales. No exterior construction, site modifications, or further operational changes are proposed as part of this request.	Under Agency Review.
PA26-000001	228 E Perkins St.	1/23/26	Notification of incoming Historic Demolition application pursuant to Ukiah City Code 3016 received. Additional project details forthcoming upon initial review.	Application submitted, awaiting payment.

City of Ukiah
2040 General Plan Implementation - Status of Projects In-Process or Completed within the Last 60 Days



2/1/2026

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Land Use	E – Zoning Code Amendments	12/31/2025	Amend the Zoning Code to address Downtown Zoning Code and Design Guidelines.	In progress. Downtown Zoning Code (DZC) City Council Ad Hoc Committee met in August and October 2025. Planning Commission held an initial review of the Ad Hoc Committee recommendations on 12/10/25. Planning Commission workshop on DZC rezones scheduled for 2/25/26.
Land Use	E – Zoning Code Amendments	12/31/2025	Update zoning districts and maps for consistency with the 2040 Land Use Diagram.	In progress. Planning Commission reviewed proposed zoning and map consistency updates on 1/28/26. City Council review and potential adoption of updated Zoning, General Plan Land Use, and Downtown Zoning Code maps scheduled for 3/4/26.
Land Use	D – City Gateway Design Standards	12/31/2025	Prepare gateway design standards addressing landscaping, signage, building form, and historic themes.	In progress. Planning Commission adopted a resolution recommending gateway locations and design standards. Draft City Council resolution scheduled for review on 3/4/26.
Economic Development	A – Economic Development Strategy	12/31/2025	Prepare, adopt, and regularly update an Economic Development Strategy.	In progress. Preparation of the Economic Development Strategy is deferred pending further progress on the City's reorganization and annexation applications.
Environment & Sustainability	H – Cultural and Historic Registry	12/31/2025	Update the list of cultural and historic resources eligible for state or national designation.	In progress. Updates are deferred until completion and adoption of the Historic Preservation Ordinance.

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Environment & Sustainability	I – Historic Preservation Ordinance	12/31/2030	Adopt a Historic and Archaeological Preservation Ordinance.	In progress. City staff, in coordination with the Historical Society of Mendocino County, are drafting the ordinance based on community and Ad Hoc Committee input.
Mobility Element	A – Street Design / D – VMT Performance Measures	12/31/2025	Promote multimodal transportation through flexible parking regulations and implement VMT reduction measures.	In progress. In January 2026, staff initiated an ordinance amendment, including coordination with the City Attorney and the Climate Adaptation and Resilience Division, to expand bicycle storage and parking infrastructure and advance off-street parking reforms aimed at reducing duplicative vehicle parking requirements.
Mobility Element	MOB 5.2 – Support for Charging Stations	12/31/2025	Support installation of electric vehicle charging stations.	In progress. Beginning in 2024, Electric Utility Department and Community Development staff coordinated on an effort to install 18 public chargers across three locations. Final locations and initial designs were submitted for review in January 2026. Locations include the Library, Anton Stadium, and Ukiah Skate Park.
Mobility Element	G – Transit Center	12/31/2030	Coordinate with MTA and partners to seek funding and conduct feasibility work for a downtown transit center.	In progress. In January 2026, in coordination with CDD Staff, language was added to the draft Mendocino County RTP identifying a vacant Courthouse Boulevard site as a potential downtown transit center location by MTA and MCOG staff.
Mobility Element	L – Airport Parcels / MOB-6.3	12/31/2025	Prepare a study identifying airport-supportive development parcels and develop an infill policy for Airport Compatibility Zones.	In progress. Airport Infill Policy Ad Hoc Committee appointed by City Council in November 2025 and met in December 2025.

City of Ukiah
Recently (Within Previous 60 Days) Approved Projects



COMMUNITY DEVELOPMENT DEPARTMENT

2/1/2026

Permit #	Site Address	Approved Date	Summary of Project	Comments
EA25-000019	1240 Airport Park Blvd.	12/10/95	Major Site Development Permit and Lot Merger of APNs (180-080-74; 180-080-75) converting a ±7,129-square-foot structure into an 'Urgent Care and Administrative Office' within the AIP-PD Mixed-Use Airport Industrial Park Planned Development.	Approved by the Planning Commission on 12/10/25.
File No. 25-001630	817 Waugh Ln.	11/21/25	Historic Demolition Permit request for a residential structure (APN 003-574-07). The proposal also includes demolition of a barn, garages, shed, and vineyard, none of which rise to the level of historical or architectural significance that would warrant review under the City's historic demolition procedures.	Determined exempt from historical review pursuant to Ukiah City Code (UCC) 3016(B) by the Community Development Department (CDD) Director on 12/22/25.
PA25-000021	101 and 105 S Main St.	11/7/25	Historic Demolition Permit for two structures over 50 years old (APN 002-231-01). The request focuses on revising mitigation measures in a CEQA Addendum to the 2022 City Council-approved Initial Study and demolition permit, reflecting a new applicant and updated project timing.	Approved by the City Council on 1/21/26.



AGENDA SUMMARY REPORT

SUBJECT: Review and Provide Input on a Proposed General Plan Amendment and Rezone to Modify Downtown Zoning Code Boundaries Consistent with Ukiah 2040 General Plan Land Use Element Implementation Program E and Policy LU-10.1 (Downtown Zoning Code).

DEPARTMENT: Community Development

PREPARED BY: Jesse Davis, Chief Planning Manager, Craig Schlatter, Community Development Director, Katherine Schaefers, Planning Manager

PRESENTER: Jesse Davis, AICP; Craig Schlatter, AICP; Katherine Schaefers

ATTACHMENTS:

1. DZC Final ISMND
2. Existing DZC Map & Parcels
3. Proposed DZC Map
4. Table of Rezoned Parcels
5. Existing DZC Airport Zone Map
6. DZC Draft Findings of Consistency
7. 14a Presentation given at meeting

Summary: The Planning Commission will review and possibly provide input on a proposed General Plan Amendment and Rezone to modify Downtown Zoning Code boundaries consistent with Ukiah 2040 General Plan Land Use Element Implementation Program E and Policy LU-10.1 (Downtown Zoning Code).

Background:

Community Development Department Staff is proposing a General Plan Amendment and Rezone pursuant to Land Use Implementation Program E (Zoning Code Amendments) of the Ukiah 2040 General Plan. The proposed actions are intended to carry out General Plan policy LU-10.1 (Downtown Zoning Code consistency with the General Plan), and Goal LU-11 (Ensuring high-quality site planning). Over more than a decade of administering the Downtown Zoning Code (DZC), Staff has found that the current DZC boundaries and standards do not match existing parcel layouts, development patterns, or infrastructure conditions, and do not reflect recent public investments by State agencies. This has limited the effectiveness of the DZC as a regulatory tool. Additionally, comments about the inefficacy of the DZC have been expressed in past public hearings and community engagement events.

The Downtown Zoning Code is a form-based zoning framework adopted in 2012 following years of community visioning, public workshops, as well as Planning Commission and City Council review (See Attachment 1, *DZC Final ISMND*). It applies to most of downtown Ukiah and much of the East Perkins Street corridor. It was intended to promote walkability, mixed-use development, and coordinate urban design on private parcels.

The original DZC assumed new street connections and infrastructure that were never constructed after redevelopment agencies were dissolved. As a result, parts of the corridor have been regulated under a zoning framework that does not reflect existing conditions. In practice, many DZC projects require exceptions,

discretionary review, or alternative compliance to move forward. This adds time and uncertainty for applicants and indicates that the current DZC is not functioning as intended, nor is it fully implementing the General Plan.

Discussion: The Project (proposed General Plan Amendment and rezone of the DZC boundaries) area encompasses approximately 65 acres comprising 216 parcels within the central portion of the City of Ukiah (see Attachment 2, *Existing DZC Maps & Parcels*, and Attachment 3, *Proposed DZC Map*). 96 of those parcels are proposed for a change in zoning (see Attachment 4, *Table of Rezoned Parcels*). The area includes the historic Downtown Core, the East Perkins Street corridor, and the former rail corridor (now the Great Redwood Trail). As far as overall shape, the proposed rezone would remove the East Perkins Street corridor from the DZC, while the district's current boundary to the south and east would be expanded along Oak Street and Seminary Avenue. In Staff's opinion, the revised boundary better reflects the parts of downtown that function as a traditional, mixed-use area. More specifically, the Project proposes to:

- Rezone most of the parcels currently designated General Urban (GU) back to the pre-DZC zoning designation of Community Commercial (C-1). This seeks to address the misapplication of form-based codes on auto-oriented lots (e.g., the commercial parcels along the East Perkins Street corridor), but also to Public Facilities (PF) where civic uses exist or are planned (e.g., the New Ukiah Courthouse infrastructure and related public grounds)
- Rezone portions of the Urban Center (UC) district to Public Facilities (PF), hereinafter identified as "REC/PF", to be consistent with the "Recreational" (REC) General Plan designation. This specifically affects the Great Redwood Trail alignment and Depot assets to reflect their open space function.
- Rezone portions of the Urban Center (UC) district to Heavy Commercial (C-2). This would reflect existing intensive commercial/industrial uses located east of Main Street that do not match the pedestrian-oriented Urban Center vision.
- Rezone one parcel from Heavy Commercial (C-2) to Recreation/Public Facility (REC/PF) to ensure the zoning designation matches the public use of the Great Redwood Trail infrastructure.

The Perkins Street corridor in particular differs substantially from the traditional downtown core of Ukiah. It was developed with larger parcels, deeper setbacks, and auto-oriented circulation patterns, with many properties transitioning from agricultural to commercial uses following construction of US 101, most notably the Pear Tree Center in 1977. Along Perkins Street, parcels tend to be larger, irregularly shaped, and oriented toward auto-dependent uses. Applying uniform form-based standards without the corresponding street network, strong existing design examples, or effective site layout has constrained development opportunities here and resulted in only one new commercial structure.

The DZC currently applies a design-based approach across areas with very different parcel structures, frontage conditions, and development histories. Boundary adjustments allow the City to concentrate form-based controls in locations where they are most effective, such as State Street and adjacent corridors that share a traditional block pattern, like Seminary Avenue. Expanding the DZC into areas such as Oak Street and Seminary Avenue, while removing misaligned parcels along Perkins Street, reflects the DZC Ad Hoc Committee's recommendation to evaluate each area on its own terms. It also allows for the DZC to stretch across streets in the downtown, and allow for more effective project coordination. This approach supports General Plan Policy LU-3 by strengthening downtown character where it exists and removing unnecessary constraints where it does not.

Downtown Zoning Code Ad Hoc Committee

To arrive at the recommendations presented within this item, Staff met with a City Council-appointed Ad Hoc Committee to gather input and feedback on proposed options. The Ad Hoc Committee was appointed by the Council in 2024. After meeting with the Ad Hoc for approximately one year, and prior to developing the final recommendations presented within this item, the Ad Hoc requested a member of the Planning Commission attend Ad Hoc Committee meetings. The Commission appointed Mark Hilliker.

2040 Ukiah General Plan Consistency

Staff experience over the past decade has demonstrated that the most effective way to address regulatory challenges is first to align geographic areas into appropriate zoning classifications that reflect existing land use patterns, and parcel configurations. Without this foundational alignment, adjustments to development standards alone are unlikely to resolve implementation barriers.

Accordingly, the proposed amendments focus on realigning the boundaries of the Downtown Zoning Code to better correspond with the General Plan land use map and policy framework. By placing areas into zoning "buckets" that are more consistent with their context and intended function, the City can then apply development standards that are internally consistent and better suited to on-the-ground conditions. Through this approach, the project carries out General Plan implementation Program E of the Land Use Element, strengthening consistency between the General Plan and the Zoning Code as described in Goal LU-10 and Policy LU 10.1. It also advances Implementation Program E by updating the zoning framework to reduce the need for exceptions, improve regulatory clarity, and provide a more predictable project review process. Rezoning Perkins Street into a more adaptable commercial district restores previous zoning districts, reduces reliance on exceptions, and provides a clearer path for reinvestment, parcel consolidation, and incremental improvement, even though it does not functionally allow for substantially different or more intensive uses.

Airport Compatibility

The project site is located approximately one mile north of the Ukiah Municipal Airport. The project area falls within the Airport Influence Area (AIA) as defined by the 2021 UKIALUCP. Specifically, portions of the project area are located within Compatibility Zone 4 (Outer Approach/Departure Zone), Compatibility Zone 6 (Traffic Pattern Zone), and the Other Airport Environs (OAE) zone (See Attachment 5 *DZC Existing Airport Zone Map*). While Zone 6 generally imposes no limit on residential density, Zone 4 includes a specific "Urban Overlay Zone" designation for portions of the project area in Zone 4 that permits residential densities up to 35 dwelling units per acre to reflect existing urban patterns (UKIALUCP Table 3A). Because the proposed Ordinance generally caps density at or below the 28 du/ac threshold analyzed in the 2012 MND, which is within the 35 du/ac limit, the Project does not introduce new density-related impacts or conflict with airport safety standards. In addition, the proposed rezoning to PF and REC/PF establishes land uses (parks, civic buildings) that are compatible with the UKIALUCP, provided they do not result in high-intensity assemblages prohibited in inner zones. UKIALUCP Policy 3.2.3(c) and Table 3A list "Outdoor Group Recreation" and "Public Safety Facilities" as conditionally compatible. The proposed C-2 zoning is also compatible with Zones 4 and 6, subject to intensity limits.

California Environmental Quality Act (CEQA)

CEQA review for the Project is intended to rely on the Ukiah 2040 General Plan EIR and the 2012 Downtown Zoning Code (DZC) Mitigated Negative Declaration (MND). As conveyed in the attached CEQA Findings of Significance (Attachment 6), there are no project-specific effects which are peculiar to the project or its site, and which the Ukiah 2040 EIR failed to analyze as significant effects. The Project involves administrative changes to zoning maps and text within an already urbanized area, reflecting existing uses and intended civic functions of the Ukiah 2040 General Plan. The Project realigns zoning boundaries to match the distinct "Character Areas" envisioned in the Ukiah 2040 General Plan. A comparative analysis demonstrates that the proposed zoning changes result in a net reduction or maintenance of development intensity compared to the theoretical buildout analyzed in the Ukiah 2040 General Plan EIR and the 2012 Downtown Zoning Code (DZC) MND. The majority of the Project involves realigning approximately 72 parcels currently designated Downtown Core (DC) and Community Commercial (CC) in the General Plan to standard Community Commercial (C-1), Heavy Commercial (C-2), or Public Facilities (PF) zoning. The General Plan EIR analyzed the Downtown Core designation with a maximum density of 40 dwelling units per acre (du/ac) and the Community Commercial designation with a maximum of 28 du/ac. By rezoning 70 of these parcels to C-1, which is generally capped at 28 du/ac, the Project significantly reduces the potential residential buildout and associated traffic generation compared to the maximum intensity certified in the General Plan EIR.

Staff recommends the Commission review and provide input on the proposed General Plan Amendment and

Rezone to modify Downtown Zoning Code Boundaries and ensure consistency with Ukiah 2040 General Plan Land Use Element Implementation Program E and Policy LU-10.1 (Downtown Zoning Code).

Recommended Action: Review and provide preliminary input on a proposed General Plan Amendment and Rezone to modify Downtown Zoning Code boundaries.



California Environmental Quality Act

INITIAL ENVIRONMENTAL STUDY AND MITIGATED NEGATIVE DECLARATION

Downtown Zoning Code



Department of
Planning and Community Development
June, 2012

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➤ Hydrology and Water Quality	
➤ Land Use Planning	
➤ Mineral Resources	
➤ Noise	
➤ Population and Housing	
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1. INTRODUCTION

After a well-attended five-day community visioning workshop process, City staff has been developing a new set of zoning regulations for Downtown Ukiah and the Perkins Street corridor. The new zoning regulations will provide opportunity for well-planned compact pedestrian oriented development, mixed land uses, a variety of housing types, and a re-creation of the best of Ukiah's form and architecture.

The Planning Commission and City Council each conducted a series of separate public workshops over a period of nearly two years to discuss and develop the proposed Downtown zoning code.

This Initial Environmental Study examines the potential environmental effects of the proposed new Downtown Zoning Code for the City of Ukiah. This initial Study was prepared for the City of Ukiah as the lead agency for this project. The proposed project is described in detail below, as are the project objectives and the environmental setting of the project area.

A number of recently prepared environmental documents were used to gather information for this Initial Environmental Study (References Cited, page 58). Most notably, Staff examined and used information from the FEIR for the New Ukiah Courthouse (SCH #2011042089), prepared by RBF Consulting for the Judicial Council of California – Administrative Office of the Courts.

The findings contained within this Initial Environmental Study will be used in support of the preparation of a Mitigated Negative Declaration for the project.

2. BACKGROUND INFORMATION

Project Name: City of Ukiah Downtown Zoning Code

Project Location: The project area is generally bounded by Oak Street on the west, Henry Street and Norton Street on the north, Seminary Avenue and Cleveland Lane on the south, and Leslie Street on the east. The area also includes the parcels fronting on East Perkins Street from Oak Street to Highway 101 (See map on page 7)

Project Applicant: The City of Ukiah is the project proponent.
300 Seminary Avenue
Ukiah, CA 95482

Project Planner: Kim Jordan, Senior Planner (707) 463-6207 / kjordan@cityofukiah.com

Initial Study Preparation: Staff – Department of Planning and Community Development

Date of initial Study Completion: June 4, 2012

**30-day Public
Review and Comment**

Period: June 10, 2012 through July 10, 2012

**Purpose of Initial
Study:**

This Initial Environmental Study has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) and the State CEQA Guidelines to evaluate the environmental effects of implementation of the proposed project. The purpose of the Study is not to recommend approval or denial of a project, but to provide decision-makers, public agencies, and the general public with objective information regarding the range of the potential environmental effects that could result from implementation of the proposed new Downtown Zoning Code. The environmental review process is specifically designed to objectively evaluate and disclose potentially significant direct, indirect, and cumulative impacts of a proposed project; to identify alternatives that could reduce or eliminate a project's significant effects while continuing to achieve the major objectives of the project; and to identify potentially feasible mitigation measures that reduce or avoid the significant effects of a project.

**Initial Study and
Mitigated Negative
Declaration**

Process:

This draft Initial Environmental Study and Mitigated Negative Declaration are being circulated for public review and comment for a period of 30 days. During this period, the general public, organizations, and agencies can submit comments to the lead agency on the draft Initial Environmental Study and Negative Declaration accuracy and completeness.

Because Gibson Creek is regulated to some degree by the State Department of Fish and Game and the Regional Water Quality Control Board, and it flows through the project site, the Initial Environmental Study and proposed Negative Declaration were sent to the State Clearing house for distribution to State Agencies and a 30-day review and comment period.

Upon completion of the public review period, comments on the draft Initial Environmental Study and Mitigated Negative Declaration will be reviewed and responses to those comments will be prepared. Before the City can consider approval of the proposed project, it must first find that the Negative Declaration is complete, accurate and adequate, and in compliance with CEQA. The City Council must make this finding using its independent judgment.

Upon publication of this Initial Environmental Study and Mitigated Negative Declaration, the City of Ukiah provided public notice of the document's availability for public review and invited comment from the general public, agencies, organizations, and other interested parties.

Copies of the Initial Environmental Study and Mitigated Negative Declaration can be found at the following locations:

City of Ukiah
Planning and Community Development Department
300 Seminary Avenue
Ukiah, CA 95482
Website: www.cityofukiah.com

The public review and comment period is 30 days from June 10 2012 through July 10, 2012. All written public comments on the draft Mitigated Negative Declaration must be received no later than 5:00 p.m. on July 10, 2012. All written comments or questions regarding the draft Mitigated Negative Declaration should be addressed to:

Charley Stump, Director
Planning and Community Development
300 Seminary Avenue
Ukiah, CA 95482
cstump@cityofukiah.com

Lead Agency:

Lead Agency: In conformance with Sections 15050 and 15367 of the State CEQA Guidelines, the City of Ukiah is the “lead agency” for the proposed project, defined as the “public agency which has the principal responsibility for carrying out or disapproving a project.” The City of Ukiah, as lead agency, is responsible for scoping the analysis, preparing the Initial Environmental Study and Mitigated Negative Declaration, and responding to comments received on the draft Mitigated Negative Declaration.

Responsible Agency: Responsible agencies are state and local public agencies other than the lead agency that have authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an Initial Environmental Study/Mitigated Negative Declaration. For the Downtown Zoning Code project, there are no Responsible Agencies.

Trustee Agencies: Trustee agencies under CEQA are public agencies with legal jurisdiction over natural resources that are held in trust for the people of California and that would could potentially be affected by a project, whether or not the agencies have authority to approve or implement the project. For the Downtown Zoning Code project, the State Department of Fish and Game and the State Regional Water Quality Control Board are Trustee Agencies.

3. PROJECT DESCRIPTION

The proposed Ukiah Downtown Zoning Code is a land development regulatory tool (Zoning) that places primary emphasis on the urban form, the relationship of buildings to each other, to the street, and to open spaces - rather than a code that is based primarily on land use. The Form Based Code:

- Places less emphasis on the use of land as opposed to the form and location of the build environment.
- Recognizes uses may change but the building remains.
- Encourages mixed use and a mix of housing types.
- Relies on design concepts and patterns intended to preserve the best of the downtown, creating more livable environments and spaces.
- Achieves compatibility of uses through design and orientation, instead of strict land use separation.
- Gives more attention to the streetscape and the design of the public realm.
- Is based on a design focused public participation process.

The basic principle is that design is emphasized more than use. It includes simple and clear graphic prescriptions for building height, how a building is placed on site, and how building elements are used to manage development. The form-based approach of the proposed code regulates new infill development in the existing downtown core and Perkins Street corridor with respect to the existing character/context, and prevents new out-of-scale development. The code supports mixed uses with a range of housing types and commercial land uses with a focus on form, size, and placement of buildings, landscaping and parking, and less on land use and density. The proposed maximum residential density of 28 units per acre is unchanged from the existing code density standards.

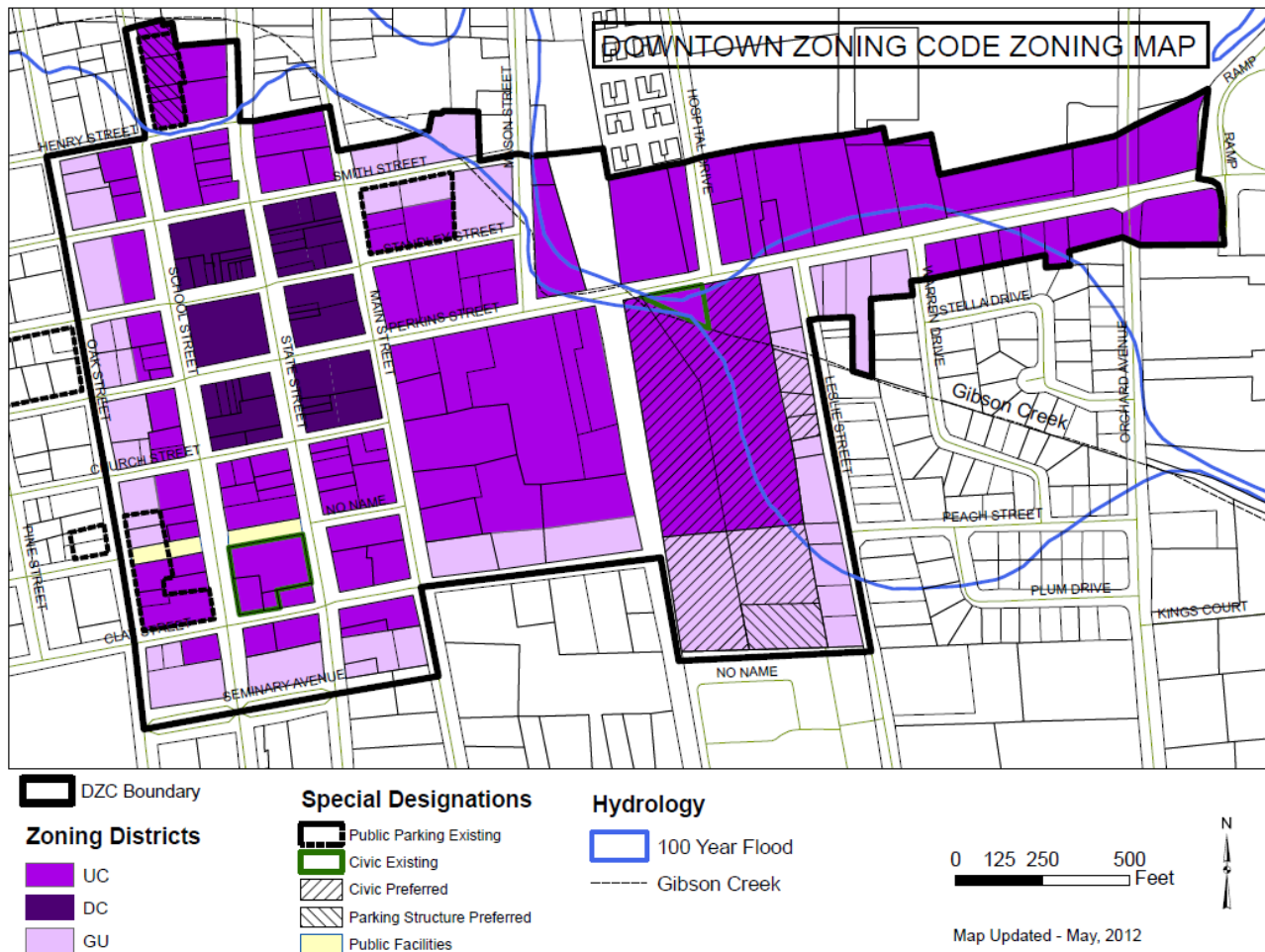
The proposed code includes sections addressing building and site uses, land use standards, site planning and development standards, architectural standards, historic building standards, parking requirements, tree preservation and planting requirements, and circulation standards.

The Downtown Zoning Code area is divided into three separate zoning districts: General Urban (GU); Urban Center (UC); and Downtown Core (DC). Separate allowed and permitted land uses and development standards are proposed for each district.

The proposed code has been designed to provide the following:

- Clear standards for development and uses that implement the vision and purpose of the Code. The requirements are written in a clear and easy to understand manner in order to provide clarity and remove subjectivity and ambiguity. Uses and terms are defined and have been expanded. The intent is to provide certainty for property owners, developers, decision makers, the community, and staff.
- A process that allows a deviation from a standard to be requested by an applicant. This process requires a discretionary application and includes public notice and public hearing.

- A reduced review process for projects that are consistent with the requirements of the DZC since these projects provide certainty as to their outcome and would be consistent with purpose of the DZC.
- A zoning code that is easy to use and understand with requirements provided primarily in table form; defined terms and uses; and references to other relevant sections of the DZC or Ukiah City Code.
- Design guidelines, including for signs that would guide development and fulfill the community vision that evolved from the design charrette.



Downtown Zoning Code Area Map

4. PROJECT OBJECTIVES

1. To create an urban environment that implements and fulfills the goals, objectives and strategies of the Ukiah General Plan by encouraging the development of a healthy, safe, diverse, compact and walkable urban community.
2. To implement the vision for the study area created by the community during an intense and open community design charette process in 2007. That vision is one of environmentally sustainable and economically vital public spaces and buildings with a renewed civic square, attractive civic buildings and spaces, a healthy creek corridor, gateways that reflect Ukiah's sense of place, a mix of building types and affordability, new development that supports and enhances the train depot and rail corridor, interconnected and pedestrian-oriented public streets, specific locations for potential anchor buildings (such as large-scale retail, employment centers and parking structures), and pedestrian-friendly buildings and streetscapes.
3. To manage the scale and general character of new development to emulate the best elements of Ukiah's heritage, such as shady downtown streets, diverse architecture, mixed-use shop-front buildings in the Downtown, and the architecture of historic civic buildings.
4. To ensure that public and private spaces are connected and compatible. Buildings that line public spaces relate to the natural surroundings and character of the local built environment, and connect to one another at the pedestrian scale. Public spaces are more than streets and paths for people traveling on foot, on bicycles and in cars. They are the community gathering places. The character of these public spaces is defined by their design and detail, and by the way that private buildings connect to public spaces.
5. To coordinate the design of public and private elements in a comprehensive and systematic approach. The Downtown Zoning District provides this system, focusing on the pedestrian experience as well as on the efficient movement of pedestrians, bicycles, and automobiles.
6. To facilitate the coexistence of a wide range of residential, commercial and similar uses in close proximity within a lively downtown urban environment.
7. To preserve and enhance the historic Downtown.
8. To support local businesses and create a vibrant commercial downtown where buildings meet the street and activate a wide range of pedestrian-friendly uses.
9. To promote and encourage a sustainable community through the reuse and improvement of existing buildings, infill development, green building and smart growth practices, and resource conservation (such as the enhancement of the Gibson Creek corridor, tree planting, and tree preservation).

5. ENVIRONMENTAL SETTING

According to the State CEQA Guidelines, an Initial Study must include a description of the existing physical environmental conditions in the vicinity of the project to provide the “baseline condition” against which project-related impacts are compared. The baseline condition for the proposed project is the physical condition that existed when the City Council completed its workshop review process of the draft Downtown Zoning Code in 2011.

The environmental setting of the Downtown and Perkins Street corridor area affected by the proposed code is characterized by dense urban development. The Perkins Street corridor is the primary vehicular access from State Highway 101 to the historic Downtown, and carries the heaviest number of vehicles during peak traffic hours. The majority of the area is built out, but is ripe for redevelopment because many of the buildings are old and reaching their practical usefulness. Additionally, there are a number of vacant parcels in the boundaries of the code area, most notable the property referred to as the Railroad Depot parcels. This approximate 10 acre property is prime for redevelopment (old railroad yard) and represents a significant opportunity site for future urban development.

Gibson creek also flows through portion of the area from the northwest to the southeast. This stream supports animal populations in its riparian bands, as well as aquatic life, including migrating salmon and steelhead fish.

6. SUMMARY OF POTENTIAL IMPACTS

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Global Climate Change | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

This Initial Environmental Study concludes that the adoption and implementation of the new Downtown Zoning Code would have potentially significant adverse impacts on air quality, cultural resources, biological resources, and traffic. However, reasonable and feasible mitigated measures have been identified to avoid or reduce these impacts to levels of insignificance. The project, as mitigated would not have significant adverse impacts on the environment for the following reasons:

1. No increase in potential density or intensity of land uses from what is currently allowed or permitted would result.
2. It requires wider sidewalks, bicycle paths/routes, street trees, and other features to promote walking, bicycling, and the use of other alternative modes of transportation.

3. It allows for the mixing of land uses to promote walking, bicycling, and the use of other alternative modes of transportation.
4. It requires the preservation and enhancement of Gibson Creek and its riparian corridor.
5. It requires the preservation of landmark trees and includes standards to preserve and enhance the historic downtown.
6. It requires all newly proposed development to be consistent with the requirements of the Airport Master Plan and Mendocino County Airports Land Use Plan.
7. No mineral resources or agricultural lands are located within or in close proximity to the project area, therefore none would be adversely impacted by implementation of the new Downtown Code.
8. There are adequate public services to serve future development in the project area without a need for additional staff or infrastructure.
9. It promotes and encourages a sustainable community through the reuse and improvement of existing buildings, infill development, green building and smart growth practices, and resource conservation (such as the enhancement of the Gibson Creek corridor, tree planting, and tree preservation).
10. Review of recent environmental data prepared as part of the New Ukiah Courthouse project (EIR) and Railroad Depot Site Land Acquisition and Soil Remediation project (Mitigated Negative Declaration) provided up to date information on the environmental setting, potential impacts from future development/redevelopment, and assisted in the conclusions reached in this document.
11. The project would clearly provide benefits to the environment. The proposed Code includes requirements for the preservation and restoration of Gibson Creek and its riparian corridor; the preservation of landmark trees; the preservation and enhancement of the historic fabric of the downtown; the requirement for wider sidewalks, bicycle paths/routes, and street trees – all intended to enhance pedestrian and bicycle use and discourage automobile use, thereby reducing air pollution and greenhouse gas emissions.
12. Any future development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would expose people to hazardous substances. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future.
13. Mitigation measures are included that require the preservation and enhancement of Gibson Creek and its riparian corridor, the imposition of standard air quality (PM-10) measures for future development, the imposition of standard cultural resource protection measures, and financial contribution for traffic improvements if the City adopts a traffic impact fee program for the project area.

Accordingly, it has been determined that the project would not have a significant adverse impact on the environment and a Mitigated Negative Declaration is appropriate for the project.

7. TABLE OF MITIGATION MEASURES

Impact	Mitigation Measure
<p>Air Quality: Short-term production of particulate matter (PM-10) resulting from future construction activities</p>	<ol style="list-style-type: none"> 1. Prior to any future site disturbance, grading or excavation of soil, the project proponents shall submit an application to the Mendocino County Air Quality Management District to determine if a permit is required. 2. The project contractors/applicants for future projects involving grading and the disturbance of soil shall prepare dust control plans. The project contractors shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manor during all phases of the project. The dust control plans shall include, at minimum, the following measures: <ol style="list-style-type: none"> a. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emissions. b. All material excavated, stockpiles, or graded shall be sufficiently watered to prevent fugitive dust from leaving the site or causing a public nuisance. Watering should occur at least twice daily, however frequency of watering shall be based on the type of operation, soil, and wind exposure. c. All on-site vehicle speed shall be limited to 15 miles per hour (mph) on unpaved roads. d. All land clearing, grading, earth moving, and/or excavation activities shall be suspended as necessary, based on site conditions, to prevent excessive windblown dust when winds are expected to exceed 20 mph. e. All inactive portions of the disturbed site, including soil stockpiles, shall be covered or routinely watered to control dust emissions. f. Paved areas adjacent to the site shall be routinely swept or washed as required to remove excess accumulations of silt and/or mud, which may have resulted from grading and excavation at the project site.

<p>Biological Resources: Potential impacts to the Gibson Creek riparian corridor resulting from future construction activities</p>	<p>3. Future development projects in the planning area shall maintain a 50-foot building setback from the edge of the Gibson Creek riparian corridor, unless a shorter distance is supported by the State Department of Fish and Game.</p> <p>4. Future construction activities shall not cut, disturb, or remove native riparian plants or trees along the Gibson Creek riparian corridor, unless supported by the State Department of Fish and Game.</p>
<p>Cultural Resources: Disturbance of pre-historic or historic resources during future construction activities</p>	<p>5. If, during site grubbing, grading, soil excavation or any aspect of future project development project, any pre-historic, historic, or significant cultural resources are discovered, all work shall be halted and the contractor/project proponent shall immediately contact the City of Ukiah Director of Planning and Community Development. The City shall engage the services of a qualified professional archaeologist at the expense of the project proponents, to perform a site reconnaissance and to develop a precise mitigation program, if necessary.</p>
<p>Traffic: The US 101/Perkins Street interchange – currently operating at an unacceptable LOS</p>	<p>6. Once a funding mechanism is identified and implemented for improvements to the US-101/Perkins Street interchange, future development projects shall contribute their fair share payments toward the signalization and roadway improvements.</p>

Checklist and Environmental Analysis

I. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

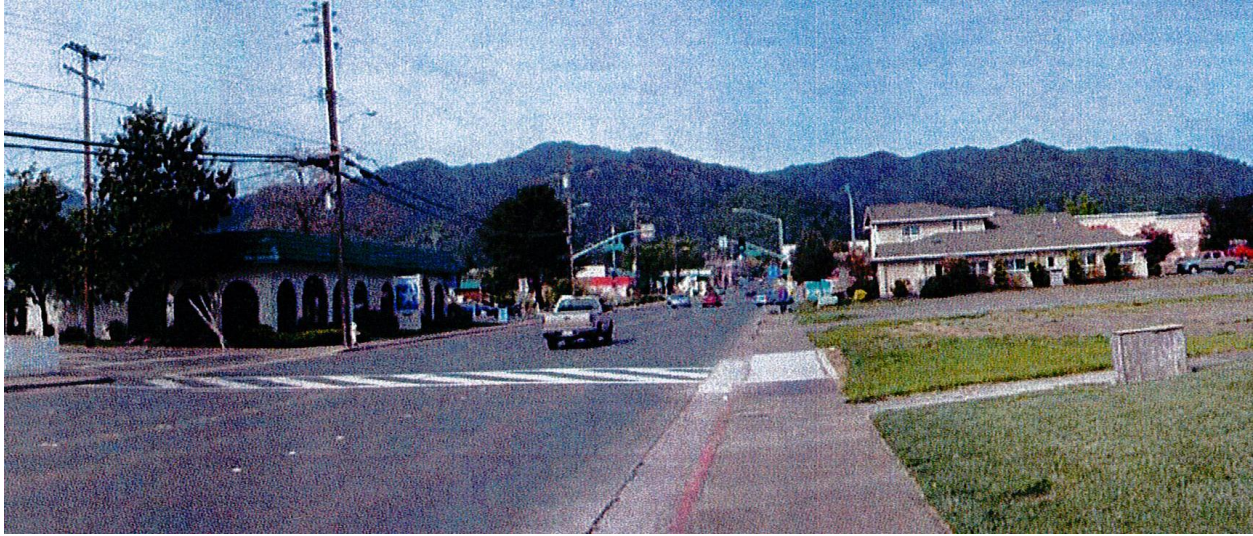
I. AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: views in the area?				

Setting: The City is situated within the Ukiah Valley and includes background views to wooded or chaparral covered mountains. The project site is located in the immediate downtown area of Ukiah. The downtown area includes historic buildings and tree-lined streets. Downtown Ukiah also includes streets dominated by small scale commercial buildings with a pedestrian orientation. According to the city’s General Plan, “gateway” is a term used to describe the “first impression” that a resident or visitor has of the Ukiah Valley. Per the City’s General Plan, East Perkins Street is one of six main gateways identified as a “second gateway level”, which is the entrance into the city itself.

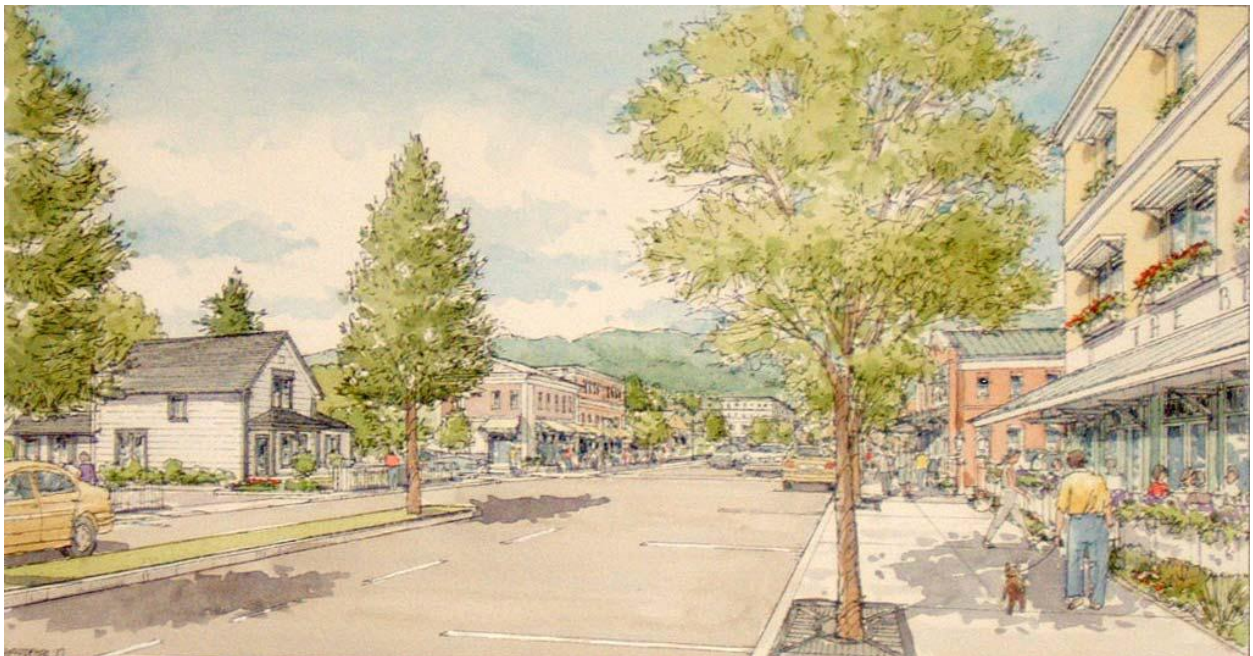
The Downtown Code area has a City of Ukiah General Plan land use designation of C (Commercial), and a zoning designation of C1 (Community Commercial), C2 (Heavy Commercial), and CN (Neighborhood Commercial). The general character of the surrounding area consists of a mix of land uses including commercial, heavy commercial, low to high density residential, professional offices, medical, and public.

Potential Impacts: Although future development or redevelopment in the project area would be visible, it would not interfere with a designated public scenic vista or view by diminishing the extent to which it is visible from the public right-of-way or by interfering with public access to a vantage point currently available to the public from which it may be appreciated. This conclusion is based on the fact that the architectural standards and design guidelines contained in the Code and developed with substantial citizen involvement would not permit large unpleasing structures that would block views of the western hills or other prominent view sheds. Therefore, the project would not adversely impact designated scenic vistas. Building heights are limited to two-stories throughout a major portion of the project area due to airport regulations.

Additionally, the proposed new Downtown Zoning Code includes architectural design standards, building siting, building height, landscaping, light/glare standards, and building form standards that have undergone a lengthy and detailed public involvement process. These standards have been found to be consistent with the goals and policies of the Ukiah General Plan, and with the community’s vision for the aesthetics for the Downtown and Perkins Street corridor. The project will result in beneficial impacts to the aesthetics and scenic quality of the area.



Existing East Perkins Street Corridor



East Perkins Street Corridor after Implementation of the Code

Beneficial Aesthetic Impacts

It is concluded that the proposed project would not have significant adverse impacts on the aesthetics or scenic qualities of the project site or surrounding area.

Mitigation Measures: None Needed.

Impact Significance After Mitigation: N/A

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestry land or conversion of forestry land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The project area is characterized by dense urban development. While orchards and vineyards are located to the northeast and southeast across Highway 101, none exist within or in close proximity to the project area.

Potential Impacts: Because no agricultural or forestry resources exist on or near the project site, none would be affected if the existing dense urban environment were to be redevelopment under the provisions of the proposed new downtown zoning code.

Mitigation Measures: None required.

Impact Significance After Mitigation: N/A

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The potential project area evaluated in this draft Initial Environmental Study is located in the City of Ukiah, within Mendocino County, California, which is within the North Coast Air Basin (NCAB). The NCAB also includes Del Norte, Humboldt, Trinity, Mendocino counties and a part of the northern Sonoma County. The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

Topography

The Ukiah Valley is located in the south-central portion of Mendocino County. The Valley lies within the coastal mountain range, approximately 30 miles east of the Pacific Ocean, at about 630 feet in elevation. The Valley lies at about 39 degrees north latitude and 123 degrees west longitude. The Valley runs north-south for about 9 miles, with a maximum width of about 3 miles. The Russian River enters the Valley at the north end, and runs south along the Valley floor.

Climate

The climate of the Mendocino County is considered Mediterranean and is transitional between that of the coast and that of the interior of California. The climate is characterized by warm dry summers and cool damp winters. During summer, high temperatures of 90 to 100 degrees Fahrenheit (F) are common, while nighttime temperatures range in the 50s and 60s. High temperatures in the 50s and 60s are common during wintertime. Freezing or near-freezing temperatures are common on clear late fall and winter nights. Rainfall occurs mostly during the winter, with an average of 38 inches. December and January are typically the wettest months with an average of seven to eight inches falling during each of these months. Winds are primarily from the northwest direction, especially during the summer. Winds can flow from the south under certain synoptic weather conditions, such as when Pacific low pressure systems affect Northern California, and during the warm weather spells where low-level cooler marine air penetrates in the area through the Russian River Valley. For the most part, winds are light in the Ukiah Valley, which calm wind conditions present up to 50 percent of the time. Most calm wind conditions occur during late fall or early winter.

Meteorology

The Ukiah Valley frequently experiences temperature inversions where warm air aloft traps cold air near the surface. Two types of temperature inversions affect the region: elevated inversions caused by subsidence (sinking air caused by strong high pressure systems) and/or marine air penetration and ground-based inversions where nighttime cold air sinks into the Valley below from surrounding ridges. Inversions limit vertical mixing creating a very stable layer of air near the earth's surface. During late fall and winter, the ground-based inversions are usually present on clear cold nights. In the morning, these ground-based inversions may be weakened and eventually eliminated by solar heating; however, extreme inversions may last several days or weeks. These stagnant periods allow locally produced air emissions to occasionally build up to unhealthy levels.

Existing Air Quality:

Criteria Air Pollutants

Air pollution is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Seven air pollutants have been identified by the United States Environmental Protection Agency (EPA) as being of concern nationwide: CO; O₃; NO₂; PM₁₀; PM_{2.5}; sulfur dioxide (SO₂); and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The sources of these pollutants, their effects on human health and the nation's welfare, and their final deposition in the atmosphere vary considerably.

Most criteria pollutants are directly emitted. O₃, however, is a secondary pollutant that is formed in the atmosphere by chemical reactions between NO_x and VOCs, most commonly referred to as reactive organic gases (ROG). According to the most recent emissions inventory data for Mendocino County, mobile sources are the largest contributors of both ROG and NO_x.

Criteria air pollutants are classified in each air basin, county, or in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with state

and federal standards. If a pollutant concentration is lower than the standard, the area is classified as attainment for that pollutant. If an area exceeds the standard, the area is classified as nonattainment for that pollutant. If there is not enough data available to determine whether the standard has been exceeded in an area, the area is designated unclassified.

Carbon Monoxide

Carbon monoxide (CO) is a product of incomplete combustion, principally from automobiles and other mobile sources of pollution. CO emissions from wood-burning stoves and fireplaces can be measurable contributors. The major immediate health effect of CO is that it competes with oxygen in the blood stream and can cause death by asphyxiation. However, concentrations of CO in urban environments are usually only a fraction of those levels where asphyxiation can occur. Peak CO levels occur typically during winter months, due to a combination of stagnant weather conditions and higher emission rates, such as ground-level radiation inversions. Mendocino County is in attainment of the federal CO standard.

Ozone

Ozone (O₃) is the principal component of smog, and is formed in the atmosphere through a series of reactions involving ROG and NOX in the presence of sunlight. ROG and NOX are called precursors of O₃. NOX includes various combinations of nitrogen and oxygen, including NO, NO₂, etc. O₃ is a principal cause of lung and eye irritation in the urban environment. Significant O₃ concentrations are normally produced only in the summer, when atmospheric inversions are greatest and temperatures are high. ROG and NOX emissions are critical in O₃ formation. Control strategies for O₃ have focused on reducing emissions from vehicles, industrial processes using solvents and coatings, and consumer products.

Emissions of the ozone precursors ROG and NOX have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. During the last 20 years the maximum amount of ROG and NOX over an 8-hour period decreased by 17 percent. The NCAB did not participate in the Early Action Compact (EAC) and is no longer subject to the 1-hour ozone standard, and is therefore subject to the new 8-hour ozone standard. Mendocino County is currently in attainment of the federal 8-hour ozone standard.

Nitrogen Dioxide

Nitrogen dioxide (NO₂) is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NOX and are reported as equivalent NO₂. Because NO₂ is formed and depleted by reactions associated with photochemical smog (ozone), the NO₂ concentration in a particular geographical area may not be representative of the local sources of NOX emissions (EPA, 2011). There are currently no attainment designations for the federal nitrogen dioxide standard.

Respirable Particulate Matter (PM₁₀)

PM includes both liquid and solid particles of a wide range of sizes and composition. While some PM₁₀ comes from automobile exhaust, the principal source in Mendocino County is dust

from construction, and from the action of vehicle wheels on paved and unpaved roads. In other areas, agriculture, wind-blown sand, and fireplaces can be important sources. PM10 can cause increased respiratory disease, lung damage, and premature death. Control of PM10 is through the control of dust at construction-sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads. Mendocino County is in attainment of the federal PM10 standards.

Fine Particulate Matter

Fine particulate matter (PM2.5) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM2.5 emissions have remained relatively steady over the last 20 years and are projected to increase slightly through 2020. Emissions of PM2.5 are generally dominated by the same sources as emissions of PM10 (ARB, 2009). Mendocino County is in attainment of the federal PM2.5 standards.

Sulfur Dioxide

Sulfur dioxide (SO₂) is produced when sulfur-containing fuel is burned. Health and welfare impacts attributed to SO₂ are due to the highly irritant effects of sulfate aerosols, such as sulfuric acid, which is produced from SO₂.

Natural gas contains trace amounts of sulfur, while fuel oils contain larger amounts. SO₂ can increase the occurrence of lung disease and cause breathing problems for asthmatics. It reacts in the atmosphere to form acid rain, which is destructive to lakes, streams, vegetation, and crops, as well as to buildings, materials, and works of art. All areas in the state are considered either attainment or unclassified for sulfur dioxide. Mendocino County is in attainment of the federal SO₂ standard.

Lead (Pb)

Lead is a stable compound, which persists and accumulates both in the environment and in animals. The lead used in gasoline anti-knock additives represented a major source of lead emissions to the atmosphere. However, lead emissions have significantly decreased due to the near elimination of the use of leaded gasoline.

Monitoring Station Data and Attainment Area Designations Concentrations of emissions from criteria air pollutants are used to indicate the quality of the ambient air. The air quality within Mendocino County is generally good. The MCAQMD is designated at attainment for all state and federal ambient air quality standards with the exception of the state standard for PM10. Sampling for PM10 is conducted every six days. In 1999, there were two exceedances of the PM10 standard in Ukiah. These exceedances were thought to be caused by severe smoke inundations due to wildfires north and east of Mendocino County.

The MCAQMD maintains a network of five air quality monitoring stations within its jurisdiction. The two nearest air monitoring stations to the potential project sites are maintained in the city of Ukiah at 306 East Gobbi Street and the county library (105 N. Main Street). These air monitoring stations monitor ozone (O₃), nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter less than 10 microns (PM10), and particulate matter less than 2.5 microns (PM2.5). The Table below summarizes the air quality data from 2008-2010:

	2008	2009	2010
8-hour OZONE (O₃)¹			
Maximum concentration (1-hr/8-hr avg, ppm)	0.090/0.072	0.094/0.063	0.097/0.051
Number of days state standard exceeded (1-hr/8-hr)	0/1	0/0	1/0
Number of days national standard exceeded (8-hr)	Not applicable/0	Not applicable/0	Not applicable/0
Nitrogen Dioxide (NO_x)¹			
Maximum concentration (ppm)	0.110	0.094	*
Number of days state standard exceeded	0	0	0
Number of days national standard exceeded	Not applicable	Not applicable	Not applicable
CARBON MONOXIDE (CO)¹			
Maximum concentration (ppm)	3.38	*	*
Number of days state standard exceeded	0	0	0
Number of days national standard exceeded	0	0	0
FINE PARTICULATE MATTER (PM_{2.5})²			
Maximum concentration (µg/m ³)	31.6	25.9	22.0
Number of days state standard exceeded	Not applicable	Not applicable	Not applicable
Number of days national standard exceeded	Not applicable	Not applicable	Not applicable
RESPIRABLE PARTICULATE MATTER (PM₁₀)²			
Maximum concentration (µg/m ³)	222.3	*	*
Number of days state standard exceeded	Not applicable	Not applicable	Not applicable
Number of days national standard exceeded	Not applicable	Not applicable	Not applicable

Notes: µg/m³ = micrograms per cubic meter; ppm = parts per million
¹ Measurements from the Ukiah – East Gobbi Street station (Source: ARB, 2011c).
² Measurements from the Ukiah – County Library (101 N. Main Street).
 * There was insufficient data to determine the value.

Source: Draft EIR - New Ukiah Courthouse, October, 2012

Toxic Air Contaminants

In addition to the criteria air pollutants, another group of airborne substances called TACs are known to be highly hazardous to health, even in small quantities. TACs are airborne substances capable of causing short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects (injury or illness). TACs are classified as non-criteria pollutants, because no air quality standards have been established for them. The effects of these substances are very diverse and their health impacts tend to be local rather than regional.

TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Natural source emissions include windblown dust and wildfires. Farms, construction-sites, and residential areas can also contribute to toxic air emissions. The State ARB has also identified diesel particulate matter (DPM) as a TAC. The ARB has determined that any source that poses a risk to the general population that is equal to or greater than 10 people out of 1 million contracting cancer as excessive. When estimating this risk, it is assumed that an individual is exposed to the maximum concentration of any given TAC continuously for 70 years. The ARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant

levels. According to the map prepared by ARB showing the estimated inhalation cancer risk for TACs in the State of California (State), the proposed project site is located in an area with an existing estimated risk that is less than 50 cancer cases per one million people. This represents the lifetime risk that between 0 and 50 people in one million may contract cancer from inhalation of toxic compounds at current (2010) ambient concentrations. While TACs are produced by many different sources, the largest contributor to inhalation cancer risk in California is DPM.

Emission Sources and Concentrations

MCAQMD has identified several types of emission sources, which need to be considered when evaluating the impacts of a project under CEQA. For many development projects, motor vehicle trips are the principal source of air pollution; projects in this category, such as shopping centers, office buildings, arenas, and residential developments, are often referred to as indirect sources. Such sources do not directly emit significant amounts of air pollutants from on-site activities but cause emissions from motor vehicles traveling to and from the development over its planning lifetime. Most development projects also generate what are known as area source emissions. Area source emissions are relatively small quantities of air pollutants when considered individually, but cumulatively may represent significant emissions. Water heaters, fireplaces, lawn maintenance equipment, and application of paints and lacquers are examples of area source emissions.

Certain projects may directly generate stationary or point source emissions from operations. Examples of facilities with point sources include manufacturing plants, quarries, and print shops. Project-related demolition and construction emission impacts are also a significant contributor to regional air pollution. On- and off-road construction vehicles, along with on-site portable equipment (such as generators and air compressors) generate exhaust emissions. Construction vehicles and equipment operation can also cause unacceptable levels of entrained dust (PM10). Even though they are temporary, in some cases construction emissions may be quantitatively greater on a daily basis than emissions from the operation of the development once it is built.

Sensitive Receptors

The location of a development project is a major factor in determining whether it will result in localized air quality impacts. The potential for adverse air quality impacts increases as the distance between the source of emissions and members of the public decreases. Impacts on sensitive receptors are of particular concern. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they can be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The project area contains dense urban uses (e.g., office, retail, commercial, and residential uses). Existing noise and vibration-sensitive land uses in the project vicinity primarily include offsite low-density residences, the Ukiah Valley Medical Center, and the Hudson-Carpenter Park. Air quality problems arise when sources of air pollutants and sensitive receptors are located near one another.

The ARB notes that a sensitive receptor in close proximity to a congested intersection or roadway with high levels of emissions from motor vehicles, with high concentrations of CO, fine PM, or TACs, is a common concern. A sensitive receptor close to a source of high levels of nuisance dust emissions is also a concern.

Potential Impacts: Major objectives of the proposed Downtown Zoning Code include encouraging the development of a healthy, safe, diverse, compact and walkable urban community, mixed land uses, improved pedestrian facilities, additional bike lanes/routes, and other measures that will reduce the dependency on the automobile. These measures will reduce the local production of criteria air pollutants that would result from implementation of the current code which does not discourage use of the automobile.

The proposed new Code does not increase the density or intensity of the land uses contained in the current regulations – it focuses on site planning and building form and architecture. Therefore there would not be an increase in air pollutants from construction activities or due to an increase in residential densities and automobile use from what is currently permitted and designated in the Ukiah General Plan.

However, the production of non-attainment PM-10 resulting from short-term construction activities is regarded as a potentially significant impact. While large scale grading operations are subject to the review authority of the Mendocino County Air Quality Management District, who would impose routine mitigation/conditions to reduce the production of PM-10, smaller construction projects may not be. These smaller projects would contribute to an already significant (non-attainment) adverse condition, and therefore mitigation is warranted.

Additionally, any specific future development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would result in contributions to CO, O₃, NO₂, sulfur dioxide (SO₂); and lead (Pb). At this time, it is premature and would be speculative and unreasonable to assume what type, size, scale, and intensity of development would be proposed in the future, and whether or not criteria air pollutants would be produced.

Mitigation Measures: The following mitigation measures are recommended to reduce the production of particulate matter resulting from short-term construction activities:

1. Prior to any future site disturbance, grading or excavation of soil, the project proponents shall submit an application to the Mendocino County Air Quality Management District to determine if a permit is required.
2. The project contractors/applicants for future projects that involve grading and the disturbance of soil shall prepare dust control plans. The project contractors shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manor during all phases of the project. The dust control plans shall include, at minimum, the following measures:
 - g. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emissions.
 - h. All material excavated, stockpiles, or graded shall be sufficiently watered to prevent fugitive dust from leaving the site or causing a public nuisance. Watering should

occur at least twice daily, however frequency of watering shall be based on the type of operation, soil, and wind exposure.

- i. All on-site vehicle speed shall be limited to 15 miles per hour (mph) on unpaved roads.
- j. All land clearing, grading, earth moving, and/or excavation activities shall be suspended as necessary, based on site conditions, to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- k. All inactive portions of the disturbed site, including soil stockpiles, shall be covered or routinely watered to control dust emissions.
- l. Paved areas adjacent to the site shall be routinely swept or washed as required to remove excess accumulations of silt and/or mud, which may have resulted from grading and excavation at the project site.

Impact Significance After Mitigation: N/A

(Sources of Information for this Section: Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012) and Initial Environmental Study/Mitigated Negative Declaration: Railroad Depot Site Land Acquisition and Sale/Soil Contamination Remediation, City of Ukiah Department of Planning and Community Development, July, 2011.

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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regional Setting: Ukiah is located within the Russian River Valley in southern Mendocino County, California, north of the greater San Francisco Bay Area and west of the Central Valley. The Russian River Valley lies within the northern portion of the Coast Ranges province of California. The northern Coast Ranges trend northwestward, parallel to the major structural features of the region. The mountain range that lies west of the Russian River Valley and extends to the coast is commonly called the Mendocino Range and ranges in elevation between 1,400 and 3,000 feet. The highlands located east of the Russian River in the vicinity of Ukiah are known as the Mayacamas Mountains and range in elevation between 3,000 and 4,000 feet above mean sea level (amsl).

The Ukiah Valley is a subarea of the Russian River Valley. The Ukiah Valley is approximately 22 miles long, averages approximately three miles wide, and occupies an area approximately 65 square miles in size. The altitude of the valley floor ranges from approximately 500 feet at the southern end to approximately 700 feet in the northern end. The valley floor at Ukiah is approximately 600 feet above sea level.

The City of Ukiah is located along the Highway 101 corridor, approximately five miles south of California Highway 20. The city lies along the flatter portions of the valley floor, with the mountains adjacent to the west and east generally defining the Valley within the corridor. To the north are the communities of the Forks and Calpella; to the east are Vichy Springs and Regina Heights; to the southeast is Talmage and to the south is El Roble; and, to the west and northwest are Old Bailey Place and Orrs Springs, respectively. The Montgomery Woods State Reserve is located to the northwest of the city, and Lake Mendocino is located approximately two miles to the northeast.

The City of Ukiah offers a Mediterranean climate with an average annual rainfall of approximately 35 inches. The average high temperature is 73.5 degrees Fahrenheit (°F), and the average low temperature is 44.6 °F.

Local Setting: The project area is located in an older, urbanized area of the city that has been developed with a variety of different land uses. The immediate downtown Ukiah area supports commercial, residential, civic, and recreational uses, along with visible infrastructure features such as roadways, utilities, and street trees.

Gibson Creek flows through a portion of the site from the northwest to the southeast. Gibson Creek begins in the mountain ranges west of the city of Ukiah and flows through the city into the Russian River. As the city has developed over time, different strategies and techniques have been employed to control the Creek. In some areas, the Creek has been allowed to follow its natural route, while in other areas the Creek is contained by culverts, retaining walls, and earthen berms. The Creek has further been straightened and rerouted to accommodate agricultural uses and urban development. As a result, the current condition of the Creek varies along its length.



An Upper Stretch of Gibson Creek

The valley foothill riparian type habitat along Gibson Creek is utilized by a variety of wildlife. Numerous bird species, raccoons, and ringtails utilize streamside vegetation as nesting habitat. Riparian habitats act as dispersal corridors for amphibians, turtles, and some mammals. Riparian vegetation provides shade for streams, thereby lowering water temperatures and benefiting salmonids which prefer streams with cool, well-oxygenated water. Streamside vegetation also introduces coarse woody debris into streams, which provides shelter for fish and amphibians. Additionally, leaves and branches are broken down by many invertebrate species

and are subsequently consumed by fish or amphibians. This habitat holds a very high value for fish and wildlife species.

Historically, it is assumed that the on-site stream banks would have historically supported a moderately developed riparian community, similar to that visible along undisturbed stream segments both upstream and downstream of the project area. Generally, riparian vegetation along the project area segment has been degraded over the years as the City urbanized. However, riparian vegetation was planted along the banks of the railroad depot site segment of Gibson Creek by the Mendocino Fisheries Program in 2003. As a result, willows and other native plant species are visibly established along the banks, along with Himalayan blackberry and grasses. A variety of migratory bird species utilize this riparian vegetation as nesting habitat.

Potential Impacts on Riparian Habitat or Other Sensitive Biological Natural Community:

The Downtown Zoning Code area is located in the immediate downtown area of Ukiah. Gibson Creek flows through a portion of the area, which is largely developed and supports mostly non-native vegetation; however, the area does support some Valley Foothill Riparian Forest which is considered to have a high habitat value for fish and wildlife species. The banks along the railroad depot site segment of Gibson Creek in the project area historically would have supported a moderately developed riparian community. Riparian vegetation along a portion of this segment was recently replanted and established willows and other native species are visible along the banks, which may provide nesting habitat for a variety of migratory bird species. No special-status plant species were identified in the Final EIR for the Courthouse relocation project.

Implementation of the new zoning standards would result in the same potential density and intensity as the current zoning regulations. However, the proposed regulations would result in development sited and laid-out in a different way than the current regulations require. While the project area is highly urbanized and the proposed new Code envisions the revitalization of the creek through most of its course through the planning area, if future development is not sited with adequate setbacks from the riparian corridor of Gibson Creek, adverse impacts could result to biological communities. Additionally, while future development in the study area would be subject to environmental review and CEQA compliance to determine, based on the type, size and intensity of individual projects whether or not they would have a significant adverse impact on biological resources, guiding general mitigation measures are warranted.

Mitigation Measures:

3. Future development projects in the planning area shall maintain a 50-foot building setback from the edge of the Gibson Creek riparian corridor, unless a shorter distance is supported by the State Department of Fish and Game.
4. Future construction activities shall not cut, disturb, or remove native riparian plants or trees along the Gibson Creek riparian corridor unless supported by the State Department of Fish and Game.

Impact Significance After Mitigation: N/A

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 as defined in 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Prehistoric Setting: Archaeologically, the Ukiah Valley lies within the Russian River Valley sub-region of the North Coast Ranges. The City of Ukiah and the surrounding area have had a long cultural history and are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Recent work in Northern California at Clear Lake near Borax Lake indicates that the region was initially colonized at the end of the Pleistocene and associated with the “Western Clovis Tradition,” dating around 13,500 years ago. Obsidian data in that area indicates use may have begun as early as 16,000-20,000 years ago, although such findings have not been absolutely confirmed. The Russian River Valley is thought to have been first occupied sometime during the Paleo Indian period (10,000 – 6,000 B.C.) by speakers of the Yukian languages. Cultural constituents of the Yukian habitation include widestem points and share common elements with Borax Lake Pattern assemblages. Hokan speakers are believed to have come into the Clear Lake area, radiating out to the surrounding Russian River Valley, by the Middle Archaic (circa 3,000 B.C.). Cultural constituents of Hokan occupation are characterized by Mendocino Aspect assemblages marked by milling slabs and hand stones, as well as by nonfluted, concave base, and lanceolate projectile points, although it is suggested that the Mendocino Aspect is a localized manifestation of the Borax Lake Pattern.

Ethnographic Context: At the time of European-American contact, the project area was occupied by both the Northern and Central Pomo, both considered to be speakers of the Hokan language family. The Northern and Central Pomo were the groups that occupied the Ukiah Valley at the time of European-American contact, Ukiah being an Anglicized version of the Pomo word .”Yokaya,” meaning ”south valley.”

Many families would aggregate into small groups variously referred to as tribes, villages, village-communities, or tribelets. Each group was autonomous and owned a tract of land that was recognized by neighboring communities. The extent and nature of these land claims was based on both the surrounding terrain and ecology, determined by the need to assure access to an adequate food supply for each group. The differences in carrying capacity of different environments and regions led to differential spacing between villages. The Northern Pomo inhabited the California coast from the Navarro River north to Fort Bragg and inland in an irregular pattern from Horse Mountain, south to the northwestern shore of Clear Lake, and east

into the Ukiah Valley. The Central Pomo inhabited the California coast from the Navarro River south to the Gualala River and inland to the Russian River and Ukiah Valley. Central Pomo has generally been subdivided into three dialects: Boya—being a primarily coastal dialect, and Yokaya and Shanel - being interior dialects. Both the Northern and Central Pomo had a seasonal pattern of exploiting coastal and estuary resources during the summer months, subsisting primarily on shellfish, surf fish, and sea vegetables, some of which were preserved for winter consumption. During the fall and winter months they would move inland and rely on faunal resources such as deer and elk. Primary interior floral resources were acorns, buckeye, and other nuts as well as various berries, seeds, and roots.

Historic Setting: Rancho Yokaya was one of several Spanish land grants. It was 35,541 acres and extended through the Ukiah Valley, being approximately one mile east/west and 18 miles north/south. The Yokaya land grant was made to Cayetano Juárez in 1845 by the then California governor, Pio Pio. Juárez filed his petition as claimant to the grant in 1852, after the land had been accessioned into the United States. His petition was rejected in 1854 and then appealed to the District Court of the United States. Settlers began arriving in the area in the 1850s in spite of the pending appeal. The grant was finally patented to Juárez by the United States Land Commission in 1866.

In 1850, by an act of the California Legislature, present-day Mendocino County became part of Sonoma County. Ukiah was founded in 1856 by Samuel Lowry. He was Ukiah's first settler and built a log cabin at the southwest corner of E. Perkins Street and N. Main Street. Lowry sold the cabin to A. T. Perkins in 1857. Perkins moved his family to the Ukiah homestead from Wheatland, California. Perkins soon established a store, and a settlement began to grow. The state legislature formed Mendocino County in 1859 and Ukiah was chosen for the county seat at that time. Ukiah has remained the county seat of Mendocino County ever since.

In 1860, for a cost of \$9,000, the first courthouse was constructed in Ukiah at 100 North State Street where the current courthouse annex still stands. That year also witnessed the establishment of Ukiah's first newspaper, the Mendocino Herald. One of the earliest known roads in Mendocino County was constructed in order to promote efficient travel between Ukiah and the San Francisco Bay Area. A stage line between Petaluma and San Francisco was in operation by 1863. By 1880, this trip could be made in a single day. The road followed the present route of California State Highway 101. The Gschwend Toll Road from Boonville to Ukiah was established in 1868. In 1869, the road was extended west from Boonville to Point Arena, thereby connecting Ukiah and Anderson Valley to the Mendocino coast. A stage began running tri-weekly between Lakeport and Ukiah in the 1870s. H. W. Knowles, followed by James H. Burke, planted the first hops in Mendocino County in 1859. By the 1880s, hops were an important contribution to the local economy. In 1940, Mendocino County produced 18 percent (1.6 million pounds) of California's total hop production. In 1950, Mendocino County's 1,200 acres of hops produced almost one million dollars in revenue. By the 1960s, the bottom had fallen out of the market and agricultural production then shifted to grapes, pears, and prunes.

The Cloverdale and Ukiah Railroad was incorporated in 1886 to extend the San Francisco and Northern Pacific Railroad north to Ukiah. Service to Ukiah commenced in 1889. The completion of rail service to Ukiah caused land prices to soar. The price of a city lot rose from \$30 to \$150. Drug stores, saloons, doctor's and law offices, and livery and feed stables were established around the courthouse to support the burgeoning population, which reached 2,000 soon after the completion of the railroad. The San Francisco and Northern Pacific Railroad merged with

the Northwestern Pacific Railroad in 1907. The Ukiah Depot was designed by Southern Pacific, but built by the Northwestern Pacific Railroad in 1929. Redwood lumbering became an important economic activity in Mendocino County in the 1940s. The Lumber Rush of 1949 saw Ukiah's population grow to 6,000.



The Historic Ukiah Train Depot

Architectural and Historical Inventory/Survey Report Update, 1999: The City of Ukiah updated its Architectural and Historic Resources Inventory Report in 1999. There are a number of identified significant historic buildings in the Downtown Zoning Code area.

Potential Impacts: It is not anticipated that the proposed new zoning regulations would cause a substantial adverse change in archaeological or historical resources in the project area because the code requires the scale and general character of future development be based on the best elements of City's heritage, such as shady downtown streets, diverse architecture, mixed-use shopfront buildings, and the architecture of historic buildings.

Additionally, the Code contains historical building standards intended to ensure that any buildings over 50-years old that are proposed for modification will retain their historic charm and elegance.

Additionally, the current City Code requirements for demolishing a historic building (over 50 years old) would remain unchanged and would apply to any such proposal in the project area.

The project area contains no known paleontological or cultural resource sites. No human remains are likely to be encountered, as the project area has not been known to be used as a burial ground. This conclusion is based on the Figure V.3-DD contained in the Ukiah General Plan, which does not show the project area to be an area of high sensitivity for archaeological/cultural resources. Furthermore, the majority of the project area has been previously disturbed and no known cultural resources have been discovered. However, Gibson Creek does flow through a portion of the site and numerous archaeological surveys in the Ukiah Valley have discovered prehistoric artifacts along areas adjacent to creeks. Accordingly, a guiding mitigation measure for future development to protect prehistoric or historic resources in the event of a discovery is appropriate.

5. If, during site grubbing, grading, soil excavation or any aspect of future project development project, any pre-historic, historic, or significant cultural resources are discovered, all work shall be halted and the contractor/project proponent shall immediately contact the City of Ukiah Director of Planning and Community Development. The City shall engage the services of a qualified professional archaeologist at the expense of the project proponents, to perform a site reconnaissance and to develop a precise mitigation program, if necessary.

Mitigation Measures: None Required

Impact Significance After Mitigation: N/A

(Primary Source of Information for this Section: Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012).

6. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The City of Ukiah is located within the Russian River Valley, which is within the northern portion of the Coast Ranges of California, which trend to the northwest. The mountain range that lies west of the Russian River Valley and extends to the Pacific Coast is commonly called the Mendocino Range.

The Ukiah Valley is a subarea of the Russian River Valley. The Ukiah Valley is approximately 22 miles long, averages 3 miles wide, and occupies an area approximately 65 square miles. The altitude of the valley floor ranges from approximately 500 feet at the southern end to approximately 700 feet in the northern end. The valley floor at the City of Ukiah is approximately 600 feet above sea level.

The primary soil stratigraphy in the Downtown Zoning Code area consists of various fill materials, silt, clay, sand, and silt/sand mixtures. Groundwater is typically encountered in two distinct zones, the upper silty sand (approximately 2 to 7 feet) and the lower silt/sand mixture (29 to 30 feet). Groundwater in these zones appear to be under confined conditions due to the overlying low-permeability clay units. Satic water levels in the upper zone generally range from approximately 5 to 13 feet; however, at the central ,portion of the site static water can be as high as 0.1 feet. Static water levels in the lower zone generally range from 21 to 30 feet. Due to the confining conditions of the subsurface lithology, it has been estimated that static groundwater levels are likely to have significant seasonal variations.

Potential Impacts: The adoption of new zoning regulations would not, in and of themselves, cause impacts on the geology and soil conditions in the area. Additionally, the new zoning regulations would not permit or allow a denser or more intense development that the current regulations allow – they would merely require new development to be sited and designed differently. Development has occurred in the project area without noticeable geology/soils impacts. The new Code would not alter hos development occurs in terms of addressing geology and soils. The California Building Code requires soils/geotechnical reports for construction projects.

Future development projects will require Geotechnical and Soils Reports that will include recommendations based on the individual proposed projects and the soils and geologic conditions on each site. These recommendations will be imposed on future development projects during standard environmental review procedures and through the Building Permit review process.

Accordingly, Staff is able to conclude that the proposed project would not result in significant adverse impacts on the geology and soils in the area.

Mitigation Measures: None required.

Impact Significance After Mitigation: N/A

(Primary Source of Information for this Section: Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012).

HAZARDS & 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

HAZARDS & HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: Ukiah is generally regarded as a healthy City with relatively clean air and water. While there are some known toxic “spots” resulting from the past storage of hazardous materials underground, the City is not regarded as having a highly contaminated environment.

Under Title 22 of the California Code of Regulations (CCR), a hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or may pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed (CCR, Title 22, Chapter 11, Article 2, Section 66261.10). Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be properly disposed. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3), which are further defined below.

- Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. Toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, and other adverse health effects, depending on the level of exposure. Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline).
- Ignitable substances, such as gasoline, hexane, and natural gas, are hazardous because of their flammable properties.
- Corrosive substances, such as sulfuric acid (battery acid) and lye, can damage other materials or cause severe burns upon contact.
- Reactive substances, such as explosives, pressurized canisters, and pure sodium metal (which reacts violently when exposed to water), may cause explosions or generate gases or fumes.

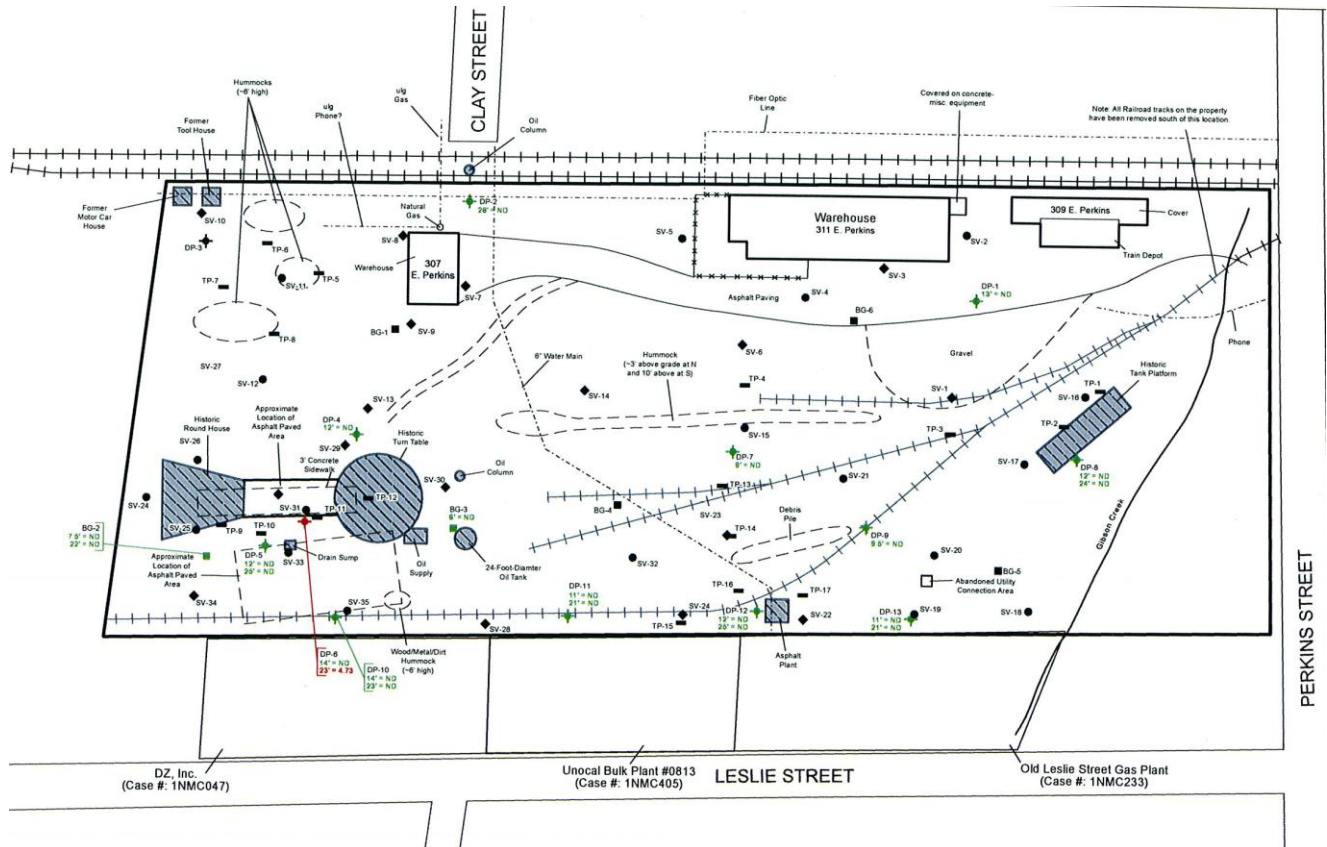
- Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. Remediation (cleanup) of hazardous wastes found at a project site is generally required if those materials are excavated. Cleanup requirements are determined on a case-by-case basis by the agency with lead jurisdiction over the project.

Hazardous Land Use Conditions in the Project Area

Airport: According to the Ukiah Regional Airport Master Plan and Mendocino County Airports Comprehensive Land Use Plan (MCCLUP), the site is located within the B2 Infill Compatibility Zone, as the Ukiah Municipal Airport is located less than two miles south of the site. According to the 2002 California Airport Land Use Planning Handbook, a portion of the project area lies within Handbook Safety Compatibility Zone 4, the Outer Approach/Departure Zone and Zone 6, the Traffic Pattern Zone. Zone 4 compatibility guidelines recommend that non-residential uses having higher usage intensities (such as major shopping centers, meeting halls, and buildings with more than three above-ground habitable floors) should be avoided. The Handbook defines the term “Avoid” as “use generally should not be permitted unless no feasible alternative is available.” Zone 6 is identified as having a “generally low likelihood of accident occurrence” and includes “all other portions of regular traffic patterns and pattern entry routes.” Residential and most non-residential uses are allowed; however, the Handbook recommends that such uses as day care centers, schools, and nursing homes be avoided.

Railroad Depot Site: The railroad depot property subject property has known contamination from historic railroad and industrial activities. Site investigation performed by potential buyers Weston Solutions, Inc., a company specializing in brownfield clean-up and development, indicated that results of soil sampling, groundwater sampling and soil-vapor sampling indicate the primary impacts at the site above potential levels of concern are limited to petroleum hydrocarbons (diesel and motor oil) and/or PAHs (primarily benzopyrene) in shallow soil (*Remedial Action Plan, Weston Solutions, Inc. May, 2011*). The Remedial Action Plan for the site indicated that since the impact from these compounds is limited to a fairly small volume in shallow soil, excavation and disposal of soil at an appropriate off-site facility is the most effective means of remediation. The Plan identified 10 small separate areas for soil removal, and that an approximate 650 to 1,150 cubic yards of soil would be removed from a total area of less than ½ acre.

The Remedial Action Plan includes an Implementation Work Plan for soil management, traffic control, waste management and decontamination. The Remedial Action Plan has been reviewed and approved by the North Coast Regional Water Quality Board.



Railroad Depot Property Soil Remediation – Sampling Locations

Potential Impacts: The adoption of new zoning regulations would not, in and of itself, disturb any site or disrupt any soil, and therefore would not directly expose people to hazardous material. However, if contaminated sites are not cleaned-up prior to future development activities, people occupying buildings could be exposed to hazardous vapors and soil material. It is reasonable to assume that no development would occur prior to clean-up of the site because the property is identified by the State Regional Water Quality Control Board as a site with contamination issues (Site ID No. 1NMC397) and approval to development the site would be predicated on successful remediation of the contamination and a declaration of site closure by the Regional Board.

Additionally, any future development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would expose people to hazardous substances. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future.

The proposed Downtown Zoning Code includes provisions requiring future development to be consistent with the standards for development in the Ukiah Airport Master Plan and Mendocino County CLUP regulations, including appropriate land uses, building heights, number of building stories, etc.

Staff is able to conclude that the adoption of new zoning regulations would not create hazards or produce hazardous substances, nor would it expose people to hazardous conditions. No impacts.

Mitigation Measures: None Required

Impact Significance After Mitigation: N/A

(Primary Source of Information for this Section: Final EIR – New Ukiah Courthouse Project, Judicial Council of California, Administrative Office of the Courts, April, 2012), Ukiah Regional Airport Master Plan, Remedial Action Plan: Former Rail Yard, Ukiah, CA., Weston Solutions, June 2011 and Draft Technical Memorandum of Floodplain Analysis and Recommendations – Railroad Depot Site, City of Ukiah, Weston Solutions, April 25, 2011.

8. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

8. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source: FEMA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regional Setting: The City of Ukiah is located within the Russian River Watershed. The Russian River is approximately 110 miles long and originates in central Mendocino County, approximately 15 miles north of the City of Ukiah in Redwood and Potter Valley. The east and west forks combine to form the Russian River within the Ukiah Valley. Several streams are tributary to the Russian River within the Ukiah Valley including: York, Hensley, Ackerman, Mill, Howell, Morrison, Parsons, Robinson, Orrs, Howard, Gibson, and Doolin Creeks.

Russian River Mainstem: The mainstem of the Russian River generally flows to the southeast to its confluence with Mark West Creek, at which point it turns sharply to the west and traverses the Coast Range, ultimately emptying into the Pacific Ocean at Jenner. Within the Russian River Watershed, the Coyote Dam and the Warm Springs Dam are major reservoirs and provide flood protection, water supply and storage, and recreational opportunities.

Coyote Dam: Coyote Dam is located on the East Fork of the Russian River near Ukiah and construction of the dam resulted in the creation of Lake Mendocino; the Warm Springs Dam is located on Dry Creek west of Healdsburg, and resulted in creation of Lake Sonoma.

Following construction of the Coyote Dam on the east fork in 1959, the Russian River has experienced substantial physical changes. Continued urbanization of the Russian River floodplain may result in impacts to the free flow of flood waters, increase exposure of persons and property to flooding, and cause deterioration or destruction of natural riparian habitats. As the dam holds back both water and sediment, the river experiences erosion of its bed and banks and subsequently incises (entrenches) into its floodplain, allowing the river to entrench over 18 feet in the Ukiah Valley in the past. Erosion of the banks of the Russian River and loss of riparian trees typically result from these conditions, as well as the erosion of creeks tributary to the river.

Land use patterns within the Ukiah Valley have also resulted in the conversion of streams and creeks to channelized and tunneled drainage facilities. Such channelization has interfered with natural drainage patterns, and has the potential to increase the occurrence of flooding due to an

increase in impermeable surfaces within the Valley. Within the Russian River Basin, approximately 93 percent of the average seasonal runoff occurs in a five-month period beginning in December and ending in April. Surface runoff within the City's basin is derived almost entirely from rainfall, although snow does fall in the mountains of the eastern part of the Eel watershed, located north of the Russian River. Annual rainfall in the City of Ukiah is approximately 35 inches. Stream flow responds directly to the rainfall pattern; high flows will drop quickly without sustaining rainfall. During the dry summer months, stream flow consists of groundwater seepage, channel storage, or reservoir storage.

Project Setting: Three major creeks flow through the City of Ukiah on their way to the Russian River. Gibson Creek traverses the northern portion of the project site and is a tributary to the Russian River. Gibson Creek receives runoff from a watershed that is approximately 2.77 miles in size. Elevations range from 2,722 feet above mean sea level (amsl) at its headwaters to approximately 584 feet amsl at its discharge to the Russian River. Gibson Creek is under the supervision of the U.S. Army Corps of Engineers and the State Department of Fish and Game (CDFG).

The project area generally slopes from northwest to southeast. The northwest portion of the area drains and enters the City's existing storm drain system along Mason Street, prior to being discharged into Gibson Creek. The storm drain system along Mason Street generally consists of seven inlets varying in size. These inlets are connected via storm drain pipes that convey runoff to Gibson Creek via gravity flow.

The project area presently supports surface parking and buildings. Pervious areas, such as landscaping, are limited and generally occur in the form of street trees or small grassy areas.

Water Quality: The entire Russian River watershed is impaired for sediment and temperature. Additionally, impairments for indicator bacteria (also known as pathogens) apply to several portions of the mainstem Russian River and Santa Rosa Creek tributary. Big Sulphur Creek is impaired for specific conductivity, and Pocket Canyon Creek is impaired for pH, both of which are tributary to the Russian River. The Laguna de Santa Rosa is impaired for nitrogen, phosphorus, dissolved oxygen, and mercury, in addition to the watershed-wide sediment and temperature impairments.

Additionally, Lake Mendocino, Lake Pillsbury, and Lake Sonoma in the Russian River, as well as Laguna de Santa Rosa, the largest tributary to the Russian River, have been listed under Section 303(d) of the Clean Water Act for mercury pollution measured in fish tissue. Possible mercury sources include inactive mining and processing sites for mercury and gold, soil erosion due to human activities such as logging and road construction, and airborne sources from North America and Asia. Mercury present in the bottoms of rivers and reservoirs and is transported by erosion processes and can be converted into methylmercury. As methylmercury accumulates in the food chain, it becomes concentrated, so that in larger predatory fish (e.g., trout and bass), concentrations can exceed levels of concern for human consumption. Sediment loads within the watershed can be attributed to historical activities, as well as recent human activities such as road construction, agriculture, land development, and recreation. Temperature is also a significant water quality concern in the Russian River watershed. Warming water temperatures can be attributed to dams, water diversions, inadequate shading by limited riparian canopy, and/or low instream flows.

Based on routine and required water quality testing, the City's domestic water supply is not contaminated and does not violate any water quality standard.

Flooding: The Ukiah Valley is subject to potential inundation if the Coyote Dam (located at the base of Lake Mendocino) were to fail. The U.S. Army Corps of Engineers (USACE) resource documents associated with Coyote Dam do not indicate the current level of risk associated with a potential dam failure; however, it is anticipated that additional studies regarding dam safety will be conducted in the future as funding becomes available.

Flooding as a Result of the Failure of a Levee or Dam: According to the Draft Ukiah Valley Area Plan (December, 2010) Health and Safety Section, hypothetically, in the event of a total dam failure when Lake Mendocino is filled to capacity, water would flow north up the Russian River channel to a point north of Highway 20. Between Highway 20 and Calpella, the topography of the channel would keep the water confined between the bluffs and North State Street. The greatest damage would likely occur south of Calpella. Inundation is predicted to occur along most creek channels from the Russian River nearly to the base of the foothills on the west side of the Valley. The main channel of flooding would likely follow Highway 101 or State Street, whichever is further west. In the southern portions of the Ukiah Valley, the flood waters have a large land area in which to fan out both east and west of the Russian River, although the USACE projects that most segments of Highway 101 south of Talmage Road will be under water. The project site is located north of Talmage Road.

Flood Zone Requirements: The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The FEMA FIRM map indicates that the project area has Zone A3, Zone A1, Zone A4, and Zone B within its boundaries. Zones A1, A3, and A4 are defined as areas inundated by 100-year flooding, for which no base flood elevations have been established. Zone B is defined as an area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than one foot or with drainage areas less than one square mile; or, an area protected by levees from 100-year flooding. Portions of the project area are considered to be within the 100-year flood area.

Potential Impacts:

Erosion: Erosion from the disturbed areas during future site preparation and development activities, most notably grading, could cause adverse impacts to water quality if the exposed soil is not properly stabilized and storm water carries silt into Gibson Creek and into the Russian River.

However, Division 9, Chapter 6, Floodplain Management, and Chapter 7, Erosion and Sediment Control, of the Ukiah City Code provide regulations pertaining to proposed development and the potential for effects on existing hydrology or water quality within the City and/or region. As flood hazards may result in the loss of life and property, health and safety hazards, disruption of land uses, and increased public expenditure for flood protection and relief, the Ukiah City Code is aimed at reducing the potential for flooding to occur and increasing protection from flood damage. Section 9602 of the Ukiah City Code requires methods for reducing flood losses, and associated erosion, within the City.

Division 9, Chapter 7, Erosion and Sediment Control, Sections 9700 to 9706, of the Ukiah City Code provides requirements for reducing the potential for development to result in an increase in erosion or contribution of sediment to onsite or offsite water bodies. Measures are identified

to address the requirement to prepare an erosion and sediment control plan and to address such issues as grading and storage methods, clearing and grading activities, and waterway crossings.

These standards are mandatory, and as a result, all future development projects will provide erosion control measures to preclude siltation of Gibson Creek and the Russian River.

Additionally, the North Coast Regional Water Quality Control Board (NCRWQCB) has primary responsibility for protecting the surface and groundwater quality within the proposed project area. The NCRWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The NCRWQCB is concerned with all potential sources of contamination that may reach subsurface water supplies through direct surface runoff or infiltration. Discharges from the project area are subject to state water quality laws and regulations.

Therefore, erosion related impacts would be less than significant. No mitigation is required.

Water Quality: Construction of future projects on the limited vacant sites within the project area could result in a net increase in impervious surfaces, which could potentially increase pollution levels in stormwater and non-stormwater (e.g. landscape irrigation) runoff entering Gibson Creek and ultimately the Russian River. Because the vacant sites are limited, this contribution is expected to be limited.

The post-project runoffs would contain varying types and amounts of chemical constituents typical of urban runoff, which would ultimately be conveyed to the Russian River during large storm events. Pollutants likely to occur in stormwater from the potential project site include the target pollutants such as pesticides and metals, among other urban pollutants.

The State Regional Water Quality Control Board requires Best Management Practices (BMPs) to be implemented by developers, property owners, and public agencies engaged in new development or redevelopment activities. The intent of incorporating BMPs is to prevent any net detrimental change in runoff quantity or quality resulting from new development and redevelopment. Runoff reduction control measures should be implemented according to the New Development and Redevelopment Handbook (California Stormwater Quality Association, 2004), which provides general guidance for selecting and implementing BMPs to reduce pollutants in runoff in newly developed areas and redeveloped areas to waters of the state. The New Development and Redevelopment Handbook also provides guidance on developing project-specific stormwater management plans including selection and implementation of BMPs for a particular development or redevelopment project.

Additionally, consistent with requirements of the NCRWQCB, potential future projects would implement the use of Low Impact Development (LID) measures to treat and retain stormwater runoff on the potential project site. LID is a development site design strategy intended to maintain or reproduce the pre-development hydrologic system through the use of design techniques to create a functionally-equivalent hydrologic setting. LID strategies may include the use of integrated stormwater retention and detention areas, reduction of impervious surfaces, lengthening of flow paths and runoff time, or use of natural vegetation and soil to filter runoff, among other methods.

Overall, future proposed projects must meet existing City and State requirements that include implementation of BMPs (structural and non-structural) and LID measures that are best suited

to maximize reduction of the pollutants of concern. These requirements are specifically designed to protect water quality and downstream beneficial uses. Therefore, impacts on the quality of runoff as a result of potential future projects would be less than significant. No mitigation is required.

Flooding: Placement of a Structure within a 100-year Flood Hazard Area that Would Impede or Redirect Flood Flows. The project area is partially located within the 100-year flood hazard zone and therefore, future development has the potential to result in impacts with regard to flooding.

The FEMA FIRM map designates the project area as Zone A3, Zone A1, Zone A4, and Zone B (FEMA, 2011). Zones A1, A3, and A4 are defined as areas inundated by 100-year flooding, for which no base flood elevations have been established. Zone B is defined as an area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than one foot or with drainage areas less than one square mile; or, an area protected by levees from 100-year flooding.

Per FEMA flood insurance rate maps, approximately 4 acres of the project area is designated Zone A, areas of 100-year flood; base flood elevations and flood hazard factors not determined. An additional 3.2 acres± is designated Zone B, areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. As a result, approximately six acres resides within the floodplain.

The Ukiah City Code Chapter 6: Floodplain Management, Article 5: Provisions for flood hazard reduction with a section for Standards for Construction, includes the following excerpt: "...New construction and substantial improvement of any structure shall have the lowest floor, including basement, elevated to or above the base flood elevation." This would indicate that building within the floodplain is permitted; however, unadvised. Any development within the floodplain would require mitigation to compensate for the loss of storage area and obstructions within the floodplain flow path. For example, if a building is placed within the floodplain and subsequently the storage volume is decreased in the floodplain, mitigation would be required. Such mitigation could include additional storage volume being created or credits from a floodplain mitigation bank being purchased. Not all floodplain mitigation occurs at a ratio of 1:1, meaning for every one square foot of floodplain taken up 1 square foot is created to mitigate it. Once the impact to floodplain storage is determined agencies can require higher levels of mitigation, such as 1:3 or 1:5 ratios.

Additionally, the Ukiah City Code Chapter 6: Floodplain Management, Article 5: Provisions for Flood Hazard Reduction with Section 9669 Floodways, includes the follow excerpt: "Prohibit encroachments, including fill, new construction, substantial improvements and other development unless certification by a registered professional engineer or architect is provided demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge." A full dynamic analysis of Gibson Creek would be required to build within the floodplain and likely necessitate an application with the U.S. Army Corps of Engineer, the State Water Resources Control Board, other state and county agencies, and the City of Ukiah.

In addition to building structures, post-construction BMPs would need to be located outside of the floodplain but below the grade of proposed imperious surfaces. To hydraulically maintain

operations during 100-year storm recurrence interval, both stormwater quality and quantity standards require freedom from the floodplain.

In addition, there are safety risks associated with developing in the floodplain, including but not limited to accessing the affected site during flood events. An essential facility such as a public building may necessitate access during emergency situations. If access during the flood conditions is required, then the access roads in addition to structures would be required to be constructed above the flood elevation. Costs associated with development in the floodplain have the potential to add significantly to the proposed project, due to excess waterproofing required for such elements as the building foundation.

The floodplain zones surround Gibson Creek would therefore impact potential building structure and postconstruction BMP locations and should be considered when selecting potential building locations. A full dynamic analysis of Gibson Creek would be required to build within the floodplain and would likely necessitate an application with the U.S. Army Corps of Engineers, California State Department of Fish and Game, and the State Water Resources Control Board. Through avoidance of the floodplain and/or compliance with applicable federal, state, and local design requirements with regard to development within the floodplain, impacts resulting with the proposed project would be reduced to less than significant.

Moreover, future development projects would be subject to separate environmental review and compliance with the California Environmental Quality Act. Based on the size, scope, location, and scale of future development projects, potential impacts would be determined and appropriate mitigations measures prepared if necessary.

Mitigation Measures: No mitigation is required at this time.

Impact Significance After Mitigation: N/A

(Primary Source of Information for this Section: Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012)

9. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The City of Ukiah is a compact urban environment, and functions as the County seat for Mendocino County. Commercial, residential and industrial land uses are planned for

specific areas of the City as set forth in the 1995 Ukiah General Plan (Housing Element updated in 2011). Allowed/permitted land uses are defined via zoning districts as stipulated in the Ukiah Municipal Code. The proposed project involves rezoning the Downtown area and Perkins Street Corridor from the existing commercial districts to a new commercial zoning district.

Several General Plan goals, policies, and implementation programs are relevant to this proposal:

The City's General Plan includes goals, policies, and implementation strategies for each of the thirteen elements of the General Plan. The City's General Plan is aimed at providing long-term guidance for development within the incorporated City of Ukiah and its Sphere of Influence. The proposed new Downtown Zoning Code is consistent with the following General Plan goals, policies, and implementation measures:

- Goal GP-20: Maintain and enhance area natural resources balancing the use of the resources, replenishment, and remaining supply.
 - Policy GP-20.1: Create natural resource guidelines for use in future planning and development decisions.
 - Policy GP-20.2: Protect water supplies from adverse impacts.
 - Policy GP-20.3: Maintain and enhance air quality.
- Goal GP-21: Conserve open space, hillsides, stream courses, and indigenous flora and fauna for the enjoyment of future generations.
- Goal GP-22: Promote reclamation, additional storage, and conservation of water.
- Goal GP-24: Conserve and enhance the natural beauty of Ukiah Valley.
- Goal GP-25: Ensure aesthetic qualities in the design and construction of the community.
 - Policy GP-25.2: In areas to be developed or redeveloped, ensure usable open space and common spaces.
- Goal GP-26: Require that landscaping be a significant component of development and redevelopment.
- Goal GP-27: Maintain scenic viewsheds of the Valley.
- Goal GP-28: Make Ukiah a leader in the development of responsible, resource-conserving ways of living and doing business, giving fullest consideration to the impacts of our actions on future generations.
 - Policy GP-28.2: Provide incentives, wherever possible, to environmentally responsible activities, both business and personal.
 - Policy GP-28.3: Model the sustainable use of resources. This shall include investing in comprehensive conservation of energy, minimizing polluting activities, and avoiding needless consumption and waste.

- Policy GP-29.1: Minimize the use of fossil fuels to the greatest feasible extent in all activities including investment in low and zero emission vehicles.
- Policy GP-29.2: Encourage the use of low and zero emission alternatives to fossil fuels for all modes of transportation.
- Policy GP-29.3: Promote public transportation, services within walking distance in neighborhoods, and any other feasible means of preventing needless vehicle use and pollution.
- Goal GP-31: Identify ways to replace wasteful practices that imprudently use resources.
 - Policy GP-31.1: Establish programs to reduce motor vehicle dependency.
 - Policy OC-1.3: Coordinate landscaping of public and private development with preservation and restoration of open space and native vegetation.
 - Implementation Measure OC-1.3(a): In the Land Development Code or design standards,³
 - incorporate requirements for enhancing native vegetation.
- Goal OC-7: Ensure the health and viability of the Russian River and its tributaries.
 - Implementation Measure OC-7.4(a): The revised Land Development Code shall incorporate standards for retention or volume reduction of stormwater flows as a means of reducing flood potential from surface runoff from large paved areas.
 - Implementation Measure OC-7.5(b): Review project landscaping proposals, working with proponents, to avoid removal or damage to riparian habitat and develop programs to avoid or manage sedimentation and erosion of river channels and tributaries.
- Goal OC-9: Conserve and enhance channels for creeks and waters flowing through the Planning Area.
 - Policy OC-9.3: Creek restoration programs shall not interfere with the existing and future floodwater capacity of creek channels.
 - Implementation Measure OC-9.3(a): As part of stream restoration and maintenance programs, the City and County shall ensure that floodwater carrying capacity has not been significantly reduced or damaged.
 - Implementation Measure OC-9.3(b): Whenever possible, riparian vegetation shall be used for streambank protection in conjunction with natural material or appropriate structural material to achieve a natural-looking appearance.
- Goal OC-15: Protect surface and groundwater from adverse impacts from chemicals and soil sediments found in urban and agricultural runoff.

- Policy OC-15.1: Protect water quality from adverse impacts of urban and agricultural runoff.
- Implementation Measure OC-16.1(a): Parking lot design shall be reviewed to ensure that there are adequate containment features to separate contaminated surface water from storm water run-off.
- Implementation Measure OC-16.1(b): Utilize appropriate technology to delay storm surges from running off parking areas and potentially overburdening the drainage system.
- Policy OC-16.2: Manage stormwater flows to reduce the hazard of flooding from increased stormwater volumes.
- Implementation Measure OC-16.2(a): Review all proposed projects to ensure that the calculated volume and locations of surface water discharges do not exceed the capacity of area drainage systems. If the drainage system is exceeded, improvements can be required through Appendix 70 of the Uniform Building Code.
- Goal GP-21: Conserve open space, hillsides, stream courses, and indigenous flora and fauna for the enjoyment of future generations.
- Goal OC-22: Conserve and replenish valley oaks in the Valley.
 - Policy OC-22.1: Maintain, protect, and replant stands of Valley Oaks.
 - Implementation Measure OC-22.1(a): When reviewing proposal for development, require that all valley oaks on the project area be identified, and ensure that all reasonable efforts have been
 - undertaken to protect the trees.
- Goal OC-23: Native plant landscaping shall be encouraged.
 - Policy OC-23.1: Define standards that include native plant landscaping.
 - Implementation Measure OC-23.1(a): Provide information about native plant landscaping to
 - developers.
 - Implementation Measure OC-23.1(b): Develop landscaping standards which use native plant
 - landscaping for all new development and redevelopment projects.
- Goal OC-25: Maintain and enhance the City's canopy of shade trees.
 - Policy OC-25.1: Protect existing healthy mature trees to maintain shade and area attractiveness.

- Implementation Measure OC-25.1(a): During the short-term planning period, utilize the Land Development Code or enact an ordinance identifying important shade tree areas and providing for their long-term management and health.
- Implementation Measure OC-30.2(b): During the short-term planning period, promote the location of potential community garden sites.
- Goal EG-1: Create land use patterns which facilitate the conservation of energy.
 - Policy EG-1.1: Locate shopping, employment and recreation opportunities within walking or bicycling distance of proposed and existing housing.
 - Implementation Measure EG-1.1(a): The Land Development Code shall incorporate standards and incentives for new development to provide safe and reasonable access for pedestrians and bicyclists.
 - Implementation Measure EG-1.1(b): The land Development Code shall allow for mixed-use developments.
- Goal CD-1: Establish a design review program appropriate for the Ukiah Valley.
 - Policy CD-1.1: Encourage appropriate scale, materials, setbacks, and landscaping to enhance the Valley's beauty and historic fabric.
 - Implementation Measure CD-1.1(a): Ensure that the design standards in the Land Development Code include standards for material compatibility with the visual fabric of the area in terms of material, siting, scale, and landscaping.
 - Policy CD-1.2: Ensure consistent design guidelines throughout the Ukiah Valley.
 - Implementation Measure CD-1.2(b): The City shall administer the Design Review Guidelines through a Design Review Committee that passes advisory recommendations during the Site Development Review process.
- Goal CD-2: Seek out future designs to become "preservable" structures.
 - Policy CD-2.1: Encourage developers to construct new buildings and settings of such quality that Ukiah's future citizens will wish to protect them.
 - Implementation Measure CD-2.1(a): Utilize design standards in the Land Development Code which help to create quality designs which future residents will want to preserve.
 - Policy CD-2.2: Ensure that developments relate harmoniously with each other within districts.
 - Implementation Measure CD-2.2(a): Include design standards that reflect the land use intensity and the different design needs for separate areas within the Valley.

- Goal CD-3: Provide an aesthetically pleasing urbanscape.
 - Policy CD-3.1: Establish Design Review guidelines tailored to neighborhood character and land uses.
 - Implementation Measure CD-3.1(a): The design review guidelines in the Land Development Code shall be reflective of neighborhood character and land use intensity.
 - Policy CD-4.2: Encourage planting of native trees and plants.
 - Implementation Measure CD-4.2(a): Utilize design standards that encourage the planting of native, adaptive, and drought resistant vegetation in all introduced and approved landscaping plans.
 - Policy CD-4.3: Require landscaping that will result in the creation of new street canopies.
 - Implementation Measure CD-4.3-(a): The landscape standards in the Land Development Code shall include provisions for street canopies and streetscape enhancement.

- Goal CD-5: Preserve and enhance the scenic setting of the Ukiah Valley.
 - Implementation Measure CD-5.1(a): Consider the visual effects of density when assigning land use density and building intensity in areas between communities.
 - Policy CD-5.2: Preserve native riparian vegetation on both the Russian River and along tributary creeks in the Ukiah Valley.
 - Implementation Measure CD-5.2(a): Implement provisions of the Open Space Element related to riparian habitat in the Design Review Guidelines.
 - Policy CD-5.3: Encourage an attractive viewshed.
 - Implementation Measure CD-5.3(a): Ensure that design standards in the Land Development Code incorporate provisions to be responsive to enhancing or complementing views from US 101 through the use of landscaping or other site design characteristics.
 - Policy CD-8.1: Encourage the preservation of scenic views, vistas, and streetscapes.

- Goal CD-9: Improve and enhance the appearance of downtown Ukiah.
 - Implementation Measure CD-9.1(c): Ensure that new and rebuilt downtown properties maintain the character and sense of place for the downtown area.
 - Policy CD-9.2: Ensure compatibility of new development in the downtown area.

- Implementation Measure CD-9.2(a): Require that new building designs be complementary to the overall character of the neighborhood in which a project is located.
- Policy CD-9.3: Ensure Downtown design that will enhance the character of the area.
- Goal CD-12: Conserve the character and architecture of Ukiah and Valley neighborhoods.
 - Policy CD-12.1: Maintain and improve Ukiah's streets, lighting, trees, landscaping, and parks in a manner than enhances the City's beauty and historic fabric.
 - Implementation Measure CD-12.1(a): Establish public design standards for street furniture and landscaping that enhance the streetscape and general fabric of the City.
- Goal CD-16: Create attractive public places and buildings.
 - Policy CD-16.1: Work to create public places within the City.
 - Implementation Measure DC-16.1(a): Encourage creation of public places designed to serve City and neighborhood needs.
 - Implementation measure DC-16.1(b): Design public places to be safe and attractive for passive use.
 - Policy CD-16.2: Ensure attractive public buildings.
 - Implementation Measure DC-16.2(a): New public buildings shall be subject to design review standards.
 - Implementation Measure DC-16.2(b): Design review applied to public development shall be sympathetic to the location and use of the building as well as the standards that would be applied to similar private development.
- Goal CD-17: Require commercial and industrial parking lots to be designed and sited so as to increase the attractiveness of the areas in which they are located.
 - Policy CD-17.1: Site commercial and industrial parking lots to be designed subservient to the structure it serves.
 - Implementation Measure CD-17-1(a): When feasible, locate parking facilities to the rear of main structures.
 - Policy CD-17.2: Include parking lot design and landscaping standards within the land development code.

- Implementation Measure-17.2(a): Include within the land use development code a design requirement that parking lots include landscaping to increase attractiveness and to provide shade.

The reasons the proposed project is consistent with the above Goals, Policies and Implementation Measures are summarized in the project objectives, which are reiterated below:

1. To create an urban environment that implements and fulfills the goals, objectives and strategies of the Ukiah General Plan by encouraging the development of a healthy, safe, diverse, compact and walkable urban community.
2. To implement the vision for the study area created by the community during an intense and open community design charrette process in 2007. That vision is one of environmentally sustainable and economically vital public spaces and buildings with a renewed civic square, attractive civic buildings and spaces, a healthy creek corridor, gateways that reflect Ukiah's sense of place, a mix of building types and affordability, new development that supports and enhances the train depot and rail corridor, interconnected and pedestrian-oriented public streets, specific locations for potential anchor buildings (such as large-scale retail, employment centers and parking structures), and pedestrian-friendly buildings and streetscapes.
3. To manage the scale and general character of new development to emulate the best elements of Ukiah's heritage, such as shady downtown streets, diverse architecture, mixed-use shop-front buildings in the Downtown, and the architecture of historic civic buildings.
4. To ensure that public and private spaces are connected and compatible. Buildings that line public spaces relate to the natural surroundings and character of the local built environment, and connect to one another at the pedestrian scale. Public spaces are more than streets and paths for people traveling on foot, on bicycles and in cars. They are the community gathering places. The character of these public spaces is defined by their design and detail, and by the way that private buildings connect to public spaces.
5. To coordinate the design of public and private elements in a comprehensive and systematic approach. The Downtown Zoning District provides this system, focusing on the pedestrian experience as well as on the efficient movement of pedestrians, bicycles, and automobiles.
6. To facilitate the coexistence of a wide range of residential, commercial and similar uses in close proximity within a lively downtown urban environment.
7. To preserve and enhance the historic Downtown.
8. To support local businesses and create a vibrant commercial downtown where buildings meet the street and activate a wide range of pedestrian-friendly uses.
9. To promote and encourage a sustainable community through the reuse and improvement of existing buildings, infill development, green building and smart growth practices, and resource conservation (such as the enhancement of the Gibson Creek corridor, tree planting, and tree preservation).

Additionally, Chapter V.1, Infrastructure Elements – Airport, of the City’s General Plan addresses operation of the Ukiah Municipal Airport. The Airport is owned and operated by the city, and the city has committed to the ongoing, long-term operation of the Airport in its existing location. As such, the City’s General Plan provides guidance, consistent with the city of Ukiah Airport Master Plan, to ensure an ongoing balance of compatible land uses in areas surrounding the Airport and to minimize potential conflicts with regard to public safety. The proposed new Code requires future development to be consistent with the Ukiah Regional Airport Master Plan and Mendocino County Comprehensive Land Use Plan.

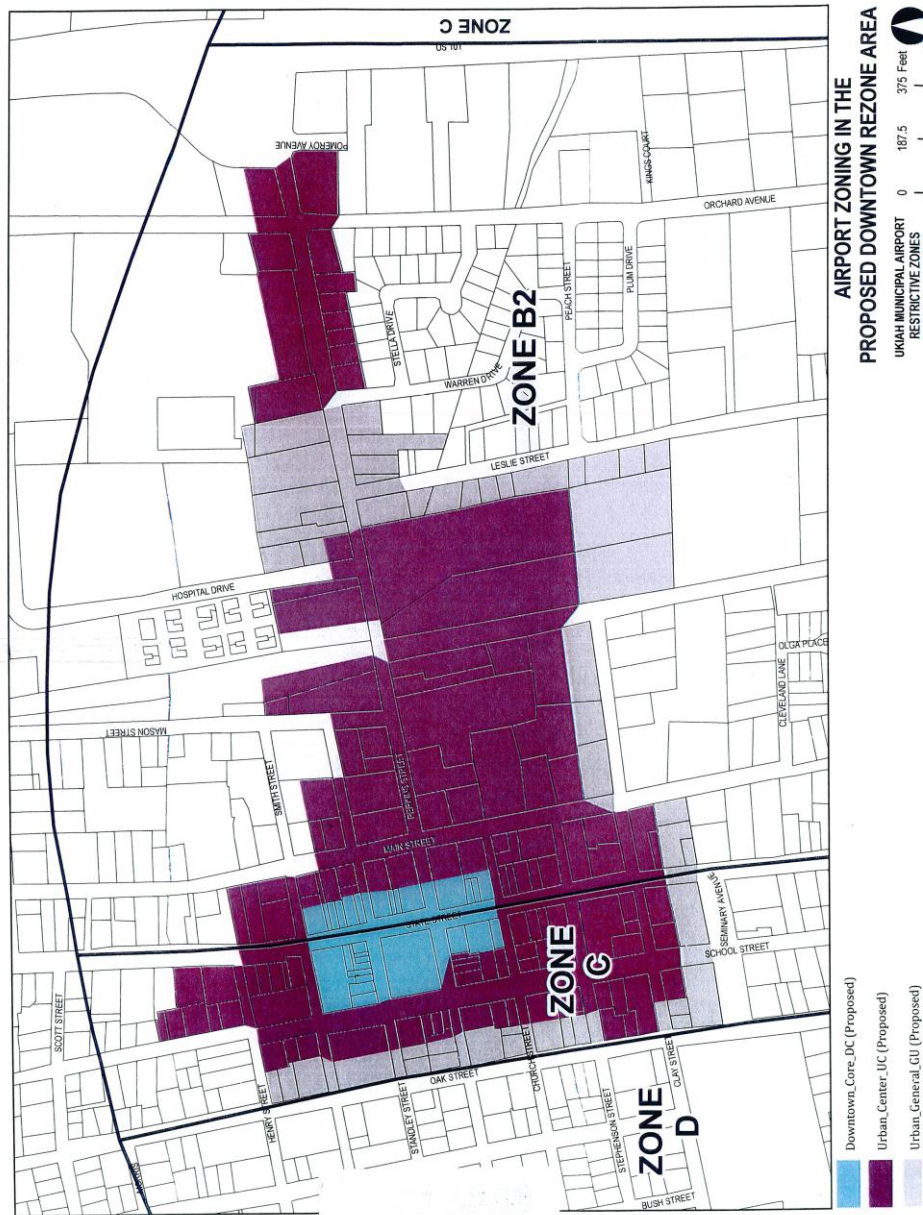
The Ukiah City Code, Chapter 9, *Building Heights Near Airport*, addresses height restrictions of development activities within proximity to the Ukiah Municipal Airport. Article 2, Section 3290(A), Prohibition of Structures Creating Air Navigation Hazards, states that “No person, firm, association, partnership, corporation, public entity subject to the jurisdiction of the city or other organized group acting as unit shall erect, construct, maintain or cause to exist within the corporate limits of the city of Ukiah any object, including a mobile object, structure or naturally growing thing, such as a tree or shrub, that would constitute an obstruction to air navigation by exceeding the heights or surfaces established in Title 14 of the Code of Federal Regulations Section 77.23 as it now reads or may be amended hereafter or any successor regulation, unless the Administrator of the Federal Aviation Administration (FAA) has issued a written order determining that the object will not constitute a hazard to air navigation or the California Department of Transportation (Caltrans) has issued a permit allowing the construction, alteration or growth of the object.” Additionally, Section 3290(B) states that “The City of Ukiah shall not issue any permit, including a Use Permit or Building Permit, authorizing the construction, alteration, maintenance or repair of any object, structure or naturally growing thing prohibited by subsection A of this Section, unless a copy of the order or permit described in subsection A has been filed with the City official responsible for issuing said permit (Ord. 402, §3, adopted 1948; amd. by Ord. 928, §1, adopted 1992).”

City of Ukiah Downtown Master Plan (Adopted 1992): The Downtown Master Plan provides guidance for long-term development within the city’s downtown area. The Plan identifies design and performance standards and provides measures aimed at guiding future land uses proposed within the City’s urban core to ensure that development patterns remain consistent with and maintain the existing character, and reinforce the city’s intended vision for the area.

The large portion of the project area lies within the boundaries of the Downtown Master Plan Area. In support of the Master Plan, the City participates in the Main Street Program, a nationally-certified program implemented by the National Trust for Historic Preservation. The City officially became a Main Street City in 1987. The program is intended to preserve and enhance the character of America’s downtowns and promote downtown areas as economic and cultural centers of thriving communities. The program is implemented at the local level and focuses on improving economic management, strengthening public participation, and making downtown an enjoyable place to visit, as well as recruiting new businesses, rehabilitating buildings, and expanding parking, while creating a “sense of place.” The proposed Downtown Zoning Code is consistent with the vision, purpose and intent of the Downtown Master Plan.

Ukiah Municipal Airport Master Plan Report (Adopted July 1996): The Ukiah Municipal Airport is located approximately one mile to the south of both potential project sites. According to the Mendocino County Airports Comprehensive Land Use Plan, the project area is located within both the C (Common Traffic Pattern) and the B2 Infill Compatibility Zone (Extended Approach-

Departure Zone). The B2 Zone places certain additional restrictions on land uses and applies to those locations where a moderate risk occurs, as aircraft are typically operating below 800 feet above ground level (agl). Additionally, significant noise impacts may occur. Allowed density for uses other than residential is restricted 60 people per two acres. The C Zone is less restrictive and allow a maximum of 150 people per acre. As indicated above, The proposed new Code requires future development to be consistent with the Ukiah Regional Airport Master Plan and Mendocino County Comprehensive Land Use Plan.



The Ukiah Municipal Airport Master Plan Report provides a comprehensive evaluation of the status, anticipated future uses, and proposed future course of development at the Airport. The Airport supports a variety of flight operations, although no scheduled air carriers operate out of the Airport; however, private and charter aircraft, delivery (cargo) aircraft, and the California

Department of Forestry and Fire Protection Attack Center utilize the Airport to provide passenger and public safety protection services. The Mendocino County Sheriff and other law enforcement agencies also maintain their air equipment at the Airport, and air ambulance services frequently utilize the air field.

Mendocino County Airport Comprehensive Land Use Plan (adopted October 1993; Revised 2010): The Mendocino County Airport Land Use Commission is responsible for ensuring that proposed development in the vicinity of county airports is consistent with airport activities. The Mendocino County Airport Comprehensive Land Use Plan establishes criteria and policies that the Land Use Commission uses in assessing the compatibility between the public-use airports in the county and proposed land use development in areas surrounding the county's airports. The Plan establishes Compatibility Criteria and identifies a specific set of zones and associated criteria for each of the potential impact types, which include noise, safety, airspace, and overflight.

On March 22, 2012, the Mendocino County Airport Land Use Commission conducted a public hearing, considered information prepared by its staff, and after considerable discussion, determined that the proposed new Downtown Zoning Code was consistent with the Mendocino County Airports Comprehensive Land Use Plan. The Commission made this determination with the understanding that minor language would be added to tables indicating that future development in the project area would be subject to the regulations contained in the City's Regional Airport Master Plan and County Airports Comprehensive Land Use Plan.

Potential Impacts: The project site is located within the immediate downtown area of Ukiah where the majority of lands are presently developed. Additionally, it is located (or partially located) within the City's designated Downtown Revitalization District and Downtown Ukiah Design District. The existing Commercial land use designation that applies to the area is intended to allow for a variety of uses, including retail, service businesses, general commercial, shopping centers, shopping malls, public facilities, places of public assembly, parking lots, and residential uses. The proposed project would not change the General Plan Land Use Designation. Therefore, the proposed Downtown Zoning Code would not enable land uses that would be inconsistent with that intended for the area, or that might create a barrier between uses within the existing neighborhood.

The project area is surrounded on all sides by urban development. Land uses immediately north of the potential project site include a residential manufactured home community and land uses south of the potential project site consist of a residential manufactured home community. Future development in the project area would be constructed on lands that are currently developed and/or highly disturbed, therefore, the proposed project would not change any lands from undisturbed lands to a developed condition. Additionally, all development would occur within the boundaries of the project area, and would not create a new division between any existing residential use and the surrounding neighborhoods.

The proposed project would not significantly divide or disrupt the arrangement of land uses in the surrounding area, nor would it displace any dwelling units or residents. In addition, the proposed project would not conflict with or disrupt the daily operations of surrounding commercial, residential, or public or governmental uses presently existing in the area. Therefore, the proposed project would not result in a division of an established community, and there would be no impacts.

Staff is able to conclude that the proposed project is consistent with the goals, policies and implementation measures contained in the Ukiah General Plan. For example, Goal CD-9: *“Improve and Enhance the Appearance of the Downtown”* is precisely the aim of the proposed project. Other goals and policies call for the conservation and enhancement of creeks and landmark trees; the preservation and enhancement of the historic nature of the Downtown, and locating parking lots behind buildings – all of which are accomplished by the proposed new Code.

Future development will be required to be consistent with all applicable plans and policies. Based on the discussion above, it has been concluded that the proposed new Downtown Zoning Code is consistent with the provisions of the Ukiah Regional Airport Master Plan and the Mendocino County Airports Comprehensive Land Use Plan.

In addition, any future proposed development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would be inconsistent with the City’s Plans and policies. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future. No impacts identified.

Mitigation Measures: None required.

Impact Significance after Mitigation: N/A

10. 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 of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The planning area is densely urbanized and is devoid of mineral resources. There are no mineral extraction operations in or near the project area, and the Ukiah General Plan does not identify or delineate and mineral resource areas or recovery sites within the City of Ukiah.

Potential Impacts: Because there are no known mineral resources, extraction or recovery sites on or near the project site, none would be impacted by the project.

Mitigation Measures: None required.

Impact Significance after Mitigation: N/A

(Primary Source of Information for this Section: Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012)

11. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as medical facilities, parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship and transit lodging, and other places where low interior noise levels are essential are also considered noise-sensitive. Those noted above are also considered vibration sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The project area is comprised of dense urban uses (e.g., office, retail, commercial, and residential uses). Existing noise and vibration sensitive land uses in the proposed project vicinity primarily include offsite low-density residences, the Ukiah Valley Medical Center, and the Hudson-Carpenter Park/Sun House Museum.

Potential Impacts: Implementation of the proposed new zoning standards would not, in and of themselves, result in increased noise levels from stationary-sources that exceed the applicable standards at nearby sensitive receptors from the project area. The new zoning standards would not allow or permit any new land uses that would be large generators of noise, and certainly none that would exceed the noise standards contained in the Ukiah City Code. There would be no impact.

In addition, any future proposed development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would be inconsistent with the City’s Noise ordinance. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future and what type or level of noise would be created.

Mitigation Measures: None Needed.

Impact Significance After Mitigation: N/A

12. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The 2010 Census indicates that the population of Ukiah is approximately 16,075 persons, with a slow and stable growth taking place over the past several years.

Potential Impacts: The proposed new Downtown Zoning Code would not allow or permit more density in the project area than is current allowed or permitted. This is due in large part to the density standards contained in the Airport Master Plan, which classify much of the area as the Extended Approach and Departure Infill Area (B2). Additionally, no new infrastructure extensions would result, and therefore, the project would not induce growth in the area, either directly or indirectly.

The proposed Downtown Zoning Code project would not displace housing or people because it retains existing housing opportunities and provides new opportunities for housing in and near the downtown core area.

Mitigation Measures: None required.

Impact Significance After Mitigation: N/A

13. PUBLIC SERVICES / UTILITIES

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The project area is served by the utility providers within the City of Ukiah (City). Publicly and privately owned local purveyors provide and maintain utilities associated with water, wastewater, and solid waste, as described below. Public safety services (police, fire and ambulance) are provided by both the City and supplemented by county and state resources when needed. Other public services provided by the City include those for education and parks/recreation. These service systems and public services are described below.

Water Supply: Within the Ukiah Valley, there are five major providers for water service. The City of Ukiah is full-service and provides water service for customers within the City limits. Outside of the City limits, water is provided to customers by three water districts and one privately-owned water company. Underflow from the Russian River serves as the primary source for all water providers in the valley. Water from the River is primarily stored in Lake Mendocino to ensure a reliable water supply. On an annual basis, the Mendocino County Russian River Flood Control and Water Conservation Improvement District has the authority and water rights to purchase 21,000 acre-feet of water from the river for wholesale to the five major water providers. The City maintains five active groundwater wells that meet the winter demand and supplement the summer demand. In 2010, the city produced 962 million gallons or 2,952 acre-feet (AF), which is equivalent to 2.6 million gallons per day (mgd) of water servicing a 2010 population of approximately 16,075.

The most efficient, inexpensive and environmentally sensitive method of meeting anticipated future demand increases is to expand existing water storage capacities and to develop

mandatory and voluntary water conservation programs. In 2008, the City completed a major new water storage project and now has sufficient water year-around storage. Conservation through reduced-flow water fixtures, irrigation equipment, and other passive and active systems will reduce water demand. Reducing demand for water frees up capacity for new uses.

Water Treatment: For water treatment purposes, the City operates its own water treatment facility which is regulated by the State of California. The City's water treatment plant was constructed in 1992, and has the capacity to provide up to ten mgd. During the peak summer months, demand increases to approximately six mgd, or 60 percent of the plant's capacity. Modifications to the water treatment facility were completed in 2006, in order to improve reliability and provide redundancy at the water treatment plant.

Water Distribution: The City owns and operates the water distribution system that supplies potable water throughout the City. The City's water distribution system consists of surface water well pumping, percolating groundwater well pumping, water treatment plant high service pumping station, storage reservoirs, and piping to and within the water distribution system.

The City of Ukiah maintains eight reservoirs with a combined storage capacity of 6.1 million gallons (18.7 AF). These reservoirs allow for the short-term storage of treated water for use on daily basis, as well as for emergency purposes, such as fire-fighting.

Wastewater: The City of Ukiah operates and maintains its own wastewater treatment plant which provides service for the City of Ukiah and the Ukiah Valley Sanitation District. At peak wet weather flow, the plant has a treatment capacity of 20 mgd and 2.8 mgd of dry weather flow. Operation of the plant results in primary treatment which removes floating material, oils and greases, sand and silt and organic solids heavy enough to settle in water. During secondary treatment, suspended and dissolved organic material is biologically removed.

The wastewater treatment plant was recently improved via a \$56.5M improvement project to upgrade the facility and ensure reliable and continued compliance with permit requirements and the plant's capacity to meet future demands as the result of growth. Wastewater is collected by gravity and force mains in a series of main, trunk, and interceptor sewers owned and operated by the City. The City maintains the main lines, and it is the responsibility of the property owner to maintain their sewer lateral. The project area is currently within areas served by the City sewer system.

Solid Waste and Recycling Services: Solid waste collection and disposal service for residents within the City limits is provided by the City's franchise waste hauler, Ukiah Waste Solutions. Household waste and yard waste are collected at the curb side. Additionally, curbside recycling service is provided and includes pick-up of newspaper, cardboard, paperboard, tin cans, aluminum cans, plastic containers bearing the triangle recycle symbol, glass, and office paper. Solid Waste Systems operates the Ukiah Valley Transfer Station located at 3151 Taylor Drive in Ukiah. Trash collected by the waste hauler is disposed of at the Transfer Station and then hauled to a permitted sanitary landfill in nearby Lake County. The former Ukiah Landfill closed in 2001. As no publicly-owned landfills exist in Mendocino County, the Lake County Landfill is operated as a private landfill, and has the capacity to serve the City well into the future.

Fire Protection Service: The City of Ukiah Fire Department provides fire protection services for land use within the city's boundaries, including the project area. The City of Ukiah Fire Department serves a population of approximately 16,075 residents within the city limits. The fire

station is located at 300 Seminary Avenue, approximately 0.30 mile to the southwest of the project area.

Currently, the Ukiah Fire Department employs 15 paid firefighters and 20 volunteer firefighters. The paid personnel are both firefighters and paramedics. The Department also maintains an on-going training program that addresses all services provided. All participating individuals receive training in such programs as CPR, emergency medical certification, hazardous materials response, self-contained breathing apparatus, and infection disease control, among others services.

The Ukiah Fire Department currently receives an average of 2,000 calls for service per year. Although these calls primarily include request for emergency medical service, calls for assistance with fire protection, hazardous materials, utility control, rescue service, mutual and automatic aid to other agencies, and storm-related situations, are received, among a variety of other requests.

The City of Ukiah is rated by the Insurance Services Office (ISO), which maintains a rating or classification scale for fire insurance risk purposes. Fire Protection Ratings range from Class 10 (least desirable) to Class 1 (best). The City of Ukiah is rated as Class 3, thereby providing a high level of fire safety for the community.

Additionally, the California Department of Forestry and Fire Protection (CAL FIRE) provides fire protection services for the area from its station located at 2690 North State Street within the city of Ukiah. CAL FIRE provides wildfire protection to undeveloped forested areas surrounding the city of Ukiah and beyond. CAL FIRE is largely concerned with the prevention and control of wildland fires and deterring the spread of fire into developed areas. Although CAL FIRE does not normally respond to structure fires, it provides protection to structures threatened by forest fire.

The Ukiah Valley Fire District (UVFD) also provides fire protection services for the Ukiah area. The station is located at 1500 South State Street approximately 1.5 miles south of the project area. The department is comprised of seven career firefighters, 19 volunteer firefighters, and two administrative employees.

Law Enforcement: The City of Ukiah Police Department is located at 300 Seminary Way in Ukiah and currently employs 26 sworn Law Enforcement Officers, with 11 civilian positions. The police department provides public safety and emergency protection services within the city limits. The Mendocino County Sheriff's Department (Sheriff's Department) and the California Highway Patrol (CHP) also provide protection services within the community when needed.

The Mendocino County Sheriff's Department is located at 589 Low Gap Road in Ukiah, approximately 0.9 mile northeast of the project area. The department currently provides law enforcement services and in-custody transport services for the existing Courthouse in Ukiah.

School Facilities: The Ukiah Unified School District provides school service within the proposed project area. The Ukiah Unified School District serves a population of approximately 5,800 students, pre-school through adult age. The District is comprised of eight neighborhood elementary schools, two middle schools, and a comprehensive high school.

Park and Recreation Services: The Ukiah area supports a range of public parks and recreational facilities. Regional recreational parks include Lake Mendocino and Cow Mountain. Mill Creek Park and Low Gap Park are operated under the jurisdiction of the county. The Mendocino Community College offers public recreational facilities such as an all-weather track, volleyball courts, tennis courts, and playground equipment, among other facilities. The Russian River and the Twelfth District Fairgrounds also offer recreational opportunities within the regional Area.

The City of Ukiah Community Services (Parks and Recreation) Department maintains a variety of neighborhood and community parks, the Grace Hudson Museum, the Civic Center, and various athletic fields. Additionally, the City maintains a system of trails and bikeways along City streets and within some recreational areas, as intended by the City of Ukiah Bicycle and Pedestrian Master Plan. The closest park to the proposed project area is the Hudson-Carpenter Park, located approximately 0.10 mile west of the Railroad Depot property. The park is located adjacent to the Grace Hudson Museum which is operated by the City's Community Services Department and offers a variety of cultural and educational opportunities pertaining to the history of the area.

To ensure that adequate parks and recreational facilities are provided for its residents over the long-term, the City requires the dedication of park land or payment of fees in lieu of dedication for new subdivision developments. Such fees may vary and are determined at the time when development is proposed.

Electric Utility: The Ukiah Electric Utility Department is Mendocino County's only municipal-owned electric utility, supplying electricity to more than 16,000 residents and 2,000 businesses. The utility serves 6,100 residential customers and 2,100 commercial customers. The utility's annual energy sales exceed \$15,000,000 with a peak demand of nearly 36 megawatts (MW), recorded in July 2006.

Like the airport, the electric utility is considered an enterprise activity where electric services are funded by charges for electricity. In FY 2011-12 Ukiah Electric anticipates a net income of \$2.3 million over expenses of \$12.9 million.

The Electric Utility Department oversees the procurement of wholesale power and energy sales; maintains and operates the electric distribution system; and provides advanced engineering and planning for improvements, replacement, and expansion of the distribution system. In addition, the Department provides engineering services to new commercial and residential development projects. The Department also maintains Ukiah's traffic signals, the City's streetlights and provides engineering support to other City Departments.

Potential Impacts: The project will not result in impacts to municipal services and is not anticipated to impact area schools, nor will it place a demand on the City's parks or other public facilities or police and fire protection services. Additionally, it is concluded that the proposed project will not result in the need for new or expanded electrical generation sources or expanded water and sewer systems. These conclusions are based on the fact the proposed new Downtown Zoning Code would not increase the existing planned population densities in the project area or allow types and intensities of land uses different than what is currently allowed and planned for in the adopted General Plan. Additionally, City Staff has indicated that the electric utility, as well as the wastewater and water treatment plants have the capacity to accommodate build-out of the City with the new Code for the Downtown.

Mitigation Measures: None required.

Impact Significance After Mitigation: N/A

14. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The characteristics of the roadway system within and adjacent to the project area are described below:

1. US 101 is a north-south state highway that traverses through the City of Ukiah. US 101 continues north towards the state of Oregon and south towards San Francisco. In the immediate vicinity of the project area, US 101 is a four-lane freeway. The interchange at Perkins Street provides direct access to the project area.

2. Perkins Street is an east-west arterial street that provides direct access to the project area. Four travel lanes are provided on Perkins Street between State Street and Orchard Street, and this roadway is posted for 30 miles per hour (mph).
3. State Street is an arterial roadway, located along the western portion of the project area parallel to US 101 and provides north-south access within city limits. State Street contains four travel lanes. The posted speed limited on State Street is 30 mph.
4. Main Street is a two-lane north/south collector street that is situated east of State Street. The posted speed limited on Main Street is 25 mph.
5. Mason Street is a two-lane local road that enters the project site from the north. The posted speed limited on Main Street is 25 mph.
6. Standley Street and Smith Street are two streets that extend westward from Mason Street through the project area.
7. Hospital Drive is a two-lane, north-south roadway that intersects Perkins Street to the east and provides access to the Ukiah Valley Medical Center.
8. Clay Street is a collector street that runs from the western city limit and currently terminates just west of the railroad tracks. The city's General Plan identified the extension of Clay Street through the Railroad Depot Site to connect to Peach Street.

Existing Roadway Operations: According to the Draft Environmental Impact Report for the New Ukiah Courthouse project published in October of 2011, the existing roadway system can be characterized as operating efficiently, with the exception of the US-101 on and off-ramp intersections with Perkins Street. Motorists typically incur modest delays, do not experience substantial vehicle queues, and benefit from the coordinated traffic signal system along primary commute corridors. The side-street approach at both US-101 ramp intersections operate at an unacceptable level during the a.m. peak-hour. The remaining study intersections currently operate at LOS C or better, an acceptable LOS under City of Ukiah standards.

Existing A.M. peak hour intersection operations:

Intersection	Control	Delay (seconds)	LOS
US-101 NB ramps/Perkins Street	Side Street Stop (Caltrans)	51.6	F
US-101 SB Ramps/Perkins Street	Side Street Stop (Caltrans)	11.9	B (E -Side Street)
Orchard Ave/Perkins St	Signal	21.1	C
Hospital Dr/Perkins St	Signal	6.3	A
Mason St/Perkins St	Side-Street Stop	0.6	A
Main St/Perkins St	All-Way Stop	12.1	B
State St/Perkins St	Signal	24.6	C
State St/Standley St	Signal	27.6	C
Leslie St/Perkins St	Side-Street Stop	2.7	A

Source: Draft EIR New Ukiah Courthouse, page 4.10.4, October, 2011

Intersection level of service definitions:

Level of Service	Signalized Avg Delay (seconds)	Unsignalized Avg Delay (seconds)
A	0-10.0	0-10.0
B	10.1-20.0	10.1-15.0
C	20.1-35.0	15.1-25.0
D	35.1-55.0	25.1-35.0
E	55.1-80.0	35.1-50.0
F	>80.0	>50.0

Source: Draft EIR New Ukiah Courthouse, page 4.10.4, October, 2011

Downtown Ukiah Parking Improvement Study

In 2007, the City commissioned a Downtown parking study to determine existing parking conditions and identify potential engineering, management, and enforcement solutions to enhance and improve downtown parking in the future. The Study found that the number of parking spaces in the Downtown (4,451 public and private parking lots and on-street spaces) was adequate to satisfy the 11:00 a.m. peak demand (646 spaces). However, the Study found that the spaces were spread out, used inefficiently, and under managed. A number of recommendations were advanced in the Study for improved efficiency and management, many of which would only be necessary if future infill development resulted in demand exceeding the number of available spaces.

The proposed Downtown Zoning Code provides increased flexibility for future development projects to satisfy parking requirements such as counting on-street parking and permitting off-site parking in certain circumstances. Moreover, the Code seeks to reduce automobile use and parking demand by requiring improved pedestrian facilities, mixed land uses, residential land uses in the downtown core, etc.

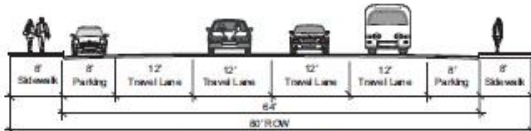
The State and Main Streets Streetscape Plan

State Street Cross-Sections

Existing

Proposed

E

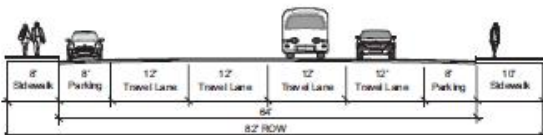


State Street - North of Smith

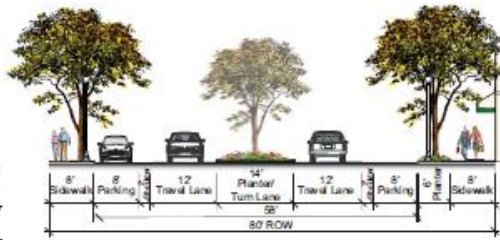


State Street - North of Smith

F



State Street - North of Henry



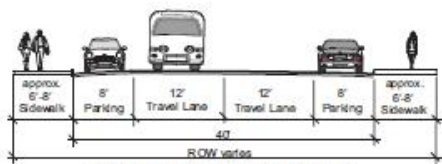
State Street - North of Henry

Main Street Cross-Sections

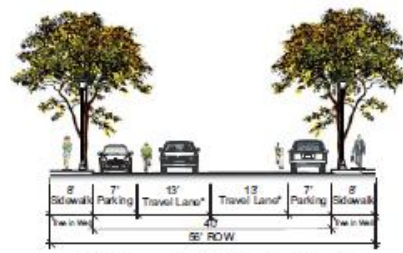
Existing

Proposed

G



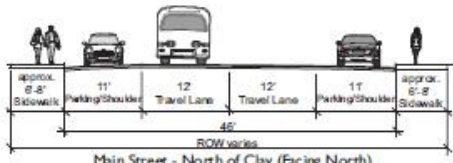
Main Street - South of Clay (Facing South)



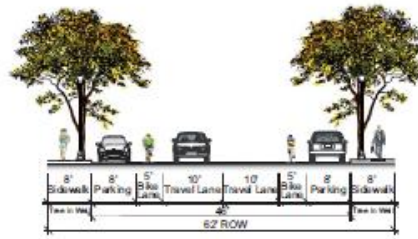
Main Street - South of Clay (Facing South)

*sharrows - shared line marking for bicycles

H



Main Street - North of Clay (Facing North)



Main Street - North of Clay (Facing North)

Potential Impacts:

The US-101 Ramp Intersections: At the US-101 Northbound Ramp/Perkins Street intersection, the off-ramp is operating at LOS F under Existing Conditions. The addition of any new traffic would exacerbate unacceptable operations. At the US-101 Southbound Ramp/Perkins Street intersection, the addition new traffic would add delay to the side street approaches that are already operating at unacceptable LOS E.

The *Ukiah Ramps Improvement Project on US 101 Project Study Report* (September 2008, Caltrans) identified traffic signals and signal interconnect at the US 101/Perkins Street ramp intersections as potential improvements. The signals at the ramp intersections were also identified as short range projects in the Mendocino County *Regional Transportation Plan* (December 2010). The addition of traffic signals at both US-101 ramp intersections with Perkins Street would provide acceptable LOS for future projects.

The City, County, MCOG, and Caltrans have been meeting regularly and are seeking funding for these improvements. The City has included it as the highest priority in its 2012 Capital Improvement Plan, and as of April, 2012, MCOG and Caltrans indicated to the City that a highly probable source of funding was the State funded HSIP program (Hazards Safety Improvement Plan). Applications are currently being prepared to fully fund the improvements.

If the City, County and Caltrans do not secure funding and construct the US 101 ramp improvements, a funding mechanism, such as a traffic impact fee pursuant to AB1600, would need to be adopted. Future development projects would be required to pay their fair shares to help fund the improvements. The City and County adopted AB 1600 Studies and are positioned to pursue the adoption of new traffic impact fees.

Other Roadway and Intersections: The Draft EIR for the New Ukiah Courthouse (page 4.10.34) indicated that under cumulative 2030 conditions, all other intersection will operate at acceptable levels.

Parking: As indicated above, the 2007 Downtown Parking Study determined that there were enough private, public and on-street parking spaces to accommodate peak demand, as well as future development. The proposed Downtown Zoning Code provides increased flexibility for future development projects to satisfy parking requirements such as counting on-street parking and permitting off-site parking in certain circumstances. Moreover, the Code seeks to reduce automobile use and parking demand by requiring improved pedestrian facilities, mixed land uses, residential land uses in the downtown core, etc.

Mitigation Measure:

6. Once a funding mechanism is identified and implemented for improvements to the US-101/Perkins Street interchange, future development projects shall contribute their fair share payments toward the signalization and roadway improvements.

Impact Significance After Mitigation: N/A

15. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: (See discussion in Section 13 above – Public Services/Utilities)

Mitigation Measures: None Needed

Impact Significance After Mitigation: N/A

16. GLOBAL CLIMATE CHANGE / GHG

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: Certain gases in the earth’s atmosphere, classified as Greenhouse Gas Emissions (GHGs), play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space. A portion of the radiation is absorbed by the earth’s surface, and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead “trapped,” resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth. Without the greenhouse effect, Earth would not be able to support life as we know it. Prominent GHGs contributing to the greenhouse effect include:

1) Carbon Dioxide (CO₂) is an odorless, colorless gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO₂ is the most widely emitted GHG; fossil fuel combustion in stationary and mobile sources is the primary source of anthropogenic (human-made) emissions. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased significantly

2) Methane (CH₄) emissions come from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of CH₄ are landfills, natural gas systems, and enteric fermentation. CH₄ is the primary component of natural gas, which is used for space and water heating, steam production, and power generation; 3) Nitrous oxide (N₂O) production sources include natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production.

3) Hydrofluorocarbons (HFCs) are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum.

4) Perfluorocarbons (PFCs) are compounds consisting of carbon and fluorine. They are primarily created as a by-product of aluminum production and semi-conductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO₂, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years) range from 5,700 to 11,900.

5) Sulfur hexafluoride (SF₆) is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF₆ is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change (IPCC) with a GWP of 23,900; however, its global warming contribution is not as high as the GWP indicates due to its low mixing ratio compared to CO₂ (4 parts per trillion (ppt) in 1990 versus 365 parts per million (ppm)). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global climate change of the past 50 years can be explained without including the contribution from human activities.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 54 percent is sequestered through ocean uptake, uptake by northern hemisphere forest regrowth, and other terrestrial sinks within a year, whereas the remaining 46 percent of human-caused CO₂ emissions remains stored in the atmosphere.

Global Warming Potential (GWP) - Water vapor is also a GHG, and is naturally occurring and unregulated. The most abundant GHGs are water vapor and CO₂. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a GWP for each GHG based on its ability to absorb and re-radiate long wave radiation and uses CO₂ as the reference gas with a GWP of one.

Similarly, impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and toxic air contaminants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known. The quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climate. From the standpoint of CEQA, GHG impacts related to global climate change are inherently cumulative.

Attributing Climate Change Greenhouse Gas Emission Sources: Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial and agricultural emissions sectors (California Air Resources Board (ARB), 2008). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (ARB, 2010). Emissions of CO₂ are byproducts of fossil fuel combustion. CH₄, a highly potent GHG,

results from off-gassing is largely associated with agricultural practices and landfills. N₂O is also largely attributable to agricultural practices and soil management. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution, respectively, two of the most common processes of CO₂ sequestration.

State Greenhouse Gas Emissions Inventory: According to different ranking systems, California is the 12th to 16th largest emitter of CO₂ in the world (California Energy Commission (CEC), 2006). California produced 484 million metric tons (MMT) of CO₂ equivalent (CO₂e) in 2004 at its peak over the inventory period, and produced 478 MMT in 2008 (ARB, 2010). CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the GWP of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, as described in Appendix C, "Calculation References," of the General Reporting Protocol of the California Climate Action Registry (CCAR, 2009), one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. Therefore, CH₄ is a much more potent GHG than CO₂. Expressing emissions in CO₂e takes the contributions of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2008, accounting for 37 percent of total GHG emissions in the state (ARB, 2010). This sector was followed by the electric power sector (including both in-state and out-of-state sources; 24 percent) and the industrial sector (19 percent).

Local Inventory: Both the City and the County of Mendocino are currently preparing Greenhouse Gas Emission Inventories and Climate Action Plans. To date, these plans have not been adopted and neither the City nor the County have GHG emission inventories.

Potential Impacts: California is the 12th to 16th largest producer of GHGs in the world, producing 478 MMT in 2008. This is a fraction of the GHGs generated throughout the world, and an individual project cannot generate enough GHG emissions on its own to significantly influence global climate change. A project participates in this potential impact to the extent its incremental contribution, combined with the cumulative contributions of all other sources of GHGs, when taken together, is considerable in its contribution to global climate change impacts.

Although a numeric threshold is typically the best measure for determining significance in CEQA analyses, no agency with jurisdiction over the proposed project, or the area in which the project is located, has adopted a quantitative threshold. However, on June 3rd, 2010 the Mendocino County Air Quality Management District (MCAQMD) Air Pollution Control Officer issued new CEQA guidance for the MCAQMD which requested that planning agencies and consultants use the Bay Area Air Quality Management District (BAAQMD) CEQA Thresholds adopted on May 28th, 2010 (updated May 2011) to evaluate new projects. The BAAQMD's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant.

The proposed new Downtown Zoning Code is intended to fulfill the goals, objectives and strategies of the Ukiah General Plan by encouraging the development of a healthy, safe, diverse, compact, forested and walkable urban community. An underlying goal of the new Code

is to encourage bicycling, walking, and the use of other alternative transportation sources. It also requires tree planting to create shaded public spaces and shaded buildings. In doing so, the Code would reduce the amount of greenhouse gas emissions attributable to vehicle use that would occur under the current code, and reduce energy consumption.

Additionally, the new Code allows and encourages a mixed of office, retail, commercial, and residential uses, and the project area is in close proximity to other similar land uses. These attributes would reduce overall emissions associated with build-out (redevelopment) of the project area. In a 2009 Study entitled “The Factors of Urban Morphology in Greenhouse Gas Emissions: A Research Overview” by Michael Mehaffy, Stuart Cowan, and Diana Urge-Vorsatz, it was concluded that compact urban form development can produce less greenhouse gas emissions and require less energy consumption:

“Moreover, we know that a compact urban form can mitigate heat island effects, affecting cooling demands, and can correlate with more or less efficient building morphologies. More difficult to assess, the form can affect the behavior and consumption patterns of individual energy users, as they make decisions about a range of possible activities that affect energy consumption and emissions.”

“The evidence indicates that that these factors, and possibly others, create major variations in energy use per person, and major emissions and other contributions to climate change. The variation is not marginal, but, taken as whole, a significant percentage of all energy use: the evidence herein will suggest that it is perhaps on the magnitude of one-third of all energy use.”

For these reasons, the proposed project would not result in a considerable contribution to cumulative GHG emissions. These same factors suggest the proposed project would not result in inefficient, wasteful or unnecessary consumption of energy, and per the criteria described in Appendix F of the CEQA Guidelines.

The proposed project would not be anticipated to generate GHG emissions, directly or indirectly, that would have a significant impact or cumulatively considerable contribution to climate change due to the fact that the project area already is substantially built-out and redevelopment under the new Code would result in an increase in bike lanes, wider sidewalks, increased tree planting, energy efficient buildings, etc.

Finally, any future proposed development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would generate and cumulatively contribute greenhouse gas emissions into the local environment. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future and if greenhouse gas emissions would be produced.

Mitigation Measures: None Needed.

Impact Significance After Mitigation: N/A

(Source of Information for this Section: Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012)

MITIGATION MONITORING AND REPORTING: AB 3180 requires all public agencies to adopt a monitoring and reporting program whenever they adopt an EIR or "Mitigated Negative Declaration."

Impact	Mitigation Measure	Responsibility	Timing	Verification
<p>Air Quality: Short-term production of particulate matter (PM-10) resulting from future construction activities</p>	<ol style="list-style-type: none"> 1. Prior to any future site disturbance, grading or excavation of soil, the project proponents shall submit an application to the Mendocino County Air Quality Management District to determine if a permit is required. 2. The project contractors/applicants for future projects involving grading and the disturbance of soil shall prepare a dust control plans. The project contractors shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manor during all phases of the project. The dust control plans shall include, at minimum, the following measures: <ol style="list-style-type: none"> a. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emissions. b. All material excavated, stockpiles, or graded shall be sufficiently watered to prevent fugitive dust from leaving the site or causing a public nuisance. Watering should occur at least twice daily, however frequency of watering shall be based on the type of operation, soil, and wind exposure. c. All on-site vehicle 	<p>The applicants of future projects are responsible for implementing the mitigation measures. City Public Works Staff are responsible for verifying implementation.</p>	<p>During all phases of construction</p>	

	<p>speed shall be limited to 15 miles per hour (mph) on unpaved roads.</p> <p>d. All land clearing, grading, earth moving, and/or excavation activities shall be suspended as necessary, based on site conditions, to prevent excessive windblown dust when winds are expected to exceed 20 mph.</p> <p>e. All inactive portions of the disturbed site, including soil stockpiles, shall be covered or routinely watered to control dust emissions.</p> <p>f. Paved areas adjacent to the site shall be routinely swept or washed as required to remove excess accumulations of silt and/or mud, which may have resulted from grading and excavation at the project site.</p>			
<p>Biological Resources: Potential impacts to the Gibson Creek riparian corridor resulting from future construction activities</p>	<p>3. Future development projects in the planning area shall maintain a 50-foot building setback from the edge of the Gibson Creek riparian corridor, unless a shorter distance is supported by the State Department of Fish and Game.</p> <p>4. Future construction activities shall not cut, disturb, or remove native riparian plants or trees along the Gibson Creek riparian corridor unless supported by the State Department of Fish and Game.</p>	<p>The applicants of future projects are responsible for implementing the mitigation measures. City Public Works and Planning Staffs are responsible for verifying implementation</p>	<p>During site plan review and during all phases of construction.</p>	

<p>Cultural Resources: Disturbance of pre-historic or historic resources during future construction activities</p>	<p>5. If, during site grubbing, grading, soil excavation or any aspect of future project development project, any pre-historic, historic, or significant cultural resources are discovered, all work shall be halted and the contractor/project proponent shall immediately contact the City of Ukiah Director of Planning and Community Development. The City shall engage the services of a qualified professional archaeologist at the expense of the project proponents, to perform a site reconnaissance and to develop a precise mitigation program, if necessary.</p>	<p>The applicants of future projects are responsible for implementing the mitigation measures. City Planning Staffs is responsible for verifying implementation</p>	<p>During all phases of construction</p>	
<p>Traffic: The US 101/Perkins Street interchange – currently operating at an unacceptable LOS</p>	<p>6. Once a funding mechanism is identified and implemented for improvements to the US-101/Perkins Street interchange, future development projects shall contribute their fair share payments toward the signalization and roadway improvements.</p>	<p>The applicants of future projects are responsible for implementing the mitigation measures. City Public Works Staffs is responsible for verifying implementation</p>	<p>Prior to the issuance of building permits.</p>	

MANDATORY FINDINGS OF SIGNIFICANCE

FINDINGS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: This Initial Environmental Study concludes that the adoption and implementation of the new Downtown Zoning Code would not have potentially significant adverse impacts on the environment for the following reasons:

1. The project area is substantially built-out and future redevelopment under the proposed new Code will result in increased bike lanes, wider sidewalks, increased tree plantings, revitalization of Gibson Creek, etc.
2. No increase in potential density or intensity of land uses from what is currently allowed or permitted would result.
3. It requires wider sidewalks, bicycle paths/routes, street trees, and other features to promote walking, bicycling, and the use of other alternative modes of transportation.
4. It allows for the mixing of land uses to promote walking, bicycling, and the use of other alternative modes of transportation.
5. It requires the preservation and enhancement of Gibson Creek and its riparian corridor.
6. It requires the preservation of landmark trees and includes standards to preserve and enhance the historic downtown.

7. It requires all newly proposed development to be consistent with the requirements of the Airport Master Plan and Mendocino County Airports Land Use Plan.
8. No mineral resources or agricultural lands are located within or in close proximity to the project area.
9. There are adequate public services to serve future development in the project area.
10. It promotes and encourages a sustainable community through the reuse and improvement of existing buildings, infill development, green building and smart growth practices, and resource conservation (such as the enhancement of the Gibson Creek corridor, tree planting, and tree preservation).
11. Reasonable and feasible mitigation measures have been identified to eliminate or reduce potentially significant adverse impacts to levels of insignificance.
12. Any future development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would expose people to hazardous substances. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future.
13. Review of recent environmental data prepared as part of the New Ukiah Courthouse project (EIR) and Railroad Depot Site Land Acquisition and Soil Remediation project (Mitigated Negative Declaration) provided up to date information on the environmental setting, potential impacts from future development/redevelopment, and assisted in the conclusions reached in this document.
14. The project would clearly provide benefits to the environment. These include requirements for the preservation and restoration of Gibson Creek and its riparian corridor; the preservation of landmark trees; the preservation and enhancement of the historic fabric of the downtown; the requirement for wider sidewalks, bicycle paths/routes, and street trees – all design to enhance pedestrian and bicycle use and discourage automobile use, thereby reducing air pollution and greenhouse gas emissions.

Accordingly, it has been determined that a Mitigated Negative Declaration is appropriate for the project.

DETERMINATION:

On the basis of 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 in 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 “potentially significant unless mitigated” 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 potentially 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.

Signature:

Date:

Charley Stump, Director
Department of Planning & Community Development
City of Ukiah

REFERENCES CITED

1. City of Ukiah General Plan, 1995, 2011 (Housing Element)
2. The Linkage Between Land Use, Transportation and Air Quality, State Air Resources Board, 1993.
3. The Land Use - Air Quality Linkage: How Land Use and Transportation Affect Air Quality, State Air Resources Board, 1997.
4. A Source of Air Quality Conditions Including Emissions Inventory, Ozone Formation, PM10 Generation, and Mitigation Measures for Mendocino County, CA., Sonoma Technologies, Inc., November, 1998.
5. General Plan Revision and Growth Management Plan Technical Report: Natural Habitat Section, Michael W. Skenfield, and October, 1991
6. Soil Survey of Mendocino County, Eastern Part, and Trinity County, Southwestern Part, California, U.S. Department of Agriculture - Soil Conservation Service, January, 1991.
7. A History of the Salmonid Decline in the Russian River, Steiner Environmental Consulting, August, 1996
8. Gibson Creek Habitat Enhancement and Public Access Study, LSA Associates, September 2000.
9. Creek Maintenance Policies and Procedures, City of Ukiah, 2010
10. U.S.G.S. Topographical Map, Ukiah Quadrangle, 1958 (photo inspected 1975).
11. Ukiah Municipal Airport Master Plan Report, Shutt Moen Associates, July, 1996
12. City Air Photographs: 2000, and 2001
13. City of Ukiah Citywide Circulation Study: Final Draft, Omni-means Engineers and Planners, November, 2006.
14. Downtown Ukiah Parking Improvement Study, W-Trans, December 27, 2007
15. Hazardous Waste and Substance Sites List from California Department of Toxic Substances
16. Greenhouse Gas, Climate Change, and Energy, National Energy Information Center (NEIC) Energy Information Administration.
17. Draft EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, October, 2011.
18. Final EIR – New Ukiah Courthouse Project, judicial Council of California, Administrative Office of the Courts, April, 2012.
19. Initial Environmental Study/Mitigated Negative Declaration: Railroad Depot Site Land Acquisition and Sale/Soil Contamination Remediation, City of Ukiah Department of Planning and Community Development, July, 2011.
20. Ukiah Redevelopment Agency 5-year Implementation Plan 2007-2012
21. Mendocino County Economic and Demographic Profile, 2010
22. City of Ukiah Historical and Architectural Resources Inventory Report, 1984-85, 1999
23. Remedial Action Plan: Former Rail Yard, Ukiah, CA., Weston Solutions, June 2011
24. Draft Technical Memorandum of Floodplain Analysis and Recommendations – Railroad Depot Site, City of Ukiah, Weston Solutions, April 25, 2011.
25. The Factors of Urban Morphology in Greenhouse Gas Emissions: A Research Overview by Michael Mehaffy, Stuart Cowan, and Diana Urge-Vorsatz, 2009



CEQA MITIGATED NEGATIVE DECLARATION

Downtown Zoning Code

PROJECT: Downtown Zoning Code

DATE: May _____, 2012

PROJECT

PROPONENT: City of Ukiah, 300 Seminary Avenue, Ukiah

LOCATION: The project area is generally bounded by Oak Street on the west, Henry Street and Norton Street on the north, Seminary Avenue and Cleveland Lane on the south, and Leslie Street on the east. The area also includes the parcels fronting on East Perkins Street from Oak Street to Highway 101

PROJECT DESCRIPTION: The proposed Ukiah Downtown Zoning Code is a land development regulatory tool (Zoning) that places primary emphasis on the urban form, the relationship of buildings to each other, to the street, and to open spaces - rather than a code that is based primarily on land use. The Form Based Code:

- Places less emphasis on the use of land as opposed to the form and location of the build environment.
- Recognizes uses may change but the building remains.
- Encourages mixed use and a mix of housing types.
- Relies on design concepts and patterns intended to preserve the best of the downtown, creating more livable environments and spaces.
- Achieves compatibility of uses through design and orientation, instead of strict land use separation.
- Gives more attention to the streetscape and the design of the public realm.
- Is based on a design focused public participation process.

The basic principle is that design is emphasized more than use. It includes simple and clear graphic prescriptions for building height, how a building is placed on site, and how building elements are used to manage development. The form-based approach of the proposed code regulates new infill development in the existing downtown core and Perkins Street corridor with respect to the existing character/context, and prevents new out-of-scale development. The code supports mixed uses with a range of housing types and commercial land uses with a focus on form, size, and placement of buildings, landscaping and parking, and less on land use and density.

The proposed code includes sections addressing building and site uses, land use standards, site planning and development standards, architectural standards, historic building standards, parking requirements, tree preservation and planting requirements, and circulation standards.

ENVIRONMENTAL SETTING: The environmental setting of the Downtown and Perkins Street corridor area affected by the proposed code is characterized by dense urban development. The Perkins Street corridor is the primary vehicular access from State Highway 101 to the historic Downtown, and carries the heaviest number of vehicles during peak traffic hours. The majority of the area is built out, but is ripe for redevelopment because many of the buildings are old and reaching their practical usefulness. Additionally, there are a number of vacant parcels in the boundaries of the code area, most notable the property referred to as the Railroad Depot parcels. This approximate 10 acre property is prime for redevelopment and represents a significant opportunity site for future development.

Gibson creek also flows through portion of the area from the northwest to the southeast. This stream supports animal populations in its riparian bands, as well as aquatic life, including migrating salmon and steelhead fish.

FINDINGS SUPPORTING A MITIGATED NEGATIVE DECLARATION:

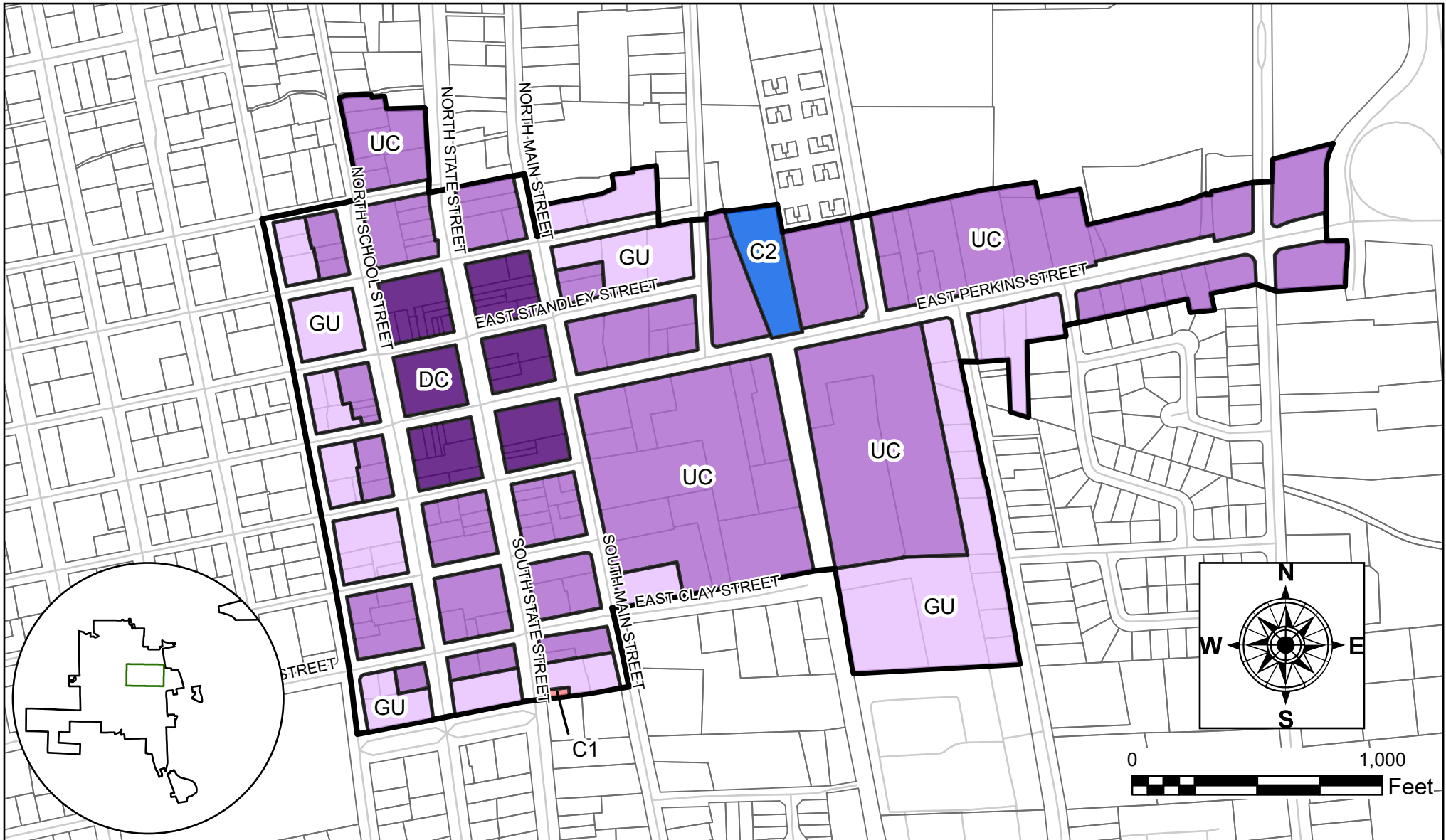
1. Based upon the analysis, findings and conclusions contained in the Initial Environmental Study, the project, as mitigated, does not have the potential to degrade the quality of the local or regional environment;
2. Based upon the analysis, findings and conclusions contained in the Initial Environmental Study, the project, as mitigated, will not result in short-term impacts that will create a disadvantage to long-term environmental goals;
3. Based upon the analysis, findings and conclusions contained in the Initial Environmental Study, the project, as mitigated, will not result in impacts that are individually limited, but cumulatively considerable; and
4. Based upon the analysis, findings and conclusions contained in the Initial Environmental Study, the project, as mitigated, will not result in environmental impacts that will cause substantial adverse effects on human beings, either directly or indirectly.
5. The Initial Environmental Study examined areas of potential impacts and based on the conclusions reached in the Initial Environmental Study, it has been determined that the proposed project, as mitigated, would not in and of itself, have significant adverse impacts on the environment for the following reasons:
 - a. No increase in potential density or intensity of land uses from what is currently allowed or permitted would result.
 - b. It requires wider sidewalks, bicycle paths/routes, street trees, and other features to promote walking, bicycling, and the use of other alternative modes of transportation.
 - c. It allows for the mixing of land uses to promote walking, bicycling, and the use of other alternative modes of transportation.
 - d. It requires the preservation and enhancement of Gibson Creek and its riparian corridor.
 - e. It requires the preservation of landmark trees and includes standards to preserve and enhance the historic downtown.
 - f. It requires all newly proposed development to be consistent with the requirements of the Airport Master Plan and Mendocino County Airports Land Use Plan.
 - g. No mineral resources or agricultural lands are located within or in close proximity to the project area.
 - h. There are adequate public services to serve future development in the project area.
 - i. It promotes and encourages a sustainable community through the reuse and improvement of existing buildings, infill development, green building and smart growth practices, and resource conservation (such as the enhancement of the Gibson Creek corridor, tree planting, and tree preservation).
 - j. Any future development would be subject to the requirements of the California Environmental Quality Act, and an Initial Environmental Study would be required to determine if future development would expose people to hazardous substances. At this time, it is premature and would be speculative and unreasonable to assume what size, scale, and intensity of development would possible be proposed in the future.
 - k. Reasonable and feasible mitigation measures have been identified that would eliminate or reduce significant impacts to levels of insignificance.

STATEMENT OF DECLARATION: After appraisal of the possible impacts of this project, the City of Ukiah has determined that the project, as mitigated, will not have a significant effect on the environment, and further, that this Mitigated Negative Declaration constitutes compliance with the requirements for environmental review and analysis required by the California Environmental Quality Act.

The Initial Environmental Study and all resources information used to perform the initial environmental analysis may be reviewed at the City of Ukiah Department of Planning and Community Development, Ukiah Civic Center, 300 Seminary Avenue, Ukiah, California.

Charley Stump, Director
Planning and Community Development
City of Ukiah

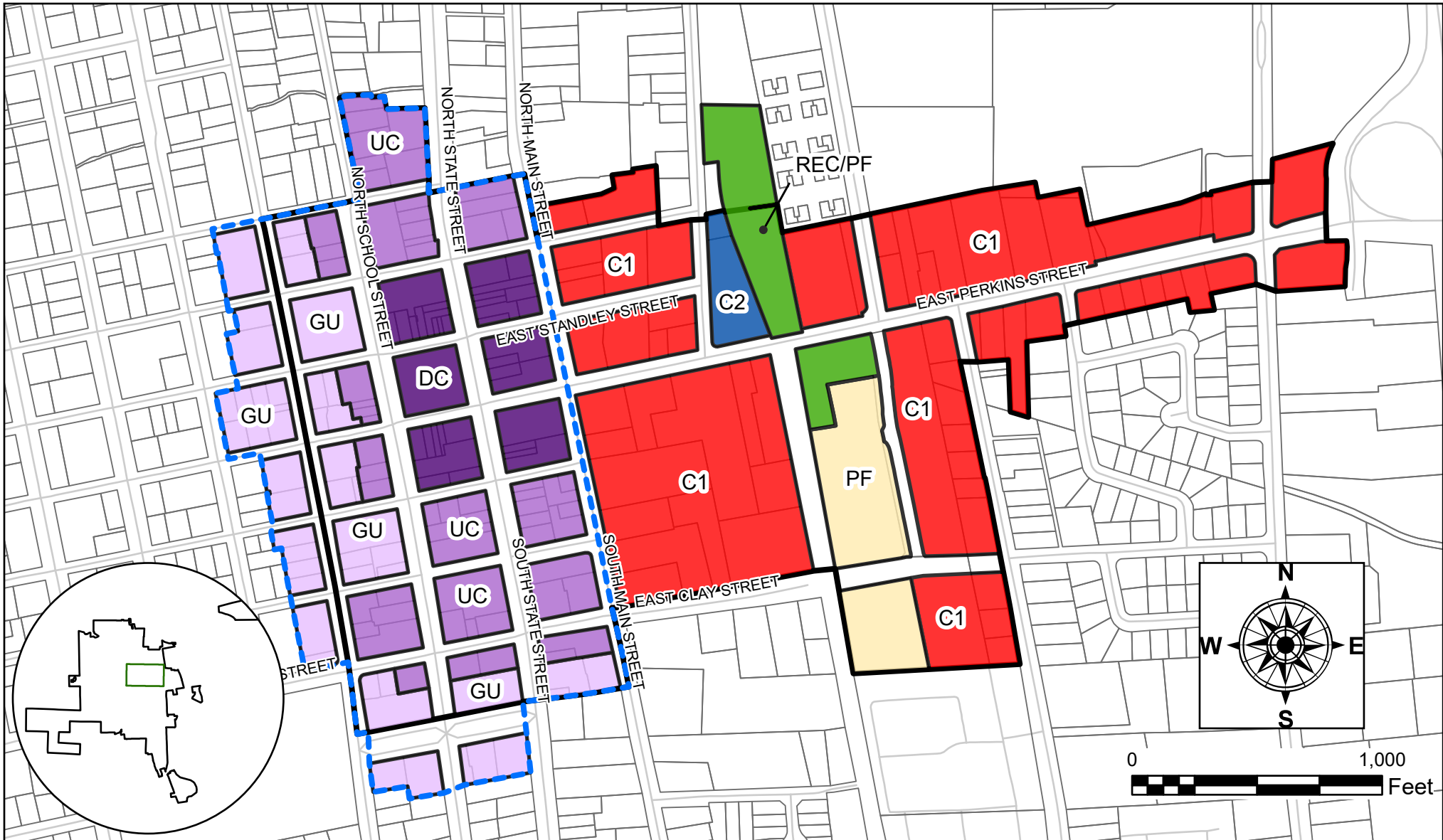
Date



Legend

 Heavy Commercial (C2)	 General Urban (GU)	 Ukiah Assessor Parcels
 Community Commercial (C1)	 Downtown Core (DC)	 Roads
	 Urban Center (UC)	 Existing DZC Boundary

MAP UPDATED FEBRUARY 2026



Legend

- | | | | | |
|--------------------------------------|-----------------------|--------------------|-----------------------|------------------------|
| C1 - Community Commercial | C2 - Heavy Commercial | UC - Urban Center | Roads | Ukiah Assessor Parcels |
| DC - Downtown Core | PF - Public Facility | GU - General Urban | Proposed DZC Boundary | |
| REC/PF - Recreation/ Public Facility | Existing DZC Boundary | | | |

MAP UPDATED FEBRUARY 2026

Downtown Zoning Code Amendments

Changes by Parcel

Urban Center (UC) to Community Commercial (C-1)

APN	SITUS ADDRESS	Acreage	Existing Zoning	Proposed Zoning	GP 2040	Airport Zone
00220032	NONE	0.041	UC - Urban Center	C1 - Community Commercial	DC	6
00220034	NONE	0.106	UC - Urban Center	C1 - Community Commercial	DC	6
00219353	NONE	0.337	UC - Urban Center	C1 - Community Commercial	DC	6
00224205	543 E PERKINS ST	0.142	UC - Urban Center	C1 - Community Commercial	DC	6
00224204	529 E PERKINS ST	0.143	UC - Urban Center	C1 - Community Commercial	DC	6
00220040	115 N ORCHARD AVE	0.807	UC - Urban Center	C1 - Community Commercial	DC	6
00224202	505 E PERKINS ST	0.175	UC - Urban Center	C1 - Community Commercial	DC	6
00220036	410 E PERKINS ST	0.7	UC - Urban Center	C1 - Community Commercial	DC	6
00220035	402 E PERKINS ST	0.69	UC - Urban Center	C1 - Community Commercial	DC	6
00224206	557 E PERKINS ST	0.142	UC - Urban Center	C1 - Community Commercial	DC	6
00224207	571 E PERKINS ST	0.244	UC - Urban Center	C1 - Community Commercial	DC	6
00224203	515 E PERKINS ST	0.144	UC - Urban Center	C1 - Community Commercial	DC	6
00224701	605 E PERKINS ST	0.691	UC - Urban Center	C1 - Community Commercial	DC	6
00220038	596 E PERKINS ST	0.446	UC - Urban Center	C1 - Community Commercial	DC	6
00224217	585 E PERKINS ST	0.329	UC - Urban Center	C1 - Community Commercial	DC	6
00219225	245 E STANDLEY ST	0.279	UC - Urban Center	C1 - Community Commercial	DC	6
00219224	214 E PERKINS ST	0.533	UC - Urban Center	C1 - Community Commercial	DC	4
00219218	105 N MAIN ST	0.402	UC - Urban Center	C1 - Community Commercial	DC	4
00219345	404 E PERKINS ST	1.027	UC - Urban Center	C1 - Community Commercial	DC	6
00219315	400 E PERKINS ST	0.755	UC - Urban Center	C1 - Community Commercial	DC	6
00219354	135 HOSPITAL DR	0.215	UC - Urban Center	C1 - Community Commercial	DC	6
00219352	NONE	0.232	UC - Urban Center	C1 - Community Commercial	DC	6
00219355	320 E PERKINS ST	0.274	UC - Urban Center	C1 - Community Commercial	DC	6
00219314	326 E PERKINS ST	0.201	UC - Urban Center	C1 - Community Commercial	DC	6
00219202	NONE	0.131	UC - Urban Center	C1 - Community Commercial	DC	4
00219203	NONE	0.213	UC - Urban Center	C1 - Community Commercial	DC	4
00219321	308 E PERKINS ST	1.262	UC - Urban Center	C1 - Community Commercial	DC	6
00219222	228 E PERKINS ST	0.177	UC - Urban Center	C1 - Community Commercial	DC	6
00219217	228 E PERKINS ST	0.114	UC - Urban Center	C1 - Community Commercial	DC	4
00223109	203 S MAIN ST	1.271	UC - Urban Center	C1 - Community Commercial	DC	4
00223129	247 E PERKINS ST	0.57	UC - Urban Center	C1 - Community Commercial	DC	6
00223128	245 E PERKINS ST	0.412	UC - Urban Center	C1 - Community Commercial	DC	6
00223121	225 E PERKINS ST	0.511	UC - Urban Center	C1 - Community Commercial	DC	4
00223101	101 S MAIN ST	0.454	UC - Urban Center	C1 - Community Commercial	DC	4
00223102	119 S MAIN ST	0.27	UC - Urban Center	C1 - Community Commercial	DC	4
00223130	245 E PERKINS ST	0.448	UC - Urban Center	C1 - Community Commercial	DC	6
00223124	276 E CLAY ST	1.219	UC - Urban Center	C1 - Community Commercial	DC	6
00223127	213 S MAIN ST	0.499	UC - Urban Center	C1 - Community Commercial	DC	4
00223123	235 E PERKINS ST	1.888	UC - Urban Center	C1 - Community Commercial	DC	6
00223215	309 E PERKINS ST	3.921	UC - Urban Center	C1 - Community Commercial	DC	6
00223131	307 S MAIN ST	0.911	UC - Urban Center	C1 - Community Commercial	DC	4
00223132	East CLAY ST	0.604	UC - Urban Center	C1 - Community Commercial	DC	4
00220043	534 E PERKINS ST	0.86	UC - Urban Center	C1 - Community Commercial	DC	6
00220044	534 E PERKINS ST	10.086	UC - Urban Center	C1 - Community Commercial	CC	6
00220044	534 E PERKINS ST	10.086	UC - Urban Center	C1 - Community Commercial	CC	6

Urban Center (UC) to Heavy Commercial (C-2)

APN	SITUS ADDRESS	Acreage	Existing Zoning	Proposed Zoning	GP 2040	Airport Zone
00219312	185 MASON ST	0.121	UC - Urban Center	C2 - Heavy Commercial	DC	6
00219317	169 MASON ST	0.977	UC - Urban Center	C2 - Heavy Commercial	DC	6

General Urban (GU) to Community Commercial (C-1)

APN	SITUS ADDRESS	Acreage	Existing Zoning	Proposed Zoning	GP 2040	Airport Zone
00224101	401 E PERKINS ST	0.089	GU - General Urban	C1 - Community Commercial	DC	6
00224107	495 E PERKINS ST	0.341	GU - General Urban	C1 - Community Commercial	DC	6
00224103	407 E PERKINS ST	0.49	GU - General Urban	C1 - Community Commercial	DC	6
00228205	140 LESLIE ST	0.189	GU - General Urban	C1 - Community Commercial	DC	6
00228204	138 LESLIE ST	0.194	GU - General Urban	C1 - Community Commercial	DC	6
00228203	134 LESLIE ST	0.26	GU - General Urban	C1 - Community Commercial	DC	6
00224102	403 E PERKINS ST	0.273	GU - General Urban	C1 - Community Commercial	DC	6
00228202	NONE	0.132	GU - General Urban	East Clay St. Extension onto Peach St.	DC	6
00223211	NONE	0.189	GU - General Urban	C1 - Community Commercial	DC	6
00223210	NONE	0.188	GU - General Urban	C1 - Community Commercial	DC	6
00219122	301 N MAIN ST	0.255	GU - General Urban	C1 - Community Commercial	DC	4
00219201	289 N MAIN ST	0.258	GU - General Urban	C1 - Community Commercial	DC	4
00219214	280 E STANDLEY ST	0.577	GU - General Urban	C1 - Community Commercial	DC	6
00219123	262 E SMITH ST	0.627	GU - General Urban	C1 - Community Commercial	DC	4
00223205	122 LESLIE ST	0.405	GU - General Urban	C1 - Community Commercial	DC	6
00223204	124 LESLIE ST	0.139	GU - General Urban	C1 - Community Commercial	DC	6
00219211	NONE	0.584	GU - General Urban	C1 - Community Commercial	DC	4
00223207	120 LESLIE ST	0.177	GU - General Urban	C1 - Community Commercial	DC	6
00223209	NONE	0.258	GU - General Urban	C1 - Community Commercial	DC	6
00223206	325 E PERKINS ST	0.288	GU - General Urban	C1 - Community Commercial	DC	6
00223116	375 S MAIN ST	0.476	GU - General Urban	C1 - Community Commercial	DC	4
00228220	200 E CLAY ST	1.864	GU - General Urban	C1 - Community Commercial	DC	6

Heavy Commercial (C-2) & Urban Center (UC) to Recreation/Public Facilities (REC-PF)

APN	SITUS ADDRESS	Acreage	Existing Zoning	Proposed Zoning	GP 2040	Airport Zone
00219344	NONE	1.232	C2 - Heavy Commercial	REC/PF - Recreation/Public Facilities	CC	6
00223215	309 E PERKINS ST	0.95	UC - Urban Center	REC/PF - Recreation/Public Facilities	DC	6

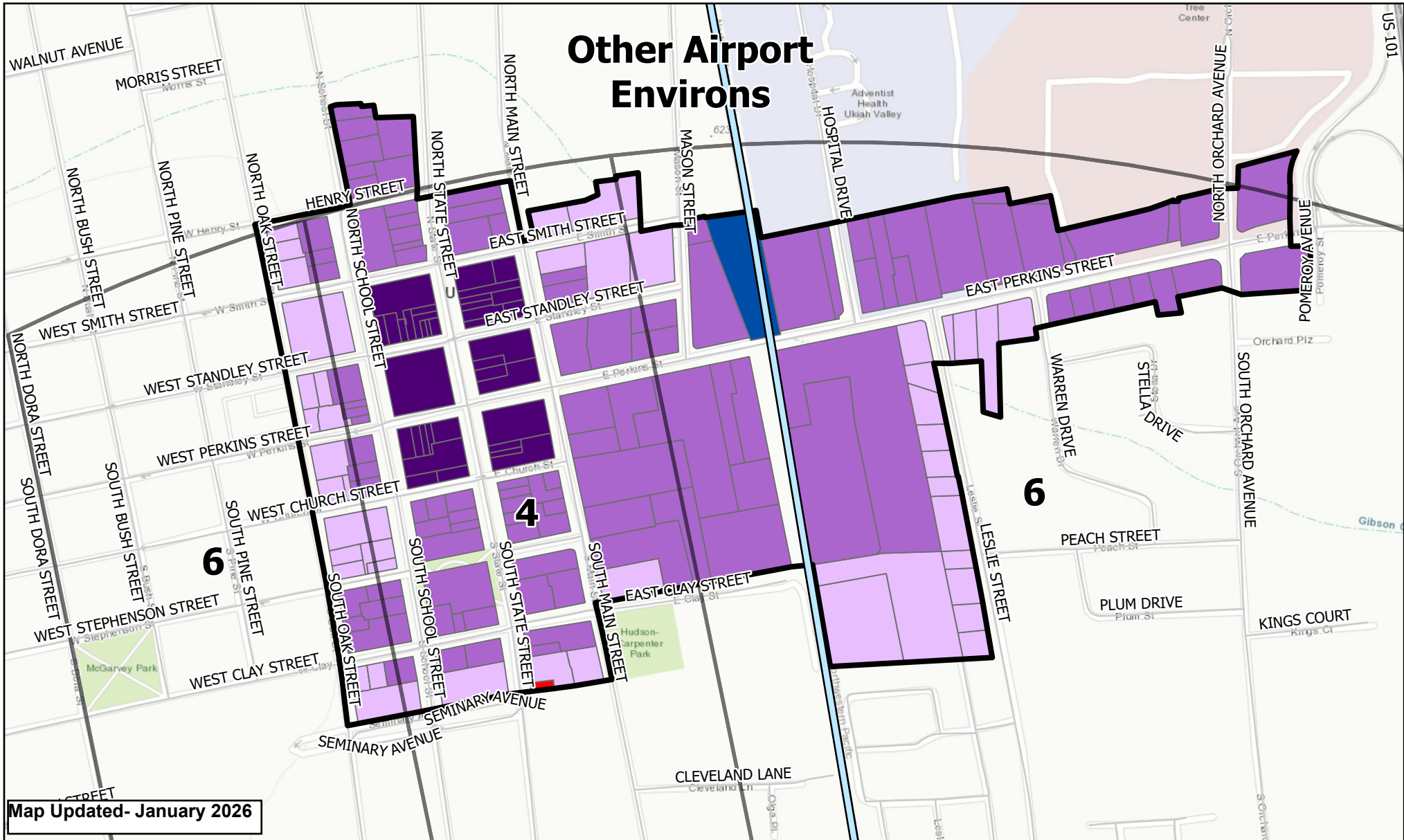
General Urban (GU) & Urban Center (UC) to Public Facilities (PF)

APN	SITUS ADDRESS	Acreage	Existing Zoning	Proposed Zoning	GP 2040	Airport Zone
00228221	309 E PERKINS ST	1.446	GU - General Urban	PF - Public Facilities	DC	6
00223214	309 E PERKINS ST	2.629	UC - Urban Center	PF - Public Facilities	DC	6

Neighborhood and Community Commercial (CN & C-1) to General Urban (GU)








APN	SITUS ADDRESS	Acreage	Existing Zoning	Proposed Zoning	GP-2040	Airport Zone
00217607	300 W SMITH ST	0.61	CN - Neighborhood Commercial	GU - General Urban	NC	6
00221706	224 N OAK ST	0.45	C1 - Community Commercial	GU - General Urban	CC	6
00225704	NONE	0.38	C1 - Community Commercial	GU - General Urban	CC	6
00221902	104 S OAK ST	0.31	C1 - Community Commercial	GU - General Urban	CC	6
00221907	306 W CHURCH ST	0.24	C1 - Community Commercial	GU - General Urban	CC	6
00221703	280 North OAK ST	0.18	C1 - Community Commercial	GU - General Urban	CC	6
00221806	NONE	0.18	C1 - Community Commercial	GU - General Urban	CC	6
00225603	204 S OAK ST	0.17	C1 - Community Commercial	GU - General Urban	CC	6
00221804	NONE	0.15	C1 - Community Commercial	GU - General Urban	CC	6
00221805	NONE	0.14	C1 - Community Commercial	GU - General Urban	CC	6
00225609	NONE	0.13	C1 - Community Commercial	GU - General Urban	CC	6
00225607	218 S OAK ST	0.13	C1 - Community Commercial	GU - General Urban	CC	6
00225605	206 S OAK ST	0.13	C1 - Community Commercial	GU - General Urban	CC	6
00221802	NONE	0.13	C1 - Community Commercial	GU - General Urban	CC	6
00221807	NONE	0.12	C1 - Community Commercial	GU - General Urban	CC	6
00221808	NONE	0.12	C1 - Community Commercial	GU - General Urban	CC	6
00221803	NONE	0.11	C1 - Community Commercial	GU - General Urban	CC	6
00225705	NONE	0.1	C1 - Community Commercial	GU - General Urban	CC	6
00227103	510 S SCHOOL ST	0.32	C1 - Community Commercial	GU - General Urban	CC	6
00227101	293 SEMINARY AVE	0.22	C1 - Community Commercial	GU - General Urban	CC	6
00227216	195 SEMINARY AVE	0.07	C1 - Community Commercial	GU - General Urban	CC	4
00227215	185 SEMINARY AVE	0.23	C1 - Community Commercial	GU - General Urban	CC	4
00227202	502 S STATE ST	0.29	C1 - Community Commercial	GU - General Urban	CC	4


Downtown Zoning Airport Compatibility Map



Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Legend

-  Roads
-  Existing DZC Boundary
-  C1 - Community Commercial
-  C2 - Heavy Commercial
-  DC - Downtown Core
-  GU - General Urban
-  UC - Urban Center

- Great Redwood Trail Status**
-  Existing



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**Draft Findings of Consistency:
Downtown Zoning Code (DZC) Amendments
CEQA Section 15183
February 25, 2026**

SCH No: XXXXXXXXXXXX

Prepared by:

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I. PROJECT INFORMATION

Project Title: Downtown Zoning Code (DZC) Boundary Modification
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CEQA Contact Person and Phone Number: Katherine Schaefer, Planning Manager City of Ukiah, Community Development Department (707) 463-6203 KSchaefer@cityofukiah.com
Applicant: City of Ukiah
Property Owner: City of Ukiah
Project Location: Downtown Ukiah, specifically the Downtown Core, the East Perkins Street Corridor, and adjacent parcels including portions of the Great Redwood Trail Corridor. The project area is located within Airport Influence Area Compatibility Zones 4 (Outer Approach/Departure Zone), and 6 (Traffic Pattern Zone), and Other Airport Environs (OAE) of the Ukiah Municipal
General Plan Designation: Downtown Core (DC), Community Commercial (CC), Public (P), Recreation (REC) and Open Space (OS)
Zoning Designation: <i>Existing:</i> Downtown Zoning Code (General Urban, Urban Center, Downtown Core); Heavy Commercial (C-2). <i>Proposed:</i> <ul style="list-style-type: none"> • <u>Community Commercial (C-1)</u>: Applied to the majority of the Perkins Street Corridor (currently General Urban); • <u>Public Facilities (PF)</u>: Applied to specific parcels currently zoned General Urban and Urban Center. • <u>Public Facilities (PF) (Map Label "REC/PF")</u>: Applied to specific parcels currently zoned Urban Center and Heavy Commercial (C-2) to implement the "Recreational" (REC) General Plan land use designation. The proposed zoning map utilizes the composite label "REC/PF" to distinguish these recreational assets (such as the Great Redwood Trail) from other civic facilities. Until the Recreation zoning district is created, these parcels will be regulated under the Public Facilities (PF) zoning district provisions of the Ukiah City Code; • <u>Heavy Commercial (C-2)</u>: Applied to specific parcels currently zoned Urban Center. • <u>Downtown Zoning Code Expansion</u>: The General Urban (GU) classification would be expanded to include parcels along Oak/Seminary.

II. INTRODUCTION

1. Purpose of the CEQA Guidelines Section 15183 Findings of Consistency

California Public Resources Code section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

Section 15183 specifies that examination of environmental effects shall be limited to those effects that:

- (1) Are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
- (2) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
- (3) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Section 15183(c) further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

2. Ukiah 2040 General Plan EIR

The Ukiah 2040 General Plan and its associated EIR (SCH# 2022050556) were certified in December 2022. The General Plan designates land uses defining the type and amount of development that can occur throughout the City through the planning horizon year of 2040. The EIR comprehensively evaluated environmental impacts that would result from the General Plan's implementation, including information related to existing site conditions, analyses of the types and magnitude of project-level and cumulative environmental impacts, and feasible mitigation measures. The EIR explicitly states that future projects consistent with the General Plan may qualify for streamlined environmental review under CEQA Guidelines Section 15183.

3. Rationale for Utilization of Section 15183

The City has determined that Section 15183 of the CEQA Guidelines is the appropriate environmental compliance pathway for this Project. The legislative intent of Section 15183 is to streamline the review of such projects and reduce the need to prepare repetitive environmental studies. By utilizing this exemption, the City relies on the comprehensive analysis, mitigation measures, and development assumptions already certified in the Ukiah 2040 General Plan EIR. This allows the environmental review to focus strictly on whether the rezoning action presents

peculiar effects that were not previously analyzed, rather than re-analyzing region-wide impacts that were already adjudicated.

This streamlining mechanism is distinct from a Negative Declaration (ND) or Mitigated Negative Declaration (MND), which could be a similar pathway a project like this might take. An ND or MND is only appropriate when there is no substantial evidence that a project may have a significant effect on the environment, or when revisions in the project plans would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur.

For example, the Ukiah 2040 General Plan EIR identified significant and unavoidable impacts regarding Vehicle Miles Traveled (VMT) and Noise resulting from the City's planned buildout. As this Project implements that buildout by updating zoning densities and maps, it inherently contributes to those previously identified significant effects. Consequently, the City cannot legally adopt a standard Negative Declaration or MND claiming "no significant impact" without contradicting the certified General Plan EIR and the Statement of Overriding Considerations adopted by the City Council.

Section 15183 solves this conflict by explicitly stating that if an impact is not peculiar to the parcel or has been addressed as a significant effect in the prior EIR, an additional EIR need not be prepared for the project solely on the basis of that impact. This allows the City to implement the General Plan without redundant environmental review for impacts that have already been acknowledged and accepted.

As documented in Section IV below, this Project is consistent with the density established by the Ukiah 2040 General Plan and does not present peculiar effects that were not analyzed in the 2040 General Plan EIR or the 2012 DZC MND. Therefore, the statutory exemption provided by Section 15183 applies, and further environmental review is restricted to the analysis contained herein.

4. 2012 Downtown Zoning Code Mitigated Negative Declaration

In September 2012, the City of Ukiah adopted a Mitigated Negative Declaration (MND) (SCH# 2012062026) for the adoption of the original Downtown Zoning Code [See Attachment 1 DZC Final ISMND]. This prior environmental document analyzed the transition of the project area from standard commercial zoning to form-based codes. It identified potentially significant impacts regarding air quality (construction dust), biological resources (creek setbacks), cultural resources, and traffic, all of which were mitigated to a less than significant level through adopted mitigation measures. These measures have since been integrated into standard City operating procedures and ordinances. This Findings of Consistency document draws upon the environmental setting and analysis established in the 2012 MND to demonstrate that modifying the zoning boundaries does not introduce new peculiarities or significant effects.

III. PROJECT DESCRIPTION

1. Project Purpose

The proposed Project involves amendments to the Downtown Zoning Code (DZC) text and a comprehensive rezoning of specific parcels within the DZC boundary to align zoning regulations

with existing land uses, the Ukiah 2040 General Plan, and the physical characteristics of the parcels. Specifically, the Project proposes to:

- Rezone parcels currently designated General Urban (GU) mostly back to Community Commercial (C-1), to address the misapplication of form-based codes on auto-oriented lots (e.g., the commercial parcels along the East Perkins Street corridor), but also to Public Facilities (PF) where civic uses exist or are planned (e.g., the New Ukiah Courthouse infrastructure and related public grounds)
- Rezone portions of the Urban Center (UC) district to Public Facilities (PF), hereinafter identified as "REC/PF", to be consistent with the "Recreational" (REC) General Plan designation. This specifically affects the Great Redwood Trail alignment and Depot assets to reflect their open space function.
- Rezone portions of the Urban Center (UC) district to Heavy Commercial (C-2) (reflecting existing intensive commercial/industrial uses located east of Main Street that do not match the pedestrian-oriented Urban Center vision).
- Rezone one parcel from Heavy Commercial (C-2) to Recreation/Public Facility (REC/PF) to ensure the zoning designation matches the public use of the Great Redwood Trail infrastructure.
- Refine the DZC boundaries to focus form-based coding on the Downtown Core areas (specifically maintaining the code where it aligns with the traditional block structure of State Street and expanding it to the Oak Street and Seminary Avenue corridors which share similar pedestrian-oriented characteristics).

The purpose of this Project is to resolve the mismatch between the form-based standards of the DZC and the existing development patterns on Perkins Street and the rail corridor, facilitate mixed-use development through objective design standards in the C-1 district, and accurately categorize public and recreational lands.

2. Environmental Setting and Project Location

The Project area encompasses approximately 65 acres comprising 216 parcels within the central portion of the City of Ukiah (See Attachment 2, Existing DZC Maps & Parcels, and Attachment 3, Proposed DZC Map). 96 of those parcels are proposed for a change in zoning (See Attachment 4, Table of Rezoned Parcels). The area includes the historic Downtown Core, the East Perkins Street corridor, and the rail corridor:

- Perkins Street Corridor: Characterized by auto-oriented commercial uses and larger irregular parcels.
- Airport Influence Area: The project site is located approximately one mile north of the Ukiah Municipal Airport. The project area falls within the Airport Influence Area (AIA) as defined by the 2021 UKIALUCP. Specifically, portions of the project area are located within Compatibility Zone 4 (Outer Approach/Departure Zone), Compatibility Zone 6 (Traffic Pattern Zone), and the Other Airport Environs (OAE) zone (See Attachment 5 *DZC Existing Airport Zone Map*).
- Hydrology: Gibson Creek flows through a portion of the project area from the northwest to the southeast.

3. Background

Legislative History

In 2007, the City conducted a design charrette to develop a vision for the Downtown and Perkins Street areas, which led to the adoption of the DZC in 2012. The original environmental review for the DZC determined that the code would result in beneficial impacts to aesthetics and air quality by encouraging compact, walkable development. However, the original DZC relied heavily on the availability of redevelopment funds to finance the site assembly, infrastructure upgrades, and gap financing necessary to transform irregular, auto-oriented parcels into the pedestrian-oriented urban grid envisioned by the charrette.

The dissolution of redevelopment agencies by the State of California in 2012 fundamentally altered the implementation landscape. This legislative shift transferred the burden of public infrastructure improvement, as is evidenced by the street extensions originally planned to break up large blocks, almost entirely to private development. Consequently, the strict form-based standards of the DZC, which required buildings to be pulled to the street and parking to be hidden, became economically infeasible for many property owners along the Perkins Street corridor, where parcels vary widely in width, depth, and frontage.

Ukiah 2040 General Plan

The Ukiah 2040 General Plan mandates the update of the DZC to ensure consistency with other General Plan goals, policies and land use designations (Policy LU-10.1). Table 2-1 within the General Plan's Land Use Element explicitly differentiates the "walkable, infill-oriented environment" envisioned for the Downtown Core from the "auto-oriented uses" and "large format retail" designated for the Highway Commercial and Community Commercial corridors. This distinction acknowledges that while the downtown core is suited for form-based codes, the auto-oriented corridors require a regulatory approach that matches their physical reality and economic function. Subsequent analysis by the DZC Ad Hoc Committee determined that form-based codes were misapplied to auto-oriented corridors and public lands, leading to the specific realignments proposed in this Project.

New Ukiah Courthouse EIR and Addendum (2012/2022)

In December 2022, the Judicial Council of California adopted an Addendum to the New Ukiah Courthouse EIR (SCH #2011042089). This Addendum analyzed the specific environmental impacts of developing the new courthouse on the parcels the City proposing to rezone to Public Facilities (PF), (APNs associated with the "Railroad Depot site"). The Addendum concluded that the finalized project design would result in reduced environmental impacts compared to the original 2012 analysis. Specifically, the facility size was reduced from 114,000 square feet to 77,887 square feet, and the project site was configured to exclude the parcel containing the historic Railroad Depot, thereby avoiding direct impacts to the historic resource. This environmental document serves as a specific benchmark confirming that the transition of these parcels to civic use does not present new or peculiar environmental effects.

Prior to the Courthouse EIR, the City prepared an Initial Study and Mitigated Negative Declaration for the Railroad Depot Site Land Acquisition and Soil Remediation (July 2011). This document specifically analyzed the environmental effects of assembling the parcels now proposed for Public Facilities (PF) zoning and remediating soil contamination associated with historic rail uses. Additionally, the 2012 New Ukiah Courthouse EIR provided site-specific analysis regarding hazardous materials, railroad safety and traffic interactions at the Perkins Street crossing. These documents established a baseline of mitigation for the Depot site that remains applicable to the proposed rezoning.

4. Comparative Zoning Analysis

To demonstrate that the Project is consistent with the Ukiah 2040 General Plan and remains within the scope of the certified Environmental Impact Reports (EIRs), this section provides a comparative analysis of the existing and proposed zoning standards.

- **Table 1** (Zoning Realignment) details the specific parcel counts for both the “unwinding” of the DZC along Perkins Street and the “expansion” of the DZC along Oak/Seminary. For a comprehensive overview all changed parcels, please refer to Attachment 3 *Proposed DZC Zoning Map* and Attachment 4 *Table of Rezoned Parcels*.
- **Table 2** (Comparison of Density Standards) further illustrates the DZC reduction and expansion:
 1. DZC Reduction: Returning the Perkins Street corridor to Community Commercial (C-1) maintains the historic density cap of 28 du/ac, ensuring no loss of housing capacity.
 2. DZC Expansion: Incorporating the Oak Street/Seminary Avenue parcels into the General Urban (GU) zone effectively "upzones" or maintains density (increasing from 15 du/ac to 28 du/ac for CN parcels), which implements the Downtown Core General Plan designation for high-density infill.
- **Table 3** (Changes to Land Use Allowances) highlights the regulatory trade-offs. For the Perkins corridor, it restores auto-oriented uses (drive-throughs). For the Oak/Seminary expansion area, it applies form-based protections that prohibit auto-intensive uses, ensuring these streets transition to the walkable, pedestrian-oriented character envisioned in the General Plan.

Table 1: Zoning Realignments

Existing Zoning (GP Designation)	Proposed Zoning	Count	Rationale
UC (DC) UC (CC) GU (DC)	C-1	69 parcels	Realigns form-based districts to standard commercial zoning (C-1) better suited for auto-oriented corridors.
UC (DC)	C-2	2 parcels	Acknowledges heavy commercial uses east of Main Street.
GU (DC) UC (DC)	PF	2 parcels	Reflects the specific civic use of the Courthouse and Depot.

CN (NC) C-1 (CC)	GU	23 parcels	Incorporates the Oak/Seminary corridors into the DZC to enforce pedestrian-oriented design, consistent with their "Downtown Core" GP Designation.
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Table 2: Comparison of Density Standards

Zoning District	Residential Density (Min/Max)	Rationale
CN <i>Existing Zoning for Expansion Area</i>	1-15 du/ac	The current low density (max 15) conflicts with the General Plan "Downtown Core" designation, which envisions higher intensity infill.
GU <i>Proposed Zoning for Expansion Area</i>	10-28 du/ac	The GU zone was intended for moderate density, but the form-based requirements of the DZC often made maximizing this density financially infeasible on irregular lots.
UC <i>Existing Zoning for Perkins St</i>	15-28 du/ac	While allowing up to 28 du/ac, the UC zone often restricted ground-floor residential, limiting actual achievable density.
C-1 <i>Proposed Zoning for Perkins St</i>	15-28 du/ac	The C-1 District maintains the exact same maximum density (28 du/ac) as the DZC districts, ensuring no loss in theoretical capacity, while facilitating actual production through Objective Design Standards.
C-2	N/A (Mixed Use Allowed)	Residential uses are permitted in C-2 when complying with Objective Design Standards, allowing for high-density infill (typically 28–40 du/ac) consistent with the Highway Commercial GP designation.
PF	N/A	Civic uses do not generate residential density; this zoning reflects the existing built condition of the Courthouse and Depot.

Table 3: Changes to Land Use Allowances

Land Use Category	Area of Change	Effect of Zoning Change	Planning Rationale
Housing Approvals	Perkins St Corridor (DZC→C-1)	Discretionary → Ministerial	Shifting to C-1 allows housing by-right (with ODDS), removing DZC process barriers and facilitating housing

			production consistent with Housing Element Implementation Program 2h.
Formula Restaurants	Perkins St Corridor (DZC→C-1)	Prohibited →Allowed	Removes the ban on chain restaurants, acknowledging that Perkins Street functions as a regional commercial corridor rather than a boutique downtown street.
Drive-Through Facilities	Perkins St Corridor (DZC→C-1)	Prohibited →Allowed	Restores auto-oriented commercial uses to the City's primary arterial where they are economically viable and compatible with the "Community Commercial" designation, acknowledging Perkins Street's function as a regional commercial corridor rather than a boutique downtown street.
Auto-Oriented Uses	Oak/Seminary Corridor (C-1/CN →DZC)	Allowed →Restricted	Applying DZC standards prohibits new drive-throughs and auto-intensive uses, protecting the walkable grid adjacent to the historic downtown.
Building Form	Oak/Seminary Corridor (DZC→C-1/CN)	Standard →Form-Based	New development must now meet DZC frontage and architectural standards (e.g., buildings at the sidewalk edge), enforcing the "Downtown Core" vision for a pedestrian-oriented environment.

IV. EVALUATION OF ENVIRONMENTAL EFFECTS

The following evaluation determines whether the proposed Ordinance qualifies for streamlined review pursuant to CEQA Guidelines Section 15183 by addressing the three mandatory findings related to density, project-specific effects, and previously unanalyzed impacts.

1. Density

Finding: The proposed Ordinance is consistent with the development density established by the Ukiah 2040 General Plan policies for which an EIR was certified.

Discussion: The Project realigns zoning boundaries to match the distinct "Character Areas" envisioned in the Ukiah 2040 General Plan. A comparative analysis demonstrates that the proposed zoning changes result in a maintenance of development intensity compared to the theoretical buildout analyzed in the Ukiah 2040 General Plan EIR and the 2012 Downtown Zoning Code (DZC) MND.

Crucially, the proposed rezoning of the Perkins Street corridor and commercial centers from DZC districts (General Urban/Urban Center) to Community Commercial (C-1) does not reduce the residential density potential envisioned under the original DZC initial buildout. The 2012 DZC MND analyzed the project area with a maximum residential density of 28 dwelling units per acre

(du/ac). The proposed C-1 zoning district also permits a maximum density of 28 du/ac, consistent with the Community Commercial designation in the 2040 General Plan. Therefore, returning these parcels to standard commercial zoning maintains the exact density envelope established and expected during the adoption of the DZC in 2012.

While consistent with historic density expectations, the Project represents a reduction in intensity compared to the theoretical maximums analyzed in the 2040 General Plan EIR. The General Plan EIR analyzed the Downtown Core (DC) designation with a maximum density of 40 dwelling units per acre (du/ac). By rezoning approximately 72 parcels currently designated DC or Community Commercial to standard Community Commercial (C-1), which is capped at 28 du/ac, the Project significantly reduces the potential theoretical residential buildout and associated traffic generation compared to the maximum intensity certified in the 2040 General Plan EIR. This confirms the Project does not exceed the density thresholds established in the certified environmental documents.

In addition to maximums, the Project is consistent with the minimum density standards relied upon in the General Plan EIR to meet the City's housing goals. The 2012 DZC established minimum residential densities (10–15 du/ac) to prevent the underutilization of land. The proposed rezoning to Community Commercial (C-1) maintains consistency with this intent. The Ukiah 2040 General Plan Land Use Element defines the Community Commercial designation with a density range of 15–28 du/ac (Table 2-2). Therefore, future residential mixed-use development within the proposed C-1 zones remains subject to the General Plan's minimum density floor. This ensures that the rezoning will not result in the underutilization of infill sites, maintaining the validity of the "compact growth" and "infill" assumptions analyzed in the General Plan EIR.

Furthermore, the rezoning of the new Courthouse site and Great Redwood Trail parcels to Public Facilities (PF) removes them from mixed-use residential density calculations entirely, reflecting their specific government function. As confirmed by the 2022 Courthouse EIR Addendum, the actual built intensity of the new Courthouse (77,887 gross square feet) is significantly lower than the 114,000 square feet originally analyzed in the 2012 Courthouse EIR. This confirms that the transition of these parcels to PF zoning results in a development intensity well within the envelope analyzed in prior certified environmental documents.

Where the Project intensifies zoning, specifically by expanding the General Urban (GU) form-based code to approximately 22 parcels along the Oak Street and Seminary Avenue corridors, it remains strictly consistent with the General Plan. While some of these parcels are currently zoned Neighborhood Commercial (CN) (typically 15 du/ac), the Ukiah 2040 General Plan designates this area as Downtown Core, envisioning it as a high-density pedestrian transition zone. The 2012 DZC MND previously analyzed the environmental effects of the General Urban district (up to 28 du/ac) in this vicinity and determined that the downtown grid infrastructure is sufficient to support this intensity. Therefore, applying the GU zone to these corridors implements the General Plan's infill strategy without exceeding the density thresholds already environmentally cleared.

Finally, the proposed density remains compatible with the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP). The project area lies within Compatibility Zone 4 (Outer Approach/Departure Zone) and Compatibility Zone 6 (Traffic Pattern Zone). While Zone 6

generally imposes no limit on residential density, Zone 4 includes a specific "Urban Overlay Zone" designation for the downtown area that permits residential densities up to 35 dwelling units per acre to reflect existing urban patterns [UKIALUCP Table 3A]. Because the proposed Ordinance generally caps density at or below the 28 du/ac threshold analyzed in the 2012 MND, which is well within the 35 du/ac limit established by the Airport Land Use Commission, the Project does not introduce new density-related impacts or conflict with airport safety standards.

2. Project-Specific Effects Peculiar to the Project or its Site

Finding: There are no project-specific effects which are peculiar to the project or its site, and which the Ukiah 2040 EIR failed to analyze as significant effects.

Discussion: The Project involves administrative changes to zoning maps and text within an already urbanized area, reflecting existing uses and intended civic functions of the Ukiah 2040 General Plan.

Aesthetics

The Oak and Seminary Avenue corridors contain structures with potential historic or architectural value. Expanding the DZC to these areas introduces form-based codes that are specifically designed to respect historic patterns, unlike standard commercial or residential zoning. The 2012 DZC MND analyzed the DZC's Historic Building Standards (Ukiah City Code § 9227) and concluded they would result in beneficial impacts by strictly regulating alterations to historic structures. Applying these form-based design standards to Oak Street ensures that new infill development will be compatible with the existing neighborhood character, thereby preventing peculiar aesthetic impacts that might otherwise occur under standard zoning.

Airport Safety and Airspace

The project area is located within the Airport Influence Area (Zones 4, 6, and OAE). The proposed rezoning to PF and REC/PF establishes land uses (parks, civic buildings) that are compatible with the UKIALUCP, provided they do not result in high-intensity assemblages prohibited in inner zones. UKIALUCP Policy 3.2.3(c) and Table 3A list "Outdoor Group Recreation" and "Public Safety Facilities" as conditionally compatible. The proposed C-2 zoning is also compatible with Zones 4 and 6, subject to intensity limits. The Project does not introduce "incompatible" uses as defined by the UKIALUCP.

Biological Resources

The project area encompasses Gibson Creek, a sensitive riparian corridor that also presents flood hazards. The proposed rezoning to Public Facilities (PF) and Community Commercial (C-1) does not create peculiar environmental effects because the creek is protected by a robust framework of existing mitigation measures and recently adopted City ordinances that address both biological integrity and flood safety.

The 2012 DZC MND identified potential impacts to the creek from development and adopted mitigation measures requiring a 50-foot building setback from the riparian corridor (unless a shorter distance is supported by CDFW) and prohibiting native plant removal. These protections are reinforced by Ukiah 2040 General Plan Policy ENV-6.5. Additionally, the 2011 IS/MND for the

Depot site acquisition specifically evaluated excavation activities located 50–75 feet from the creek and found impacts to be less than significant through the implementation of a Stormwater Pollution Prevention Plan (SWPPP) to protect the riparian corridor from sedimentation.

Portions of the creek corridor are located within flood hazard areas (Zones A and B). However, flood risks are not peculiar to this rezoning because they are uniformly regulated by the City's 2025 Floodplain Management regulations (Ordinance 1259, adding Division 9, Chapter 6 to the Ukiah City Code). This ordinance adopts the most recent Flood Insurance Rate Maps (FIRM) and requires that any new development obtain a floodplain permit and elevate structures above the base flood elevation. Furthermore, the 2022 Courthouse EIR Addendum confirmed that recent infrastructure, such as the bridge crossing over Gibson Creek built subsequent to the 2012 EIR, has accommodated site access without worsening flood conditions.

Because these specific site constraints are managed by the 2025 Floodplain Ordinance and the biological mitigation measures established in the 2012 MND, the rezoning does not introduce new, unmitigated peculiar effects related to the creek.

Cultural Resources

The project area includes the historic Ukiah Railroad Depot. While the 2012 MDN and the 2012 Courthouse EIR identified potential impacts to this resource, the 2022 Courthouse EIR Addendum provides substantial evidence that the specific rezoning of the courthouse parcels to Public Facilities (PF) will not adversely affect the depot. The Judicial Council acquired only the vacant tracts adjacent to the depot and did not acquire the parcel containing the historic structure. Consequently, the 2022 Addendum concluded that construction will have no direct impact on the historic depot structure. Therefore, rezoning the courthouse site to PF does not create a peculiar significant effect on historic resources.

Hazards and Hazardous Materials

The parcels proposed for Public Facilities (PF) zoning (the Depot site) are identified on the Regional Water Quality Control Board's hazardous materials list (Case #1NMC397) due to historic railroad operations. The 2011 IS/MND and the 2012 Courthouse EIR (Impact 4.6-2) analyzed these peculiar site conditions and determined that impacts would be less than significant through compliance with the Remedial Action Plan approved by the North Coast Regional Water Quality Control Board. Because the cleanup and construction activities are governed by these existing regulatory frameworks and adopted mitigation measures, the rezoning does not create a new or peculiar unmitigated hazard.

Housing

The most significant change in the proposed rezoning to Community Commercial (C-1) is the facilitation of housing production through Objective Design and Development Standards (ODDS). While the 2012 Downtown Zoning Code (DZC) Initial Study/Mitigated Negative Declaration explicitly stated that the form-based regulations were designed to provide opportunity for well-planned compact pedestrian-oriented development, mixed land uses, a variety of housing types, it was largely unsuccessful; only one new standalone structure (The Chipotle at 536 E. Perkins)

has been constructed under DZC regulations since 2012. The DZC's complex regulations often forced projects into discretionary "Exception" processes (Ukiah City Code § 9231.5), increasing cost and uncertainty.

In contrast, the proposed C-1 zoning, in conjunction with Ukiah City Code Chapter 2, Article 5.2 (Objective Design and Development Standards for New Residential Construction), allows for Multi-Family Dwellings to be "permitted by right" provided they comply with objective standards (Ukiah City Code §9055; §9081, see also Table 3 above). This effectively creates a ministerial approval pathway for housing on the Perkins Street corridor that did not exist under the DZC. This regulatory shift implements the 2040 General Plan Housing Element by removing subjective barriers and utilizing the C-1 zone to deliver the mixed-use density the DZC envisioned but failed to produce.

Land Use

Rezoning portions of Urban Center to C-2 (Heavy Commercial) acknowledges existing auto-repair, manufacturing, or heavy service uses. This corrects a peculiarity of the DZC which applied urban form standards to functional industrial sites. Reverting to C-2 removes a conflict between the regulatory vision and the physical reality of the site, eliminating peculiar variances that would otherwise be required.

Transportation

The 2012 Courthouse EIR (Impact 4.10-3) analyzed potential safety hazards resulting from increased traffic near the at-grade railroad crossing on East Perkins Street. The EIR adopted mitigation requiring coordination with the California Public Utilities Commission, and the North Coast Railroad Authority to ensure safety standards are met. The proposed rezoning to C-1 and PF maintains the land use assumptions of that analysis. Therefore the specific safety hazard regarding the rail crossing has already been analyzed and mitigated, and this Ordinance creates no new peculiar safety effects.

Wildfire

The project area is located within the Local Responsibility Area (LRA). However, portions of the City, specifically along the western boundary, are designated as Very High Fire Hazard Severity Zones (VHFHSZ). To address this, the City adopted Ordinance 1256 (effective July 18, 2025) and updated Ukiah City Code Section 5200 to formally designate these fire hazard severity zones.

Pursuant to Ukiah City Code Section 5200, the City has adopted the State Responsibility Area (SRA) fire safe regulations for lands within the City limits located in High or VHFHSZs. This ensures that any new development facilitated by the rezoning, particularly near the wildland-urban interface, must comply with stringent standards for defensible space, ignition-resistant construction, and emergency access (Public Resources Code 4290 and 4291). Therefore, the zoning amendments do not introduce new wildfire risks that have not been addressed by the City's adoption of current fire maps and safety codes.

3. Significant Impacts Not Analyzed in the Prior EIR

Finding: There are no project-specific impacts which the Ukiah 2040 EIR failed to analyze as significant effects.

Discussion: The Ukiah 2040 General Plan EIR served as a Program EIR, comprehensively analyzing the impacts of land use changes. The 2012 MND provided site-specific analysis for the DZC area.

Air Quality

The 2012 MND identified short-term production of PM-10 (dust) as a potential impact of redevelopment in the DZC area. It adopted mitigation measures requiring dust control plans (watering, covering stockpiles, etc.). The 2040 General Plan EIR (Impact AQ-2) acknowledges construction emissions but notes that BAAQMD Basic Construction Mitigation Measures are required for future projects. Additionally, the 2022 Courthouse EIR Addendum confirms that the Public Facilities (PF) site has been cleared of all structures, meaning no demolition is required for the new courthouse construction, thereby reducing potential construction emissions and hazards compared to the 2012 analysis.

Cultural Resources

The project area includes historic resources. The 2012 MND determined that the DZC would not cause substantial adverse changes to historic resources because it included historic building standards. The 2040 General Plan EIR (Impact CUL-1) acknowledges impacts to historic resources as significant and unavoidable but provides mitigation through the Historic Resources Study Program. The proposed Ordinance maintains historic review procedures found in Ukiah City Code Section 3016. As noted above, the 2022 Addendum confirms that the specific rezoning for the courthouse avoids the historic depot.

Land Use

The DZC previously prohibited "Restaurant – Formula Fast Food" and drive-through restaurants within the Downtown Zoning districts to promote a pedestrian-oriented environment. However, as shown in Table 3 above, these prohibitions created a conflict with the economic reality of the Perkins Street arterial. The Project rezones these parcels to Community Commercial (C-1), which lists drive-through facilities and formula restaurants as permitted or conditionally permitted uses.

This change eliminates the regulatory non-conformance of existing businesses and allows for the modernization of commercial services that rely on auto-access. Because Perkins Street is already a major arterial designed for vehicle traffic, re-introducing drive-through allowances aligns the zoning with the street's function and the 2040 General Plan's acknowledgment that "auto-oriented corridors require a regulatory approach that matches their physical reality". Potential traffic impacts from specific drive-through proposals will be managed through the standard Site Development Permit process.

Noise

The General Plan EIR Impact NOI-3 analyzed airport noise impacts and determined that continued regulation of airport noise consistent with state/federal regulations and the UKIALUCP would minimize disturbance. The project area lies generally outside the 55 dB CNEL noise contour for the airport.

Public Services

The rezoning of C-2 and Urban Center parcels to Public Facilities/Recreation (REC/PF) was anticipated in the General Plan's analysis of public infrastructure needs (e.g., Great Redwood Trail, Depot improvements). Impact PSR-3 in the 2040 EIR analyzed the impacts of new recreational facilities and found them less than significant. This rezoning implements the General Plan's direction to expand recreational amenities (Policy PFS-12.2).

Traffic

Previous environmental documents, including the 2012 DZC MND and the 2012 Courthouse EIR, specifically identified that development in this area would exacerbate unacceptable operations at the US-101 Northbound Ramp/Perkins Street intersection (Courthouse EIR Impact 4.10-2). To address this, the 2012 Courthouse EIR adopted Mitigation Measure 4.10-2, requiring fair-share contributions toward signalization and roadway improvements. The proposed rezoning of the Perkins Street corridor to Community Commercial (C-1) and the courthouse site to Public Facilities (PF) does not increase trip generation potential beyond the DZC (General Urban/Urban Center) designations analyzed in 2012; in fact, designating land as Public Facilities (PF) or Recreation (implemented via PF zoning) often results in lower peak-hour trip generation compared to the commercial or mixed-use retail/residential buildout originally anticipated.

Additionally, the expansion of the DZC to Oak Street and Seminary Avenue reinforces the pedestrian-oriented grid network analyzed in the 2012 MND, which determined that the DZC promotes walking and bicycling by requiring pedestrian-friendly frontages, thereby reducing vehicle dependency. The Ukiah 2040 General Plan EIR analysis of VMT (Impact TRA-2) confirmed that a diversity of land uses (including civic, recreation, and pedestrian-oriented core) supports VMT reduction. Consequently, the significant traffic impacts at the US-101 interchange have already been disclosed and mitigation mechanisms identified, and the Project's rezoning and boundary refinements create no new peculiar traffic effects.

4. Cumulative Impacts

Finding: There are no potentially significant offsite and/or cumulative impacts that the Ukiah 2040 EIR failed to evaluate.

Discussion: The General Plan EIR analyzed cumulative impacts for all resource areas.

Traffic

The 2012 MND identified the US-101/Perkins Street ramp intersections as operating at unacceptable levels and adopted a mitigation measure requiring future development to contribute fair share payments toward signalization and improvements. The 2040 General Plan EIR also analyzed VMT and traffic impacts. The rezoning to C-1 does not increase the trip generation

potential beyond what was analyzed in the 2012 MND or the 2040 General Plan EIR, as density caps remain consistent.

Airport Operations

The cumulative effect of development in the Airport Influence Area (AIA) was analyzed in the UKIALUCP and the General Plan EIR. The proposed rezoning ensures that high-intensity commercial uses are not forced into areas better suited for lower-intensity Public/Recreation uses, thereby maintaining compatibility with airport operations in the long term.

5. New Information

Finding: There is no substantial new information that results in more severe environmental impacts than anticipated by the Ukiah 2040 EIR.

Discussion: No substantial new information has emerged since the certification of the Ukiah 2040 General Plan EIR in December 2022 that results in more severe impacts. The 2022 Courthouse EIR Addendum provides new information confirming that impacts related to the courthouse site (density, cultural resources, hazards) are less severe than previously analyzed. The 2012 MND provides historical context for the DZC area, confirming that the high-density mixed-use concept was environmentally cleared. The proposed downzoning of certain parcels to Public Facilities or Recreation and the adjustment of others to C-1/C-2 are administrative corrections to align with the 2040 General Plan Land Use Map.

V. DETERMINATION

In accordance with CEQA Guidelines Section 15183, the Downtown Zoning Code (DZC) Amendments and Rezoning qualifies for an exemption because the following findings can be made:

1. The project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified.
2. There are no project-specific effects which are peculiar to the project or its site, and which the Ukiah 2040 EIR failed to analyze as significant effects.
3. There are no project-specific impacts which the Ukiah 2040 EIR failed to analyze as significant effects.
4. There are no potentially significant offsite and/or cumulative impacts that the Ukiah 2040 EIR failed to evaluate.
5. There is no substantial new information that results in more severe impacts than anticipated by the Ukiah 2040 EIR.

Therefore, the City Council relies upon the EIR previously certified for the Ukiah 2040 General Plan, and further CEQA review is limited pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3.



Planning Commission: 05/25/2026



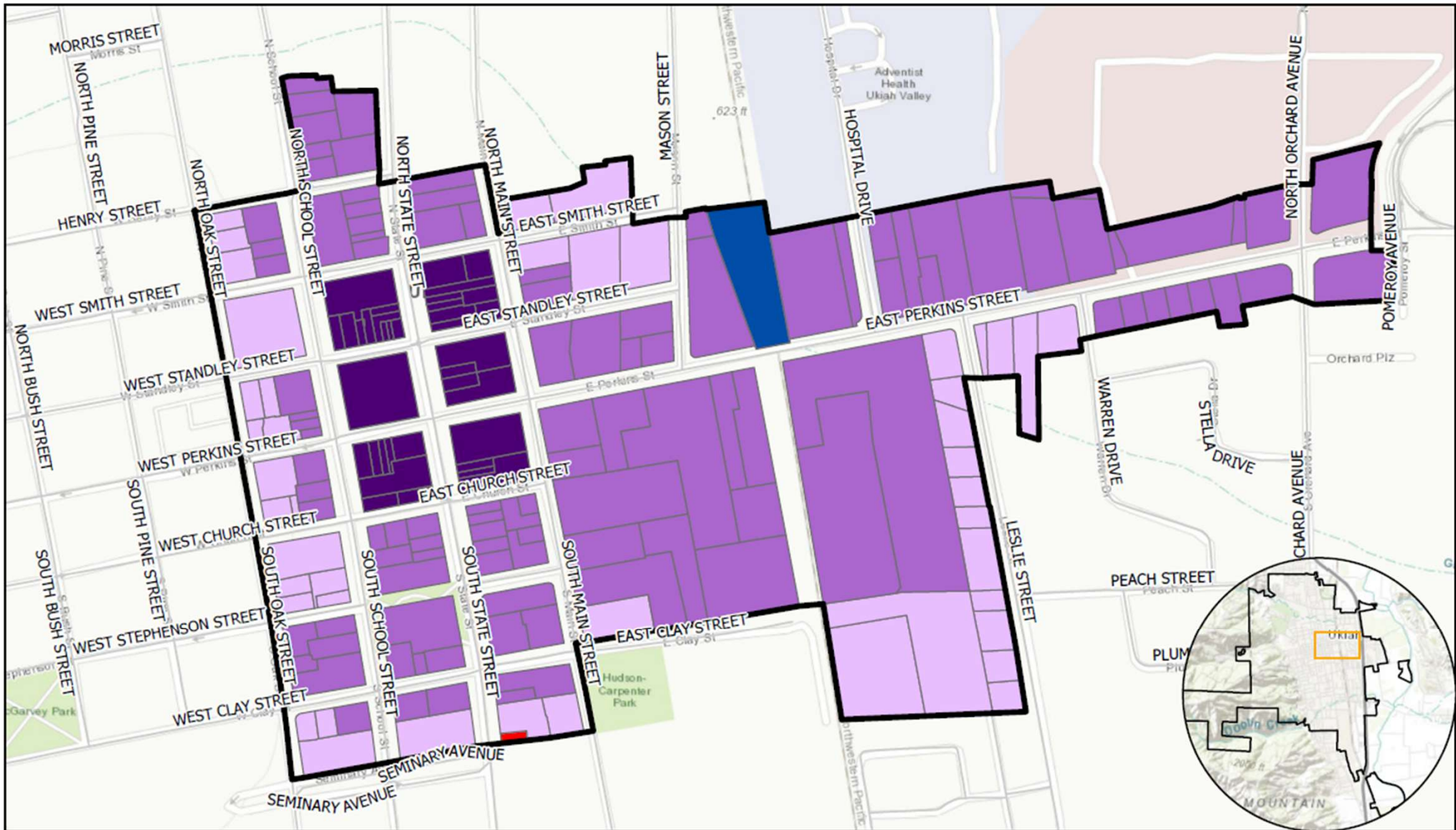
Downtown Zoning Code Rezone and General Plan Amendment



Why Rezone?

Land Use Element Implementation Program E

- Policy LU-10.1 (Downtown Zoning Code consistency with the General Plan)
- Goal LU-11 (Ensuring high-quality site planning)



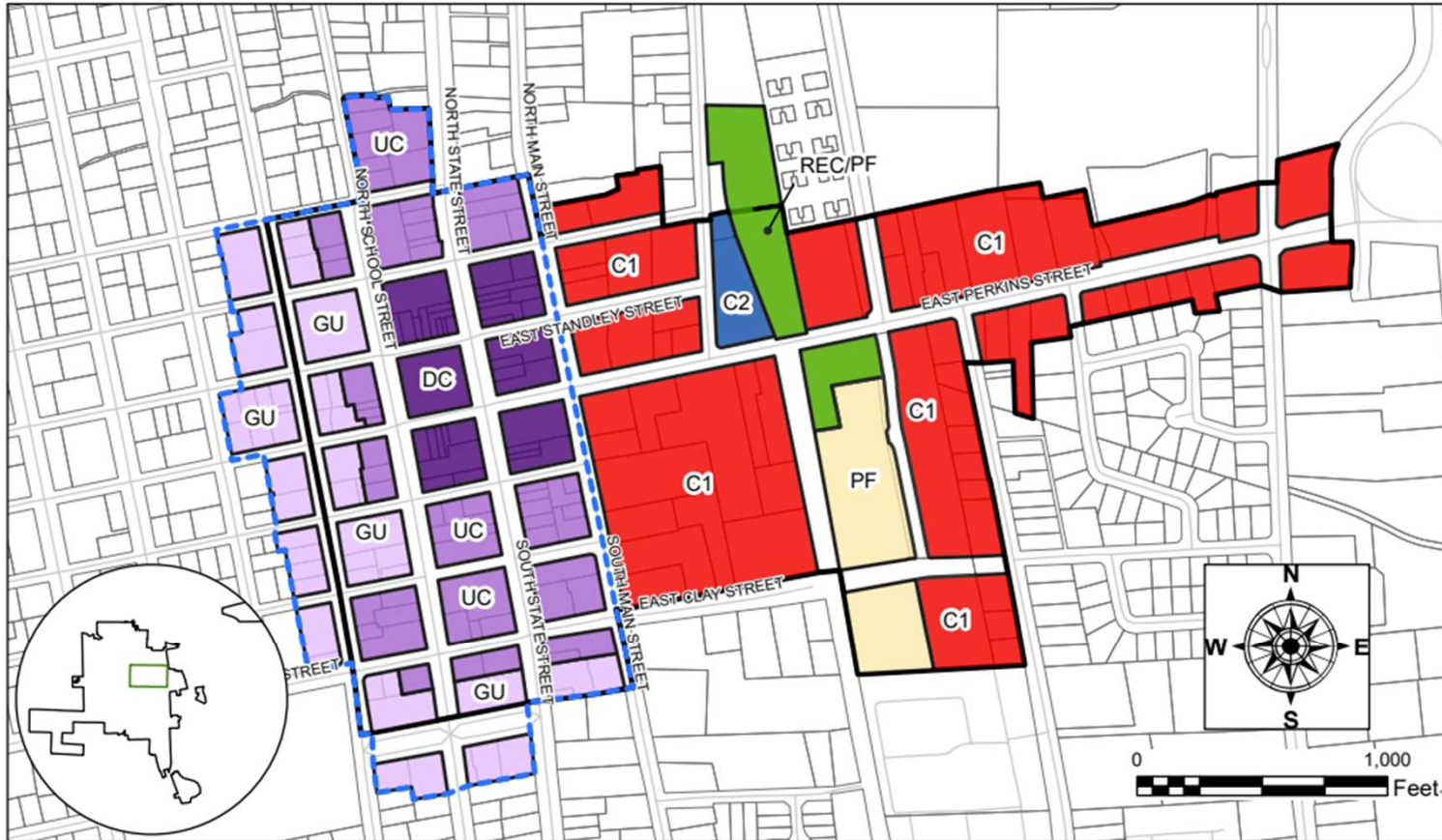
Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Bureau of Land Management.



Post Charrette Regulating Plan Map (August 2007)

DZC 2012 Framework

Proposed Downtown Zoning Code



Legend

C1 - Community Commercial	C2 - Heavy Commercial	UC - Urban Center	Roads	Ukiah Assessor Parcels
DC - Downtown Core	GU - General Urban	PF - Public Facility	Proposed DZC Boundary	Existing DZC Boundary
REC/PF - Recreation/ Public Facility				

MAP UPDATED FEBRUARY 2026

DO NOT USE TO DETERMINE LEGAL BOUNDARIES. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE REGARDING ACCURACY, ADEQUACY, COMPLETENESS, LEGALITY, RELIABILITY, OR USEFULNESS OF THIS INFORMATION.

Next Steps



Questions?



Jesse Davis

Chief Planning Manager

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AGENDA SUMMARY REPORT

SUBJECT: Receive Presentation on the 2025 Annual Progress Reports to the Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation; and Discuss Questions with Staff.

DEPARTMENT: Community Development

PREPARED BY: Katherine Schaefers, Planning Manager

PRESENTER: Katherine Schaefers, Planning Manager

ATTACHMENTS:

1. Housing Element APR
2. General Plan APR
3. 14b Presentation given at meeting

Summary: The Planning Commission will receive a presentation on the 2025 progress reports to the Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation and discuss questions with Staff.

Background: Government Code requires the City's Community Development Department to provide an Annual Progress Report (APR) to the City Council, Governor's Office of Land Use and Climate Innovation (LCI), and the California Department of Housing and Community Development (HCD) regarding the City's progress in implementing its adopted housing element, as well as its general plan. Annual reports are due by April 1st of the proceeding calendar year for which the reports are prepared (CY 2025 report due 4/1/2026).

Discussion: Below is a summary of the City's 2024 progress in implementing the 2019-2027 Housing Element and 2040 General Plan. For details, please refer to the Housing Element APR in Attachment 1 and General Plan APR in Attachment 2.

2025 HOUSING ELEMENT (HCD) APR

For the 2019-2027 Housing Element/6th Planning Cycle, Ukiah was assigned a Regional Housing Needs Allocation (RHNA) of 239 residential units. The following table (Table 1) summarizes Ukiah's progress in meeting its RHNA housing targets. This information is also provided in Table A of the Housing Element APR. From 2019 to 2025, the City made significant progress towards its RHNA goals across all income-level categories through the permitting of Accessory Dwelling Units (ADUs), new single-family residential homes, and large multi-family housing projects. Notably, the 'Very Low-Income' target of 86 units was met by the end of 2023, primarily through the 72-unit Acorn Valley Plaza project at 197 & 199 East Gobbi Street. In 2024, Ukiah also met its 'Above Moderate-Income' allocation with the 32-unit housing project at 191 Cooper Lane. In 2025, three ADUs were constructed, taking the remaining Moderate-Income number down to 11 units. This past year also saw the construction of two single-family 'Above Moderate Income' units.

Income levels are defined by HCD as follows:

- Extremely Low-Income - less than 30% Area Median Income (AMI). HCD requires that at least half of the units allocated for the Very Low-Income level be affordable to Extremely Low-Income households.

- Very Low-Income - less than 60% AMI.
- Low-Income - between 60% AMI and 80% AMI.
- Moderate-Income - between 80% AMI and 120% AMI.
- Above Moderate-Income - greater than 120% AMI.

Table 1 – RHNA Allocation and Progress

Income Level	2019-2027 RHNA Original Allocation	Issued Units in 2025	RHNA Remaining
Very Low-Income	86	0	0
Low-Income	72	0	15
Moderate-Income	49	3	11
Above Moderate-Income	32	2	0
Total	239	5	26

In 2025, the City issued 5 building permits for new residential units (Table 2), and with past and projected housing production, Ukiah is on track to meet its RHNA goals by 2027. The remaining RHNA targets for 'Low Income' and 'Moderate Income' households, 15 units and 11 units, respectively, are expected to be met with an upcoming housing project on Cooper Lane, as well as the continued development of ADUs and infill housing over the next two years. Full details and a year-by-year breakdown of Ukiah's RHNA progress may be found in Table B of the Housing Element Annual Progress Report.

Table 2 – 2025 Building Permits by Income

Income Level	Number of Units
Moderate-Income	3
Garage conversion into ADU	1
Detached ADUs	2
Above Moderate-Income	2
Single-family residence	2

The City of Ukiah's Housing Element APR includes multiple tables that document housing production, program implementation, and land use decisions. Below is a description of what each of these tables provides:

- **Tables A, A2, and B:** Provide information on housing production and progress toward the RHNA allocation.
- **Table C:** Not applicable, as the City is on track to meet regional housing targets without needing to rezone sites.
- **Table D:** Summarizes program implementation in the Housing Element.
- **Tables E and F:** Not applicable, as the City did not utilize commercial development bonuses or acquire units for alternative sites.
- **Table F2:** Not applicable, as there were no conversions of above-moderate income units to lower affordability levels.
- **Table G:** Shows the two locally owned sites sold by the City for housing development.
- **Table H:** Not applicable, as the City did not formally declare surplus land.
- **Table I:** HCD removed this table from the 2025 APR, and consolidated its data into Tables A and A2.
- **Table J:** Not applicable, as the City did not use a density bonus for student housing.
- **Table K:** Not applicable, as the City has no local tenant preference ordinance.
- **Table L:** Not applicable, as the City did not add any sites to a National, State, or Local register of historic places in 2025.
- **LEAP Reporting:** Status: Complete. Local Early Action Planning (LEAP) funds are grants provided to cities to improve processes and plans aimed at accelerating housing production. In 2024, the City

successfully utilized LEAP funds by updating lot adjustment policies, implementing the new LEAP-funded electronic permit system (CitizenServe), and other projects, with final invoices submitted to HCD for reimbursement by the 2024 deadline.

Since the adoption of the 6th Cycle Housing Element in October 2019, Staff have prioritized implementation of programs contained in Section 7 of the Housing Element to advance its goals and policies. All Housing Element Implementation Programs have been completed in prior years. This status is reported in Table D of the Housing Element APR. Certain completed programs will continue as ongoing as Staff secures additional funding.

2025 GENERAL PLAN (LCI) APR

The Ukiah 2040 General Plan provides a long-term framework for the City's growth, and is organized into eight elements: Land Use, Economic Development, Mobility, Public Facilities, Services and Infrastructure, Environment and Sustainability, Safety, Agriculture, and Housing. Each element includes specific implementation programs, with goals set for completion in the 2022-2025, 2026-2030, and 2031-2040 timeframes. Some programs are also designated as ongoing or annual tasks. Highlights of 2025 General Plan Implementation Program progress include the following. Please see Attachment 2 for the full 2025 General Plan Annual Progress Report (APR).

Land Use Element

Implementation Program E: Zoning Code Amendments (Open Space, Sign, Downtown Zoning Code, Map Corrections)

Economic Development Element

Implementation Program A: Work continued on the Economic Development Strategy based on stakeholder interviews.

Mobility Element

Implementation Program L: Airport Infill Policy Ad Hoc appointed to assist on parcel identification study in November.

Public Facilities, Services, and Infrastructure Element

Implementation Program B: Parks Gap Analysis completed in March.

Environment & Sustainability Element

Implementation Program M: Climate Action Plan adopted in May.

Safety Element

Implementation Programs E and P: Adoption of FEMA flood Insurance Rate Maps and Fire Hazard Severity Zones.

Agriculture Element

Implementation Program C: Align agricultural regulations with Mendocino County.

Staff recommends the Planning Commission receive a report on the 2025 Annual Progress Reports to HCD and LCI and discuss any questions.

Recommended Action: Receive presentation on the 2025 annual progress reports to the Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation, and discuss any questions with Staff.

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

General Information	
Jurisdiction Name	Ukiah
Reporting Calendar Year	2025
Contact Information	
First Name	Katherine
Last Name	Schaefers
Title	Planning Manager
Email	kschaefers@cityofukiah.com
Phone	7074636203
Mailing Address	
Street Address	300 Seminary Avenue
City	Ukiah
Zipcode	95482

Table A – Housing Development Application Applications Submitted

Project Identifier				Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Historic Sites	Density Bonus Applications	Application Status	Project Type		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20				
Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID	Unit Category (SFA, SFD, 2 to 4.5+ ADU, MH)	Tenure R=Renters O=Owner	Date Application Submitted (see instructions)	Very Low Income Deed Restricted	Very Low Income Non Deed Restricted	Low Income Deed Restricted	Low Income Non Deed Restricted	Moderate Income Deed Restricted	Moderate Income Non Deed Restricted	Above Moderate Income	Total PROPOSED Units by Project	Total APPROVED Units by Project	Total DISAPPROVED Units by Project	Please select the state streamlining provision/s the application was submitted pursuant to.	Is this project located on a site with an associated historical designation as outlined in Government Code Section 65400(a)(2)(N) and reported on Table L?	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?	Were incentives or concessions requested pursuant to Government Code section 65915 approved?	Please indicate the status of the application.	Is the project considered a ministerial project or discretionary project?	
Start Data Entry Below																							
003-190-09	620 Redwood Ave.		R25-000224	SFD	O	9/26/2025							5	18	23	6	0	NONE	No	No	No	Approved	Ministerial
001-410-49	1091 Maple Ave.		R25-000143	SFD	O	7/1/2025								1	1	1		NONE	No	No	No	Approved	Ministerial
001-130-54	1207 Standley Ave.		R25-000015	ADU	R	1/23/2025								1	1	1		NONE	No	No	No	Approved	Ministerial
003-110-37	508 Redwood Ave.		R25-000045	ADU	R	3/7/2025								1	1	1		NONE	No	No	No	Approved	Ministerial
001-331-09	426 Mendocino Dr.		R25-000137	ADU	R	6/13/2025								1	1	1		NONE	No	No	No	Approved	Ministerial
001-271-15	490 Highland Dr.		R25-000135	ADU	R	6/10/2025								1	1	1		NONE	No	No	No	Approved	Ministerial
001-272-19	121 Calvert Ct.		R25-000028	ADU	R	2/18/2025								1	1	1		NONE	No	No	No	Pending	Ministerial
003-190-13	1250 Redwood Ave.		R25-000111	SFD	O	5/16/2025								1	1	1		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000278	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000279	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000280	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000281	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000282	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000283	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000284	2 to 4	O	11/21/2025								2	2	2		NONE	No	No	No	Pending	Ministerial
003-572-18	420 Cooper Ln.		R25-000285	SFD	O	11/21/2025								1	1	1		NONE	No	No	No	Pending	Ministerial

Table A2 – Annual Building Activity Report Summary – New Construction, Entitled, Permits and Completed Units

Project Identifier				Unit Types		Occupancy				Streamlining	Historic Sites	Infill	Housing with Financial Assistance and/or Deed Restrictions	Housing without Financial Assistance or Deed Restrictions					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID	Unit Category (SFA, SFD, 2 to 4.5+ ADU, MH)	Tenure R=Renters O=Owner	Moderate Income Non Deed Restricted	Above Moderate Income	Building Permits Date Issued	# of Units Issued Building Permits	Moderate Income Non Deed Restricted	Above Moderate Income	Certificates of Occupancy or other forms of readiness (see instructions) Date Issued	# of Units issued Certificates of Occupancy or other forms of readiness	Please select the state streamlining provision the project was APPROVED pursuant to. (may select multiple)	Is this project located on a site with an associated historical designation as outlined in Government Code Section 65400(a)(2)(N) and reported on Table L?	Infill Units? Y/N*	Assistance Programs for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple - see instructions)	For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)
Start Data Entry Below																			
003-190-09	620 Redwood Ave.		R25-000224	SFD	O	3	2	11/5/2025	5	3	1		4	NONE	No	N			N/A
001-410-49	1091 Maple Ave.		R25-000143	SFD	O			8/7/2025	1				0	NONE	No	Y			N/A
001-130-54	1207 Standley Ave.		R25-000015	ADU	R	1		4/15/2025	1				0	NONE	No	Y			ADU & Projected Rent
003-110-37	508 Redwood Ave.		R25-000045	ADU	R	1		5/8/2025	1				0	NONE	No	Y			ADU & Projected Rent
001-331-09	426 Mendocino Dr.		R25-000137	ADU	R	1		7/14/2025	1				0	NONE	No	Y			ADU & Projected Rent
001-271-15	490 Highland Dr.		R25-000135	ADU	R	1		8/20/2026	1				0	NONE	No	Y			ADU & Projected Rent
002-172-24	431 N. Dora St.		R24-000006	SFD	O				0		1	6/3/2025	1	NONE	No	Y			N/A
001-130-102	415 W. Mill St.		R24-000920	ADU	R				0	1		1/22/2025	1	NONE	No	Y			ADU & Projected Rent
003-010-45	199 Banker Blvd.		R24-000214	ADU	R				0	1		5/13/2025	1	NONE	No	Y			ADU & Projected Rent
001-242-35	1361 W. Clay St.		R24-000231	ADU	R				0	1		5/1/2025	1	NONE	No	Y			ADU & Projected Rent

Table D – Housing Element Implementation

**ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation**

Jurisdiction		Ukiah						
Reporting Year		2025 (Jan. 1 - Dec. 31)						
Table D								
Program Implementation Status pursuant to GC Section 65583								
Housing Programs Progress Report								
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.								
1	2	3	4	5	6	7	8	9
Name of Program	Objective	Projected Completion Date in Housing Element	Applicable Cycle	Status of Program Implementation	Program Implementation Details	Quantified Outcomes: Category	Quantified Outcomes: Count	Supporting Documents
H-1 - 1a: Implement a residential rehabilitation program.	Encourage the rehabilitation of existing residential unit	12/31/2025	6th Cycle	Continuous	The City of Ukiah applied for competitive funding through the "non-entitlement" allocation of the State Community Development Block Grant (CDBG) program to launch a Housing Rehabilitation program and was awarded a \$500,000 grant by HCD in 2022. Applications for housing rehabilitation assistance were received from low-income homeowners in 2025 and are being processed for possible approval. The program seeks to correct health and safety hazards in deteriorated housing; and to extend the useful life of existing housing units. Loans and grants are available for owner-occupied homes or for units occupied by low-income tenants of owner-investors jurisdiction wide. The Emergency Repair Grant Program provides a grant of up to \$7,500 for emergency home repairs to correct housing conditions posing an imminent threat to the health and safety of the owner occupant. Funds for this rehabilitation program	Other	1	https://ukiahca.portal.civicclerk.com/event/2254/overview

<p>H-1 - 1b: Continue the City's Energy Efficiency Public Benefits Fund and renewable energy and energy efficiency rebate programs.</p>	<p>Provide education and opportunities to increase green building practices.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>In 2024, similar to previous years, the City of Ukiah's Electrical Utility Department offered a myriad of funding opportunities that encouraged the use of renewable energy and energy efficient products. Rebates and refunds remain available for appliances, products, home improvement (insulation, windows, solar attic fan, air sealing, duct sealing, air conditioner, heat pump, smart thermostat, etc.), and vehicles (including e-bikes).</p>	<p>Other</p>	<p>1</p>	<p>https://www.directefficiency.com/ukiah-electric-rebates/#ukiah-home-improvements</p>
<p>H-1 - 1c: Support funding or other applications that would preserve/conserv existing mobile home parks.</p>	<p>Preserve at-risk housing units.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>A rent stabilization ordinance was adopted by the City Council in 2011. Staff has investigated the Mobile-home Park Rehabilitation and Residential Ownership Program (MPRROP) via HCD that would finance the preservation of affordable mobile-home parks by conversion to ownership or control by resident organizations, nonprofit housing sponsors, or local public entities, but no action has yet been taken. In 2025, the City of Ukiah Housing Rehabilitation Program, made available funds for repair and replacement to mobile home residents within City limits to encourage preservation of existing parks.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-develop</p>
<p>H-1 - 1d: Continue providing informational materials to the public through the Green Building Information Center and at the public counter.</p>	<p>Provide education and opportunities to increase green building practices.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>In 2025, staff updated and maintained the Green Building Resource Center in the Ukiah Civic Center. The Community Development Department also maintains resources on its website, including helpful links to enable the public to learn more about health and energy, water, and material conserving design and construction. Additionally, the City's Electric Utility Department provides information on these types of practices and programs.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-development/building-services/</p>

<p>H-1 - 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.</p>	<p>Streamline housing development.</p>	<p>9/1/2021</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Objective Design and Development Standards adopted by the City Council (Ordinance No. 1216) on 9/1/2021. In 2023 and 2024, the City further refined these regulations per Ordinance No. 1234, Adopted 10/18/23; Ordinance No. 1244, Adopted 09/04/24; Ordinance No. 1249, Adopted 10/16/24. In 2025, the City utilized these standards in the ministerial processing of building permit submittals.</p>	<p>Other</p>	<p>1</p>	<p>https://www.codepublishing.com/CA/Ukiah#!/Ukiah09/Ukiah0902-0502.html#art5</p>
<p>H-1 - 1f: Develop an At-Risk Units Program</p>	<p>Preserve at-risk housing units.</p>	<p>12/31/2020</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>In 2020, Staff developed an At-Risk Program for the City of Ukiah, including informational hand-outs. Through the Planning Division webpage, these materials are available for review. The nature of conversion risk varies significantly among projects depending on the type of subsidy and related affordability controls. As all identified units are guaranteed to remain affordable for the remainder of this RHNA cycle, the City will continue to monitor their status. Should changes to status arise, however, Staff will implement efforts to preserve at risk units.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2024/02/At-risk-Units-Program-Flier.pdf</p>
<p>H-1 - 1g: Tenant Education and Assistance for Tenants of At-Risk Projects.</p>	<p>Require property owners to give notice to tenants of their intent to opt out of low-income use restrictions. Provide tenants of at-risk units with education regarding tenant rights and conversion procedures.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Informational handouts were developed by City Staff to educate tenants of their rights and conversion procedures. However, no at risk projects have been identified by the City of Ukiah that would require action at this time.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-development/housing-services/</p>
<p>H-2 - 2a: Update the inventory of vacant and underutilized parcels.</p>	<p>Ensure that adequate residentially designated land is available to accommodate the City's share of the Regional Housing Need.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>This list is updated annually and is posted to the City of Ukiah's Planning Division web-page.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-development/planning-services/</p>

<p>H-2 - 2b: Monitor the rate of conversion of primary residences to short-term rental units.</p>	<p>Ensure that adequate residentially designated land is available to accommodate the City's share of the Regional Housing Need and not converted to commercial uses.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Monitoring of short-term rentals is facilitated through the Plan Check/business license process. All Short-Term Rentals require a business license to operate within the City of Ukiah. If deemed necessary, Staff will review software programs to further assist with short term rental enforcement, but notes that a significant portion of operators do not facilitate whole-home rentals and that the number of short-term rentals does not appear significant based on active business license.</p>	<p>Other</p>	<p>1</p>	<p>https://www4.citizenserve.com/Portal/PortalController</p>
<p>H-2 - 2c: Monitor the conversion of single family residential homes to commercial uses</p>	<p>Ensure that adequate residentially designated land is available to accommodate the City's share of the Regional Housing Need and not converted to commercial uses.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Presently, conversion of residential structures is monitored via the Plan-Check Process. In 2024, there were no conversions of residential homes to commercial uses. In 2025, there were no conversions of residential homes to commercial uses.</p>	<p>Other</p>	<p>1</p>	<p>https://www4.citizenserve.com/Portal/PortalController</p>
<p>H-2 - 2d: Pursue additional funding sources to augment the Ukiah Housing Trust Fund, creating a permanent source of funding for affordable housing.</p>	<p>Encourage the development of a variety of different types of housing. Facilitate the production of housing for all segments of the Ukiah population</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>The City of Ukiah was awarded a ProHousing Designation by HCD in 2023. As a result of this designation, the City was eligible and applied for/was awarded \$455,000 in Prohousing Incentive Pilot (PIP) funds and \$517,061 in PHLA funds to facilitate Affordable Housing production and/or rehabilitation in the City.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2023/05/PR_Prohousing-Designation.pdf</p>
<p>H-2 - 2e: Continually engage with a variety of housing developers who specialize in providing housing to each economic segment of the community.</p>	<p>Facilitate the production of housing for all segments of the Ukiah population</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>City Staff continue to actively participate in the Inland Mendocino County Housing Action Team, which includes developers of residential homes. In 2025, Staff regularly communicated with project developers from Mendocino County and Northern California to engender interest in locating projects within the City.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-development/housing-services/</p>
<p>H-2 - 2f: Amend the zoning code: Emergency Shelters, Transitional/Supportive Housing, Single Room Occupancy Housing and Manufactured/Factory Built Homes</p>	<p>Facilitate the production of housing for all segments of the Ukiah population</p>	<p>9/1/2021</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Zoning Ordinance amendments adopted by the City Council (Ordinance 1216) on 9/1/2021.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/housing-related-zoning-code-updates/</p>

<p>H-2 - 2g: Facilitate the consolidation of smaller, multi-family parcels by providing technical assistance to property owners and developers in support of lot consolidation.</p>	<p>Facilitate the production of housing for all segments of the Ukiah population. Preserve at-risk housing units.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>In FY 2024, the City Council adopted an ordinance designed to improve the lot line adjustment process by streamlining review requirements and reducing unnecessary application requirements. In 2025, applicants utilized this streamlined approach for lot adjustments.</p>	<p>Other</p>	<p>1</p>	<p>https://ukiahca.portal.civicclerk.com/event/1885/overview</p>
<p>H-2 - 2h: Ensure capacity of adequate sites for meeting RHNA: (1) Update C1 and C2 Zones to allow by-right housing development, with objective design and development standards (2) Update the R-2 Zone to allow up to 15 dwelling units per acre instead of 14 dwelling units per acre (3) Update the C-N Zone to increase residential density and allow similar housing types as those allowed in R-2. (4) By-right housing program for select parcels.</p>	<p>Facilitate the production of housing for all segments of the Ukiah population</p>	<p>9/1/2021</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Zoning Ordinance amendments including by-right housing development with objective design and development standards, increasing residential density in the C-N zone, and by-right housing for select parcels, adopted by the City Council (Ordinance 1216) on 9/1/2021. The Council adopted a Resolution to amend the General Plan to match the increase in density in the C-N Zone on 8/18/2021.</p>	<p>Other</p>	<p>1</p>	<p>https://www.codepublishing.com/CA/Ukiah#!/Ukiah09/Ukiah0902-0502.html#art5</p>
<p>H-2 - 2i: Monitor residential capacity (no net loss). Proactively monitor the consumption of residential acreage to ensure an adequate inventory is maintained for the City's RHNA obligations.</p>	<p>Preserve at-risk housing units.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>No residential net loss was identified for the year 2025. The City has updated its vacant and underutilized inventory to ensure that there is adequate acreage to maintain the City's RHNA obligations.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2025/01/Vacant-and-Underutilized-Parcel-List_2025.pdf</p>
<p>H-2 - 2j: First Time Homebuyer Assistance</p>	<p>Expand affordable housing opportunities for first time homebuyers.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>The City of Ukiah's first time homebuyer program is designed to provide assistance to eligible homebuyers in purchasing homes located within City limits. In 2021, first time homebuyer assistance was provided to two (2) households through a HOME award. In 2025, the City activated a new CDBG FTHB Program, and made the first (1) loan for the purchase of a house in November 2025.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-development/housing-services/</p>

<p>H-2 - 2k: Collaborate with local service providers on addressing homelessness. Continue participation in the Mendocino County Continuum of Care.</p>	<p>Facilitate the production of housing for all segments of the Ukiah population, including those with special needs.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>The City continues to participate in the Mendocino County's Continuum of Care via multiple Departments, including the Ukiah Police Department and the City Manager's Office. Additionally, the City's Community Development Department meets bi-annually with leadership of the Ukiah Police Department, Ukiah Valley Fire Authority, and Building Bridges Homeless Services Center.</p>	<p>Other</p>	<p>1</p>	<p>https://mendocinococ.org/</p>
<p>H2-2l: Review existing City processes for compliance with AB 2162.</p>	<p>Revise zoning codes/processes to allow supportive housing by right in zones where multifamily and mixed uses are permitted, including nonresidential zones permitting multifamily uses.</p>	<p>8/5/2020</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Transitional housing, and supportive housing is allowed by-right in zones where multifamily and mixed uses are permitted. Ord. 1205 was adopted on August 5, 2020 addressing this goal and ensuring compliance with AB 2162.</p>	<p>Other</p>	<p>1</p>	<p>http://cou-laserfiche02/WebLink/DocView.aspx?id=73959&dbid=0&repo=Ukiah</p>
<p>H-2 - 2m: Housing Units Replacement Program</p>	<p>Ensure that adequate residentially designated land is available to accommodate the City's share of the Regional Housing Need. In order to mitigate the loss of affordable housing units, require new housing developments to replace all affordable housing units lost due to new development.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Displacement not identified in 2025, as all development was supplemental or occurred on vacant parcels.</p>	<p>Other</p>	<p>1</p>	<p>https://www4.citizenserve.com/Portal/PortalController</p>
<p>H-2- 2n: Homeless Shelter Overlay District Evaluation. Evaluate the Homeless Shelter Overlay District to determine suitability for accommodating the identified number of homeless persons</p>	<p>Facilitate the production of housing for all segments of the Ukiah population, including those with special needs.</p>	<p>12/31/2019</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Staff previously presented analysis to the Planning Commission, and determined that the current approach to homeless shelter facilities was adequate to meet the needs of unhoused individuals.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/20</p>

<p>H-3 - 3a: Research, review and amend the development standards in the zoning code for opportunities to maximize housing development.</p>	<p>Increasing maximum allowable height for new residential buildings; Increasing density; Reducing yard setbacks; Reducing minimum site area; Upzoning R-1 (Single-family Residential) and R-1-H (Single-family Residential- Hillside Combining) zoning districts to allow by-right and/or permit other residential building types and densities.</p>	<p>9/1/2021</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Zoning Ordinance amendments including by-right housing development with objective design and development standards, increasing residential density in the C-N zone, and by-right housing for select parcels, adopted by the City Council (Ordinance 1216) on 9/1/2021. The Council adopted a Resolution to amend the General Plan to match the increase in density in the C-N Zone on 8/18/2021. In 2024, the City adopted the "Missing Middle" Ordinance No. 1249, on 10/16/24, modifying the R-1, R-2 and R-3 zones to incorporate changes consistent with Ukiah 2040 General Plan's density-related analysis and housing goals, such as reduced setback, parking and lot-size requirements; allowing a greater variety of housing types, such as 'Dwelling Groups' In addition, the City adopted an "ADU" Ordinance No. 1244, on 09/4/24 to update the City's approval process for Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/2025-update-city-of</p>
<p>H-3 - 3b: Develop flexible parking policies for new residential development. The intent of this policy is to reduce parking requirements, especially in zoning districts that allow for lower-income housing developments.</p>	<p>Remove governmental constraints to infill housing development.</p>	<p>9/1/2021</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>Zoning Ordinance amendments including flexible parking policies were adopted by the City Council (Ordinance 1216) on 9/1/2021. In 2023, the City further amended parking regulations in for projects using Objective Design & Development Standards by reducing multi-family requirements per Ordinance No. 1234; Adopted - 10/18/23</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2024/01/Objective-Design-Development-Checklist-10.15.23.pdf</p>
<p>H-3 - 3c: Explore other policies and regulations that facilitate new infill housing development. Produce report with recommendations and present to Planning Commission and City Council.</p>	<p>Encourage the use of density bonuses and provide other regulatory concessions to facilitate housing development.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Staff continues to research policies and regulations that facilitate new infill housing development. Staff encourages the use of density bonuses and provides other regulatory concessions to facilitate housing development, when appropriate.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2024/01/Objective-Design-Development-Checklist-10.15.23.pdf</p>

<p>H-3 - 3d: Facilitate improvements to permit processing to streamline housing development.</p>	<p>Remove governmental constraints to infill housing development.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Staff created a Housing Development Checklist (processing procedures brochure) for by-right housing development of duplexes, triplexes, 4-plexes and larger projects in 12/2021. These are currently available on the City website and via email upon request. It was also sent to known housing developers currently working with the City. In 2022, Danco Communities utilized these objective standards to facilitate development of Acorn Valley Plaza at 210 East Gobbi Street. Per Ordinance No. 1234 (Adopted - 10/18/23), Staff further removed governmental constraints to infill housing.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2024/01/Objective-Design-Development-Checklist-10.15.23.pdf</p>
<p>H-3 - 3e: Continue to apply the CEQA infill exemption to streamline environmental review.</p>	<p>Improve building and planning permit processing for residential construction.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Staff regularly applies and utilizes the CEQA infill exemption to streamline environmental review when appropriate.</p>	<p>Other</p>	<p>1</p>	<p>https://www.califaep.org/docs/CEQA_Handbook_2025combined.pdf</p>
<p>H-3 - 3f: Review Site Development Permit and Use Permit Processes. Produce report for City Council analyzing processes and making recommendations for how to revise processes and/or Ukiah City Code such that project approval process is accelerated.</p>	<p>Remove governmental constraints to infill housing development. Improve building and planning permit processing for residential construction.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>Zoning Ordinance amendments, including by-right housing with objective design and development standards were adopted by the City Council on 9/1/2021 (Ordinance 1216) . These objective standards streamline both the Site Development Permit and Use Permit processes. In 2024, The Pinoleville Pomo Nation utilized these objective standards to facilitate A 32-Unit, multi-family housing development at 191 Cleveland Lane. Staff continually reviews and updates policy.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads/2024/01/Objective-Design-Development-Checklist-10.15.23.pdf</p>
<p>H4- 4a: Continue to collaborate with the Ukiah Police Department and property owners and managers to keep housing safe. Support the Crime Prevention through Environmental Design standards through continued referral of residential new construction projects to the Ukiah Police Department.</p>	<p>Continue to implement effective crime prevention activities.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>The Community Development Department continues to collaborate with the Ukiah Police Department (UPD), as the UPD reviews all housing project applications as part of the Department's referral process and regularly makes comments. Comments from UPD are derived from the UPD's Crime Prevention Through Environmental Design strategy.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/upd/divisions/crime-prevention-flyers/crime-prevention-by-environmental-design/index.htm</p>

<p>H4- 4b: Continue to refer housing discrimination complaints to Legal Services of Northern California, State Fair Employment and Housing Commission, and the U.S. Department of Housing and Urban Development (HUD).</p>	<p>Promote fair housing practices in the sale or rental of housing with regard to race, color, national origin, ancestry, religion, disability/ medical conditions, sex, age, marital status, familial status, source of income, sexual orientation/gender identify, or any other arbitrary factors.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>No complaints received in 2025, but the City remains cognizant of this objective.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/diversity-and-equity/</p>
<p>H4- 4c: Develop project referral procedural for referral of all proposed General Plan amendments to the appropriate military office for review and comment. Revise the planning permit application form to include this step of referral.</p>	<p>Promote well-planned and designed housing opportunities and projects for all persons.</p>	<p>10/18/2022</p>	<p>6th Cycle</p>	<p>Completed</p>	<p>In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. The City shall address military impacts based on information from the military and other sources. All amendments to the Ukiah General Plan, and large development projects shall be sent to military referral entities. A request for review is sent to these contacts prior to determination of project's completeness, so that any requests for additional information or conditions may be integrated into the project in a timely manner. In 2022, the City utilized this referral procedure to provide notice to appropriate military offices on October 18, 2022 for the City's 2040 General Plan.</p>	<p>Other</p>	<p>1</p>	<p>https://ceqanet.lci.ca.gov/2022050556/2</p>

<p>H5-5a: Maintain a housing resources webpage.</p>	<p>Assume a leadership role in the development of all types of housing in the community.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>The Housing Services Division is responsible for administering the City's federal, state, and local housing, and community development programs to improve and expand the City's housing stock, especially for low- and moderate-income residents, seniors, and those with special needs. In 2022, the City created a Housing Services webpage. In 2025, the City featured a First Time Homebuyer Program, a Housing Rehabilitation Program, Ukiah Housing Trust Fund, and the Community Development Block Grant (CDBG) Program, and the HOME Investment Partnerships Program on the webpage, along with other housing resources available to residents and developers in Mendocino County and Ukiah.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/community-development/housing-services/</p>
<p>H5-5b: Complete the update of the 2020 Sphere of Influence, Municipal Service Review, and Ukiah 2040 General Plan. Include an annexation policy.</p>	<p>Pursue annexation efforts that lead to an orderly expansion of growth, where services are adequate for future residential development.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>On December 9, 2022, Mendocino County LAFCo adopted the City's Municipal Service Review and Sphere of Influence Update. On September 11, 2023, at their regular Commission Meeting, the City of Ukiah's request to annex City-Owned parcels in unincorporated Mendocino County (A-2021-01) was approved.</p>	<p>Other</p>	<p>1</p>	<p>https://www.mendolafco.org/sphere-of-influence-updates</p>
<p>H5-5c: Work collaboratively with stakeholder jurisdictions for opportunities to lessen or remove development constraints and update the housing plan accordingly.</p>	<p>Remove governmental constraints to infill housing development. Improve building and planning permit processing for residential construction.</p>	<p>12/31/2025</p>	<p>6th Cycle</p>	<p>Continuous</p>	<p>In 2024, Staff worked collaboratively with the County, as well as other jurisdictions, on opportunities to lessen or remove development constraints. In particular, Staff focused on progressing a master tax share agreement to streamline future annexation efforts.</p>	<p>Other</p>	<p>1</p>	<p>https://cityofukiah.com/wp-content/uploads</p>



GOVERNOR'S OFFICE OF LAND USE AND CLIMATE INNOVATION (LCI) 2025 CITY OF UKIAH GENERAL PLAN ANNUAL PROGRESS REPORT (APR) MEMORANDUM

Purpose of the APR: The Governor's Office of Land Use and Climate Innovation (LCI) Annual Progress Report (APR) provides local legislative bodies and the public with information on the implementation of the General Plan for their city or county. These APRs also serve to update the public on progress toward achieving the City's identified goals.

City Council Review Date: March 4, 2025

2040 General Plan Adoption Date: On December 7, 2022, the City Council adopted a resolution approving the 2040 General Plan (Resolution No. 2022-79), along with a resolution certifying the Environmental Impact Report (EIR), adopting the Findings of Fact and Statement of Overriding Considerations, and approving the Mitigation Monitoring Reporting Program (Resolution [No. 2022-78](#); State Clearinghouse [No. 2022050556](#)). In addition, the City's 6th Cycle Housing element was adopted by the Ukiah City Council on October 23, 2019, and subsequently certified by the California Department of Housing and Community Development on December 5, 2019.

EXECUTIVE SUMMARY

The Ukiah 2040 General Plan serves as the City's long-term blueprint for sustainable growth, balancing economic prosperity, environmental stewardship, housing affordability, and mobility improvements. The 2025 APR reflects Ukiah's commitment to implementing this vision. This report outlines the progress made in each General Plan element, highlighting implementation milestones, policy updates, and public engagement efforts that align with the General Plan's objectives. This report covers the reporting period of January 1, 2025, through December 31, 2025. Following review and acceptance by the City Council, this report will be submitted via the required online forms to LCI and HCD.

GENERAL PLAN IMPLEMENTATION PROGRESS (2025)

The City of Ukiah 2040 General Plan was certified in December 2022. In 2025, the City made significant strides in implementing the specific programs outlined in the Plan's elements.

A. Land Use Element

Open Space (O-S) Zoning District (Implementation Program E): The City successfully created an Open Space (O-S) zoning designation to preserve areas of significant natural value. This action implements Policy LU-6.3 (Open Space Access) by encouraging public access to greenways and hillsides, and Goal ENV-1 by preserving natural resources and scenic landscapes. The City Council adopted Ordinance 1262 on November 5, 2025.

Sign Ordinance Update (Implementation Program E): A comprehensive update to the sign ordinance was completed to streamline the application process and implement design standards consistent with Policy LU-11.7 (Sign Regulations) and Goal LU-11. The City Council adopted the updated ordinance (Ordinance 1255) on June 4, 2025.



Downtown Zoning Code and Design Guidelines (Implementation Program E): Work continued on refining the Downtown Zoning Code to balance revitalization with preservation, implementing Policy LU-10.1 (Downtown Zoning Code). The City Council Ad Hoc Committee met in August and October 2025, and a Planning Commission workshop was scheduled for December 10, 2025.

General Plan Map Corrections (Implementation Program E): On April 2, 2025, the City Council adopted updates and corrections to the 2040 General Plan Land Use and Planning Area Maps to ensure consistency with the intent of the adopted General Plan, implementing Policy LU-16.1 (Land Use Map) and Policy LU-16.3 (Zoning Designations).

B. Economic Development Element

Economic Development Strategy (Implementation Program A): Work on the Economic Development Strategy continued in 2025, utilizing data from stakeholder interviews conducted in late 2024. However, the final strategy has been deferred until the City's reorganization application is further progressed.

C. Mobility Element

Airport Infill Policy (Implementation Program L): Work commenced on a study to identify parcels for new development compatible with the airport, implementing Policy LU-2.1 (Airport Compatibility). On November 19, 2025, the City Council appointed a new Airport Infill Policy Ad Hoc committee to assist with these efforts.

D. Public Facilities, Services, and Infrastructure Element

Sewer System Management Plan (Implementation Program A): The City Council approved the 2025 Sewer System Management Plan (SSMP) Update in September 2025, ensuring the continued viability of the wastewater collection system consistent with Policy LU-4.2 (Infrastructure Availability).

Parks Gap Analysis (Implementation Program B): The City completed a Parks Gap Analysis to identify areas underserved by parks and recreational facilities. The City Council accepted the analysis as complete on March 19, 2025, in alignment with Policies PFS-12.1 (Connected Park Systems) and 12.3 (Equitable Access to Parks and Recreation Facilities).

E. Environment & Sustainability Element

Climate Action Plan (CAP) (Implementation Program M): A major milestone was achieved with the adoption of the Municipal Climate Action Plan (CAP) on May 21, 2025. The CAP outlines strategies to reduce greenhouse gas emissions and achieve carbon neutrality by 2045, fulfilling General Plan Implementation M.

Urban Forest Master Plan (Implementation Program E): The City advanced its urban forestry goals by approving a contract with the California Conservation Corps on October 15, 2025, to provide landscaping and tree planting assistance on Phase 4 of the Great Redwood Trail. This implements Measure CS-1 and the urban forestry goals of the General Plan.

F. Safety Element

Floodplain Development (Implementation Program E): The City adopted Ordinance 1259 on September 17, 2025, as an urgency ordinance updating floodplain management regulations and adopting FEMA Flood Insurance Rate Maps (FIRM) to ensure continued eligibility in the National Flood Insurance Program.



Fire Hazard Zone Update (Implementation Program P): On July 18, 2025, Ordinance 1256 became effective, adopting the 2025 California Fire Code and designating Fire Hazard Severity Zones within the City to ensure development standards reflect current risk levels.

Fuel Break Assessment and Cooperative Pest Management (Implementation Programs T & U): In April 2025, the City and Ukiah Valley Fire Authority established a Fire/Fuels Crew Program, hiring an Interim Superintendent to lead vegetation management and hazardous fuels reduction efforts, particularly in the western hills.

G. Agriculture Element

Agricultural Standards Alignment (Implementation Program C): The City adopted an ordinance amendment to align City agricultural regulations with Mendocino County standards. The City Council adopted Ordinance 1253 on March 5, 2025.

Reduce Regulation for Local Agriculture (Implementation Programs E & I): The City introduced the Administrative Use Permit (AUP) process to streamline the review for low-impact uses such as community gardens, apiaries, and outdoor sales. This was part of Ordinance 1257, adopted in October 2025, which implements Program E (Small-scale agriculture) and Program I (Community Gardens).

H. Housing Element

Housing Production (RHNA): As of the start of the 2025 reporting period, the City had a remaining Regional Housing Needs Allocation (RHNA) of 29 units (15 low-income and 14 moderate-income). As of December 31, 2025, 26 units remain (15 low-income and 11 moderate-income). Based on currently approved and anticipated projects, including accessory dwelling units (ADUs), the City is on track to meet these targets by 2027.

ADU Ordinance Update: To ensure compliance with State ADU Law (Gov. Code § 66310 - 66342) and respond to HCD findings, the City adopted Ordinance 1258 on September 3, 2025. This ordinance amended Division 9, Chapter 2 of the City Code regarding accessory and junior accessory dwelling units.

MAJOR DEVELOPMENT APPLICATION

1240 Airport Park Blvd: A Major Site Development Permit to convert an existing structure into an Urgent Care and Administration Office. Approved by the Planning Commission on December 10, 2025.

Katherine Schaefer, Planning Manager

Enclosed: City of Ukiah 2040 General Plan – Appendix A



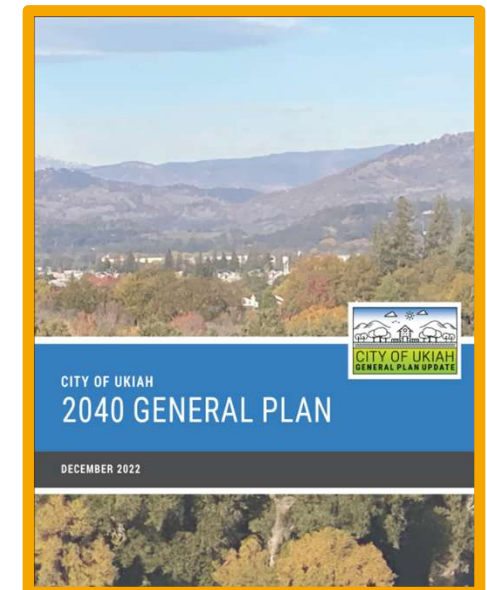
2025 Annual Progress Reports

Katherine Schaefers, Planning Manager

Annual Progress Reports (APR)

HCD: Each jurisdiction must prepare and submit a Housing Element Annual Progress Report to the Department of Housing and Community Development (HCD) on status and progress in implementing its housing element.

LCI: The General Plan APR submitted to the Governor's Office of Land Use and Climate Innovation (LCI) should outline the status of the General Plan and progress in its implementation over the previous year's 12-month reporting period.





2025 Housing Updates



6th Cycle Housing Production: 2018-2025

6th Cycle RHNA - December 31, 2028 - August 31, 2027

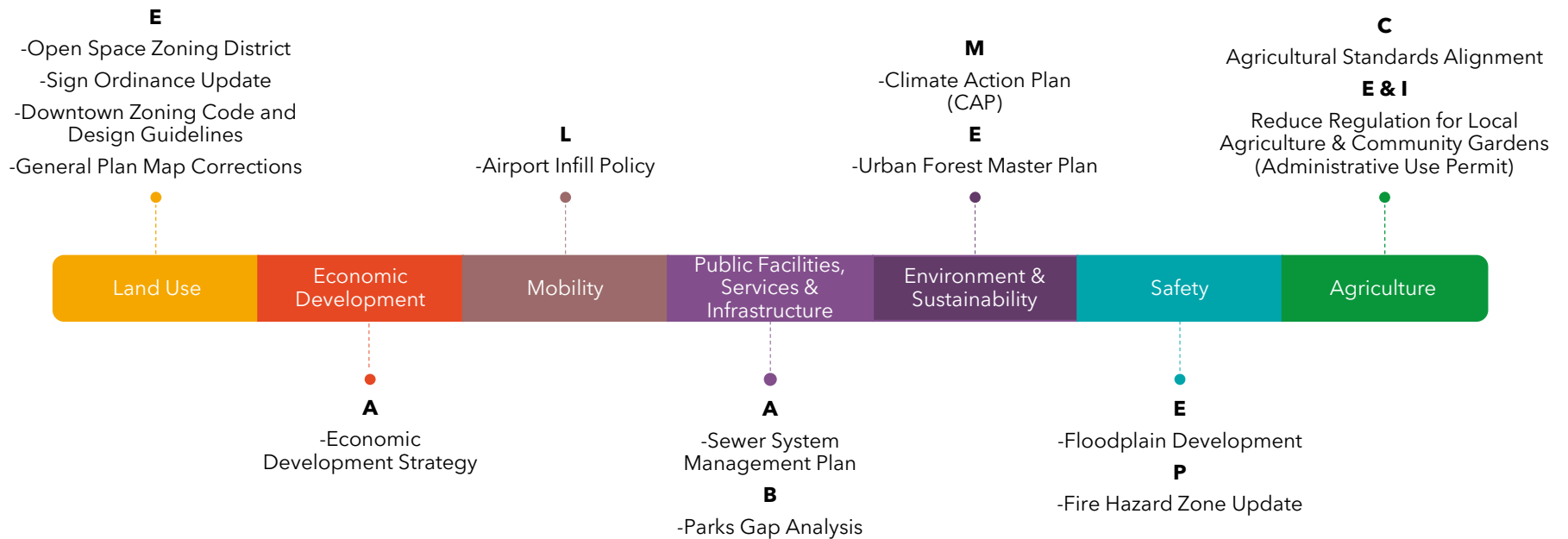
Income Level		Projection Period (1/1/19 - 8/14/19)	2019	2020	2021	2022	2023	2024	2025	Total Building Permits Issued	RHNA Remaining	2018 RHNA Assignment
Very Low	Deed Restricted				30	66				96	-	86
	Non-Deed Restricted											
Low	Deed Restricted			30		24				57	15	72
	Non-Deed Restricted		2	1								
Moderate	Deed Restricted									38	11	49
	Non-Deed Restricted	3		5	6	6	7	8	3			
Above Moderate		3		9	3	4	5	33	2	59	-	32
Total		6	2	45	39	100	12	41	5	250	26	239

2025
General Plan
Updates



CA Governor's Office of
**Land Use and
Climate Innovation**

General Plan 2025 Implementation Program Progress



Major Development
Application
*-1240 Airport Park
Boulevard (MCHC)*

Project Page: [MCHC Urgent Care & Administration Building - City of Ukiah, CA](#)



Recommendation

Staff recommends Council receive and approve submittal of the 2025 Annual Progress Reports to HCD and LCI and provide additional direction to Staff as necessary.



CA Governor's Office of
**Land Use and
Climate Innovation**