



**NOTICE OF DOCUMENT AVAILABILITY AND INTENT TO ADOPT  
A MITIGATED NEGATIVE DECLARATION  
AND NOTICE OF CITY COUNCIL/UKIAH REDEVELOPMENT AGENCY  
DISCUSSION AND ACTION**

**City of Ukiah Redevelopment Agency Agreement (“Agency”) and City of Ukiah (“City”) Agreements to Purchase and Sell Real Property (2 agreements), an Assignment and Assumption Agreement and an Option Agreement, collectively, the “Agreements”– Airport Industrial Park.**

NOTICE IS HEREBY GIVEN that a Mitigated Negative Declaration has been prepared for four agreements the combined effect of which will result in the Redevelopment Agency (“Agency”) of the City of Ukiah purchasing a total of 18 acres in the Airport Industrial Park south of Ken Fowler Motors on the east side of Airport Park Boulevard and an option to purchase an additional 14.75 acres on the west side of Airport Park Boulevard. The Negative Declaration is available for public review and comment. The document can be reviewed at the City of Ukiah Department of Planning and Community Development, Ukiah Civic Center, 300 Seminary Avenue, Ukiah, California.

**PUBLIC REVIEW AND COMMENT PERIOD:** June 20, 2009 through July 13, 2009. The Mitigated Negative Declaration and associated Initial Environmental Study conclude that the project, as mitigated, would not have a significant adverse impact on the environment. It was further found that the project is consistent with the assumptions and scope of the 1995 Program Environmental Impact report certified by the City for the build-out of the Airport Industrial park and a 2007 Mitigated Negative Declaration adopted when 16 of the 18 acres on the east side of Airport Park Boulevard was rezoned from Automotive Retail Commercial to Mixed Use Commercial/Light Industrial.

**PROJECT DESCRIPTION:** In order to facilitate the development of underutilized properties within the Redwood Business Park/Airport Industrial Park Development, the Agency proposes to assemble approximately 18 acres of vacant land currently under multiple ownerships and divided among 12 legal parcels. In addition, the Agency proposes to purchase an option on an additional 14.75 acres of vacant property. The Agency desires to acquire the property for reasons including, but not limited to, the following: 1) Potential expansion of retail offerings by the addition of a major anchor retail tenant; 2) Utilization of land at prime retail location within the redevelopment project area; 3) Catalyze surrounding development; 4) Increase employment and business opportunities; 5) Increase revenues to City and Agency; 6) Promote infill development; and 7) Help facilitate a more integrated development of the Property. Under the direction of the Ukiah City Council/Agency Board, the Agency has proactively pursued facilitating development in the Park since at least 2004, culminating in the Agreements, negotiated at length with developers and preexisting landowners in order to assemble the property for purposes of development. Assembly of the land required the drafting of the Agreements to address conveyance of property, and the release of existing notes and easements.

**TO REVIEW THE RECOMMENDED MITIGATED NEGATIVE DECLARATION DOCUMENT AND PROJECT MATERIALS:** Copies of the proposed Mitigated Negative Declaration and project materials can be reviewed at the City Department of Planning and Community Development, 300 Seminary Avenue, Ukiah, CA. All written comments on the proposed Mitigated Negative Declaration must be submitted no later than July 13, 2009 to Charley Stump, Director of Planning and Community Development, 300 Seminary Avenue, Ukiah. Failure to submit comments by the July 13, 2009 deadline or during the hearing on July 27, 2009, may preclude raising an issue in a subsequent legal action to challenge the decision of the Agency or the City, if that issue was not raised and considered by the City and the Agency during the hearing or in response to comments.

CITY COUNCIL/REDEVELOPMENT AGENCY DISCUSSION: The Agreements are subject to a contingency requiring compliance with CEQA and the adoption of appropriate environmental documents, and the mitigation of any identified adverse environmental impacts. The Ukiah City Council and/or Ukiah Redevelopment Agency will discuss and consider acting on the proposed Mitigated Negative Declaration and the CEQA contingency in the Agreements on July 27, 2009 at 5:00 p.m. or soon thereafter as the matter can be heard. The discussion will include public comment and will be conducted in the Ukiah City Council chambers, 300 Seminary Avenue, Ukiah, CA. For additional information, contact Charley Stump, Director of Planning and Community Development, City of Ukiah, 300 Seminary Avenue, Ukiah, CA. (707) 463-6200. s/ Charley Stump, Director of Planning and Community Development. PUBLISHED: June 20, 2009.



# MITIGATED NEGATIVE DECLARATION

## Agreements for Purchase of Real Property and Option to Purchase Real Property Airport Industrial Park / Redwood Business Park

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**PROJECT:** Agreements for Purchase and Sale of Real Property and Option to Purchase Real Property – Airport Industrial Park/Redwood Business Park

**DATE:** June 18, 2009

**PROJECT**

**PROPONENT:** City of Ukiah Redevelopment Agency and City of Ukiah

**LOCATION:** Airport Industrial Park/Redwood Business Park, Ukiah CA, Mendocino County

**PROJECT DESCRIPTION:** In order to facilitate the development of underutilized properties within the Redwood Business Park/Airport Industrial Park Development, the Agency proposes to assemble approximately 18 acres of vacant land currently under multiple ownerships and divided among 12 legal parcels (the "18 Acres"). In addition, the Agency proposes to purchase an option on an additional 14.75 acres of vacant property (the "14.74 Acres"). The Agency desires to acquire the property for reasons including but not limited to the following: 1) Potential expansion of retail offerings by the addition of a major anchor retail tenant; 2) Utilization of land at prime retail location within the redevelopment project area; 3) Catalyze surrounding development; 4) Increase employment and business opportunities; 5) Increase revenues to City and Agency; 6) Promote infill development; and 7) Help facilitate a more integrated development of the Property. Assembly of the land has resulted in the approval and execution by the parties of the following four agreements: (1) Assignment and Assumption agreement among Redwood Business Park of Ukiah, LP ("RBP"), FYHRCO, Inc. ("FYHRCO"), a Nevada corporation, the Redevelopment Agency of the City of Ukiah ("Agency"), and the City of Ukiah, dated June 17, 2009 ("Assignment Agreement"), (2) Agreement for the Purchase and Sale of Real Property among TKH Coastal Property Investments, LLC ("Coastal") and TKH Ukiah Property, LLC ("TKH"), dated June 17, 2009 ("TKH Agreement"), (3) Agreement for Purchase and Sale of Real Property among the Agency, the City of Ukiah, and Legacy Four Ukiah, LLC, dated June 17, 2009 ("Legacy Four Agreement"), and (4) Option Agreement among the Agency, the City of Ukiah and RBP, dated June 17, 2009 ("Option Agreement"). Collectively, the four agreements are called "the Agreements." Each of the Agreements is posted on the City of Ukiah's website at [www.cityofukiah.com](http://www.cityofukiah.com) and is available for inspection at the City of Ukiah Department of Planning and Community Development, Ukiah Civic Center, 300 Seminary Ave., Ukiah, CA. 95482.

Under the TKH Agreement, the Agency is purchasing Mendocino County Assessor Parcel Numbers ("APN") 180-080-58, 59, 64, 65, 66 and 67, also known as G-1, G-2, F-10 and F-11 on that certain Record of Survey recorded in Map Case 2, Drawer 64 of the Official Records of Mendocino County ("OR") and APNs 180-110-8, 9 and 10, also known as "Parcel 1" on Parcel Map, No. 04-51, recorded at OR Map Drawer 74, Page 4. Under the Assignment Agreement, the Agency is assuming the promissory notes and deeds of trust on Parcels G-1, G-2 and F-11 and RBP and FYHRCO are modifying those documents to reduce the amount owed. Upon close of escrow under the TKH Agreement, the Agency will pay the reduced amount and the notes will be cancelled and the deeds of trust reconveyed. The City agrees to accept fee title to a segment of Airport Park Boulevard for which it currently has an easement for public street. Under the Legacy Four Agreement, the Agency is purchasing Mendocino County Assessor Parcel ("APN") Numbers 180-080-57, 62 and 63, also known as 1275 Airport Park Blvd., Ukiah, CA, and more particularly described as Lots F8 and G3, as numbered and designated on that certain Parcel Map No. M.S. 97-07 filed for record July 28, 1997 in OR Map Case 2, Drawer 64, Pages 21 and 22. The City agrees to abandon right of way in a road and cul de

sac shown on 97-07 that was never constructed or used and to accept a right of way for the road and cul de sac that was constructed on Lots F8, F7, G3 and G4 plus additional right of way, extending to the east boundary of Lots G3 and G4. Under the Option Agreement, the Agency is purchasing a 3 year option to purchase at fair market value Lot H as described in the deed, recorded at OR Book 2183, Page 338), Lot G as described in the deed recorded at OR Book 2183, Page 335, and Lot F6 as described in the deed recorded at OR Book 2183, Page 340, all consisting of 14.75 acres more or less.

As provided in each of the Agreements, the City and the Agency are not legally obligated to purchase the property or the option or to otherwise perform their obligations under the Agreements until they have completed environmental review in compliance with the California Environmental Quality Act ("CEQA").

**ENVIRONMENTAL SETTING:** The subject property is vacant and located south of and adjacent to dense urban development. Highway 101 is located east of the property and the NWP and Ukiah regional Airport are located to the west.

**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 evaluated them in light of the 1995 Program EIR to determine if the project would result in new or increased impacts. Based on the conclusions reached in the Initial Environmental Study, it has been determined that the proposed Agreement to purchase and sell land in and of itself would not have significant adverse impacts on the environment because the zoning and development opportunities would not change as a result of the project. However, future development projects would be subject to CEQA evaluation, and determinations made as to whether or not those projects would be consistent with the assumptions and scope of the 1995 certified Program EIR and subsequent Traffic studies. The 1995 Mitigation Program would be applied to those projects as it has been for all development projects proposed and approved since that time.
  - a. The conclusion that the proposed Agreement to Purchase Land would not in and of itself have significant adverse impacts on the environment is based on the following:
  - b. The Airport Industrial Park has built out less intensively than assumed in the 1995 Program EIR, as evidenced in the analysis contained in this Initial Environmental Study.
  - c. The development potential for the properties involved in the Agreement to Purchase Land would not change from what is currently possible because the project would not change the Airport Industrial Park Planned Development Ordinance which contains the allowed and permitted land uses and the required development standards. Moreover, while the Agency will acquire title to the 18 Acres and an option to purchase the 14.75 Acres, no more information is available now about the specific projects that will be constructed on this property than was known when the Program EIR and the 2004 and 2007 Mitigated Negative Declarations were adopted by the City.
  - d. The 2004 and 2007 Mitigated Negative Declarations approved for the rezonings of the subject properties found no additional new environmental impacts resulting from those actions except for traffic.

- e. The 2004 and 2007 Traffic Studies prepared for the rezonings found that the proposed re-designation of the subject properties to a classification that would potentially allow full retail commercial development would require a new traffic signal at the intersection of Commerce Drive and Airport Park Boulevard to maintain the required Level of Service "D" at impacted intersections.
- f. The 2004 and 2007 Mitigated Negative Declarations included a mitigation measure requiring the traffic signal when commercial development is approved on the subject properties.
- g. The hydrology, geology and soils on the site have not changed and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.
- h. The biological setting of the site has not changed and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.
- i. The historic and cultural resource setting has not changed and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.
- j. The existing Light Manufacturing/Mixed-Use designation on the parcels affected by the proposed Agreement to Purchase Land would not change and it contains architectural and landscaping standards intended to produce attractive well designed developments consistent with the requirements of the 1995 Program EIR.
- k. The landscaping standards contained in the Light Manufacturing/Mixed-Use designation are intended, in part, to result in energy conservation consistent with the requirements of the 1995 Program EIR.
- l. The noise setting of the site is consistent with what was assumed in 1995 and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.

**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.



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Charley Stump, Director  
Planning and Community Development  
City of Ukiah

June 19, 2009  
Date



Planning and  
Community  
Development

# INITIAL ENVIRONMENTAL STUDY

## Agreements for Purchase of Real Property and Option to Purchase Real Property- Redwood Business Park/Airport Industrial Park

**Project Title:** Agreements for Purchase of Real Property and Option to Purchase Real Property- Redwood Business Park/Airport Industrial Park

**Lead Agency Name and Address:** City of Ukiah  
Department of Planning and Community Development  
300 Seminary Avenue  
Ukiah, CA 95482

**Project Location:** Airport Park Blvd., Redwood Business Park, Southeast Ukiah, Mendocino County

**Project Sponsor's Name and Address:** City of Ukiah  
300 Seminary Avenue  
Ukiah, CA 95482

### BACKGROUND

The Ukiah Redevelopment Agency has powers, duties, and obligations to implement a program for redevelopment, rehabilitation, and revitalization. Over the past year, the Ukiah Redevelopment Agency (URA) has conducted a number of meetings to discuss and consider the Agency's current financial information, goals, and objectives. As a result of this work, the Agency is well positioned to consider and undertake specific projects.

A principle strategy of the Agency is that major redevelopment projects and activities should alleviate blighting conditions by promoting economic revitalization. This approach to redevelopment makes the most effective use of staff and financial resources, leverages outside funding sources, and stimulates revitalization to the fullest extent possible. The Agency has identified the Redwood Business Park/Airport Industrial Park Development as a priority opportunity site for economic revitalization.

Over forty acres of undeveloped and underutilized property exists in the Redwood Business Park/Airport Industrial Park Development. The property is easily accessible from US-101 and is primarily zoned and designated for retail/commercial development. In addition, much of the public infrastructure required for development currently exists. A number of large projects are operating within the Park, including Wal-Mart, Friedman's Home Improvement, Michael's, Hampton Inn, Fairfield Suites, Staples, and Fowler Auto Center.

Build-out of the underutilized property represents an opportunity for economic growth and would help secure the economic vitality of the entire development. The continued success and growth of the Redwood Business Park/Airport Industrial Park Development is critical to the City's tax revenues and ability to provide governmental services including police, fire, streets, planning, and parks.

The City of Ukiah Redevelopment Agency ("Agency") and the City of Ukiah have entered agreements with Redwood Business Park of Ukiah ("RBP"), two limited partnerships owned by Terrence Tallen and Anne Keshen ("TKH"), and Legacy Four-Ukiah ("Legacy"), a limited partnership which owns property adjacent to Ken Fowler Motors. Under the agreements, the Agency would acquire approximately 18.38 acres of land ("the Property"), including the TKH Property on the east side of Airport Park Boulevard in the Airport Industrial Park (consisting of approximately 14.5 acres) and two parcels from Legacy adjacent to the north boundary of the TKH Property (consisting of approximately 3.88 acres). In addition, RBP would write down the amount owed under the promissory notes it holds on the TKH Property, and the Agency would acquire a 3 year option to purchase from RBP another approximately 14.75 acres on the west side of Airport Park Blvd. across from the TKH Property.

## PROJECT DESCRIPTION

In order to facilitate the development of underutilized properties within the Redwood Business Park/Airport Industrial Park, the Agency proposes to assemble approximately 18 acres of vacant land currently under multiple ownerships and divided among 12 legal parcels. In addition, the Agency proposes to purchase an option on an additional 14.75 acres of vacant property.

The Agency desires to acquire the property for reasons including but not limited to the following:

- Potential expansion of retail offerings by the addition of a major anchor retail tenant
- Utilization of land at prime retail location within the redevelopment project area
- Catalyze surrounding development
- Increase employment and business opportunities
- Increase revenues to City and Agency
- Promote infill development
- Help facilitate a more integrated development of the Property

Under the direction of the Ukiah City Council/URA Board, the Agency has proactively pursued facilitating development in the Park since at least 2004, culminating in the agreements which were negotiated at length with developers and preexisting landowners. Through the ongoing discussions with the various property owners, it became apparent that the assembly of the property would not be possible without the Agency's involvement. In order to assemble the land, the City and the Agency have entered the following four agreements: (1) Assignment and Assumption agreement among Redwood Business Park of Ukiah, LP ("RBP"), FYHRCO, Inc. ("FYHRCO"), a Nevada corporation, the Agency, and the City of Ukiah, dated June 17, 2009 ("Assignment Agreement"), (2) Agreement for the Purchase and Sale of Real Property among TKH Coastal Property Investments, LLC ("Coastal") and TKH Ukiah Property, LLC ("TKH"), dated June 17, 2009 ("TKH Agreement"), (3) Agreement for Purchase and Sale of Real Property among the Agency, the City of Ukiah, and Legacy Four Ukiah, LLC, dated June 17, 2009 ("Legacy Four Agreement"), and (4) Option Agreement among the Agency, the City of Ukiah and RBP, dated June 17, 2009 ("Option Agreement"). Collectively, the four agreements are called "the Agreements." Each of the Agreements is posted on the City of Ukiah's website at [www.cityofukiah.com](http://www.cityofukiah.com) and is available for inspection at the City of Ukiah Department of Planning and Community Development, Ukiah Civic Center, 300 Seminary Ave., Ukiah, CA. 95482.

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FYHRCO are modifying those documents to reduce the amount owed. Upon close of escrow under the TKH Agreement, the Agency will pay the reduced amount and the notes will be cancelled and the deeds of trust reconveyed. The City agrees to accept a conveyance by RBP of fee title to a segment of Airport Park Boulevard for which the City currently has an easement for a public street. Under the Legacy Four Agreement, the Agency is purchasing APN Numbers 180-080-57, 62 and 63, also known as 1275 Airport Park Blvd., Ukiah, CA, and more particularly described as Lots F8 and G3, as numbered and designated on that certain Parcel Map No. M.S. 97-07 filed for record July 28, 1997 in OR Map Case 2, Drawer 64, Pages 21 and 22 (the "Legacy Property"). The City agrees to abandon its right of way in a road and cul de sac shown on Parcel Map No. 97-07 that was never constructed or used and to accept a right of way for the road and cul de sac that was constructed on Lots F8, F7, G3 and G4 plus additional right of way, extending to the east boundary of Lots G3 and G4. Under the Option Agreement, the Agency is purchasing a conditional 3 year option to purchase at fair market value Lot H as described in the deed, recorded at OR Book 2183, Page 338), Lot G as described in the deed recorded at OR Book 2183, Page 335, and Lot F6 as described in the deed recorded at OR Book 2183, Page 340, all consisting of 14.75 acres more or less. The Agency's right to exercise the adoption is conditioned on the issuance of building permits for more than 120,000 square feet of commercial development on the Property.

As provided in each of the Agreements, the City and the Agency are not legally obligated to purchase the property or the option or to otherwise perform their obligations under the Agreements until they have completed environmental review in compliance with the California Environmental Quality Act ("CEQA").

**Summary of Agreements**

<b>Redwood Business Park (RBP) &amp; FYHRCO Assignment and Assumption Agreement</b>	
RBP Note Payoff and Accrued Interest for Lots G-1, G-2, & F-11	\$741,116
RBP Broker and Closing Costs	\$215,650
FYHRCO Note Payoff and Accrued Interest for Parcel 1	\$251,751
FYHRCO Broker and Closing Costs	\$73,350
<b>Redwood Business Park Option Agreement</b>	
Option Agreement to Purchase Lots H, G, and F6 14.75 acres at Fair Market Value (12% of Assessed Property Value)	\$250,120
Interest Payment (3 years)	\$382,733
Property Tax Payment (3 years)	\$72,273
<b>Tallen and Keshen Holdings (TKH) Purchase Agreement</b>	
Fee conveyance of Lots G-1, G-2, F-10, & F-11 14 acres and assumption of outstanding notes	\$1,500,000
<b>Legacy Four – Ukiah Purchase Agreement</b>	
Fee conveyance of Lots F8 and G3 (4.07 acres)	\$620,512
Access Easement/Private Road Improvements	\$86,110
<b>Upfront Agency Investment (Before Resale of Property)</b>	
	\$4,193,610



The Agency has developed a project evaluation matrix to assist with the decision making process to fund specific projects. The evaluation framework provides a mechanism for comparing projects against the Agency's goals and strategic criteria. As part of the Agency's project evaluation process, the land assembly project was applied to the evaluation matrix. Based on the identified criteria, the Redwood Business Park, if developed, could to a great degree fulfill the identified goals and promote economic revitalization with increased jobs, private investment and tax generation.

As demonstrated in the evaluation matrix, this investment could more than pay for itself in property taxes, as well as potentially generating significant sales tax revenues. In summary, the project has the potential to generate an estimated 240,000 square feet of retail/commercial space, equivalent to roughly \$33.8 million of incremental assessed value. At build-out, it is estimated that the new development has the potential to generate \$7.2 million to 11.7 million of incremental property tax over the life of the Agency and \$1.7 million of new sales tax revenue for the City annually. In addition, the Agency could expect to recover at least \$2.8 million of the initial investment from the resale of the property.

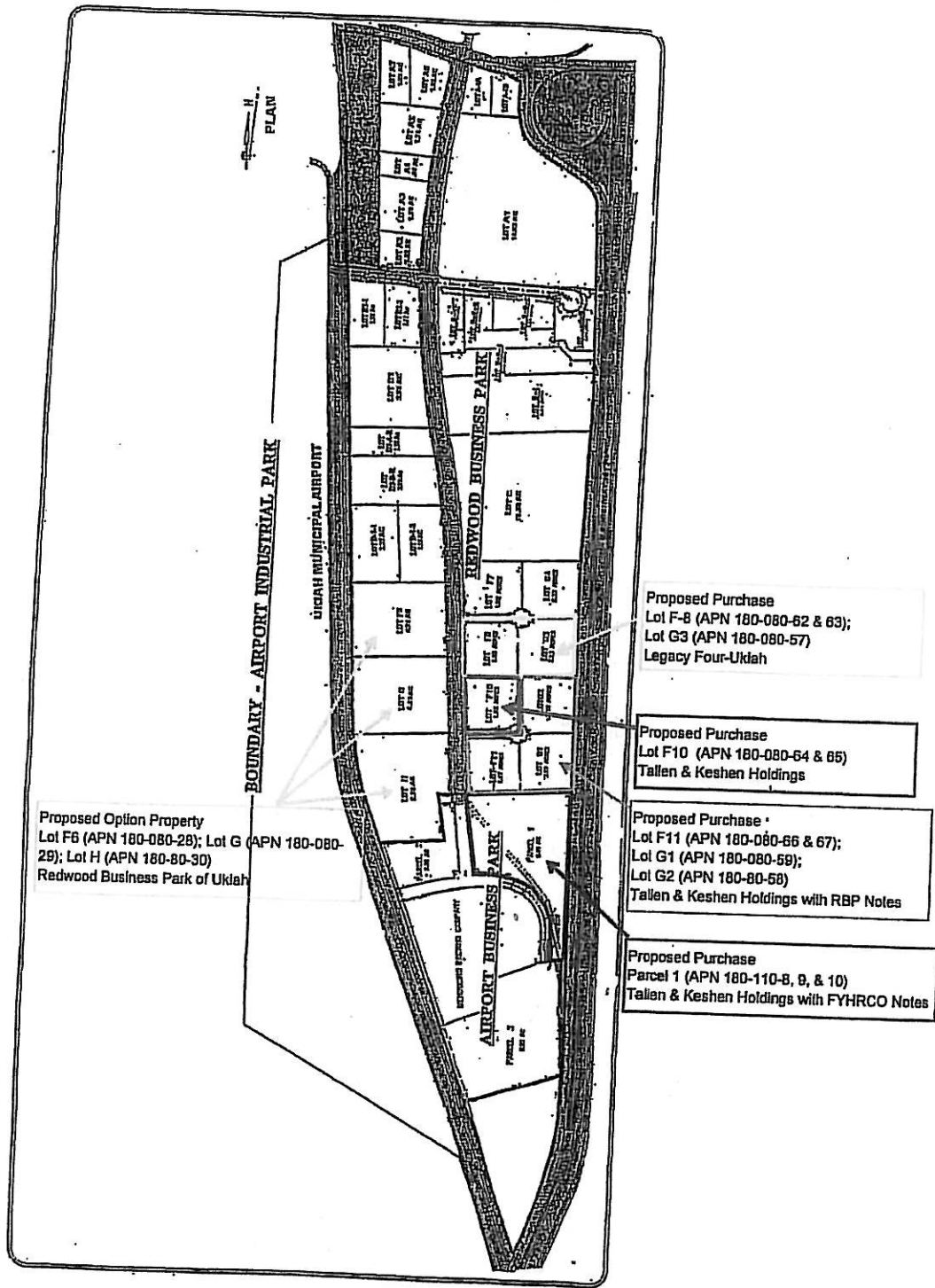


Illustration of the Proposed Project

**SURROUNDING LAND USES / ZONING**

- **North:** Ken Fowler Automotive and Les Schwab Tires
- **East:** Highway 101
- **South:** Mendocino Brewing Co.
- **West:** NWP Railroad

**PURPOSE OF THIS INITIAL STUDY**

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, would have a significant effect upon the environment.

**SUMMARY OF FINDINGS**

Review of the proposed Agreements to purchase and sell property reveal that in and of themselves, they would not adversely impact the environment because they would not change or alter in any way the General Plan Land Use designation, zoning and development opportunities on the subject properties. Moreover, all future development would still be subject to discretionary review and CEQA analysis to determine, based on the type, size and intensity of individual projects whether or not they would have a significant adverse impact on the environment. Finally, it has been determined that the development that has occurred in the Airport Industrial Park since certification of the 1995 Program Environmental Impact Report is less intense and dense than assumed, and that the EIR mitigation program applied to the development has successfully off-set potential environmental impacts. Future development will be subject to the same mitigation program.

**STATE AGENCY REVIEW**

The project would not affect any natural resources and no State agency has review authority or permitting responsibilities for the project. Accordingly, the Initial Environmental Study and proposed Mitigated Negative Declaration are not required to be sent to the State Clearinghouse for distribution to State agencies.

**PUBLIC REVIEW AND COMMENT PERIOD:** June 20, 2009 through July 13, 2009

All written comments on the proposed Mitigated Negative Declaration must be submitted no later than July 13, 2009, to Charley Stump, Director of Planning and Community Development, 300 Seminary Avenue, Ukiah. Failure to submit written comments by the July 13 deadline or to testify orally at the joint City Council/Ukiah Redevelopment Agency hearing on July 27, 2009, may preclude raising an issue in a subsequent legal action to challenge the decision of the Agency or the City, if that issue was not raised and considered by the City and the Agency during the hearing or in response to written comments.

The Agreements are subject to a contingency requiring compliance with CEQA and the adoption of appropriate environmental documents, and the mitigation of any identified adverse environmental impacts before the Agency is required to purchase any of the properties or the option and before the City is required to perform its obligations under the Assignment Agreement or the Legacy Four Agreement. The Ukiah City Council and Ukiah Redevelopment Agency will discuss and consider acting on the proposed Mitigated Negative Declaration and the CEQA contingency in the Agreements on July 27, 2009 at 5:00 p.m. or soon thereafter as the matter can be heard. The discussion will include public comment and will be conducted in the Ukiah City Council chambers, 300 Seminary Avenue, Ukiah, CA.

**DETERMINATION:** On the basis of this Initial Environmental 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.

Planner's Signature:

Date: June 19, 2009

Planner's Printed Name Charley Stump

Director,  
Planning & Community Development  
City of Ukiah

**THE 1995 CERTIFIED PROGRAM EIR FOR THE REDWOOD BUSINESS PARK**

On August 16, 1995, the City Council adopted Resolution 96-11 certifying the Program EIR for the build-out of the Airport Industrial Park. The Program EIR is on file with the City's Department of Planning and Community Development, Ukiah Civic Center, 300 Seminary Ave., Ukiah, CA. 95482<sup>1</sup>, and is incorporated into this Initial Study by reference. On October 18, 1995, the Council made CEQA findings, relying upon the certified Program EIR, and adopted Resolution 96-23, which approved an amendment to the Airport Industrial Park Planned Development Ordinance. In doing so, it made specific findings for each identified impact and listed the mitigation measures adopted to successfully offset the impacts. Resolutions 96-11 and 96-23 are attached to this Initial Environmental Study and incorporated herein.

<sup>1</sup> All documents available at the Department of Planning and Community Development, incorporated into this Initial Study, are located at the Ukiah Civic Center address.

The 1995 Program EIR also included the following statement regarding the previously planned connection of Airport Road to Norgard Lane (Section 3.6 Traffic/Circulation, page 58):

“The connection of Airport Road to Norgard Lane is not essential to Redwood Business Park traffic access and circulation. If all traffic projected to use Norgard Lane were shifted to the South State Street/Hastings Avenue intersection, the intersection would function acceptably with the planned widening improvements.”

The mitigation program contained in the EIR did not specifically require the construction of the connection of Airport Road to Norgard Lane. It did, however, indicate that if the connection were constructed, there would be a series of noise, safety and traffic related significant impacts. Because the connection was not necessary for acceptable traffic access and circulation, and because of the significant impacts and associated costs to mitigate the impacts, the City did not include this project in its Airport Industrial Park Capital Improvement (Traffic Impact) Fee Program adopted in 1997.

Staff analyzed the current land acquisition and sale proposal to determine if it could result in development that would cause different environmental impacts than those identified in the Program EIR. To assist with this task, two Tables of information were prepared. The first Table that follows provides a listing of all the parcels in the AIP, their sizes, whether they are developed, and if so with what type of development. The second Table compares the build-out square footages and types of land uses assumed in the 1995 EIR with what has actually been developed since that time.

**Airport Industrial Park - Current Build out  
June 2009**

APN	PARCEL SIZE	USE	BLDG
180-080-72	2.96 ac	Comfort Inn Hotel	61 Room Hotel 30,000 sq ft
180-080-73	1.58 ac	Retail - Game Stop, Clothing Shop Restaurants - Starbucks, Las Palmas	10,077 sq ft Mixed Use
180-080-70	3.23 ac	Retail - Tractor Supply	24,000 sq ft
180-080-25	3.54 ac	Vacant	No
180-080-26	0.85 ac	Indus/Office	6,500 sq ft
180-080-68	2.25 ac	Les Schwab Tires	17,220 sq ft
180-080-69	2.25	Park Falls Plaza – Retail, Restaurants, Professional Offices	30,836 sq ft Mixed Use
180-080-28	4.59 ac	Vacant	No
180-080-29	4.60 ac	Vacant	No
180-080-41	1.00 ac	Appleby's Restaurant	4,792 sq ft
180-080-44	7.35 ac	Retail – Friedman Bros	80,000
180-080-45	3.16 ac	Retail - Friedman Bros	N/A
180-080-51	5.04 ac	Retail – Food Max Grocery	50,000 sq ft

INITIAL ENVIRONMENTAL STUDY

APN	PARCEL SIZE	USE	BLDG
180-080-51	N/A	Fat Man's Restaurant	3,200 sq ft
180-080-52	2.18 ac	Retail – Staples Office Supply	23,925 sq ft
180-080-53	1.88 ac	Retail – Michaels Arts and Crafts	16,100 sq ft
180-080-54	1.28 ac	Retail – Furniture Design Center	15,170 sq ft
180-080-55	1.06 ac	Vacant	No
180-080-56	2.23 ac	Auto – Fowler Automotive	28,250 sq ft
180-080-57	2.08 ac	Vacant	No
180-080-58	2.18 ac	Vacant	No
180-080-59	2.03 ac	Vacant	No
180-080-60	0.94 ac	Auto – Ken Fowler Automotive	N/A
180-080-61	0.90 ac	Auto – Fowler Auto Automotive	N/A
180-080-62	0.90 ac	Vacant	No
180-080-63	0.90 ac	Vacant	No
180-080-64	0.80 ac	Vacant	No
180-080-65	0.82 ac	Vacant	No
180-080-66	0.60 ac	Vacant	No
180-080-67	1.05 ac	Vacant	No
180-110-01	9.0 ac	Industrial – Mendocino Brewing Co.	61,500 sq ft
180-110-08	4.62 ac	Vacant	No
[Parcel 1 is 8,9 & 10] 180-110-09 [?]	7.93 ac	Vacant	No
180-110-10	2.3 acres	Vacant	No
180-110-11	2.45	Vacant	No
180-120-04	5.80	Vineyard	No
180-070-01 180-070-02 180-070-29	0.85 ac 1.29 ac 1.22 ac	Offices/Retail Offices: Lee Kraemer Offices: North Counties	30,000 sq ft Mixed Use
180-070-03	2.53	Vacant	No
180-070-24	1.02 ac	Vacant	No
180-080-41	1.15 ac	Hampton Inn Hotel	70 Room Hotel 56,800 sq ft
180-080-42	0.90 ac	Fairfield Inn Hotel	56 Room Hotel 28,887 sq ft
180-080-27	1.74 ac	Professional Offices	7,964 sq ft
180-080-28	1.53 ac	Professional Offices: Savings Bank of Mendocino Co.	4,108 sq ft
180-070-38	13.44 ac	Retail – Wal-Mart	106,000

APN	PARCEL SIZE	USE	BLDG
180-070-39	0.90 ac	Retail – Shell Gas	2,452
180-080-40	0.90 ac	Fast Food Restaurant: Jack-in-the-Box	2,637
<b>Total Acreage</b>	<b>131.78 acres (129.46*)</b>		<b>650,525 sq ft</b>
<b>Total Developed</b>	<b>83.46 acres</b>		
<b>Total Vacant</b>	<b>48.32 acres</b>		

\*APN's 180-110-10, 11, and 12 total 12.68 acres. In 1995 these three parcels were described as APN 180-110-06 and total 15 acres. The reason the acres is less today is because Airport Park Boulevard road right-of-way was extended to the south over the properties and the square footage of that right-of-way is approximately 2.32 acres. This also explains the increased number of parcels in the AIP.

**AIP Build-Out  
Assumed in the 1995 EIR and Actual Development**

LAND USE	1995 EIR ASSUMPTION	2009 ACTUAL DEV
Retail Commercial	524,000 square feet	325,272 square feet
Industrial	630,000 square feet	61,500 square feet
Professional Offices	74,000 square feet	18,572 square feet
Restaurants	5,000 square feet	10,629 square feet
Mixed Office, Retail, Café	99,000 square feet	70,913 square feet
Hotels	0	115,687 square feet
Automotive Commercial (sales)	0	19,702 square feet
Automotive Retail	0	28,250 square feet
<b>TOTAL SQUARE FOOTAGE</b>	<b>1,332,000 square feet</b>	<b>650,525 square feet</b>

1. Based on the above, the AIP is 48.8% built-out in terms of assumed square footage, but 63.3% built-out in terms of acreage.
2. The overall lot coverage of existing development is 17.9% - The EIR assumed an overall lot coverage at build-out of 23.2 %.

The information contained in the two Tables indicates that approximately 50% of the build-out square footage assumed in the 1995 Program EIR has occurred on 63% of the land. This is due to projects being constructed with less lot coverage than assumed in 1995. Theoretically, the AIP could have been more densely developed than what has actually occurred, and the EIR mitigation program would have successfully off-set a potentially higher level of impacts. The smaller lot coverage is thought to be the result of landscaping and parking requirements, yard setback requirements, prototype company designs, and other factors.

If build-out continues with an average lot coverage of 17.9%, the total square footage of development assumed in the 1995 Program EIR will not be achieved.

## THE DIFFERENT TYPES OF LAND USES

Even though the 1995 Program EIR did not assume hotels, automobile sales and automotive retail land uses, the impacts of permitting these land uses has not created unintended or new impacts not anticipated in the 1995 Program EIR. This is due to the fact that based on the Institute of Transportation Engineers' (ITE) Trip Generation Report hotels, automotive commercial (auto sales) and automotive retail (tire sales) do not generate significantly more traffic than professional offices and industrial land uses. Moreover, the hotel and automotive land uses were considered and evaluated in the updated traffic studies in 2004 and 2007 discussed below, as well as the 2007 City of Ukiah Citywide traffic Study.

## THE 1999, 2004 AND 2007 REZONINGS

On November 3, 1999, the AIP Planned Development Ordinance was amended to re-designate the 32 acres south of Commerce Drive and west of Airport Park Boulevard from "Industrial/Office" to "Industrial Mixed-Use." This designation allowed some commercial development on a parcel provided the primary use was industrial.

On January 7, 2004, the Ordinance was amended to change the "Industrial/Mixed Use" designation to "Light Manufacturing Mixed Use," and to establish new standards for commercial, professional office, light manufacturing, and low density residential land uses. An Initial Environmental Study was prepared and a Traffic Study required (prepared early in the process in 2002). The Traffic Study, prepared by W-Trans, found that as a "worst case" scenario in terms of traffic generation, the potential full retail commercial build-out of the 32 acres would require a traffic signal at the intersection of Airport Park Boulevard and Commerce Drive. A Mitigated Negative Declaration was subsequently approved for the project. The southern most 15 acres in this area is the proposed option property (lot F6 APN 180-080-28); Lot G APN 180-080-29); and Lot H APN 180-080-30). The 2004 Initial Study, the W-Trans traffic engineering study and the Mitigated Negative Declaration for the 2004 ordinance amendment project are available for inspection at the City Department of Planning and Community Development and are incorporated into this Initial Study by reference.

On July 23, 2007, the Ordinance was amended to re-designate the 14.5 acres east of Airport Park Boulevard in the southern portion of the park (the TKH Property) from "Industrial Automotive Commercial" and "Industrial" to "Light Manufacturing/Mixed Use." This change would allow full retail commercial build-out and a traffic study was prepared by OMNI-MEANS, Ltd. to determine if any additional street and intersection improvements would be required beyond those already planned for in the adopted Capital Improvement (Traffic Impact Fee) Program and the new traffic signal called for in 2004. The Study concluded that no additional street and intersection improvements would be required, and the City Council adopted a Mitigated Negative Declaration and approved the amendment to the Planned Development Ordinance. This property is the land proposed for purchase (see illustration on page 5). The OMNI-MEANS traffic study, the Initial Study and the Mitigated Negative Declaration are available for public inspection in the Department of Planning and Community Services and are incorporated herein by this reference. The W-Trans and OMNI-MEAN traffic studies are called "the Traffic Studies."

The subject properties were evaluated for consistency with the assumptions and scope of the 1995 Program EIR when they were rezoned in 2004 and 2007. The only potential environmental impact area needing revised environmental work in both 2004 and 2007 was traffic. As indicated above, the Traffic Studies found the existing traffic levels to be less than projected in the 1995 Program EIR, but



with the subsequent rezonings that would potentially allow full retail commercial build-out on land previously designated for less intense land uses, it was concluded that a traffic signal at the intersection of Airport Park Boulevard and Commerce Drive would be necessary to maintain required intersection levels of service. The adopted Mitigated Negative Declarations in 2004 and 2007 required the installation of a traffic signal, if retail commercial development was eventually proposed and approved on the subject properties.

### **UKIAH CITYWIDE CIRCULATION STUDY**

The Ukiah Citywide Traffic Study prepared by Omni-Means Engineers and Planners and approved by the City Council in 2007, used build-out growth projections for the City and for the study area contained in the draft Ukiah Valley Area Plan (UVAP). It determined what impacts would occur to streets and intersections and suggested appropriate infrastructure improvements to offset those impacts. The assumptions included build-out of the Creekbridge homes development on the Lovers Lane property which was proposed at the time; buildout of the old Masonite site with a mixed-use development mirroring the current DDR proposal; and buildout of the Garden's Gate project south of the Ukiah City limits.

The Study found that with buildout conditions, no improvements would be required for Airport Park Boulevard because "...the intersections of Talmage Road/Airport Park Boulevard/Commerce Drive are projected to operate at acceptable levels of service during peak hour periods with [planned] intersection widening improvements (Chapter III, page 29 of the Study). The City of Ukiah's adopted budget for 2009-2010 includes funds for intersection and street improvements in the Redwood Business Park/Airport Industrial Park.

The Mendocino Council of Governments indicated that the traffic model used for Citywide Traffic Study was used as a basis for the Traffic Study prepared for the Ukiah Valley Area Plan and together, the two plans constitute the first step in a multi-step process for establishing and adopting area wide traffic impact fees for cumulative traffic impacts resulting from area wide development.

### **CONCLUSIONS**

The following Initial Environmental Study examines areas of potential impacts and evaluates them in light of the 1995 Program EIR to determine if the project would result in new or increased impacts. Based on the conclusions reached in this Initial Environmental Study, it has been determined that the proposed Agreement to purchase land in and of itself would not have significant adverse impacts on the environment because the zoning and development opportunities would not change as a result of the City Redevelopment Agency entering into the Agreements to purchase and sell property. However, all future development projects would be subject to discretionary review and CEQA evaluation, and determinations made as to whether or not those projects would be consistent with the assumptions and scope of the 1995 Program EIR and the Traffic Studies. The 1995 Mitigation Program would be applied to those projects as it has been for all development projects proposed and approved since that time.

The conclusion that the Agreements will not have significant adverse impacts on the environment is based on the following:

1. The Airport Industrial Park has built out less intensively than assumed in the 1995 Program EIR, as evidenced in the analysis contained in this Initial Environmental Study.

2. The development potential for the properties involved in the Agreements would not change from what is currently allowed because the project would not change the Airport Industrial Park Planned Development Zoning Ordinance which contains the allowed and permitted land uses and the required development standards.
3. The 2004 and 2007 Mitigated Negative Declarations approved for the rezonings to potentially allow retail development on the subject properties found no additional new environmental impacts resulting from those actions except for traffic.
4. The 2004 and 2007 Traffic Studies prepared for the rezonings found that the proposed re-designation of the subject properties to a classification that would potentially allow full retail commercial development would require a new traffic signal at the intersection of Commerce Drive and Airport Park Boulevard to maintain the required Level of Service "D" at impacted intersections.
5. The 2004 and 2007 Mitigated Negative Declarations included a mitigation measure requiring the traffic signal, if and when commercial development is proposed and approved on the subject properties. These are in addition to the traffic mitigations adopted by the City in 1995 in Resolutions 96-11 and 96-23. In Resolutions 97-70 and 2000-13 the City adopted off-site capital improvement fees for the Redwood Business Park/Airport Industrial Park to pay for these mitigations, when needed.
6. The hydrology, geology and soils on the site have not changed and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.
7. The biological setting of the site has not changed and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.
8. The historic and cultural resource setting has not changed and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.
9. The existing Light Manufacturing/Mixed-Use designation on the parcels affected by the proposed Agreement to Purchase Land would not change and it contains architectural and landscaping standards intended to produce attractive well designed developments consistent with the requirements of the 1995 Program EIR.
10. The landscaping standards contained in the Light Manufacturing/Mixed-Use designation are intended, in part, to result in energy conservation consistent with the requirements of the 1995 Program EIR.
11. The noise setting of the site is consistent with what was assumed in 1995 and the mitigation measures contained in the 1995 Program EIR are still appropriate, reasonable and feasible.

## INITIAL ENVIRONMENTAL STUDY CHECKLIST

The following checklist and discussion is provided to inform the reader of how the mitigation measures contained in the 1995 certified Environmental Impact Report for build-out of the Airport Industrial Park

have been and will continue to be applied to development proposals as they occur. The Agreements do not affect one way or the other, the on-going mitigation program for future proposed projects in the Airport Industrial Park.

I. AESTHETICS / VISUAL QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting:** The project site lies adjacent to Highway 101 and the Ukiah Regional Airport. The Airport Business Park is reaching 50% buildout with a combination of retail, general commercial, lodging, visitor serving commercial, industrial, and restaurant uses. The site can be seen from Highway 101, South State Street, and the eastern end of Norgard Lane.

**Significance Criteria:** Visual Quality impacts would be significant if the project resulted in the obstruction of any scenic view or vista open to the public, damage to significant scenic resources within a designated State scenic highway, creation of an aesthetically offensive site open to the public, substantial degradation to the existing visual character or quality of the site and its surroundings, or generates new sources of light or glare that would adversely affect day or nighttime views in the area, including that which would directly illuminate or reflect upon adjacent property or could be directly seen by motorists or persons residing, working or otherwise situated within sight of the project.

**Impacts:** The Program EIR identified a number of potentially significant visual quality impacts resulting from the future development of the Airport Business Park.

**Mitigation Measures:** The Aesthetics and Visual Quality mitigation measures contained in the 1995 Program EIR for future development are incorporated herein:

1. All signs visible from Highway 101 should be small and unobtrusive
2. A Final Landscaping Plan in substantial conformance with the Conceptual Landscaping Plan approved by the Planning Commission shall be submitted by the project applicant and approved by the Director of Planning prior to the issuance of a Building Permit. All plants shall be installed on the site prior to the issuance of a Certificate of Occupancy for the building.

This Final Landscaping Plan shall include, but not be limited to the following:

- a. A planting legend that includes the names, location, coverage area, and canopy cover of proposed vegetation, including required street trees in the setback abutting Airport Park Boulevard, trees that are consistent with the side slope criteria of the Airport Master Plan, and deciduous trees within the planter areas along the perimeters of the subject property;
- b. A planting schedule for all vegetation installed on the site;
- c. A maintenance and watering schedule for all vegetation; and
- d. The location, dimensions, and materials used for the meandering sidewalks adjacent to Airport Park Boulevard and Commerce Drive, the interior pedestrian walkways shown on project plans, and a pedestrian walkway between the north end of the hotel and the sidewalk fronting Commerce Drive.
- e. Large lawns areas shall not allowed.
- f. New landscaping shall focus on drought tolerant low water using native trees and plants.

**Impact Significance After Mitigation:** The mitigation measures are expected to eliminate or reduce impacts to Aesthetics and Visual Quality resulting from future development to levels of insignificance.

**Mitigation Monitoring:** All applicable mitigation measures will be imposed on future development and monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

**2. AGRICULTURAL RESOURCES**

<b>Would the project:</b>	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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed above, no impacts to agricultural resources would result because none exist on the subject property.

**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.

<b>Would the project:</b>	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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 City of Ukiah is situated in the flat and narrow Ukiah Valley. The presence of the mountains on both the west and east sides of the valley create the terrain that tends to restrict the horizontal east-west movement of pollutants. The dominant wind direction in the Ukiah Valley is from the northwest to the southeast. Wind speeds in the central portion of the community are moderate, with wind speeds of 4 mph or less occurring over 60 percent of the time.

While the potential for air pollution is high in the Ukiah Valley, the actual pollutant levels are relatively low due to the lack of upwind sources and the relatively low level of development in the local air basin.

**Significance Criteria:** Air Quality Impacts would be significance if the project results in any of the following:

- Conflicts with or obstructs implementation of any applicable Air Quality Plan;
- Violates any Federal, State or local air quality standard;
- Exposes sensitive receptors to substantial pollutant concentrations; or
- Creates objectionable odors affecting a substantial number of people.

**Impacts:** The program EIR identified a number of potentially significant short-term and regional air quality affects resulting from future development in the Airport Business Park.

**Mitigation Measures:** All Air Quality mitigation measures contained in the 1995 Program EIR for future development are incorporated herein by reference:

3. The applicants shall participate in a *Transportation Management Association* for the AIP if and when it is formed.
4. Every attempt shall be made to keep all construction areas swept and clear of mud and debris to reduce air quality impacts.
5. The Applicant shall employ construction activity management techniques, such as; extending construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak hours as a means to reduce potential adverse impacts to air quality.
6. The applicants shall keep all inactive soil piles completely covered to avoid the transportation of dust, and shall regularly water all exposed soil areas to reduce dust.
7. All construction vehicles shall be limited to a maximum speed of 15 miles per hour while on the site.
8. The applicants shall incorporate bicycle parking facilities within the final development plans for the site submitted with Building Permit applications.
9. Additionally, the Mendocino Air Quality Management District requires all grading operations exceeding one acre in size to secure a permit from its office. Prior to the issuance of a grading permit for future development projects, the project proponents shall secure all required permits from the Mendocino County Air Quality Management District.

**Impact Significance After Mitigation:** The mitigation measures are expected to eliminate or reduce impacts to air quality to levels of insignificance.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

**4. BIOLOGICAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>
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"/>

**Setting:** The site includes a man-made drainage ditch and pond that have, over time, evolved into biotic resources with habitat value. The pond area has been mapped and is designated as wetlands. While the 1995 Program EIR identified the existing oak trees in the area as a significant biological resource, these trees are not located on the subject property.

**Significance Criteria:** A significant impact to biological resources would occur if implementation of the project would cause:

- Substantial direct or indirect effect on any species identified as a candidate, sensitive, or special status species in local/regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service or any species protected under provisions of the Migratory Bird treaty Act (e.g., burrowing owls);

- Substantial effect upon sensitive natural communities identified in local/regional plans, policies, or regulations or by the agencies listed above;
- Substantial effect (e.g., fill, removal, hydrologic interruption) upon Federally protected wetlands under Section 404 of the Clean Water Act;
- Substantially interfere with movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies/ordinances that protect biological resources (e.g., tree preservation policy or ordinance).

**Impacts:** The program EIR identified the potential loss of Oak trees on the subject property as a potentially significant adverse impact. It also identified the potential loss on wetlands (filling of existing pond) as a potentially significant adverse impact. Regardless of the zoning on the site, these potentially significant adverse impacts remain with any future development.

**Mitigation Measures:** All Biological/Wildlife/Vegetation mitigation measures contained in the 1995 Program EIR for future development are incorporated herein by reference:

10. A tree protection plan for projects involving filling, clearing, excavation, construction, or other site development work that would occur beneath the dripline of any Oak tree shall be required.
11. Mature Oak trees will be retained on the Brewery site.
12. Mature Oak trees should be retained on other parcel. Where it is absolutely necessary to remove Oaks, they shall be replaced at a 3:1 ratio.
13. There shall be no filling of the pond/riparian area.
14. Prior to any site work, a U.S. Army Corps of Engineers Permit shall be approved if there are jurisdictional wetlands on the proposed development parcel.
15. For all jurisdictional wetlands that are filled, at least twice as much new wetland will be created on the site. This mitigation may be modified by additional requirements set forth by the Corps or the CS Department of Fish and Game. All new wetlands shall be linked with the main pond/riparian area.

**Impact Significance After Mitigation:** The mitigation measures are expected to eliminate or reduce impacts to Oak Trees and wetlands to levels of insignificance.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.



**5. CULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting:** The City of Ukiah is rich in historical resources, which include an eclectic assortment of historic homes and properties. Cultural resources are similarly abundant, and the City has provided for the preservation and enhancement of its cultural heritage. The project area is located in an area of the City with no known or previously discovered historic or cultural resources. Significant development has occurred in the immediate area and no such resources were discovered.

**Significance Criteria:** A significant impact to historic and cultural resources would occur if implementation of the project would:

- Cause a substantial change in the significance of a historical or cultural resource;
- Result in the removal or substantial exterior alteration of a building or structure or district that may be eligible for listing in the National Register or California Register;
- Result in the removal or substantial exterior alteration of a building or structure so that it results in the loss of a designated county landmark in the City of Ukiah;
- Result in the destruction of a unique paleontological resource, site or unique geological feature, or disturbs any human remains.

**Potential Impacts:** No established archeological or cultural resource sites have been identified on the land within the Redwood Business Park or Airport Industrial Park. Figure V.3-DD of the Historic and Archaeological Resources Element contained in the General Plan indicates that the subject property is not situated within an area of high cultural resource sensitivity.

Moreover, the subject property will be located outside those areas that are most typically culturally sensitive, such as streams, springs, and mid-slope benches above watercourses. Accordingly, it is concluded that the likelihood of a prehistoric site being located on the subject property is remote, and that the probability of future development activities disturbing and significantly impacting any prehistoric cultural resources is very low.

However, to ensure that potential cultural resources located below ground are not significantly impacted, a standard mitigation measure is recommended that would halt construction in the event of

such a discovery. It would also require the trail builders to hire a qualified archaeologist to evaluate the resources and develop mitigation measures as appropriate.

**Mitigation Measure:** All Cultural resource mitigation measures contained in the 1995 Program EIR for future development are incorporated herein by reference:

- 16. If, during site preparation or construction activities, any historic or prehistoric cultural resources are unearthed and discovered, all work shall immediately be halted, and the City notified of the discovery. The applicant shall be required to fund the hiring of a qualified professional archaeologist to perform a field reconnaissance and to develop a precise mitigation program if deemed necessary.

**Impact Significance After Mitigation:** This mitigation ensures that cultural resources unearthed during trail preparation or construction will not be adversely affected, reducing the potential impact to a level that is not significant.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

6. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**6. GEOLOGY AND SOILS**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in the California Building Code, 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 project site is blanketed by terrace deposits consisting of relatively stiff, dense gravel, sand, silt, and clay. These terrace deposits are covered on the surface by recent alluvial deposits.

**Significance Criteria:** A significant impact to geology and soils would occur if implementation of the project would expose people or structures to major geologic features that pose a substantial hazard to property and/or human life, or hazards such as earthquake damage (rupture, groundshaking, ground failure, or landslides), slope and/or foundation instability, erosion, soil instability, or other problems of a geologic nature that cannot be mitigated through the use of standard engineering design and seismic safety design techniques.

**Impacts:** The Certified Program EIR indicated that the Airport Business Park had no significant geologic constraints to development. However, to ensure that future building do not collapse or fail, it recommended requiring future development projects to submit Soils and Geologic reports when applying for building permits. Additionally, future developers will be required to obtain a General Construction Activity Permit from the Regional Water Quality Control Board if not exempted by that agency.

**Mitigation Measures:** All Geology mitigation measures contained in the 1995 Program EIR for future development are incorporated herein by reference:

17. Prior to the commencement of site preparation and construction activities, the applicants (of future development projects) shall submit a detailed geotechnical report of the site conducted by a registered engineering geologist or geological engineer. Field and laboratory data should be analyzed to provide the following geotechnical information:
  - a. A description of the soil and geologic conditions observed, including faulting and landsliding.
  - b. Site grading recommendations.
  - c. Recommended foundation types and design criteria.
  - d. Retaining wall design criteria, as necessary.

- e. Recommendations for slab-on-grade construction, as applicable.
- f. Geotechnical engineering drainage recommendations.
- g. The applicants shall construct the project per the recommendations contained in the geotechnical investigation.

18. All proposed structures/facilities (of future development projects) shall comply with current seismic design standards contained in the Uniform Building Code.

**Impact Significance After Mitigation:** The mitigation measures are expected to eliminate or reduce geologic/soils related impacts to levels of insignificance.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

**7. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

**7. 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:	<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"/>

**Setting:** The project site drains to the south and east under Highway 101 and makes its way to the Russian River. The existing pond is fed from a spring on or near the airport to the west, as well as from drainage running south along the east side of Airport Road.

**Significance Criteria:** Significant impacts associated with hydrology and water quality would result from a project if water quality standards or waste discharge requirements were violated; groundwater and surface water quality and quantity were substantially altered; drainage patterns were substantially altered that would increase erosion/siltation and increase surface runoff; increase runoff that would exceed capacity of existing or planned drainage systems or add a substantial source of pollution; located on a 100-year floodplain; or expose people to hydrological hazards such as flooding or inundation by seiche, tsunami, or mudflow.

**Impacts:** The program EIR identified a number of impacts related to hydrology including impacts on culverts, minor flooding, sediment transport, groundwater recharge, and water quality.

**Mitigation Measures:** All hydrology mitigation measures contained in the 1995 Program EIR for future development projects are incorporated herein by reference:

19. Prior to the issuance of a building permit, a final Grading and Drainage Plan that includes an Erosion and Sediment Control Component shall be prepared by a licensed civil engineer to demonstrate that the proposed drainage facilities are adequate, and submitted to the City for review and approval.
20. Prior to the commencement of construction activities, the applicants shall submit a Storm Water Pollution Prevention Plan to the Regional Water Quality Control Board (RWQCB) and secure a General Construction Activity Permit if required by law.
21. All plans submitted for Building Permits shall indicate the finished floor elevations, which shall be a minimum of 1-foot above the 100-year flood elevation (582.5).

**Impact Significance After Mitigation:** The mitigation measures are expected to eliminate or reduce hydrology impacts to levels of insignificance.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

9. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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"/>

**Setting:** The Airport Business Park have developed from an originally planned industrial park into a commercial center with retail, offices, restaurants, industrial, and visitor serving land uses.

**Significance Criteria:** Significant land use impacts would occur if the project substantially conflicted with established uses, disrupted or divided an established community, or resulted in a substantial alteration to present or planned land uses. Proposed project consistency with the Ukiah General Plan and zoning and any other applicable environmental plans and policies is also evaluated in making a determination about potential land use impacts.

**Impacts:** The 1995 General Plan designates the Airport Business Park as a "Master Plan Area." The Planned Development Zoning Ordinance for the Park implements this designation. The proposed project does not change this and does not involve site preparation, construction, or development activities.

The 1995 Program EIR identified potential buildout/cumulative land use impacts and included a large menu of mitigation measures for traffic, public service, air quality. Etc. impacts (listed separately in this document).

**Mitigation Measures:** Listed separately in the various topical areas discussed in this document.

**Impact Significance After Mitigation:** Less than significant.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

10. NATURAL and MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in the loss of availability of a known natural or 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 natural or 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"/>

As previously discussed, the project would not affect natural or mineral resources because no exist on or in close proximity.

11. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

**11. NOISE**

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:** Aside from the various single-family residential neighborhoods, the City is generally noisy due to its dense urban environment and the presence of major streets.

**Significance Criteria:** A project will typically have a significant noise impact if it meets any of the following criteria:

- Exposes people to or generate noise levels in excess of standards established in the local General Plan or noise Ordinance.
- Causes a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Causes a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project.

**Impacts:** The 1995 Program EIR identified potential noise impacts resulting from a possible street connection to Norgard Land to provide a southern access into the Redwood Business Park. However, the City Council found the southern access route to Norgard Lane to be infeasible and adopted a finding of overriding consideration accordingly (See Resolution 95-23 attached).

However, there could be short-term construction related impacts associated with future development.

**Mitigation Measures:** The following mitigation measures shall be imposed on future development to attenuate potentially significant short-term noise impacts:

22. Hours of construction shall be limited from 7:00 a.m. to 7:00 p.m., Monday through Saturday; unless the Director of Planning and Community Development authorizes alternatives construction days and times. Sunday construction may occur provided no heavy construction equipment or vehicles are utilized, and the City Noise Ordinance is not violated.

**Impact Significance After Mitigation:** Less than Significant

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.



**12. POPULATION AND HOUSING**

<b>Would the project:</b>	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"/>

As noted previously, it has been determined that the proposed project would not have a potentially significant adverse impact on population and housing.

**13. PUBLIC SERVICES**

<b>Would the project result in:</b>	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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Setting:** Ukiah is a compact City with a full complement of public services, including fire, police, schools, parks, etc.

**Significance Criteria:** Impacts to public services would be significant if the project resulted in adverse physical impacts upon capacity that would lead to construction of new public facilities or substantial alteration to existing governmental facilities to maintain acceptable service levels or performance levels.

**Impacts:** The 1995 Program EIR identified a number of potential impacts to both Police and Fire Services. Both the Ukiah Police Department and Ukiah Fire Department believed that they could effectively serve the buildout of the AIP. However, the EIR concluded that while revenue would be generated as a result of sales and property taxes collected on new development within the Park that could help fund expanded service, the municipal revenues may not be enough to maintain current levels of service. The 1995 Program EIR also identified alternate access to the Airport Industrial Park by emergency vehicles as an important public safety consideration. For that reason, and not as a mitigation for traffic impacts, the EIR discussed a southern access to the park from Norgard Lane to South State Street. (Section 3.6 Traffic/Circulation, page 58.) To provide an alternate access to the business park in emergencies, The City Council required an alternate access for emergency vehicles through the Ukiah Municipal Airport. This access is only available to emergency vehicles during an emergency, when an alternate access is necessary to protect public health and safety.

**Mitigation Measures:** All Public Service mitigation measures contained in the 1995 Program EIR for future development projects are incorporated herein by reference:

23. All future buildings shall include fire suppression (sprinkler) systems as required by the City Fire Department. Hydrant construction, building access, and building construction are subject to the requirements and approval of the Fire Department.
24. Water mains shall be extended to the property sufficient to provide fire flows required by the Fire Department.
25. Future development plans should be submitted to the Police Department which can recommend necessary access and lighting.
26. The Police Department should monitor the number of calls for assistance the Department responds to. At the point that the increase in calls affects the ability of the Department to provide a satisfactory level of service, additional Police officers should be hired.

**Impact Significance After Mitigation:** Less than significant.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

14. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				

**14. RECREATION**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As noted previously, it has been determined that the proposed project would not result in potentially significant adverse impact to recreational facilities in the City.

**15. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Airport Business Park has been building-out over the past fifteen years, and traffic volumes in the area have increased accordingly. The Park is developed with retail uses, general commercial uses, professional offices, lodging facilities, industrial uses, and restaurants. Traffic at times is congested, particularly on the weekends during peak hours.

**Significance Criteria:** According to the Ukiah General Plan Circulation Element, the minimum acceptable level of service (LOS) on City commercial residential streets/intersections is LOS "D." Other criteria include whether the project would have substantial effects upon air traffic patterns; whether the project would increase traffic hazards due to design features; whether the project has inadequate emergency access; whether the project has inadequate parking capacity; and whether the project would create conflicts with adopted policies, programs and plans for alternative transportation.

**Impacts:** The program EIR identified a number of potentially significant traffic related impacts and recommended a detailed mitigation program. The City subsequently adopted a *Capital Improvement Program* to implement the mitigation measures that required future development to contribute funds towards the overall cost.

The newly produced Omni-Means Traffic Study concluded that the project would cause the Airport Park Boulevard/Commerce Drive intersection to erode to a Level of Service "E", which is unacceptable for commercial intersections according to the General Plan. The Study recommended a traffic signal and crosswalks as a reasonable mitigation measure.

**Mitigation Measures:** All Traffic/transportation mitigation measures contained in the 1995 Program EIR for future development projects are incorporated herein by reference:

27. All future development projects on the subject properties shall contribute their fair share of the cost for the traffic related mitigation measures as stipulated in the City's *Capital Improvement Program* for the Airport Business Park. Additionally, a traffic signal shall be required at the intersection of Airport Park Boulevard and Commerce Drive as future development occurs. In addition, some re-striping on Talmage Road is required and will be accomplished as part of the current Talmage Road improvement project planned for the Summer of 2008.

**Impact Significance After Mitigation:** The mitigation measures are expected to eliminate or reduce traffic related impacts to acceptable levels.

**Mitigation Monitoring:** The Traffic and Circulation mitigation measure will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

**16. UTILITIES AND SERVICE SYSTEMS**

<b>Would the project:</b>	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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:** The City of Ukiah provides water and electrical services to the Project Area. The Ukiah Valley Sanitation District ("UVSD") provides sewer service. City staff operates the UVSD collection system under a contract with the District. Discussion with the various City Staff reveals that these services are available to serve the project site.

**Significance Criteria:** Impacts to utilities and service systems would be significant if the proposed project results in a physical need to develop new systems or causes a substantial physical alteration to existing facilities.

**Impacts:** The project in and of itself would not require utility services. However, electrical, water, and wastewater services will be needed for future development. Discussions with City of Ukiah Public Utility department and Public Works Department Staff reveal that all utility services are available to serve future development in the Airport Industrial park, and would not require the development of new systems or cause substantial physical alterations or upgrades to existing utility infrastructure that is

not already underway. The City's adopted Urban Water Management Plan ("UWMP") concludes that the City possesses adequate water rights to serve present and future water users in the City limits. It noted that the City needs additional wells to meet service demands. It found that the groundwater aquifer within the City limits has sufficient water to meet that need and is not overdrafted. (See UWMP, pp. ES-4-7, Chs. 5-6, Appendix H.)<sup>2</sup> The City is currently drilling two new, high production wells. The City has instituted a water conservation program. In drought conditions, mandatory measures and rationing may be necessary. The City has adopted Article 11 in Division 4 of the Ukiah City Code, empowering the City Council to declare a water shortage emergency and to impose mandatory water conservation measures and water rationing. Discussions with City Staff during the preparation of this Initial Environmental Study reveal that the expansion of the City owned Wastewater Treatment Plant makes available to the UVSD 866 ESSUs for new sewer connections which remain unobligated.

However, the 1995 Program EIR identified water conservation as an issue, as well as the design and funding for water and sewer infrastructure, and included the following mitigation measures.

**Mitigation Measures:** All Utility Systems mitigation measures contained in the 1995 Program EIR for future development projects are incorporated herein by reference:

- 28. The detailed construction plans submitted for a building permit shall include water conservation devices on toilets, urinals, and faucets.
- 29. The applicants shall pay the required sewer/water connection fees at the time of application for service.
- 30. Sewage collectors for the project shall be sized and constructed according to the requirements of the Ukiah Valley Sanitation District.

**Impact Significance After Mitigation:** Less than significant.

**Mitigation Monitoring:** All mitigation measures will be monitored by the Ukiah Planning and Public Works Departments according to the Mitigation Monitoring and Reporting Program included in this Initial Environmental Study.

17. GLOBAL CLIMATE CHANGE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Directly contribute to greenhouse gas emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Contribute cumulatively to green house gas emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>2</sup> The UWMP is available for public inspection at the Department of Planning and Community Development and is incorporated herein by this reference.

**Setting:** (The following background information is excerpted from: Greenhouse Gas, Climate Change, and Energy, National Energy Information Center (NEIC) - Energy Information Administration).

The greenhouse effect is a natural phenomenon whereby the Earth's heat is trapped in the atmosphere by certain gases. Greenhouse gases thus contribute to maintaining a surface temperature on Earth favorable to life. Industrialization and the population explosion that have occurred over the past 200 years have been accompanied by a substantial increase in the use of fossil fuels such as coal, oil and natural gas, thus leading to an equally considerable increase in greenhouse gas emissions in the atmosphere. The additional greenhouse gas emissions have in turn exacerbated the greenhouse effect, which appears to be the cause of the increase in the temperature of the Earth's surface and the lower layers of its atmosphere.

"Greenhouse gases" allow sunlight to enter the atmosphere freely. When sunlight strikes the Earth's surface, some of it is reflected back towards space as infrared radiation (heat). Greenhouse gases absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy sent from the sun to the Earth's surface should be about the same as the amount of energy radiated back into space, leaving the temperature of the Earth's surface roughly constant. Many gases exhibit these "greenhouse" properties. Some of them occur in nature (water vapor, carbon dioxide, methane, and nitrous oxide), while others are exclusively human-made (like gases used for aerosols).

Levels of several important greenhouse gases have increased by about 25 percent since large-scale industrialization began around 150 years ago. During the past 20 years, about three-quarters of human-made carbon dioxide emissions were from burning fossil fuels.

Concentrations of carbon dioxide in the atmosphere are naturally regulated by numerous processes collectively known as the "carbon cycle". The movement of carbon between the atmosphere and the land and oceans is dominated by natural processes, such as plant photosynthesis. While these natural processes can absorb some of the net 6.1 billion metric tons of anthropogenic carbon dioxide emissions produced each year (measured in carbon equivalent terms), an estimated 3.2 billion metric tons is added to the atmosphere annually. The Earth's positive imbalance between emissions and absorption results in the continuing growth in greenhouse gases in the atmosphere.

**What Effect Do Greenhouse Gases Have on Climate Change?** Given the natural variability of the Earth's climate, it is difficult to determine the extent of change that humans cause. In computer-based models, rising concentrations of greenhouse gases generally produce an increase in the average temperature of the Earth. Rising temperatures may, in turn, produce changes in weather, sea levels, and land use patterns, commonly referred to as "climate change."

Assessments generally suggest that the Earth's climate has warmed over the past century and that human activity affecting the atmosphere is likely an important driving factor. A National Research Council study dated May 2001 stated, *"Greenhouse gases are accumulating in Earth's atmosphere as a result of human activities, causing surface air temperatures and sub-surface ocean temperatures to rise. Temperatures are, in fact, rising. The changes observed over the last several decades are likely mostly due to human activities, but we cannot rule out that some significant part of these changes is also a reflection of natural variability."*

However, there is uncertainty in how the climate system varies naturally and reacts to emissions of greenhouse gases. Making progress in reducing uncertainties in projections of future climate will

require better awareness and understanding of the buildup of greenhouse gases in the atmosphere and the behavior of the climate system.

**Impacts of Global Warming:** According to California Assembly Bill 32, "Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems."

The Legislature also found that Global warming "will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state."

California Senate Bill 1368 declared that global warming would have significant adverse impacts on the economy, health and environment.

**What Are the Sources of Greenhouse Gases?** In the U.S., our greenhouse gas emissions come mostly from energy use and fossil fuel combustion (automobiles). These are driven largely by economic growth, fuel used for electricity generation, and weather patterns affecting heating and cooling needs. Energy-related carbon dioxide emissions, resulting from petroleum and natural gas, represent 82 percent of total U.S. human-made greenhouse gas emissions.

**Land Use and Greenhouse Gas:** Over the past 50 years, urban sprawl in the immediate vicinity of Cities has increased dramatically. Locally, urban development has occurred in an unstructured manner outside the Ukiah City limits.

These resulting areas are characterized by low-density; have increased distances between residential areas and workplaces, businesses and services; are ill suited to modes of transportation other than the automobile; have relatively less attractive central areas; and many have vacant lots and underused or abandoned buildings.

**Increase in automobile trips:** This type of urban development generates automobile trips that lead to substantial greenhouse gas emissions and, more specifically, carbon dioxide (CO<sub>2</sub>) emissions. Indeed, the automobile is the preferred if not the only possible choice for transportation, to the detriment of mass transit, cycling or walking. Moreover, in urban areas, an increase in the use of the automobile is accompanied by an increase in the number of vehicle trips and in the distances traveled.

**Will the Proposed Project Significantly contribute to Global Warming?** No. The Agreements would not change the existing General Plan designation or zoning classification on the subject property. Future development in this area is regarded as infill development and would be served by alternative transportation systems, bicycle lanes, and sidewalks. Additionally, a number of *Energy* related mitigation measures were contained in the 1995 Program EIR. These included requiring all future buildings to be constructed in compliance with Title 24 regulations and encouraging future development to attempt to reduce heating and cooling costs with building orientation and landscaping.



Moreover, the current Planned Development Ordinance that governs development in this area includes standards requiring buildings to be shaped and oriented to take advantage of passive solar energy and solar collection in the winter, and to control solar cooling loads in the summer.

Finally, it is speculative to assume what type of development would be proposed in the future. All future proposals for development would undergo separate environmental review to determine consistency with the assumptions contained in the 1995 Program EIR and subsequent Traffic Studies, and whether or not they would produce unacceptable amounts of greenhouse gases.


Accordingly, it is concluded that the proposed Agreement in and of itself would not alter the way future development would contribute or not contribute to global warming.

**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." The Mitigation Monitoring and Reporting Program for this Mitigated Negative Declaration require the City Staff to impose the adopted Mitigation Measures from the 1995 certified Program EIR on future development projects in the project area.

The mitigation measures contained in this study are taken from the Redwood Business Park / Airport Business Park Final Subsequent Program Environmental Impact Report, Leonard Charles and Associates, 1995. They have been and will continue to be imposed on development projects as they are proposed in the Airport Industrial Park.

MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>



Charley Stump, Director  
 Planning and Community Development  
 City of Ukiah

6-19-09  
 Date

**PARTIAL LIST OF RESOURCES USED TO PREPARE INITIAL ENVIRONMENTAL STUDY**

1. City of Ukiah General Plan, 1995
2. Redwood Business Park / Airport Business Park Final Subsequent Program Environmental Impact Report, Leonard Charles and Associates, 1995
3. AIP Rezoning Traffic Study, prepared by W-Trans, 2004
4. AIP CIP Traffic Study, prepared by Omni-Means Engineers/Planners, 2007
5. The Linkage Between Land Use, Transportation and Air Quality, State Air Resources Board, 1993.
6. The Land Use - Air Quality Linkage: How Land Use and Transportation Affect Air Quality, State Air Resources Board, 1997.
7. Transportation-Related Land Use Strategies to Minimize Mobile Source Emissions: An Indirect Source Research Project, State Air Resources Board, 1995.
8. 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.
9. Soil Survey of Mendocino County, Eastern Part, and Trinity County, Southwestern Part, California, U.S. Department of Agriculture - Soil Conservation Service, January, 1991.
10. A History of the Salmonid Decline in the Russian River, Steiner Environmental Consulting, August, 1996.
11. U.S.G.S. Topographical Map, Ukiah Quadrangle, 1958 (photo inspected 1975).
12. Ukiah Municipal Airport Master Plan Report, Shutt Moen Associates, July, 1996.
13. City Air Photographs, 2006
14. Greenhouse Gas, Climate Change, and Energy, National Energy Information Center (NEIC) - Energy Information Administration).
15. Ordinance 1098 – Airport Industrial Park Planned Development Ordinance, 2007.
16. Resolution 96-11 and 96-23, certifying the Redwood Business Park / Airport Business Park Final Subsequent Program Environmental Impact Report and approving the AIP PD Amendments, 1995.
17. Resolutions 97-70 and 2000-13 adopting the Airport Industrial Park Traffic Impact Capital Improvement Fee Program.
18. City of Ukiah Citywide Traffic Circulation Study, prepared by Omni Means Engineers and Planners, February 27, 2007.
19. City of Ukiah 2005 Urban Water Management Plan

## Mitigation Monitoring and Reporting Verification Matrix

MITIGATION MEASURES	MONITORING RESPONSIBILITY	HOW AND WHEN	VERIFICATION	FUNDING RESPONSIBILITY
Aesthetics and Visual Quality 1-2	Planning and Community Development Department Staff	During the required site development permit discretionary review process and prior the issuance of building permits	Planning Department Staff  <b><u>Initial:</u></b>	Applicant
Air Quality 3-9	Planning and Community Development Department and Public Works Staff	During the required site development permit discretionary review process and prior the issuance of building permits  During site preparation and construction activities	Planning and Public Works Staff  <b><u>Initial:</u></b>	Applicant
Biological Resources 10-15	Planning and Community Development Department and Public Works Staff	During the required site development permit discretionary review process and prior the issuance of building permits  During site preparation and construction activities	Planning and Public Works Staff  <b><u>Initial:</u></b>	Applicant
Cultural Resources 16	Planning and Community Development Department and Public Works Staff	During site preparation and construction activities	Planning and Public Works Staff  <b><u>Initial:</u></b>	Applicant
Geology/Soils 17-18	Planning and Community Development Department and Public Works Staff	During the required site development permit discretionary review process and prior the issuance of building permits	Planning and Public Works Staff  <b><u>Initial:</u></b>	Applicant

MITIGATION MEASURES	MONITORING RESPONSIBILITY	HOW AND WHEN	VERIFICATION	FUNDING RESPONSIBILITY
Geology/Soils (continued)		During site preparation and construction activities		
Hydrology and Water Quality 19-21	Planning and Community Development Department and Public Works Staff	During the required site development permit discretionary review process and prior the issuance of building permits  During site preparation and construction activities	Planning and Public Works Staff  <b>Initial:</b>	Applicant
Noise 22	Planning and Community Development Department Staff	During site preparation and construction activities	Planning and Public Works Staff  <b>Initial:</b>	Applicant
Public Services 23-26	Planning and Community Development Department Staff	During site preparation and construction activities	Planning and Public Works Staff  <b>Initial:</b>	Applicant
Traffic 27	Planning and Community Development Department and Public Works Staff	During the required site development permit discretionary review process and prior the issuance of building permits	Planning and Public Works Staff  <b>Initial:</b>	Applicant
Utility and Service Systems 28-30	Planning and Community Development Department, Public Utilities, and Public Works Staff	During the required site development permit discretionary review process and prior the issuance of building permits	Planning and Community Development Department, Public Utilities, and Public Works Staff  <b>Initial:</b>	Applicant

**ORDINANCE NO. 1098**  
**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH**  
**AMENDING THE AIRPORT INDUSTRIAL PARK PLANNED DEVELOPMENT**

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The City Council of the City of Ukiah hereby ordains as follows:

**Section One**

The purpose of this amendment to the Airport Industrial Park (AIP) Planned Development Ordinance is to change the Land Use Designation on approximately 8 acres currently designated Industrial/Automotive Commercial to Light Manufacturing/Mixed Use, and to change the Land Use Designation on approximately 6.5 acres currently designated Industrial to Light Manufacturing/Mixed Use.

**Section Two**

The overall purpose of the Airport Industrial Park Planned Development is to provide for a coordinated development of compatible industrial, office, and commercial land uses. It details both allowed and permitted uses within each land use category, regulate nuisances, and provide development standards and design guidelines. The AIP Planned Development is consistent with the "Master Plan" land use designation for the property contained in the Ukiah General Plan.

**Section Three**

This ordinance also formally amends the *Land Use Map* that illustrates which land use designations are assigned to the various properties throughout the Airport Industrial Park. The map shows the approximate 14.5 acres east of Airport Park Boulevard in the southern portion of the Park being redesignated from "Industrial/Automotive Commercial" and "Industrial" to "Light Manufacturing/Mixed-Use."

The land use designations apply to the 138-acre Airport Industrial Park in the following manner:

1. **Professional Office:** Applies to the northwest portion of the site, bounded by Talmage Road on the north, Airport Park Boulevard on the east, and Commerce Drive on the south (approximately 12.6 acres).
2. **Highway Commercial:** Applies only to the northeastern portion of the site, bounded by Talmage Road to the north, Airport Park Boulevard to the west, Highway 101 to the east, and the existing large commercial retail store property to the south (approximately 1.4 acres).
3. **Retail Commercial:** Applies to 13.44 acres north of Commerce Drive, and approximately 23.41 acres south of Commerce Drive, bounded by Airport Park Boulevard on the west, and Highway 101 on the east. (approximately 37 acres).
4. **Industrial:** Applies to the property situated at the southern end of the Airport Industrial Park (approximately 18.3 acres).
5. **Industrial/Automotive Commercial:** Applies to the 8 acres east of Airport Park Boulevard south of the Retail Commercial Designated lands. These 8 acres include APN 180-080-56,57,64,65,66 and 67.
6. **Light Manufacturing/Mixed-Use:** Applies to the lands west of Airport Park Boulevard south of Commerce Drive. Includes the (2) acres adjacent to and north of the existing Mendocino Brewing Company parcel, and the approximate one (1) acre west of and adjacent to the existing pond. It also includes the approximate 8 acres east of Airport Park Boulevard south of the Industrial Automotive Commercial designated lands (approximately 46.5 acres).
7. **Roads and landscaping:** Approximately 14.2 acres.
8. **Total Acreage AIP:** Approximately 138 acres.

#### **Section Four**

The Airport Industrial Park Planned Development was originally approved by City Council Resolution No. 81-59 on March 3, 1981, embodied in Use Permit No. 81-39. It was amended and further articulated in 1991 when the City Council adopted Resolution No. 91-4. In 1993, the City Council adopted a revised Ordinance (929) to allow "General Commercial" in addition to the approved "Highway Oriented Commercial" land uses in the area bounded by Talmage Road on the north, Highway 101 on the east, Commerce Drive on the south, and Airport Park Boulevard on the west. This Ordinance also created the Planned Development Ordinance out of what was previously a Use Permit. On May 1, 1996, the City Council adopted Ordinance 963, which amended the AIP Planned Development to make it a more organized and useable set of regulations. On June 19, 1997, the Planned Development was amended again by the adoption of Ordinance 964, which created an Industrial/Automotive Commercial Land Use Designation for the 16 acres directly south of the home improvement center/hardware store facility east of Airport Park Boulevard. On April 2, 1997, the Planned Development Ordinance was amended by the adoption of Ordinance 991, which permitted drive-thru restaurants on the lands designated as Highway Commercial. On November 3, 1999, the Ordinance was amended to designate the 32 acres south of Hastings Avenue and west of Airport Park Boulevard as Industrial Mixed-Use. On September 6, 2000, the Ordinance was revised to list hotels and sit-down restaurants as "allowed" uses in the Professional Office Land Use Designation. On January 7, 2004, the Ordinance was amended to change the "Industrial Mixed Use" designation to "Light Manufacturing Mixed Use," and to establish new standards for commercial, professional office, light manufacturing, and low density residential land uses in the Light Manufacturing/Mixed-Use area that are separate from those contained in Section "G" of this Ordinance.

#### **Section Five**

Airport Industrial Park Planned Development, as amended herein, provides a mixture of industrial, commercial, low density residential, and office land uses within a Planned Development (PD), consistent with the City of Ukiah General Plan Master Plan land use designation.

#### **Section Six**

The Development Map (Generalized Land Use Map) for this Planned Development, as well as the design guidelines and development standards constitute the Concept Development Plan, as required by Article 14, Chapter 2 (Zoning) of the Ukiah Municipal Code. The Development Map (Generalized Land Use Map) attached as Exhibit "A", is approved. The Traffic Circulation Plan for this Planned Development is discussed in Section "I" on page 24, and the Circulation Map, attached as Exhibit "B", is approved.

#### **Section Seven**

Development standards not addressed in the Planned Development regulations shall be those specified in the City of Ukiah Zoning Code.

#### **Section Eight**

Amendment to this ordinance requires City Council action. All Major Variance, Use and Site Development Permits for proposed developments within the Airport Industrial Park require City Planning Commission review and action. Minor permits are subject to the review and action by the City Zoning Administrator. Decisions on Major and Minor Variance, Site Development and Use Permits made by the City Planning Commission or Zoning Administrator are appealable to the City Council pursuant to section 9266 of the Ukiah Municipal Code.

#### **Section Nine**

Some small commercial land uses may be permitted on the Industrial designated land if they are primarily intended to provide commercial type services to employees within the Airport Industrial Park.

## **Section Ten**

This version of the Airport Industrial Park (AIP) Planned Development supersedes all past versions, and shall govern and regulate the growth and development within the AIP.

## **Section Eleven**

The regulations for this Planned Development, as required in Article 14, Chapter 2 (Zoning), of the Ukiah Municipal Code are as follows:

### **A. INDUSTRIAL DESIGNATION**

#### **1. Allowed Uses**

The following industrial uses are allowed in the Industrial designation with the securing of a Site Development Permit.

- a. Manufacturing - activities or operations involving the processing, assembling, blending, packaging, compounding, or fabrication of previously prepared materials or substances into new products.
- b. Warehouse and Distribution Activities - includes warehousing, and storage not available to the general public; warehousing and distribution activities associated with manufacturing, wholesaling, or non-retail business uses; delivery and transfer services; freight forwarding; moving and storage; distribution terminals for the assembly and breakdown of freight; or other similar use involving shipping, warehousing, and distribution activities.
- c. Wholesaling and Related Uses - includes establishments engaged in wholesale trade or warehousing activities including maintaining inventories of goods; assembling, sorting, and grading goods into large lots; breaking bulk and redistribution in smaller lots; selling merchandise to retailers, industrial, commercial, institutional, or business users, or other wholesalers.
- d. Contractor's Offices - includes business office for building, plumbing, electrical, roofing, heating, air conditioning, and painting contractors including storage of incidental equipment and supplies.
- e. Agricultural - allowed as a continuation of the existing land use, including all necessary structures and appurtenances.
- f. Research and Development Laboratories, and computer and data processing.
- g. Accessory Uses and Structures - activities such as administrative offices and warehouses which are related and ancillary to an allowed use. Ancillary structures containing ancillary uses shall be located on the same parcel as the primary use/structure, and shall not exceed 25% of the gross floor area of structure(s) containing the primary use.

#### **2. Permitted Uses**

The following small commercial, business support, and repair service land uses may be permitted in the Industrial land use designation with the securing of a Use Permit, provided they are situated on a parcel no larger than one-half acre in size, and do not exceed 20 percent of the total land dedicated to the Industrial Land Use Designation:

- a. Delicatessen, sandwich shop, or small sit-down restaurant (no drive-thru restaurants shall be permitted).
- b. Small grocery or convenience store.
- c. Banking facility.
- d. Child day-care facility.



- e. Industrial and business support services - establishments primarily engaged in providing services to business and industry, such as blueprinting and photocopying, janitorial and building maintenance, equipment rental and leasing, medical labs, commercial testing laboratories and answering services.
- f. Public Facilities - includes all public and quasi-public facilities such as utility substations, post offices, fire stations, and government offices.
- g. Repair Services - includes repair services such as radio and television, furniture, automotive repair, body and fender shops.
- h. Communication Installations - includes radio and television stations, telegraph and telephone offices, cable T.V., and microwave stations.

**B. PROFESSIONAL OFFICE DESIGNATION**

**1. Purpose**

The purpose of the Professional Office Land Use Designation is to provide opportunity for a variety of business and professional offices, as well as a limited number of highway commercial land uses. Land uses such as child care facilities, delicatessens, and small retail stores and shops are intended to be ancillary components to professional office development projects, and the limited highway commercial land uses.

**2. General Requirements**

- a. Child care facilities, delicatessens, and small commercial retail stores and shops shall not exceed 20 percent of the total developable square footage of any one parcel. The resulting square footage that comprises this 20 percent shall only be developed with individual store/shop spaces that do not exceed 2,000 square feet in size.

**3. Allowed Uses**

The following uses are allowed in the Professional Office designation with the securing of a Site Development Permit:

- a. Professional and business offices such as accountants, engineers, architects, landscape architects, surveyors, attorneys, advertising, consultants, bookkeeping, medical and dental offices, and other similar activities.
- b. Business and office support services - includes services such as branch banks, savings and loan, credit unions, insurance brokers, real estate sales, blueprinting and photocopying and answering services.
- c. Child day-care facility.
- d. Retail commercial in the built-out northwest portion of this area outside the boundaries of the Redwood Business Park.
- e. Hotels and sit-down restaurants (no drive-thru restaurants).

**4. Permitted Uses**

The following uses are permitted in the Professional Office Designation with the securing of a Use Permit:

- a. Delicatessen and sandwich shop.
- b. Small grocery or convenience store.

- c. Small retail commercial stores and shops of 2,000 square feet or less, and in combination not exceeding 20 percent of the total developable square footage on a parcel.

**C. HIGHWAY COMMERCIAL DESIGNATION**

**1. Allowed Uses**

The following uses are allowed in the Highway Commercial designation with the securing of a Site Development Permit:

- a. Businesses such as motels, sit-down and drive-thru restaurants, service stations, and other similar uses that provide services and merchandise primarily to highway travelers.
- b. Retail commercial stores.

**D. RETAIL COMMERCIAL DESIGNATION**

**1. Allowed Uses**

The following uses are allowed in the Retail Commercial designation with the securing of a Site Development Permit:

- a. Retail commercial stores.
- b. Child day-care facility.
- c. Delicatessen, sandwich shop, and ice cream parlor.

**2. Permitted Uses**

The following uses are permitted in the Retail Commercial designation with the securing of a Use Permit:

- a. Restaurants (no drive-thru restaurants).
- b. Small grocery or convenience store.
- c. Banking facility.

**E. INDUSTRIAL/AUTOMOTIVE COMMERCIAL DESIGNATION**

**1. Allowed Uses**

The following uses are allowed in the Industrial/Automotive Commercial Land Use Designation with the securing of a Site Development Permit:

- a. All the allowed industrial uses listed in Item A (1) above.
- b. Automobile dealerships, except for those that exclusively sell used vehicles.

**2. Permitted Uses**

The following uses are allowed in the Industrial/Automotive Commercial Land Use Designation with the securing of a Use Permit:

- a. All the permitted industrial land uses listed in Item A (2) above.
- b. Delicatessen, sandwich shop, or small sit-down restaurant (no drive-thru restaurants).
- c. Automotive service (gas) station.
- d. Small grocery store, mini-market, or convenience store.
- e. Uses related to automobile dealerships such as tire stores, auto parts stores, car-washing facilities, automobile repair business, etc.

**F. LIGHT MANUFACTURING/MIXED-USE DESIGNATION**

**1. Purpose and Intent**

The purpose of the Light Manufacturing / Mixed-Use land use designation is to

provide for a compatible mix of light manufacturing activities, commercial land uses, professional offices, and limited low-density residential uses. The intent is to provide an opportunity for a diversity of land uses to locate near each other that would typically be viewed as incompatible, but because of creative site planning and design, they can function in harmony without adversely impacting one another. For example, the Ordinance permits "live-work" land uses where small dwelling units can be incorporated into low intensity light manufacturing or warehousing operations. There is also opportunity for low-density apartments to be situated above commercial shops and professional offices.

The purpose of the Light Manufacturing / Mixed-Use designation is also to promote Smart Growth and New Urbanism planning techniques. The Ordinance contains design standards that will lead to the development of office, light manufacturing, commercial, and residential uses in a pedestrian oriented, aesthetically pleasing, mixed-use neighborhood.

The Ordinance requires light manufacturing land uses, if proposed, to be situated along the railroad tracks on the rear of the parcels, and to develop other land uses along the front of the parcels on Airport Park Boulevard, except for the parcels east of Airport Park Boulevard where light manufacturing land uses can occur anywhere on the parcels with the required yard setbacks. The majority of parking facilities are required to be situated in-between the light manufacturing and commercial land uses in the middle of the parcels, rather than along the Airport Park Boulevard frontage.

The land uses along Airport Park Boulevard are held to a higher design and site planning standard than the light manufacturing land uses, because it is situated in the more visible location, and because light manufacturing land uses are highly desired and a lesser design standard provides an inherent incentive.

It is possible to develop full light manufacturing, office, or commercial land uses on a parcel, provided they are laid out and designed to be compatible with surrounding land uses. Professional office and commercial land uses, if proposed as stand along developments must adhere to a high site planning and design standard.

The regulations are intended to create a compatible mix of land uses with ample landscaping and strategic open areas, pedestrian walkways, and attractive architecture in an inviting scale, with hidden parking and practical functionality.

## **2. General Requirements**

- a. Light manufacturing and warehousing land uses should be located along the railroad tracks on the western portion of the current parcels or anywhere on the designated parcels east of Airport Park Boulevard with the required yard setbacks. Light manufacturing and warehousing can be situated along Airport Park Boulevard if it conforms to the site planning and design standards for commercial development.
- b. The majority of parking spaces for mixed-use development shall be located in-between the light manufacturing/warehousing land uses and the land uses along Airport Park Boulevard. Every attempt shall be made to create parking that cannot be seen from public streets.
- c. Shared access is strongly encouraged between land uses on the same and adjacent parcels to reduce encroachments onto Airport Park Boulevard.
- d. Street trees and a meandering sidewalk are required along Airport Park Boulevard.
- e. The architectural facades for buildings situated along and facing Airport Park Boulevard shall be consistent with Section 5(f) of this Subsection, and shall be designed to soften height, bulk, and mass.
- f. The orientation, height, and design of buildings, as well as the theme for property

development shall be based on creating compatibility between land uses.

- g. There is opportunity for low density residential land uses such as apartment units above offices or commercial spaces, but densities are limited west of Airport Park Boulevard because of airport constraints to a total of 60 people per acre on a given parcel.

3. **Permitted Land Uses**

- a. Notwithstanding Subsection "K", all light manufacturing, commercial, professional office, low density residential, and mixed-use projects require the securing of a Use Permit from the City Planning Commission. The Use Permit process shall include an analysis of site planning and architecture, pursuant to Section 9262 of the Ukiah Municipal Code.

4. **Required Findings**

- a. Prior to approving a Use Permit for a project situated on land in the Mixed-Use designation, the Planning Commission and/or the City Council shall make the following findings:

1. The proposed land use is consistent with the goals and policies of the Ukiah General Plan, the provisions of the Airport Industrial Park Planned Development Ordinance, the Ukiah Municipal Code, and the Ukiah Airport Master Plan.
2. The proposed land use is compatible with surrounding land uses and will not be detrimental to the public's health, safety and general welfare.
3. There is sufficient variety, creativity, and articulation to the architecture and design of the structure(s) to avoid monotony and/or a box-like uninteresting external appearance.
4. For all land uses other than light manufacturing, there is uniqueness and an exemplary approach to the site planning, design, and architecture, consistent with the Site Planning and Design Standards contained herein, that results in a quality and sophisticated development.
5. The Findings shall not be vague. The findings shall be sufficiently detailed to apprise a reviewing court of the basis for the action by bridging the gap between the evidence and the decision-maker's conclusions, and shall be based upon evidence contained in the administrative record.

5. **Site Planning and Design Standards - Commercial Development**

The following site planning and design standards are specifically adopted for the Light Manufacturing/Mixed-Use Land Use Designation. They shall apply to all commercial, professional office, low-density residential and mixed-use development projects not involving light manufacturing/ warehousing unless it is situated along the Airport Park Boulevard street frontage. The Development Standards contained in Section "G" and the Design Standards in Section "I" of this Ordinance shall apply to the Light Manufacturing/Mixed Use designation unless superseded by the following specific standards:

- a. Yard Setbacks:

1. Front: 25 feet from the Airport Park Boulevard right-of-way. Architectural features, such as bay windows, porches and landing spaces, column treatments, and similar features may extend up to two-feet into the required front yard setback.
2. Side and Rear: The side and rear yard setbacks shall be determined in the discretionary review process. Factors that shall be considered include, but are not limited to Building Code requirements, traffic circulation, landscaping requirements, softening of the bulk and mass of

- structures, and compatibility with adjacent structures and land uses.
3. Relief: Relief from the front yard setback requirements may be granted through the approval of a variance, pursuant to Chapter 2, Article 20 of the Ukiah Municipal Code.
- b. Maximum Building Height:
1. The maximum height of any building or structure shall be 40 feet, provided it complies with the side-slope criteria for the Ukiah Airport.
  2. Mechanical penthouse and equipment may extend an additional 10 feet beyond the maximum height provided it is adequately screened from view.
  3. Relief: Relief from the height standards may be granted through the discretionary review process if a finding is made that the proposed height is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.
- c. Minimum Lot Area:
1. The minimum lot area for parcels in the mixed-use area shall be determined through the subdivision and/or discretionary review process. In no case shall lots be created that are less than 20,000 square feet in size.
- d. Maximum Lot Coverage:
1. Commercial and mixed land uses may cover up to 40 percent of a lot provided that the site planning, architecture, parking, and landscaping are consistent with the requirements of the AIP Planned Development Ordinance.
  2. Relief: Relief from the lot coverage standard may be granted through the discretionary review process provided a finding is made that the proposed lot coverage is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.
- e. Building Orientation:
1. Buildings shall be shaped and oriented to take advantage of passive solar energy and solar collection in the winter, and to control solar cooling loads in the summer.
  2. Buildings shall be shaped and oriented to be compatible with surrounding land uses in terms of noise, visual privacy, and functionality.
- f. Architectural Design:
1. Buildings shall incorporate projecting columns, exterior wainscoting, framed panels, and/or other features to provide relief to large open blank walls.
  2. Architectural features such as arches, raised and decorative parapets, decorated and flared cornices, extended eaves and overhangs, balconies, entry insets, and a variety of roof angles and pitches are required to make buildings unique and interesting.
  3. Windows shall be used to break up the mass and volume of buildings into smaller components. Buildings shall use different shaped and framed

windows in a coordinated theme. Awnings and other attractive window treatments are strongly encouraged.

4. All four elevations of buildings shall incorporate the architectural design requirements listed above in a reasonable and feasible manner.
5. The use of strong or loud colors as the dominant building color shall not be permitted. The dominant colors used on buildings shall be subdued and earth tone in nature. Colors of buildings shall be compatible with adjoining buildings.
6. Storage areas, loading docks and ramps, transformers, storage tanks, refuse collection areas, mechanical equipment, and other appurtenant items of poor visual quality shall be screened by the use of masonry walls, landscaping materials, or decorative fencing. All roof mounted electrical and mechanical equipment and/or ductwork shall be screened from view by an enclosure which is consistent with the building design. Fences exceeding six (6) feet in height may be appropriate for some commercial and industrial uses to screen the outdoor storage of building materials, supplies, construction equipment, etc. The Planning Commission may consider fences exceeding six (6) on a case-by-case basis during the review of Site Development and Use Permit applications.

g. Signs

1. The colors, materials, and lighting of every sign on a site shall be restrained and harmonious with the building and site.
2. Freestanding signs shall be tastefully designed with an interesting base, and shall not exceed twelve feet in height from finished grade. If a freestanding sign is placed on a berm, the Planning Commission shall have the discretion to limit its height to less than twelve feet from finished grade. No pole signs are permitted. Freestanding signs shall have a decorative support base.
3. The size and amount of signs shall generally comply with the requirements of the Ukiah Municipal Code (UMC). The Planning Commission shall have the discretion to reduce the size and amount of signs to something less than permitted by the U.M.C. if they make a finding that the proposed size and amount of signage is out of scale with the building and too dominating on the site.
4. Signs are not permitted on the roof or projecting above the roof of any building.
5. Relief: Relief from the sign standards may be granted through the discretionary review process provided a finding is made that the proposed sign is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

h. Pedestrian Orientation

1. Pedestrian walkways shall be included that directly and safely link all parking areas with building entrances, off-site transportation facilities, established sidewalks, and adjacent public rights-of-way.
2. Outdoor pedestrian spaces shall be landscaped and include such features as planters along sidewalks, pedestrian oriented signs, attractive street furniture, low-level lighting, and outdoor seating areas.
3. Lots with frontages along the primary street shall provide a 5-foot wide meandering sidewalk located within the required front setback. The sidewalk may be located over the public utility easement. Every effort

shall be made to link developments with attractive and accessible pedestrian facilities.

4. Secondary streets accessing the rear portion of parcels shall include 5-foot wide sidewalks or alternative pedestrian facilities that link the development on the rear portion of the parcels with Airport Park Boulevard.

i. Lighting

1. Exterior lighting shall be subdued and of low wattage. It shall enhance building design and landscaping, as well as provide safety and security.
2. Exterior lighting shall not spill out and create glare on adjoining properties, and shall not be directed towards the night sky.
3. Light standard heights shall be predicated on the lighting need of the particular location and use. Tall lighting fixtures that illuminate large areas shall be prohibited.
4. Lighting fixtures, standards, and all exposed accessories shall be harmonious with building design, and innovative in style.
5. All pedestrian and building access areas shall be adequately lighted to provide safety, security, and aesthetic quality, without violating number 2 above.

j. Energy Conservation

1. Passive solar orientation is required. Active solar design is strongly encouraged.
2. Deciduous trees and/or other vegetation shall be planted on the south side of buildings whenever feasible to increase energy efficiency.
3. Sunlight shall be used for direct heating and illumination whenever possible.
4. Solar heating equipment need not be screened, but shall be as unobtrusive as possible and complement the building design. Every effort shall be made to integrate solar panels into the roof design, flush with the roof slope.

k. Outdoor Storage and Service Areas

1. Storage areas shall be limited to the rear of a site, and shall be screened from public view with a solid fence or wall using concrete, wood, stone, brick, or other similar material.
2. All outdoor storage areas and enclosures shall be screened, when possible, with landscaping.
3. If trash and recycling areas are required in the discretionary review process, they shall be designed to harmonize with the building and landscaping, and shall be consistent with the size and design requirements of the Ukiah Municipal Code.

l. Landscaping

1. Landscaping shall comply with Section "l" of this Ordinance.
2. Landscaping Plans shall include outdoor shaded sitting/resting areas for employees and the general public, unless infeasible.

m. Ukiah Airport Master Plan

1. All development within the Airport Industrial Park shall comply with the

Federal Aviation Administration side slope criteria, density requirements (AB1" Compatibility Zone = 60 persons per acre / AC≅ Compatibility Zone = 150 people per acre) and all other applicable provisions of the Ukiah Airport Master Plan.

n. Public Utility Easements, Public Streets, and Access Driveways

1. All Public Utility Easements, Public Streets, and Access Driveways shall comply with Section "H" of this Ordinance.

6. Site Planning and Design Standards for Light Manufacturing and Industrial Development

The Site Planning and Design Standards for Light Manufacturing and Industrial development are less demanding than those for commercial; professional office and mixed-use development. The lesser design standards are meant to encourage and promote light manufacturing and industrial development, particularly along the western portion of the parcels. The Following Site Planning and Design Standards shall apply to all Light Manufacturing and Industrial Development:

a. Yard Setbacks:

1. Front: 25 feet from the Airport Park Boulevard right-of-way if located along the frontage. If the development does not have frontage along Airport Park Boulevard, and is served by a private access easement, the front yard setback shall be determined in the discretionary review process. Architectural features, such as bay windows, porches and landing spaces, column treatments, and similar features may extend up to two-feet into the required front yard setback.
2. Side and Rear: The side and rear yard setbacks shall be determined in the discretionary review process. Factors that shall be considered include, but are not limited, to Building Code requirements, traffic circulation, landscaping requirements, softening of the bulk and mass of structures, and compatibility with adjacent structures and land uses.
3. Relief: Relief from the front yard setback requirements may be granted through the approval of a variance.

b. Maximum Building Height:

1. The maximum height of any building or structure shall be 50 feet, provided it complies with the side-slope criteria for the Ukiah Airport.
2. Mechanical penthouse and equipment may extend an additional 10 feet beyond the maximum height provided it is adequately screened from view.
3. Relief: Relief from the height standards may be granted through the discretionary review process if a finding is made that the proposed height is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.

c. Minimum Lot Area:

1. The minimum lot area for light manufacturing and industrial development parcels in the mixed-use area shall be determined through the subdivision and/or discretionary review process. In no case shall lots be created that are less than 20,000 square feet in size.



- d. Maximum Lot Coverage:
1. Light manufacturing and industrial land uses may cover up to 60 percent of a lot provided that the site planning, architecture, parking, and landscaping are consistent with the requirements of the AIP Planned Development Ordinance.
  2. Relief: Relief from the lot coverage standard may be granted through the discretionary review process provided a finding is made that the proposed lot coverage is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.
- e. Building Orientation:
1. Buildings shall be shaped and oriented to take advantage of passive solar energy and solar collection in the winter, and to control solar cooling loads in the summer.
  2. Buildings shall be shaped and oriented to be compatible with surrounding land uses in terms of noise, visual privacy, and functionality.
- f. Architectural Design:
1. Buildings shall incorporate projecting columns, exterior wainscoting, framed panels, and/or other features to provide relief to large open blank walls.
  2. The use of strong or loud colors as the dominant building color shall not be permitted. The dominant colors used on buildings shall be subdued and earth tone in nature. Colors of buildings shall be compatible with adjoining buildings.
- g. Signs
1. The colors, materials, and lighting of every sign on a site shall be restrained and harmonious with the building and site.
  2. Freestanding signs shall be tastefully designed with an interesting base, and shall not exceed eight feet in height from finished grade.  
If a freestanding sign is placed on a berm, the Planning Commission shall have the discretion to limit its height to less than eight feet from finished grade. No pole signs are permitted.
  3. The size and amount of signs shall comply with the requirements of the Ukiah Municipal Code (UMC). The Planning Commission shall have the discretion to reduce the size and amount of signs to something less than permitted by the U.M.C. if they make a finding that the proposed size and amount of signage is out of scale with the building and too dominating on the site.
  4. Signs are not permitted on the roof of any building.
  5. Relief: Relief from the sign standards may be granted through the discretionary review process provided a finding is made that the proposed sign is compatible with the scale and character of the development on adjacent and nearby parcels and would not have an adverse impact on the health and safety of the general public.
- i. Lighting
1. Exterior lighting shall be subdued. It shall enhance building design and landscaping, as well as provide safety and security.
  2. Exterior lighting shall not spill out and create glare on adjoining properties, and shall not be directed towards the night sky.
  3. Light standard heights shall be predicated on the lighting need of the

particular location and use. Tall lighting fixtures that illuminate large areas shall be prohibited.

k. Outdoor Storage and Service Areas

1. Storage areas shall be limited to the rear of a site, and shall be screened from public view with a solid fence or wall using concrete, wood, stone, brick, or other similar material.
2. All outdoor storage areas and enclosures shall be screened, when possible, with landscaping.

l. Landscaping

1. Landscaping shall generally comply with Section "I" of this Ordinance, although a lesser amount of landscaping may be approved depending upon the scale, intensity, and visibility of the development.

m. Ukiah Airport Master Plan

1. All development within the Airport Industrial Park shall comply with the Ukiah Municipal Airport Master Plan.

n. Pedestrian Orientation

1. Pedestrian walkways shall be included that directly link all parking areas with building entrances, off-site transportation facilities, established sidewalks, and adjacent public rights-of-way.
2. Lots with frontages along the primary streets shall provide a 5-foot wide meandering sidewalk located within the required front setback. The sidewalk may be located over the public utility easement. Every effort shall be made to link developments with attractive and accessible pedestrian facilities.
3. Secondary streets accessing the rear portion of parcels shall include 5-foot wide sidewalks or alternative pedestrian facilities that link the development on the rear portion of the parcels with Airport Park Boulevard.

**G. NUISANCES**

1. No lot shall be used in such a manner as to create a nuisance to adjacent parcels. Proposed uses shall comply with the performance criteria outlined below.
  - a. All activities involving the storage of flammable and explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion by adequate fire-fighting and fire suppression equipment and devices standard in industry. All incineration is prohibited.
  - b. Devices which radiate radio-frequency energy shall be so operated as not to cause interference with any activity carried on beyond the boundary line of the property upon which the device is located.
  - c. The maximum sound level radiated by any use of facility, when measured at the boundary line of the property upon which the sound is generated, shall not be obnoxious by reason of its intensity or pitch, as determined by standards prescribed in the Ukiah Municipal Code and/or City General Plan.

- d. No vibration shall be permitted so as to cause a noticeable tremor beyond the property line.
- e. Any use producing emissions shall comply with all the requirements of the Mendocino County Air Quality Management District.
- f. Projects involving the use of toxic materials or hazardous substances shall comply with all Federal, State, and all local Laws and regulations.

2. **Prohibited Uses or Operations**

Industrial uses such as petroleum bulk stations, cement batching plants, pulp and paper mills, lumber mills, refineries, smelting plants, rendering plants, junk yards, auto wrecking, and similar "heavy industrial" uses which typically create external and environmental effects are specifically prohibited due to the detrimental effect the use may have upon the general appearance, function, and environmental quality of nearby uses.

G. **DEVELOPMENT STANDARDS**

The following standards have been established to ensure compatibility among uses and consistency in the appearance and character of development. These standards are intended to guide the planning, design, and development of both individual lots and the entire Airport Industrial Park. Projects shall be reviewed on a case-by-case basis for high quality design, efficient function, and overall compatibility with surrounding land uses.

1. **Minimum Lot Requirement**

The minimum lot area shall be 20,000 square feet. Each lot shall have a minimum frontage of 100 feet on a public street. Except for lots fronting on Airport Park Boulevard, or other public streets shown on the *Land Use Map*, access easements to a public street may be authorized in lieu of public street frontage in the discretion of the appropriate decision-maker and with the approval of the City Engineer. Proposed access easements shall be consistent with the standards contained in Table 4-1. The Planning Commission may approve a public street frontage of less than 100 feet for lots located on cul-de-sacs, street curves, or having other extraordinary characteristics.

2. **Maximum Lot Coverage**

No more than 40 percent of the lot shall be covered by buildings or structures. Above ground parking lots and landscaping areas shall not be included in the calculation of lot coverage. Industrial land uses may cover a maximum of 60 percent of a lot provided that the site planning, architecture, parking, and landscaping are consistent with the requirements of the AIP Planned Development Ordinance.

3. **Minimum Building Setbacks**

All buildings and structures shall be setback from the property line a minimum of 25 feet along the entire street frontage. Lots abutting U.S. Highway 101 shall maintain a minimum setback of 60 feet from the property line adjacent to the freeway. Side yard setbacks shall be determined in the Site Development or Use Permit review process.

4. **Maximum Building Height**

The maximum height of any building or structure shall be 50 feet. Mechanical penthouse and equipment may extend an additional 10 feet beyond the maximum building height.

5. **Ukiah Airport Master Plan**

All development within the Airport Industrial Park shall comply with the Federal Aviation Administration side slope criteria, density requirements (AB1"

Compatibility Zone = 60 persons per acre / AC≅ Compatibility Zone = 150 people per acre) and all other applicable provisions of the Ukiah Airport Master Plan.

6. **Screening**

Storage areas, loading docks and ramps, transformers, storage tanks, refuse collection areas, mechanical equipment, and other appurtenant items of poor visual quality shall be screened by the use of masonry walls, landscaping materials, or decorative fencing. All roof mounted electrical and mechanical equipment and/or ductwork shall be screened from view by an enclosure which is consistent with the building design. Fences exceeding six (6) feet in height may be appropriate for some commercial and industrial uses to screen the outdoor storage of building materials, supplies, construction equipment, etc. The Planning Commission may consider fences exceeding six (6) on a case-by-case basis during the review of Site Development and Use Permit applications.

7. **Public Utility Easement**

All lots shall provide a 5-foot easement in the required front setback for the provision of utilities.

8. **Sidewalk Requirements**

Lots with frontages along the primary street shall provide a 5-foot curvilinear sidewalk located within the required front setback. The sidewalk may be located over the public utility easement. Every effort shall be made to link developments with attractive and accessible pedestrian facilities.

9. **Bicycle Lanes**

Class III Bicycle lanes shall be provided on all primary streets according to CalTrans standards.

10. **Development Integration**

Every effort shall be made to "master plan" development within the Airport Industrial Park. Applicants shall be encouraged to coordinate development proposals to ensure compatible architectural themes, high quality site planning, efficient and functional traffic circulation, coordinated pedestrian circulation, and compatible land uses.

11. **Required Public Streets**

Lot line adjustments, parcel maps, tentative and final subdivision maps, and Site Development and Use Permits shall not be approved, unless public streets identified on the *Land Use Map* serving the parcels covered by the lot line adjustment, map or permit have been or will be dedicated to the City of Ukiah upon approval of the lot line adjustment, map or permit.

12. **Street Width Standards**

The following street standards have been established by the Ukiah Department of Public Works. All primary and secondary streets shall be designed and constructed in accordance with these standards:

**Table 4-1: Minimum Street Standards  
Airport Park Boulevard and Commerce Drive**

	Primary	Secondary	Access Easement
1. Right-of-way	66 feet	44 feet	32 feet
2. Pavement	64 feet	40 feet	30 feet
a. travel lanes (2)	14 feet	20 feet	15 feet
b. left turn lane	12 feet	12 feet	
3. Curbs (both sides)	1 foot	1 foot	
4. Cul-de-sac (turn-arounds)	100 feet diameter		
5. Curb Returns Radius	35 feet	35 feet	

**13. Access Driveways and Deceleration Lanes**

- a. Every effort shall be made to minimize access driveways along Airport Park Boulevard. All driveway and intersection radii shall be designed to accommodate heavy truck turning movements, consistent with the requirements of the City Engineer.
- b. Every effort shall be made to design common driveways for individual developments.
- c. No Talmage Road access shall be permitted for the parcel or parcels located at the southeast corner of Talmage Road and Airport Park Boulevard.
- d. All major driveways, as determined by the City Engineer, shall have left turn pockets in the median area where feasible.
- e. Deceleration and acceleration lanes shall not be required unless the City Engineer determines they are necessary to ensure safety and efficient traffic flow.

**14. Minimum Parking and Loading Requirements**

- a. No loading or unloading shall be permitted on the street in front of the building. A sufficient number of off-street loading spaces shall be provided to meet the needs of the approved use. Adequate apron and dock space also shall be provided for truck maneuvering on individual lots.
- b. The number of entrance/exit driveways shall be limited to one per every 100 feet of street frontage with a maximum curb cut of 40 feet. The Planning Commission may relax these standards when a comprehensive plan for an entire block has been prepared and presented to the City Planning Commission for review and approval.
- c. Adequate off-street parking shall be provided to accommodate the parking needs of employees, visitors, and company vehicles. The minimum number of off-street parking spaces shall generally be provided according to the requirements of the Ukiah Municipal Code.
- d. The Planning Commission may deviate from the parking requirements contained in the Ukiah Municipal Code on a case-by-case basis. Any deviation must be supported by findings related to a unique use, such as a Mixed-use development, or use not specifically described in the Ukiah Municipal Code, and findings that otherwise demonstrate no on-street parking congestion will result.

**15. Signage**

Except as indicated elsewhere in this Ordinance, building identification and other signs shall generally comply with the sign regulations for industrial, commercial and office land uses contained in the Ukiah Municipal Code. All proposed development projects shall include a detailed sign program.

**I. DESIGN GUIDELINES**

The following guidelines shall be used by the Planning Commission when approving a Site Development or Use Permit to ensure high quality design, and the coordination and consistency of development.

**1. Landscaping and Open Space**

- a. A comprehensive landscape plan shall be submitted for review and approval as a part of the Site Development or Use Permit process.

- a. Existing trees shall be retained whenever possible.
- c. A variety of tree species shall be used that provides diversity in form, texture, and color.
- d. Landscaping at corners should be arranged to maintain traffic visibility.
- e. Landscaping along an entire street frontage should be coordinated to achieve a uniform appearance.
- f. Landscaping shall be proportional to the building elevations.
- g. Landscape plantings shall be those which grow well in Ukiah's climate without extensive irrigation. Native species are strongly encouraged.
- h. All landscape plantings shall be of sufficient size, health and intensity so that a viable and mature appearance can be attained in three years.
- i. Deciduous trees shall constitute the majority of the trees proposed along the south and west building exposures; non-deciduous street species shall be restricted to areas that do not inhibit solar access.
- j. Parking lots with twelve (12) or more parking stalls shall have a tree placed between every four (4) parking stalls within a continuous linear planting strip, rather than individual planting wells, unless clearly infeasible. Parking lot trees shall primarily be deciduous species, and shall be designed to provide a tree canopy coverage of 50 percent over all paved areas within ten years of planting. Based upon the design of the parking lot, a reduced number of trees may be approved through the discretionary review process.
- k. Parking lots shall have a perimeter planting strip with both trees and shrubs.
- l. Parking lots with twelve (12) or more parking stalls shall have defined pedestrian sidewalks or marked pedestrian facilities within landscaped areas and/or separated from automobile travel lanes. Based upon the design of the parking lot, and the use that it is serving, relief from this requirement may be approved through the discretionary review process.
- m. Street trees may be placed on the property proposed for development instead of within the public right-of-way if the location is approved by the City Engineer, based upon safety and maintenance factors.
- n. All new developments shall include a landscaping coverage of 20 percent (20%) of the gross area of the parcel, unless because of the small size of a parcel, such coverage would be unreasonable. A minimum of 50 percent (50%) of the landscaped area shall be dedicated to live plantings.
- o. Landscaping Plans shall include an automatic irrigation system.
- p. All required landscaping for commercial development projects shall be adequately maintained in a viable condition.
- q. The Planning Director, Zoning Administrator, Planning Commission, or City Council shall have the authority to modify the required elements of a Landscaping Plan depending upon the size, scale, intensity, and location of the development project.

## **2. Orientation and Location of Buildings**

- a. The location of buildings shall be coordinated with other buildings and open space on adjacent lots, and should include design elements, oriented to pedestrian usage, such as, linked walkways and sidewalks.
- b. Buildings should be sited to preserve solar access opportunities, and should include passive and active solar design elements.
- c. Buildings should be oriented to minimize heating and cooling costs.
- d. Buildings should be creatively sited to provide open views of the site and surrounding environment.
- e. Buildings shall not be sited in the middle of large parking lots.

**3. Architectural Design**

- a. Individual projects shall exhibit a thoughtful and creative approach to site planning and architecture.
- b. Projects shall be designed to avoid the cumulative collection of large structures with similar building elevations and facades.
- c. Buildings shall be limited in height, bulk, and mass, and shall be designed to avoid a box-like appearance.

**4. Building Exteriors**

- a. Colors and building materials shall be carefully selected, and must be compatible with surrounding developments, and shall be finalized during the Site Development or Use Permit process.
- b. The Planning Commission may permit exterior walls of architectural metal where it is compatible with adjacent structures, and the overall appearance and character of the Airport Industrial Park.

**5. Lighting**

- a. A lighting plan shall be submitted for review and approval with all Site Development and Use Permit applications. All lighting plans shall emphasize security and safety, and shall minimize energy usage.
- b. Lighting for developments shall include shielded, non-glare types of lights.
- c. Lighting shall not be directed towards Highway 101, the Ukiah Municipal Airport, adjacent properties, or upwards towards the sky.

**6. Design Amenities**

- a. Bicycle parking facilities shall be provided near the entrance to buildings. One (1) bicycle space shall be provided for every ten (10) employees, plus one (1) space for every fifty (50) automobile parking spaces.
- b. Fountains, kiosks, unique landscape islands, outdoor sitting areas, and other quality design amenities are encouraged.

**J. CIRCULATION PLAN**

The Circulation Plan for the Airport Industrial Park is illustrated on the attached Exhibit "B". As shown, the plan includes points of access at Talmage Road at the north, Hastings Avenue at the northwest, and Airport Road at the southwest. In lieu of the originally envisioned southern access road (Airport Park Boulevard to Norgard Lane) an emergency access is provided through the airport to a future gated encroachment along the southern portion of Airport Road. Internal access includes an extension of Airport Road from the west into the southern portion of the site; Airport Park Boulevard from Talmage Road on the north, extending south to intersect with the Airport Road extension; and Commerce Drive from west to east in the northern portion of the AIP. All streets within the AIP shall be public. Property owners of parcels with frontage along the railroad right-of-way are encouraged to plan for possible future use of the railroad.

**K. DISCRETIONARY REVIEW**

The discretionary permit review process for development projects within the Airport Industrial Park (AIP) is the same as for discretionary permits elsewhere in the City. As articulated in Section 9 of this ordinance, a Site Development Permit or Use Permit is required for development projects proposed in the AIP.

**1. Site Development Permits and Use Permits**

- a. As articulated in Section 9 above, development projects within the Airport Industrial Park are subject to the Site Development or Use Permit process, depending upon the proposed use and its location. A Site Development Permit shall not be required for any development proposal requiring a Use Permit. Within the Use Permit review process, all site development issues and concerns shall be appropriately analyzed.
- b. All Major Use Permits, Variances, and Site Development Permits for proposed developments within the Airport Industrial Park require City Planning Commission review and action. Minor Use Permits, Variances, and Site Development Permits shall be subject to Zoning Administrator review and action.
- c. Decisions on Site Development and Use Permits made by the City Planning Commission and Zoning Administrator are appealable to the City Council pursuant to Section 9266 of the Ukiah Municipal Code.
- d. Major modifications to approved Site Development Permits and Use Permits, as determined by the Planning Director, shall require the filing of a new application, payment of fees, and a duly noticed public hearing before the Planning Commission. Minor modifications to approved Site Development Permits and Use Permits, as determined by the Planning Director shall require the filing of a new application, payment of processing fees and a duly noticed public hearing before the City Zoning Administrator.
- e. The Planning Commission's decision on major modifications to an approved Site Development Permit, Variance or Use Permit is appealable to the City Council. The Zoning Administrator's decision on minor modifications to an approved Site Development Permit, Variance or Use Permit is appealable directly to the City Council.

**2. Building Modifications**

- a. Exterior modifications to existing buildings shall be designed to complement and harmonize with the design of the existing structure and surrounding developments.
- b. A Site Development Permit shall be required for all substantial exterior modifications to existing structures, site design elements, and landscaping within the Airport Industrial Park. The application procedure shall be that prescribed in Article 20 the Ukiah Municipal Code.

**Section Twelve**

Whenever a use is not listed in this Planned Development Ordinance as a permitted or allowed use in any of the land use designations, the Planning Director shall determine whether the use is appropriate in the land use designation where the subject property is situated, and make a decision as to whether or not it is an allowed or permitted land use. In making this determination, the Planning Director shall find as follows:

1. That the use would not be incompatible with existing nearby land uses, or the allowed and permitted land uses listed for the particular land use designation.
2. That the use would not be detrimental to the continuing development of the area in which the use would be located.
3. That the use would be in harmony and consistent with the purpose and intent of the Airport Industrial Park Planned Development Ordinance and Ukiah General Plan.
4. In the case of determining that a use not articulated as an allowed or permitted



use could be established with the securing of a Use Permit, the Planning Director shall find that the proposed use is similar in nature and intensity to the uses listed as allowed uses. All determinations of the Planning Director regarding whether a use can be allowed or permitted in any land use designation within the Airport Industrial Park shall be final unless a written appeal to the City Council, stating the reasons for the appeal, and the appeal fee, if any, established from time to time by City Council Resolution, is filed with the City Clerk within ten (10) days of the date the decision was made. Appeals may be filed by an applicant or any interested party. The City Council shall conduct a duly noticed public hearing on the appeal in accordance to the applicable procedures as set forth in this chapter. At the close of the public hearing, the City Council may affirm, reverse, revise or modify the appealed decision of the Planning Director. All City Council decisions on appeals of the Planning Director's actions are final for the City of Ukiah.

**Section Thirteen**

This Ordinance shall be published as required by law and shall become effective thirty (30) days after it is adopted.


Introduced by title only on July 23, 2007 by the following roll call vote:

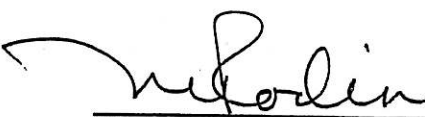
**AYES:** Councilmembers Thomas, Crane, and Mayor Rodin  
**NOES:** Councilmember McCowen  
**ABSENT:** Councilmember Baldwin  
**ABSTAIN:** None

Passed and adopted on August 1, 2007 by the following roll call vote:

**AYES:** Councilmembers McCowen, Baldwin, and Vice-Mayor Crane  
**NOES:** None  
**ABSENT:** Councilmember Thomas and Mayor Rodin  
**ABSTAIN:** None

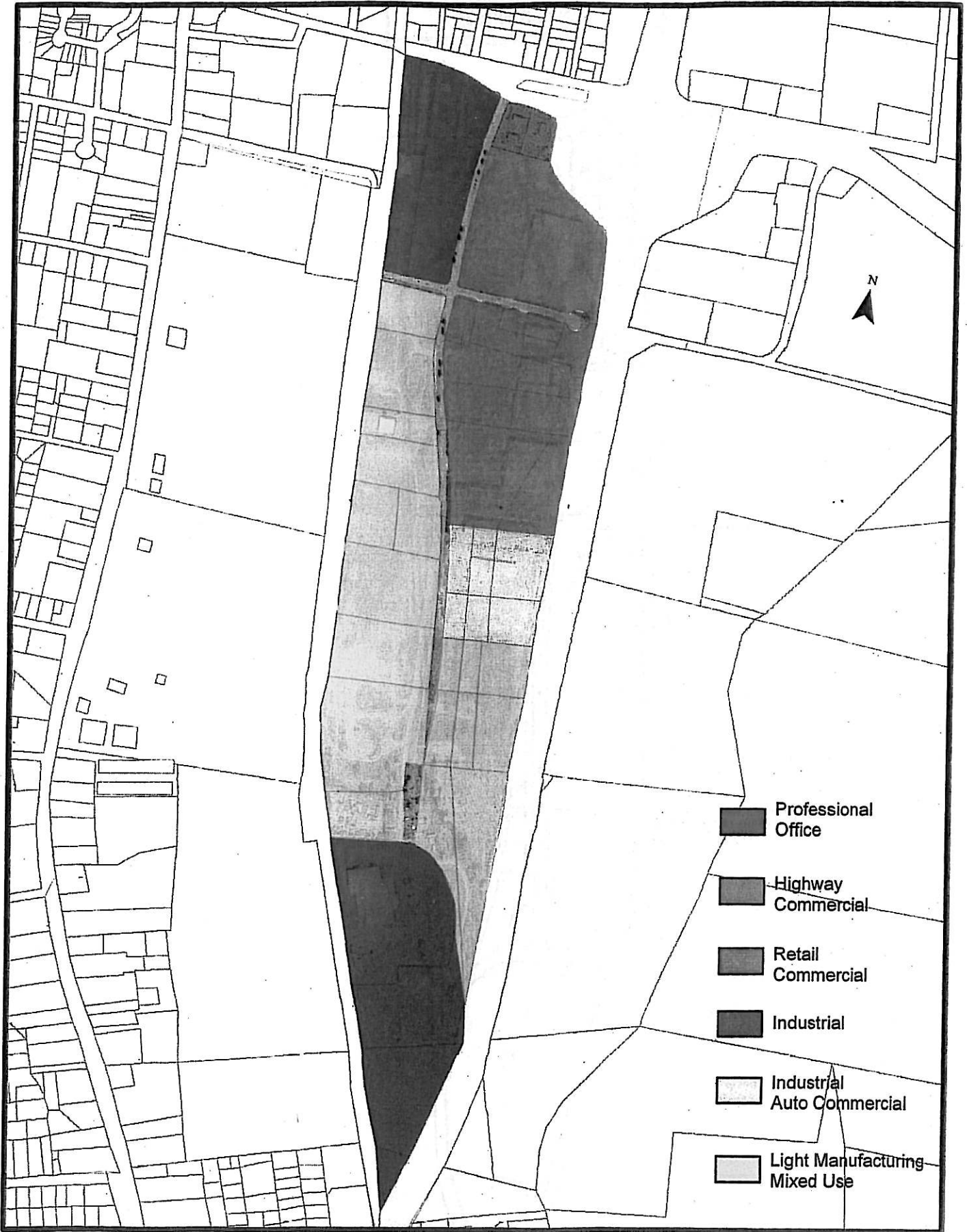
**ATTEST:**

  
\_\_\_\_\_  
Linda Brown, Deputy City Clerk

  
\_\_\_\_\_  
Mari Rodin, Mayor

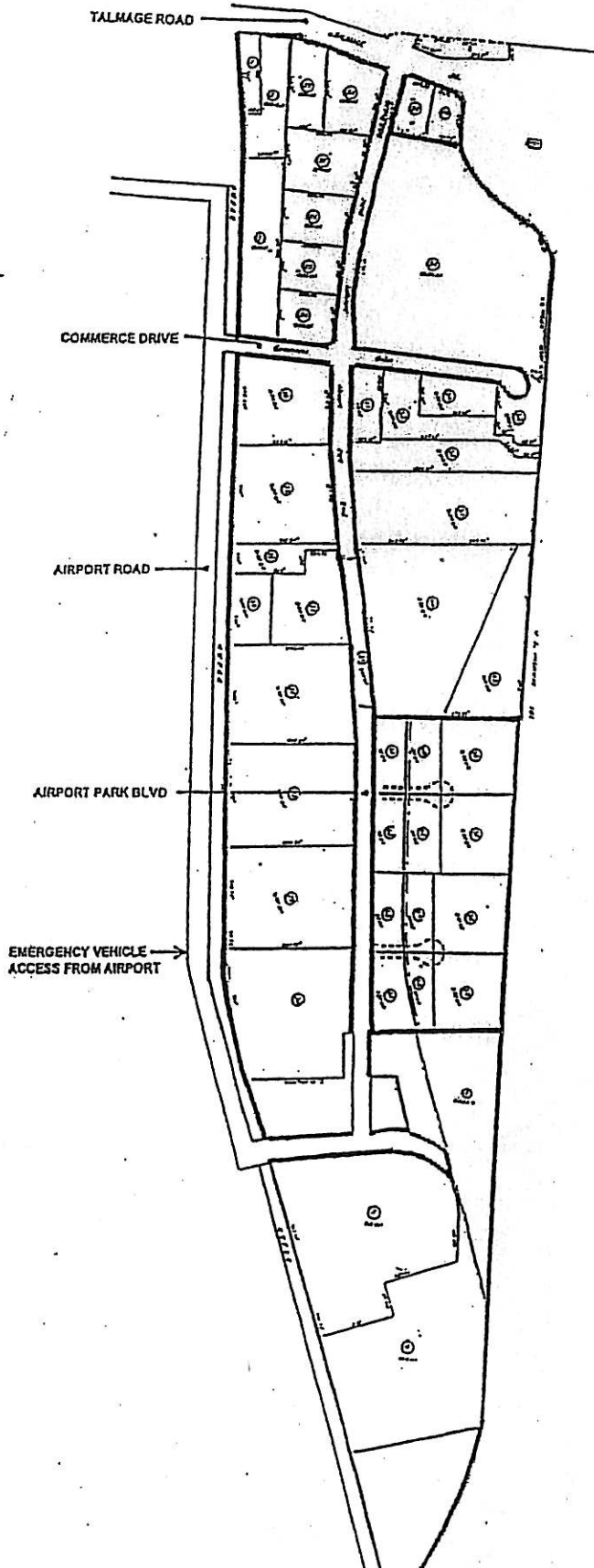
# EXHIBIT A

## Airport Industrial Park Land Use Designation Map



0 412.5 825 1,650 2,475 3,300 Feet

EXHIBIT "B"  
AIRPORT INDUSTRIAL PARK  
CIRCULATION PLAN



**RESOLUTION NO. 96- 23**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH MAKING FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") GUIDELINES SECTION 15091 IN CONNECTION WITH THE ADOPTION OF THE AMENDED AIRPORT INDUSTRIAL PARK (AIP) PLANNED DEVELOPMENT ORDINANCE**

**WHEREAS:**

1. The City of Ukiah, as Lead Agency, has prepared a Subsequent Environmental Impact Report ("EIR"), consisting of a Draft Subsequent Environmental Impact Report, dated March, 1995 ("DEIR"), and a Final Subsequent Environmental Impact Report, dated July, 1995 ("FEIR"), for the proposed Airport Industrial Park (AIP) Planned Development Ordinance Amendments; and
2. The EIR has identified significant environmental impacts of the projects; and
3. The City Council certified the EIR on August 16, 1995; and
4. The City Council has chosen to adopt an amended Planned Development Ordinance for the Airport Industrial Park; and
5. Public Resources Code Section 21081 and CEQA Guidelines Section 15091 provide that the City shall not approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless it makes specified findings;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Ukiah finds as follows:

1. The EIR was prepared and made available for public review and comment in full compliance with the procedures set forth in CEQA and the CEQA Guidelines.
2. The EIR was considered by both the Planning Commission and City Council at noticed public hearings on August 9, 1995 and August 16, 1995, respectively, which were conducted in full compliance with all legal requirements.
3. The City Council has considered all documents submitted for consideration prior to or during the hearings it conducted and all testimony presented during the hearings as well as the EIR, the Staff Report, dated August 4, 1995, the recommendation of the Planning Commission, and the Staff Report, dated August 11, 1995. The Staff Reports are incorporated herein by reference. It has also independently reviewed and considered this resolution.
4. The project is described in the EIR, including the DEIR on pages 7,8,9,10 and 11 of the Redwood Business Park Component. This description is incorporated herein by reference.

5. The EIR evaluated the impacts of the project, as well as its impact in combination with impacts from past, present, and probable future projects, including impacts from the eventual buildout and completion of the Airport Industrial Park both as presently approved. Those impacts, both individual and cumulative, along with recommended mitigation measures and suggested conditions of approval, are summarized in this resolution.

6. Measures designed to avoid or substantially lessen significant effects of future development projects within the Airport Industrial Park will be imposed on projects as buildout occurs and the significance thresholds identified in the EIR are reached. In this way, full mitigation will be achieved as development occurs and is phased over time within the AIP.

7. **Geology.** The EIR geotechnical consultants determined that there were no significant geotechnical constraints on the site. Site soils may be subject to expansion and/or some settlement. It will be necessary to upgrade soils or construct proper foundations to ensure the future buildings are not damaged by settlement. All necessary fill materials and activities must be properly engineered to ensure the long-term integrity of future improvements.

Site grading and trenching will result in bared soils. The surface soils and poorly consolidated terrace soils will be prone to erosion. This is a potentially significant impact since eroded soils can adversely affect water quality and ultimately the aquatic habitats of the Russian River.

**Geology Mitigations:** The EIR recommends that all future individual projects be required to have complete geotechnical investigations, and that future developers secure General Construction Activity Permits from the Regional Water Quality Control Board.

**Geology Finding:** Mitigation measures are reasonable, feasible, and effective. The City finds that implementation of these mitigation measures will avoid or reduce to acceptable levels the geological impacts resulting from the buildout of the Airport Industrial Park. These measures will become conditions of project approval and will be monitored by the City Engineering and Planning Department staff during the grading and building permit process as well as during the construction phases of all projects within the AIP.

8. **Hydrology and Drainage.** Buildout of the AIP will increase the amount of impervious surfaces on the site and, thus, increase the amount of runoff during the 10-year and 100-year storms. Increased flows from the site will have a minor impact on flooding east of the freeway, and could slightly increase the extent and duration of flooding on the orchard to the east. This orchard impact, however, would not be caused solely by the site runoff; rather, it would typically occur only in conjunction with some overbank flooding of the Russian River.

Because buildings must be constructed so that their floors are at least one foot above the 100-year flood elevation, it will be necessary to fill lower portions of the property; the Redwood Business Park already has a City-approved drainage plan that includes filling of areas below flood elevations. Filling has already occurred in the northern portion of the site. After fill is placed on low-lying portions of the property, flooding will be restricted to drainage ditches and infrastructure.

**Hydrology/Drainage Mitigations:** Buildout of the AIP under the provisions of the revised Planned Development Ordinance will not result in significant drainage related impacts. However, mitigation measures are recommended to resolve the minor drainage issues discussed above. These measures include, requiring all buildings to be elevated above the 100-year flood elevation; requiring developers to prepare Storm Water Pollution Prevention Plans and obtain General Construction Activity Permits from the Regional Water Quality Control Board; and to share in the funding and construction of ditch stabilization measures on the ditch east of the 36-inch culvert and on the ditch east of the twin 4-foot by 6-foot box culverts east of the freeway.

**Hydrology/Drainage Findings:** The City finds the mitigation measures reasonable, feasible, and effective, except for sharing in the funding and construction of ditch stabilization measures on the ditch east of the 36-inch culvert and on the ditch east of the twin 4-foot by 6-foot box culverts east of the freeway. The City finds that the recommended mitigation measures concerning ditch stabilization measures on privately-owned agricultural property east of the freeway and outside the City Limits are not the responsibility of the applicants and are not feasible, since the applicant has no reasonable ability to enter upon private land to put improvements in place.

The City finds that implementation of the remaining mitigation measures as conditions of project approval will avoid or reduce to acceptable levels the Hydrology/drainage impacts resulting from the buildout of the Airport Industrial Park. These measures will become conditions of approval for all future development projects, and will be monitored by the City Engineering Department staff during the grading and building permit process as well as during the construction phases of the project.

9. **Biotic Environment:** Buildout of the AIP under the provisions of the revised Planned Development Ordinance will eliminate open fields used for foraging by a number of birds, mammals, and reptiles. It will also basically remove all existing vegetation from the site. Given the fact that the property has been disked and used for agricultural purposes, and that considerable fill activities have occurred, the EIR concludes that no significant impacts will occur to biotic environments, except for the possible removal of Valley Oak trees.

In terms of wetlands on the RBP, the property owner has entered into an agreement with the Department of Fish and Game regarding the disposition of the wetland and small population of Baker's Meadowfoam that existed on the site. The Department of Fish and Game has determined that this mitigation successfully off-sets the adverse impacts on vegetation and wildlife that were identified in the Wal-Mart EIR.

To buildout the property contained within the Airport Business Park (ABP) south of the RBP, it may be necessary to fill wetlands. To avoid significant loss of wetlands, and potential impacts to biotic habitats, the EIR suggests a number of mitigation measures.

**Biotic Mitigations:** Suggested mitigation measures include preserving Oak trees, and precluding the filling of the pond/riparian area on the Airport Business Park site. Additionally, permit approval from applicable State and/or Federal agencies would be required prior to filling and wetland areas on the ABP Site.

**Biotic Environment Findings:** The City finds that all mitigation measures are reasonable and feasible. The City finds further that implementation of the mitigation measures as conditions of project approval will avoid or reduce to acceptable levels the Biotic Environment impacts resulting from the buildout of the Airport Industrial Park. These measures will become conditions of approval for all future development projects, and will be monitored by City Engineering and Planning Department staff during the grading and building permit process as well as during the construction phases of the projects.

10. **Air Quality:** The impact of a proposed action is judged to be significant based upon criteria for significance. The legal criteria used for determining whether or not the indirect emissions generated by automobiles attracted to the AIP at buildout are the State and Federal Ambient Air Quality Standards. The air quality specialist who prepared an impact assessment for the EIR concluded that State and Federal air quality standards would not be exceeded as a result of buildout of the AIP.

**Air Quality Mitigations:** Although no significant air quality impacts would result from buildout of the AIP, a number of mitigation measures are recommended to avoid temporary dust and particulate impacts during grading, and to decrease vehicle emissions associated with the project. These measures include the following:

- a. All exposed or disturbed soil shall be regularly watered to avoid the transportation of dust.
- b. Every attempt shall be made to keep all construction areas swept and clear of mud and debris.
- c. Bicycle parking facilities shall be installed at the project site prior to final inspection and the grant of occupancy.
- d. The applicants shall participate in a *Transportation Management Association* when it is formed.

**Air Quality Findings:** For the reason stated above, as well as the technical information contained in the EIR, the project will not have a significant adverse effect on any State or Federal air quality standard, and is, therefore, presumed under CEQA Guideline 15064(i) to have no significant adverse impact on air quality.

However, the City Council finds that future development projects will contribute to the cumulative formation of ozone and short-term particulate matter in the Ukiah Valley. While the City Council finds further that this cumulative contribution of both ozone and particulate matter is speculative and cannot feasibly be quantified with any degree of accuracy, measures should be taken to limit and reduce the amount of these air pollutants resulting from the projects. Therefore, the City Council finds that the recommended mitigation measures designed to avoid or lessen dust and particulate matter, as well as vehicle emissions are reasonable and feasible. The City finds that measures will be effective in avoiding or reducing impacts to an acceptable level when they become conditions of project approval. They will be monitored by City Engineering and Planning Department staff during the grading and building permit process as well as during the construction phases of all future projects.

11. **Visual Quality:** The Airport Industrial Park is situated in a highly visible location adjacent to State Highway 101. The AIP is also highly visible from Talmage Road, the residences along the western hills of the City, and a few other locations in the southern portion of the City. Buildout of the AIP will completely change the views of the site. Existing views of vacant fields, Oak trees, a pear orchard, and a vineyard could be replaced by views of a collection of commercial, industrial and office buildings, streets, signs and parking lots. Night-time views will also be altered with new views of lights and lighted signs. However, retention of the pond and riparian area within the southern portion of the AIP, as well as landscaping along the Highway 101 frontage, will provide a visual buffer along Highway 101, and will break-up the massing of future buildings. The EIR concludes that the potential impacts to existing views and the visual quality of the area are subjective, and that the City must decide if they are significant.

**Visual Quality Mitigations:** The EIR recommends extending the pond/riparian complex on the Airport Business Park into the Redwood Business Park to create a natural landscape corridor that will soften the visual effects of building out the AIP. It also recommends requiring shielded, non-glare types of lighting, the creation of a landscape zone along the freeway, a design review/process for the AIP, restrictive sign standards, the retention of Oak trees, and the retention of existing landscaping.

**Visual Quality Findings:** Impacts to viewsheds and visual quality are highly subjective and difficult to quantify. While no health risks are involved, significant adverse impacts to visual quality can erode the local quality of life. The City Council finds that the buildout of the Airport Industrial Park could have potentially significant adverse impacts on the visual quality of the project site. The City Council finds further that the suggested mitigation measures contained in the EIR are reasonable and feasible, and will adequately soften potential visual impacts to an acceptable level, except for extending the pond/riparian complex on the Airport Business Park into the Redwood Business Park, because there is no guaranteed long-term source of water to fill and nourish the extended pond. The adopted mitigation measures will become conditions of approval for future development projects, and will be monitored by City Planning Staff during the building permit process as well as during the construction phases of the projects.

12. **Noise:** AIP buildout traffic will increase noise levels on existing streets north of the site by one decibel or less. This amount is considered imperceptible and is not a significant impact. Short-term construction noise, while not considered significant, could be disruptive to the residential area north of the AIP.

The construction of the required southern access road when the AIP reaches 50-percent buildout, will result in significant noise impacts to the Norgard Lane/Townsend Lane neighborhood. Even after mitigation, the EIR concludes that the impacts will remain significant.

**Noise Mitigations:** The EIR recommends mitigation measures limiting construction times and requiring heavy construction equipment to be properly muffled and maintained. Additionally, it is recommended that the final route for the southern extension avoid altogether or as much of the Norgard Lane/Townsend Lane residential neighborhood as possible. To further reduce impacts to this neighborhood, it is recommended that the City initially preclude truck traffic, or insulate existing residential units to mitigate noise impacts. However, even with these mitigation measures, it is concluded that noise impacts will remain significant.



It is possible that the City may choose to purchase and annex the residential properties in this neighborhood, and provide opportunity for redevelopment of the properties into airport related industrial uses. If this were to occur prior to the AIP reaching 50 percent buildout, the impact would become moot, because no residential properties would remain.

**Noise Findings:** The City finds that all mitigation measures are reasonable and feasible. The City finds further that implementation of measures/conditions to restrict construction hours, requiring equipment to be muffled and maintained, and the design of a southern access route avoiding the residential neighborhoods along Townsend Lane and Norgard Lane will avoid or reduce noise impacts to an acceptable levels. The adopted mitigation measures will become conditions of approval for future development projects, and will be monitored by City Engineering and Planning Department staff during the building permit process as well as during the construction phases of the project.

If future impacts should arise that have not been fully mitigated by these measures, which is highly speculative at this time, the City Council further finds that any such significant adverse noise, traffic and safety impacts are overridden for the following reasons:

#### **STATEMENT OF OVERRIDING CONSIDERATIONS**

Traffic resulting from the extension of Airport Road to Townsend Lane and Norgard Lane will result in increased truck and automobile volumes, and noise. If mitigation measures prove ineffective or impractical, if a final route does not avoid Townsend Lane and Norgard Lane altogether, or if the City does not annex, purchase and redevelop the area from residential to industrial uses in the future, the City would accept these impacts because of the long-term economic, social, and health and safety benefits to the City.

The City finds that the significant noise and safety impacts resulting from the extension of Airport Road to Townsend Lane/Norgard Lane are overridden by the following social and economic benefits of the buildout of the Airport Industrial Park:

a. The long-term economic benefit to the City of Ukiah and the ability of the City to increase the job base and obtain a higher level of retail sales and property taxes outweighs the concerns regarding noise and neighborhood impacts. Buildout of the AIP will result in 1,332,000 square feet of industrial, office and commercial structures that will provide hundreds of moderate to high paying jobs to Ukiah citizens, representing a major expansion of the Ukiah economy. Unemployment in Ukiah is higher than the State average. Additional employment and expansion of the Ukiah economy will result in improved living conditions for Ukiah residents and reduced government costs for welfare benefits, unemployment insurance, and social services.

b. The buildout of the AIP will substantially increase the assessed value of the project site, which will in turn increase the property tax revenue of the Ukiah Redevelopment Agency (RDA). This additional tax revenue to the RDA will assist in the implementation of the redevelopment plan, including the development of low and moderate income housing.

c. Buildout of the AIP will generate substantial amounts of sales tax to the City. In addition, the City will receive substantial funds per year in additional fees for water, sewer and electrical services provided to the project and in business license fees. These additional revenues will be available to meet the needs of general City government at a time when the City anticipates significant cuts in State funding.

d. The extension of Airport Road and construction of a southern road connection to South State Street will improve area-wide traffic circulation, reduce emergency vehicle response times, and provide an important additional evacuation route from the AIP area. It will also reduce traffic related impacts to other areas of the community, particularly those north of the site such as on Talmage Road and its key intersections.

13. **Police and Fire Service:** Both the Ukiah Police Department and Ukiah Fire Department believe that they can effectively serve the buildout of the AIP. However, the EIR concludes that while revenue will be generated as a result of sales and property taxes collected on new development within the Park that could help fund expanded service, the municipal revenues may not be enough to maintain current levels of service. Additionally, for emergency vehicle access and circulation, as well as site evacuation, the EIR recommends construction of the southern access road when the AIP reaches fifty percent buildout.

**Police and Fire Service Mitigations:** Recommended mitigation measures include compliance with standard building and fire codes, construction of the southern access road at fifty percent buildout of the AIP, and consideration of a fire and emergency protection mitigation fee for all new development.

**Police and Fire Service Findings:** The City finds that all mitigation measures are reasonable and feasible, except for establishing a fire and emergency protection mitigation fee for all new development. The City Council finds further that such a fee program is not necessary because the anticipated sales and property tax generated from new development within the AIP will substantially assist in the long-term funding of new equipment and personnel. The City Council finds further that the remaining mitigation measures imposed as conditions of project approvals, will avoid or reduce to acceptable levels impacts on City Police and Fire Services. The adopted mitigation measures will become conditions of approval for future development projects, and will be monitored by City Planning and Fire Department Staff during the building permit process as well as during the construction phases of the projects.

14. **Sewage Treatment and Disposal:** Buildout of the AIP is expected to generate approximately 70,000 gallons per day (gpd) of wastewater. This figure could increase if the Mendocino Brewing Company facility is expanded in the future. The Ukiah Valley Sanitation District (UVSD) has indicated it has the capacity to serve buildout of the AIP.

Additionally, a major trunk collector line crosses the eastern part of the AIP. This trunk line has ample capacity to transport wastewater generated on the site.

While the buildout of the AIP will not have a significant adverse impact on the capacity or operations of the UVSD facilities, the project's increment of the potentially significant cumulative impacts on the UVSD's collection, treatment, and disposal facilities should be minimized.

**Sewer Mitigations:** To minimize potential cumulative impacts, the EIR recommends requiring all future development to install water conservation devices, that all sewage collectors for the AIP be designed according to adopted codes, and that all development pay appropriate connection fees at the time application is made.

**Sewer Treatment and Disposal Findings:** The City finds that all mitigation measures when imposed as conditions of approval are reasonable and feasible, and will be effective in avoiding or reducing impacts to an acceptable level. The adopted mitigation measures will become conditions of approval for future development projects, and will be monitored by City Planning and Utility Department staff during the building permit process as well as during the construction phases of the project.

15. **Water:** Based on the average industrial and commercial water demand, buildout of the AIP will require approximately 158,000 gallons per day of water. This equates to a peak summer demand of approximately 253,000 gallons per day. The City has the capacity to meet this increased demand which is the equivalent of about 6.8 percent of the current pumping capacity. According to the City Water and Sewer Operations Superintendent, in a memo dated July 12, 1995 in response to issues raised in the FEIR, the City has a secure water right well into the future, and has a very reliable water supply system.

**Water Mitigations:** While the buildout of the AIP will not have significant impacts on the City's ability to provide water, a number of mitigation measures are recommended to minimize the amount of water used for the project. These measures include the installation of water conservation devices, and the use of drought tolerant landscaping species and low water demand irrigation devices.

**Water Service Findings:** The City finds that all mitigation measures when imposed as conditions of approval are reasonable and feasible to avoid or reduce impacts to an acceptable level. The adopted mitigation measures will become conditions of approval for future development projects and will be monitored by City Planning and Utility Department staff during the building permit process as well as during the construction phases of the project.

16. **Schools:** Buildout of the AIP will generate new households and, consequently, new students. The precise number of students depends on the types of businesses that will ultimately occupy the site. Using the student generation factors maintained by the Ukiah Unified School District (UUSD), buildout of the AIP could generate as many as 431 new households in the District and an additional 302 students. Based on a 10-year phased buildout of the park, it is assumed that the student generation would total approximately 30 new students per year.

While the current adopted developer mitigation fee of \$.28 per square foot of building may not sufficiently offset the impact of this many new students on the capacity of the UUSD, the district has indicated that it only intends to collect this amount.

**School Mitigations:** No mitigations required.

**School Findings:** Based on the information contained in the Final EIR, the City finds that project will not have a significant adverse impact on the Ukiah Unified School District.

17. **Land Use:** Buildout of the AIP will result in the loss or displacement of a small pear orchard on the southern portion of the site, but this is not deemed significant since the City has committed this property to industrial type development and has zoned it accordingly. Additionally, the EIR concludes that there will not be a conflict with the Municipal Airport to the west of the site, and that the mitigation measures contained in other impact categories will successfully off-set potential conflicts and impacts to land use.

While development of the site would potentially conflict with goals and policies aimed at preserving agricultural land, the City has in the past determined that industrial use of the site was more valuable than potential agricultural uses. The projects are consistent with the General Plan land use designation for the site, as amplified by the AIP PD Ordinance, and this designation was applied to be consistent with other Plan goals and policies.

The EIR indicates that the extension of Airport Road to Townsend Lane/Norgard Lane (southern access road) will substantially alter the neighborhood character along these streets. Statement of overriding considerations have been made regarding these impacts in Section 13 (Noise) above.

**Land Use Mitigations:** No mitigations required.

**Land Use Findings:** Based on the analysis and information contained in the EIR and this Resolution, the City Council finds that the projects will not have significant adverse impacts on land use.

18. **Traffic and Circulation:** Based upon reasonable traffic assumptions and the proposed buildout projections and assumptions contained in the EIR, the registered professional traffic consultant determined that the total trip generation for the Redwood Business Park (RBP) would be 22,490 two-way trips with 965 inbound and 1,220 outbound vehicle trips during the PM peak traffic hour. Buildout of the Airport Business Park (ABP) to the south would result in 1,530 two-way trips with 45 inbound and 160 outbound vehicle trips during the PM peak traffic hour. Accordingly, buildout of the AIP will result in 24,020 daily two-way trips with 1010 inbound and 1,380 outbound during the Evening Peak traffic hour (4:30 - 5:30 PM). This amount of traffic will result in a degradation of levels of service (LOS) at a number of nearby key intersections. Additionally, there would be a number of roadway impacts and corresponding safety concerns.

Based upon an assumed distribution pattern, the following impacts to intersections would result from buildout of the AIP:

1. Operation of the signalized South State Street/Talmage Road intersection would deteriorate from LOS C/D to LOS D during the peak hour.
2. The signalized Talmage Road/Airport Park Boulevard intersection would deteriorate from LOS A to an Unacceptable LOS E during the PM peak hour.
3. Both the Talmage Road unsignalized intersections with State Route 101 off-ramps would have turning movements operating unacceptably at LOS D.
4. The South State Street/Hastings Avenue-Washington Avenue signalized intersection operation would deteriorate from LOS B to an unacceptable LOS E.

5. The Airport Park Boulevard/Commerce Drive unsignalized intersection would have stop sign controlled turning and through movements from Commerce Drive operating unacceptably at LOS F.

The FEIR, on pp. 94-108, lists a number of roadway impacts and safety concerns, as well as cumulative traffic impacts.

Additionally, the EIR indicates that the extension of Airport Road to Townsend Lane/Norgard Lane (southern access road) will result in traffic safety impacts along these streets. A Statement of overriding considerations have been made regarding these impacts in Section 13 (Noise) above.

**Traffic and Circulation Mitigations:** Mitigation measures are recommended on pp. 88-108 in the FEIR to eliminate or reduce the impacts to levels of insignificance. These mitigation measures would be implemented when threshold levels are met or exceeded. It is anticipated that necessary intersection and roadway improvements will be accomplished as the AIP develops and traffic volumes meet the threshold limits. It should be noted that if the anticipated traffic volumes are not generated as a result of the phased buildout of the AIP, certain mitigation measures would not be warranted. Additionally, the City Engineer has disagreed with mitigation measure No. 9 on page 100 of the FEIR, and based upon his analysis, contained in the administrative record, the City does not support the conclusions leading to this mitigation measure:

1. Mitigation No. 9 (in part) on page 100 of the FEIR: the construction of separate deceleration lanes on the approaches to all major driveways.

Additionally, it should be noted that Table 5 contained on page 107 of the FEIR lists the percent of PM peak hour traffic at study intersections that is generated by the Redwood Business Park. This table will be used to determine percent responsibility requirements for the Redwood Business Park, the City of Ukiah, and other property owners/developers within the Airport Industrial Park.

**Traffic and Circulation Findings:** Based on the independent third-party traffic study prepared by a registered professional traffic engineer, the City Council finds that all recommended mitigation measures, except as indicated above are reasonable and feasible. The City finds further that as the Airport Industrial Park builds out, and impact thresholds are met, the recommended mitigation measures will be implemented, and traffic and circulation impacts will be avoided or reduced to acceptable levels. The adopted mitigation measures will become conditions of project approval as the AIP builds out, and will be monitored by City Engineering and Planning Department staff during the entitlement process as well as during the construction phases of future projects within the AIP.

The City Council finds further that individual projects within the Airport Industrial Park will contribute to the cumulative impacts to the levels of service of on and off-site intersections and roads. The City Council shall establish off-site capital improvement fees for the Airport Industrial Park pursuant to Ukiah City Code Section 9543 that will require all future development in the park to contribute proportionately to the cost of implementing mitigation measures if impact thresholds requiring those mitigation measures are met. The City Council finds that this mitigation will reduce or avoid cumulative traffic impacts to acceptable levels.


19. **Project Alternatives:** After thoroughly considering project alternatives, including the no-project alternative, and for the reasons stated in the staff report, dated July 28, 1995, The City Council finds that none of the alternatives are feasible or will have fewer or less severe adverse environmental impacts than the proposed project(s) site. Moreover, the City can more effectively mitigate the potential adverse impacts at the proposed site than any other locations.

PASSED AND ADOPTED this 18th day of October, 1995 by the following roll call vote:

AYES: Mastin, Malone, Wattenburger, Shoemaker, Mayor Schneider  
NOES: None  
ABSENT: None

  
Fred Schneider, Mayor

ATTEST:

  
Cathy McKay, City Clerk



**RESOLUTION NO. 96-11**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH MAKING FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") GUIDELINES SECTION 15091 SUPPORTING THE CERTIFICATION OF THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE AIRPORT INDUSTRIAL PARK (AIP) PLANNED DEVELOPMENT ORDINANCE AMENDMENTS, AIP BUILDOUT, REDWOOD BUSINESS PARK TENTATIVE MAP EXTENSION, AND THE MENDOCINO BREWING COMPANY SITE DEVELOPMENT PROJECTS**

**WHEREAS:**

1. The City of Ukiah, as Lead Agency, has prepared a Subsequent Environmental Impact Report ("EIR"), consisting of a Draft Subsequent Environmental Impact Report, dated March, 1995 ("DEIR"), and a Final Subsequent Environmental Impact Report, dated July, 1995 ("FEIR"), for the proposed Airport Industrial Park (AIP) Planned Development Ordinance Amendments, buildout of the AIP, Redwood Business Park Tentative Map Extension, and Mendocino Brewing Company Site Development Projects; and

2. The EIR has identified significant environmental impacts of the projects; and

3. The City Council has determined to certify the EIR; and

4. The City Council may subsequently choose to approve the projects; and

5. Public Resources Code Section 21081 and CEQA Guidelines Section 15091 provide that the City shall not approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental impacts, unless it makes specified findings;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Ukiah finds as follows:

1. The EIR was prepared and made available for public review and comment in full compliance with the procedures set forth in CEQA and the CEQA Guidelines.

2. The EIR was considered by both the Planning Commission and City Council at noticed public hearings on August 9, 1995 and August 16, 1995, respectively, which were conducted in full compliance with all legal requirements.

3. The City Council has considered all documents submitted for consideration prior to or during the hearings it conducted and all testimony presented during the hearings as well as the EIR, the Staff Report, dated August 4, 1995, the recommendation of the Planning

Commission, and the Staff Report, dated August 11, 1995. The Staff Reports are incorporated herein by reference. It has also independently reviewed and considered the EIR and all associated material, as well as this resolution.



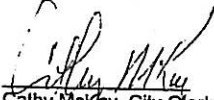
4. The City Council of the City of Ukiah finds that the EIR consisting of a Draft Environmental Impact Report, dated March, 1995 ("DEIR"), and a Final Environmental Impact Report, dated July, 1995 ("FEIR"), for the proposed Airport Industrial Park Planned Development Ordinance Amendments, buildout of the Airport Industrial Park, Redwood Business Park Tentative Map Extension, and Mendocino Brewing Company Site Development Projects has been prepared and completed in compliance with the requirements of the California Environmental Quality Act, and is hereby certified.

PASSED AND ADOPTED this 16th day of August, 1995 by the following roll call vote:

AYES: Councilmembers Mastin, Malone, Wattenburger, Shoemaker and Mayor Schneider  
NOES: None  
ABSENT: None

  
Fred Schneider, Mayor

ATTEST:

  
Cathy McKay, City Clerk

**RESOLUTION NO. 2000-13****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH  
REVISING THE CAPITAL IMPROVEMENT FEES FOR THE  
AIRPORT INDUSTRIAL PARK**

**WHEREAS**, on May 7, 1997, the Ukiah City Council adopted Resolution No. 97-70 Establishing the Airport Industrial Park Capital Improvement Fees within the City of Ukiah subsequent to receiving a revised Engineering Report for the Establishment of Airport Industrial Park Capital Improvement Fees and conducting a public hearing in accordance with law; and

**WHEREAS**, the Capital Improvement Fees are to fund identified off-site capital improvements needed to mitigate impacts caused by development within the Airport Industrial Park; and

**WHEREAS**, an "Engineering Report for the Revision of the Airport Industrial Park Capital Improvement Fees" dated May 28, 1999, ("Engineering Report") and subsequent reports with additional analysis and information have been prepared and presented to the City Council and made available to the public for inspection at the Civic Center during regular business hours 10 days prior to the public hearing; and

**WHEREAS**, the Engineering Report describes changes to circumstances and engineering assumptions in support of the amount of the fees established by Resolution No. 97-70, thereby necessitating a revision to the Capital Improvement Fees; and

**WHEREAS**, the changed circumstances and engineering assumptions reduce the total cost to construct the off-site capital improvements needed to mitigate impacts caused by the development within the Airport Industrial Park and, therefore, the Capital Improvement Fees imposed on developable land based on land use should be reduced to reflect the reduction in the total cost to construct the improvements; and

**WHEREAS**, the notice of the hearing on the proposed revision to the Airport Industrial Park Capital Improvement Fee was provided to those requesting advance notice pursuant to

Section 66017 of the State of California Government Code, not less than 14 days prior to the hearing; and

**WHEREAS**, a Notice of Public Hearing was published in accordance with Section 6062a of the State of California Government Code.

**NOW, THEREFORE, IT IS HEREBY RESOLVED** by the Ukiah City Council as follows:

1. Revised Fee. The Capital Improvement Fees imposed on parcels within the Airport Industrial Park per acre of developable land based on land use shall be revised to the following: Fast food restaurant - \$23,069.86; Gas station/mini-mart - \$36,122.91; Office/retail - \$6,087.65; Retail - \$7,077.77; Industrial - \$2,341.91; Auto dealership - \$4,998.90; Auto parts/auto care - \$7,643.36. The amount of fee due for each parcel to be developed shall be discounted to its present value at the time payment is made on an annual interest rate of 5.25%, and the time remaining in full quarter increments of a year of the five (5) year period. Discount factors are provided in Attachment "K" of the Engineering Report.

2. Reimbursement of Excess Funds. Pursuant to Section 66001 of the State of California Government Code, fees already collected from developed parcels in excess of the new revised fees shall be reimbursed to the current record owner or owners including the interest accrued thereon. The reimbursements shall be made as shown in Attachment "L" of the Engineering Report. The reimbursements shall be made within 30 calendar days from the date the 90 day period of filing a protest has expired, unless a protest or legal challenge is filed.

3. Effective Date of Revised Fees. The effective date for the implementation of the revised fee shall be August 19, 1999. It has been determined that the 60 day delay in the application of new fee or increases in the fee from the date of adoption of the establishing Resolution pursuant to Section 66017 of the State of California Government Code does not apply to a reduction to an existing Capital Improvement Fee.

4. Filing a Protest. The 90 day period for filing a protest pursuant to the State of California Government Code Section 66020 begins on the date this Resolution is adopted by


the City Council.

5. Judicial Action to Challenge this Resolution. The time limits provided in State of California Government Code Section 66020 for filing an action or proceeding to attack, review, set aside, void or annul the proposed revised fees by this Resolution apply.

6. Provisions of Resolution No. 97-70. All provisions of Resolution No. 97-70 not revised by or not in conflict with this Resolution shall remain in full force and effect.

PASSED AND ADOPTED on this 1st day, September, 1999, by the following roll call vote:

AYES:	Councilmembers Smith, Libby, Ashiku, and Mayor Mastin
NOES:	Councilmember Baldwin
ABSTAIN:	None.
ABSENT:	None.




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Jim Mastin, Mayor

ATTEST:  
  


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Marie Ulvila, City Clerk



**AIRPORT INDUSTRIAL PARK CIP  
MITIGATION MONITORING ANALYSIS**

**FINAL REPORT**

**Prepared For:  
City of Ukiah**

**Prepared By:**

**OMNI-MEANS, Ltd.  
Engineers & Planners  
943 Reserve Drive, Suite 100  
Roseville, CA 95678**

**June, 2007**

**25-7354-03  
(R1170TS02.DOC)**

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Level of Service Worksheets

## INTRODUCTION

This report has been prepared to present the results of a mitigation monitoring analysis performed by OMNI-MEANS for the existing Airport Industrial Park (AIP) in the City of Ukiah. The existing landuses on the parcels consisting of the Airport Industrial Park include Industrial and Auto commercial type landuses. The existing Industrial and Auto Commercial landuses consist of a total building coverage of 157,340 square feet. The proposed project is the potential for the development of an additional 484,500 square feet of buildings in the Airport Industrial Park. The existing landuse designation for the parcels in the AIP consists of Industrial and Auto commercial and the proposed landuse designation consists of Light Manufacturing and Mixed-Use commercial. **Figure 1** is a project vicinity map which illustrates the project location.

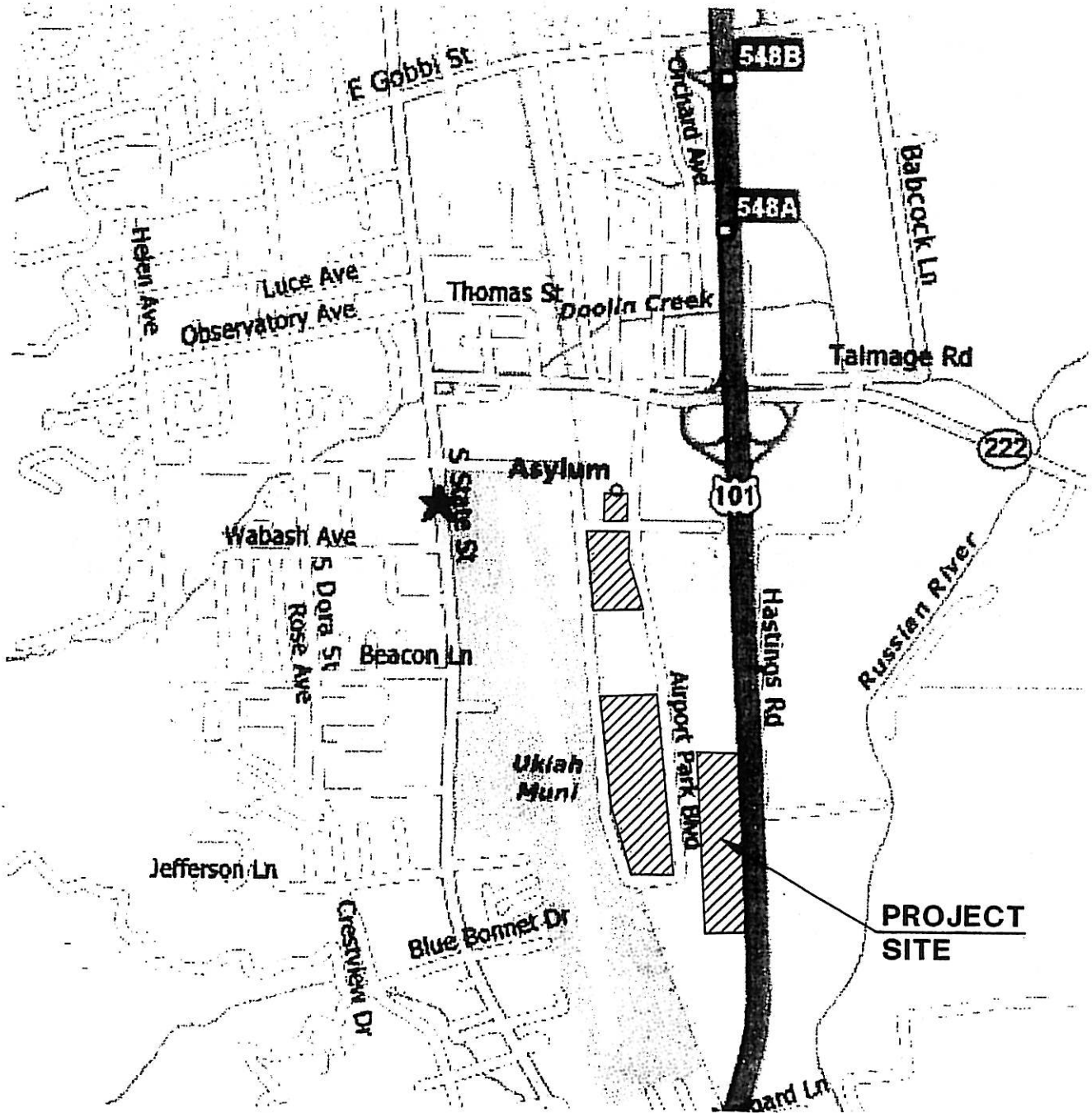
Access to the existing AIP is provided via Airport Park Boulevard that connects to Talmage Road. Existing developments in the AIP are located on either side of Airport Park Boulevard.

Included in this report is a description of the existing transportation setting and the current peak hour traffic operations at key study area intersections. The following scenarios were analyzed as part of this report:

- *Existing conditions*
- *AIP Buildout conditions*

The *AIP Buildout* condition includes traffic impacts associated with the potential for an additional 484,500 square feet of retail buildings in the AIP. The above traffic scenarios are described in further detail and evaluated in subsequent sections of this report.





**LEGEND:**

 - POTENTIAL DEVELOPMENT IN THE AIP

**City of Ukiah - ABP Mitigation Monitoring**

**Figure 1**

**Project Vicinity Map**



## EXISTING TRANSPORTATION SETTING

Roadways that provide primary circulation in the vicinity of the Airport Industrial Park are as follows:

**U.S. 101** is a major freeway facility that traverses north-south through western California. As it traverses through the eastern portion of Ukiah, U.S. 101 has a four-lane divided cross-section. Within the City limits of Ukiah, U.S. 101 provides access to Perkins Street and Gobbi Street through type L-8 interchanges, and access to Talmage Road with an L-9 interchange.

**Talmage Road** provides direct access to southern Ukiah from U.S. 101. Talmage Road is a two to four-lane arterial facility that begins east of Ukiah city limits at East Side Road then extends west as a two-lane arterial facility to the U.S. 101 interchange. From just west of the interchange to just east of the Northwestern Pacific Railroad (NW.P.R.R.) tracks, Talmage Road functions as a four-lane arterial facility. From the railroad tracks to State Street, Talmage Road functions as two-lane arterial facility. Talmage Road ends in the west at a signalized "T" intersection with State Street.

**State Street** traverses in the north-south direction (generally parallel to U.S. 101) through the City of Ukiah and is classified as an Arterial based on the *Ukiah Valley General Plan and Growth Management Program Functional Classification system for Roadway*. State Street begins south of the Ukiah Municipal Airport at U.S. 101, at which point it extends southwest as Ukiah Boonville Road. State Street then extends north through the City of Ukiah, then forms a second interchange with U.S. 101 north of Ukiah City Limits (U.S. 101 / North State Street interchange). North of the U.S. 101 / North State Street interchange, North State Street extends further north, and runs east of and parallel to U.S. 101. Within the City Limits of Ukiah, State Street has a general four-lane un-divided cross-section with limited left and right-turn lanes.

**Commerce Drive** is a two-lane roadway that begins in the east as a cul-de-sac, and then extends west to Airport Road. It is classified as a Major Collector based on the *Ukiah Valley General Plan and Growth Management Program Functional Classification system for Roadway*. Commerce Drive intersects Airport Road south of Hastings Avenue. Commerce Drive provides access to big box retail developments located between U.S. 101 and Airport Park Boulevard. The Airport Park Boulevard intersection with Commerce Drive is all-way-stop-controlled.

**Washington Avenue** is a two-lane roadway that traverses in the east-west direction between Helen Avenue and State Street. It is classified as a Major Collector based on the *Ukiah Valley General Plan and Growth Management Program Functional Classification system for Roadway*. Washington Avenue continues east of State Street as Hastings Avenue. Approximately ¼ mile east of State Street, Hastings Avenue turns to the south and continues south as Airport Road. The Washington Avenue / State Street / Hastings Avenue intersection is controlled by a traffic signal.

## EXISTING TRAFFIC VOLUMES

Existing traffic counts were collected by Omni-Means, Ltd. in May 2007 during weekday AM and PM peak hour periods for the following study intersections. The AM peak hour is defined as the one continuous hour of peak traffic flow counted between 7:00 a.m. and 9:00 a.m., and the PM peak hour is defined as the one continuous hour of peak traffic flow counted between 4:00 p.m. and 6:00 p.m. (under typical weekday conditions).

### Study Intersections

The following intersections have been included for *Existing* and *AIP Buildout* conditions:

1. South State Street/Talmage Road
2. Airport Park Boulevard/Talmage Road
3. Talmage Road/US 101 SB On-Ramp
4. Talmage Road/US 101 SB Off-Ramps
5. South State Street/Hastings Avenue
6. Commerce Drive/Airport Park Boulevard

Figure 2 illustrates the lane geometrics and control at the study intersections and Figure 3 illustrates the AM and PM peak hour volumes at the study intersection.

## ANALYSIS METHODOLOGIES AND PARAMETERS

### LEVEL-OF-SERVICE THRESHOLD

In accordance with City of Ukiah standards, a peak hour LOS of "D" has been taken as the general threshold for acceptable/tolerable operations at study intersections. Improvements and mitigation measures will be recommended for all instances where this LOS standard is not met.

### LEVEL OF SERVICE METHODOLOGY

Traffic operations have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

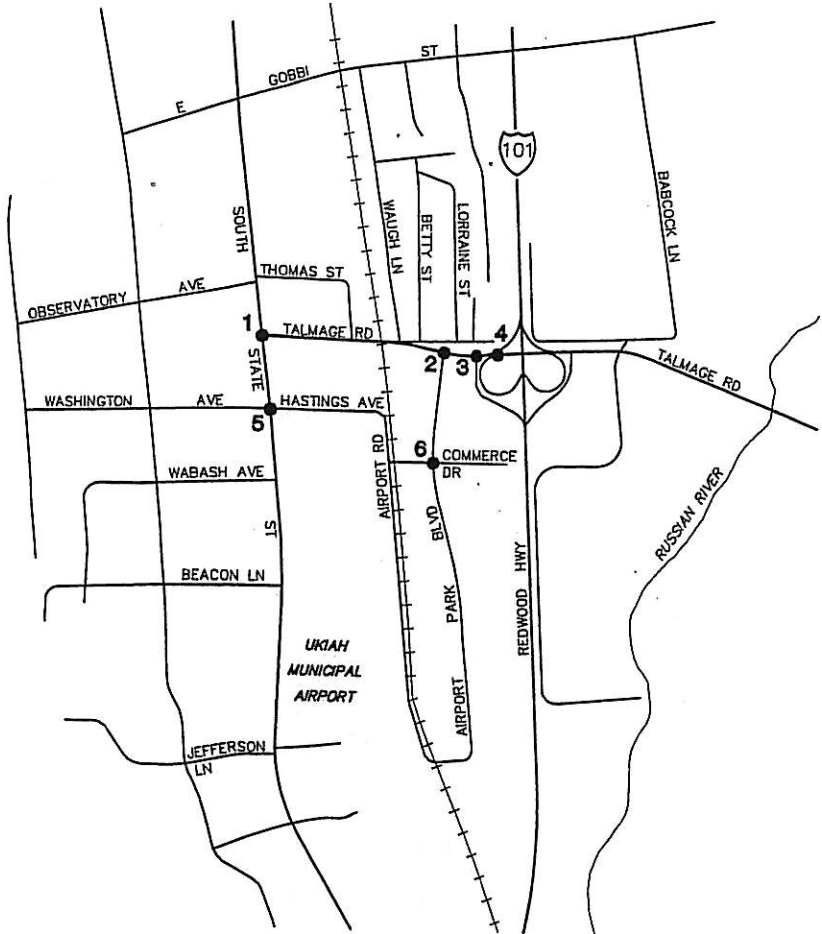
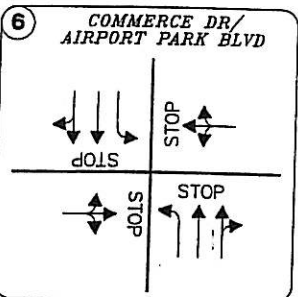
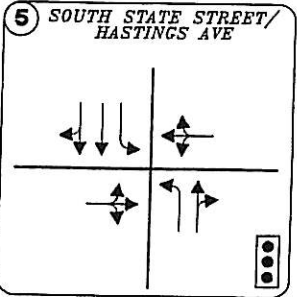
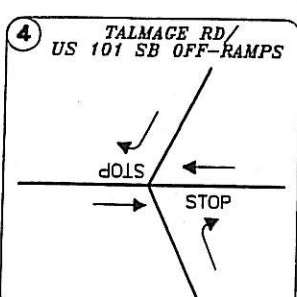
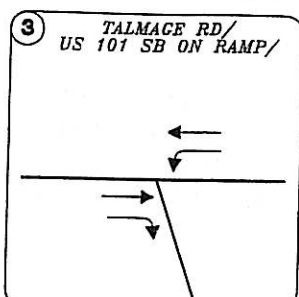
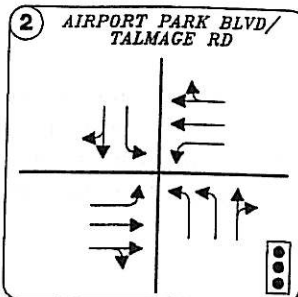
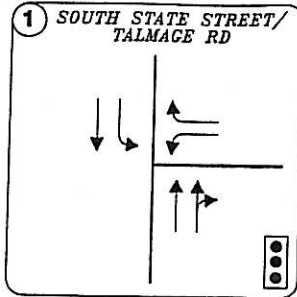
For the analysis of all study intersections, methodologies documented in the *Highway Capacity Manual, Special Report 209, Transportation Research Board, Third Edition, Updated December 2000* are utilized. Specifically, the analysis of signalized intersections is completed utilizing *2000 HCM Operations* methodologies, and the analysis of un-signalized intersections (both two-way-stop-controlled and all-way-stop-controlled) is completed utilizing *2000 HCM Un-signalized* methodologies. LOS definitions for different types of intersection controls are outlined in Table 1.

To determine whether "significance" should be associated with un-signalized intersection levels of service, a supplemental traffic signal warrant analysis has also been performed. The signal warrant criteria employed for this study are presented in the *2006 California Manual on Uniform Traffic Control Devices (MUTCD)*, published by the California Department of Transportation (Caltrans). Specifically, this study utilizes the Peak Hour Warrant 3.

### PEAK HOUR WARRANT

To determine whether "significance" should be associated with un-signalized intersection operations, a supplemental traffic signal "warrant" analysis was also completed. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise un-signalized intersection location. This study will employ the signal warrant criteria presented in the *2003 Federal MUTCD and the MUTCD California Supplement*. The signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency of accidents, location of school areas etc. The *MUTCD and California Supplement* indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. However, it should be noted that agencies rarely install traffic signals until several of the warrants are met. Specifically, this study utilized the Peak Hour based Warrant Number 3 as the representative type of traffic signal warrant analysis.

The traffic study would generally provide a "preliminary operational level" evaluation of traffic operating conditions, which is considered sufficient for CEQA purposes. The evaluation incorporate appropriate heavy vehicle adjustment factors, peak hour factors, and signal lost-time factors , etc. The *Synchro 6.0* (Trafficware) integrated computer software program has been used to implement the HCM-2000 analysis methodologies at intersections.



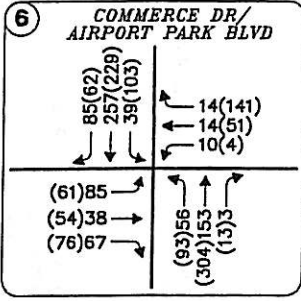
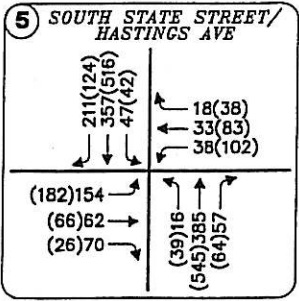
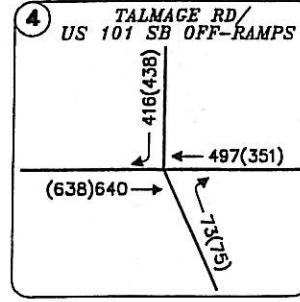
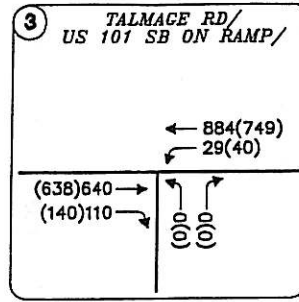
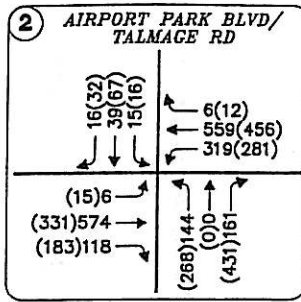
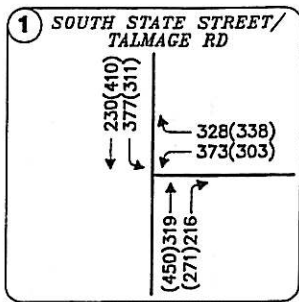
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Figure 2

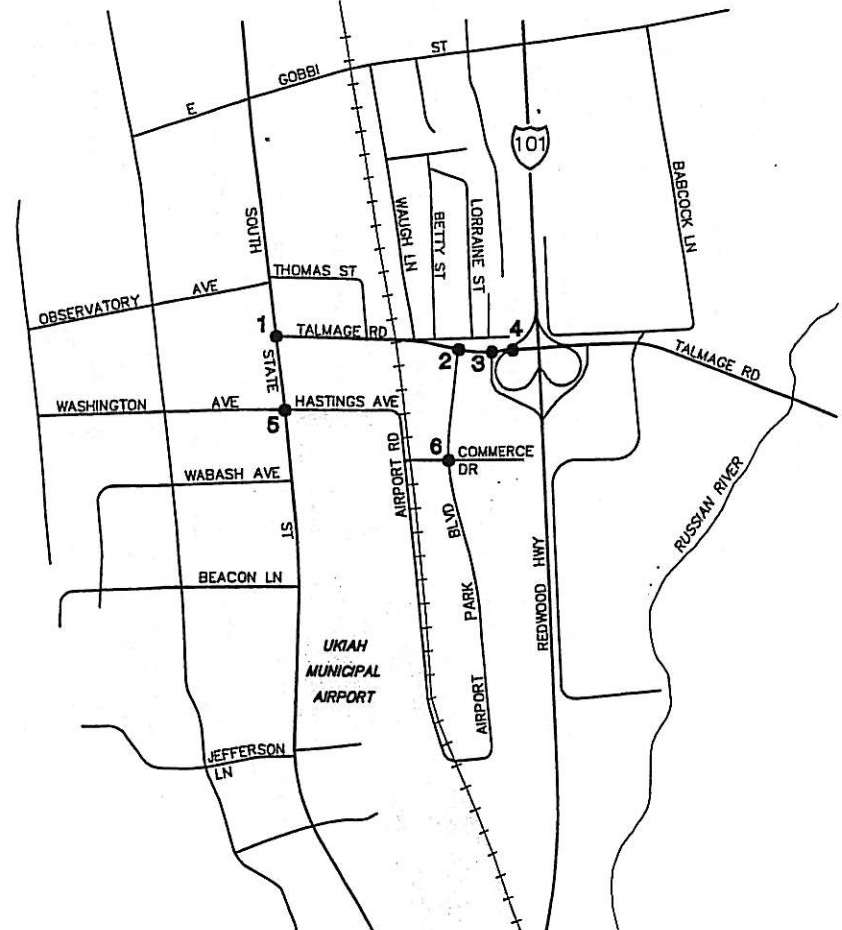
Existing Lane Geometrics and Control



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**LEGEND:**  
 XX - AM PEAK HOUR VOLUMES  
 (XX) - PM PEAK HOUR VOLUMES



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Figure 3

**Existing Peak Hour Volumes**



**TABLE 1  
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED, UNSIGNALIZED AND ALL-WAY-STOP CONTROLLED INTERSECTIONS**

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	STOPPED DELAY/VEHICLE (SEC)		
			SIGNALIZED	UNSIGNALIZED	ALL-WAY STOP
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	≤ 10.0	≤ 10.0	≤ 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	>10 and ≤ 20.0	>10 and ≤ 15.0	>10 and ≤ 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	>20 and ≤ 35.0	>15 and ≤ 25.0	>15 and ≤ 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	>35 and ≤ 55.0	>25 and ≤ 35.0	>25 and ≤ 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	>55 and ≤ 80.0	>35 and ≤ 50.0	>35 and ≤ 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	> 80.0	> 50.0	> 50.0

References: Highway Capacity Manual, Transportation Research Board, 2000.

**EXISTING TRAFFIC OPERATIONS**

**Intersections**

Existing AM and PM peak hour intersection traffic operations have been quantified utilizing the existing traffic volumes (shown on Figure 3), and the existing lane geometrics and control (shown on Figure 2). Table 2 contains a summary of the existing intersection LOS conditions.

**TABLE 2  
EXISTING CONDITIONS  
INTERSECTION LEVELS OF SERVICE**

#	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Target LOS	Delay	LOS	Warrant Met?	Delay	LOS	Warrant Met?	
1	South State Street/Talmage Road	Signal	C	21.6	C	-	19.7	B	-	
2	Airport Parl Boulevard/Talmage Road	Signal	C	22.4	C	-	24.1	C	-	
3	Talmage Road/US 101 SB On-Ramp	TWSC	C	9.6	A	no	9.8	A	no	
4	Talmage Road/US 101 SB Off-Ramps	TWSC	C	36.8	E	YES	22.8	C	YES	
5	South State Street/Hastings Avenue	Signal	C	18	B	-	20	B	-	
6	Commerce Drive/Airport Park Boulevard	AWSC	C	9.8	A	no	13.6	B	no	

*Notes:*

TWSC = Two Way Stop Control

AWSC = All Way Stop Control

As shown in the above table, all study intersections are found to be operating at acceptable level of service conditions during both the AM and PM peak hour durations except for the following intersection under *Existing* conditions:

Talmage Road/US 101 SB Off-Ramps: This intersection is found to operate at unacceptable LOS "E" during the AM peak hour period. This unacceptable LOS is because of the delay experienced by vehicles on the minor street approach which is the US 101 SB off-ramp that are waiting for gaps in the uncontrolled east/west traffic flow on Talmage Road.

Mitigations/recommendations are discussed in a subsequent section of this report.

**PROPOSED PROJECT**

**Description**

The proposed project consists of the potential for the development of an additional 484,500 square feet of retail buildings in the Airport Industrial Park in the City of Ukiah in the parcels shown in Table 3. Access to the existing AIP is provided via Airport Park Boulevard that connects to Talmage Road. Existing developments in the AIP are located on either side of Airport Park Boulevard.



**TABLE 3  
AIP REZONING BUILDOUT ASSUMPTIONS**

APN	Existing Land Use	Proposed Land Use	Development Potential	Lot Area	Existing Building Area	Proposed Building Area
180-110, 8,9,10	Industrial	Light Mfg/Mixed-Use	Retail	5 acres	143.99	60.00
180-080-66, 67	Indus/Auto Comm	Light Mfg/Mixed-Use	Retail	1.67 acres	14.55	18.19
180-080-64, 65	Indus/Auto Comm	Light Mfg/Mixed-Use	Retail	1.62 acres	14.11	17.64
180-080-59	Indus/Auto Comm	Light Mfg/Mixed-Use	Retail	2.09 acres	18.21	22.76
180-080-58	Indus/Auto Comm	Light Mfg/Mixed-Use	Retail	2.18 acres	18.99	23.74
APN 180110-12	Industrial	Industrial	Retail		349.351	25.9
APN 18011006 (C)	Industrial	Light Mfg/Mixed-Use	Manufacturing		99.316	24.829
APN 18008030	Industrial	Light Mfg/Mixed-Use	Retail		405.991	101.498
APN 18008029	Industrial	Light Mfg/Mixed-Use	Retail		196.464	49.116
APN 18008028	Industrial	Light Mfg/Mixed-Use	Retail		224.113	56.028
APN 18007024	Industrial	Light Mfg/Mixed-Use	Restaurant		47.978	11.994
APN 18008016 (a)	Industrial	Light Mfg/Mixed-Use	Retail		60.113	15.028
APN 18008016 (b) (Note: Half Occupied)	Industrial	Light Mfg/Mixed-Use	Retail		68.825	17.206
APN 18008025	Industrial	Light Mfg/Mixed-Use	Retail		162.272	40.568
<b>TOTAL</b>						<b>484.497 ksf</b>

**PROJECT TRIP GENERATION**

Project site trip generation has been estimated utilizing trip generation rates contained in the Institute of Transportation Engineers (ITE) Publication *Trip Generation (Seventh Edition)*. Although equations were available, due to the logarithmic nature of the equation and the size of the retail development, average rates were used to calculate the trip generation for the proposed development in the AIP as shown the **Table 4**. The internal trip matching between the different land uses in the AIP is estimated at 40% as shown in Table 4.

**TABLE 4  
PROJECT TRIP GENERATION**

TTE Land Use Category (TTE Code)	Unit	Weekday Daily Trip Rate/Unit	Weekday AM Peak Rate/Unit			Weekday PM Peak Rate/Unit		
			Total	In	Out	Total	In	Out
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Manufacturing (140)	Per ksf	3.82	0.73	77%	23%	0.74	36%	64%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Quality Restaurant (931)	Per ksf	89.95	0.81	50%	50%	3.75	67%	33%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Shopping Center (820)	Per ksf	42.94	1.03	61%	39%	3.75	48%	52%
Land Use Description	Quantity	Weekday Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
APN 180-110, 8, 9, 10	60	2,576	62	38	24	225	108	117
APN 180-080-66, 67	18.19	781	19	11	7	68	33	35
APN 180-080-64, 65	17.64	757	18	11	7	66	32	34
APN 180-080-59	22.76	977	23	14	9	85	41	44
APN 180-080-58	23.74	1,019	24	15	10	89	43	46
APN 180110-12	25.9	1,112	27	16	10	97	47	51
APN 18011006 (C)	24.829	95	18	14	4	18	7	12
APN 18008030	101.498	4,358	105	64	41	381	183	198
APN 18008029	49.116	2,109	51	31	20	184	88	96
APN 18008028	56.028	2,406	58	35	23	210	101	109
APN 18007024	11.994	1,079	10	5	5	45	30	15
APN 18008016 (a)	15.028	645	15	9	6	56	27	29
APN 18008016 (b) (Note: Half Occupied)	17.206	369	9	5	3	32	15	17
APN 18008025	40.568	1,742	42	25	16	152	73	79
<b>Total Trips</b>		<b>20,027</b>	<b>480</b>	<b>295</b>	<b>185</b>	<b>1,710</b>	<b>827</b>	<b>883</b>
Internal Trip Matching (40%)		-8,011	-192	-118	-74	-684	-331	-353
<b>Total Trip after Internal Trip Matching</b>		<b>12,016</b>	<b>288</b>	<b>177</b>	<b>111</b>	<b>1,026</b>	<b>496</b>	<b>530</b>

Notes: ksf. - 1000 square feet

As shown in Table 4, it is estimated that the proposed potential development in the AIP would generate a total of 12,016 weekday daily trips, with 288 trips occurring during the AM peak hour period and 1,026 trips occurring during the PM peak hour period.

**PROJECT TRIP DISTRIBUTION AND ASSIGNMENT**

The directional trip distribution and assignment of project-generated trips was estimated based on the Ukiah Citywide model developed by Omni-Means Ltd. The directional trip distribution for the proposed project is depicted graphically in Figure 4 and the project only volumes at the critical study intersections are shown on Figure 5.

**AIP BUILDOUT CONDITIONS TRAFFIC OPERATION**

*AIP Buildout Conditions* traffic operations were quantified by superimposing the traffic generated by the potential development in the AIP over *Existing* traffic volumes. *AIP Buildout Conditions* traffic volumes are illustrated on Figure 6.

**Intersections**

Table 5 below summarizes the *AIP Buildout Conditions* intersection traffic operations.

**TABLE 5  
AIP BUILDOUT CONDITIONS INTERSECTION LEVELS OF SERVICE**

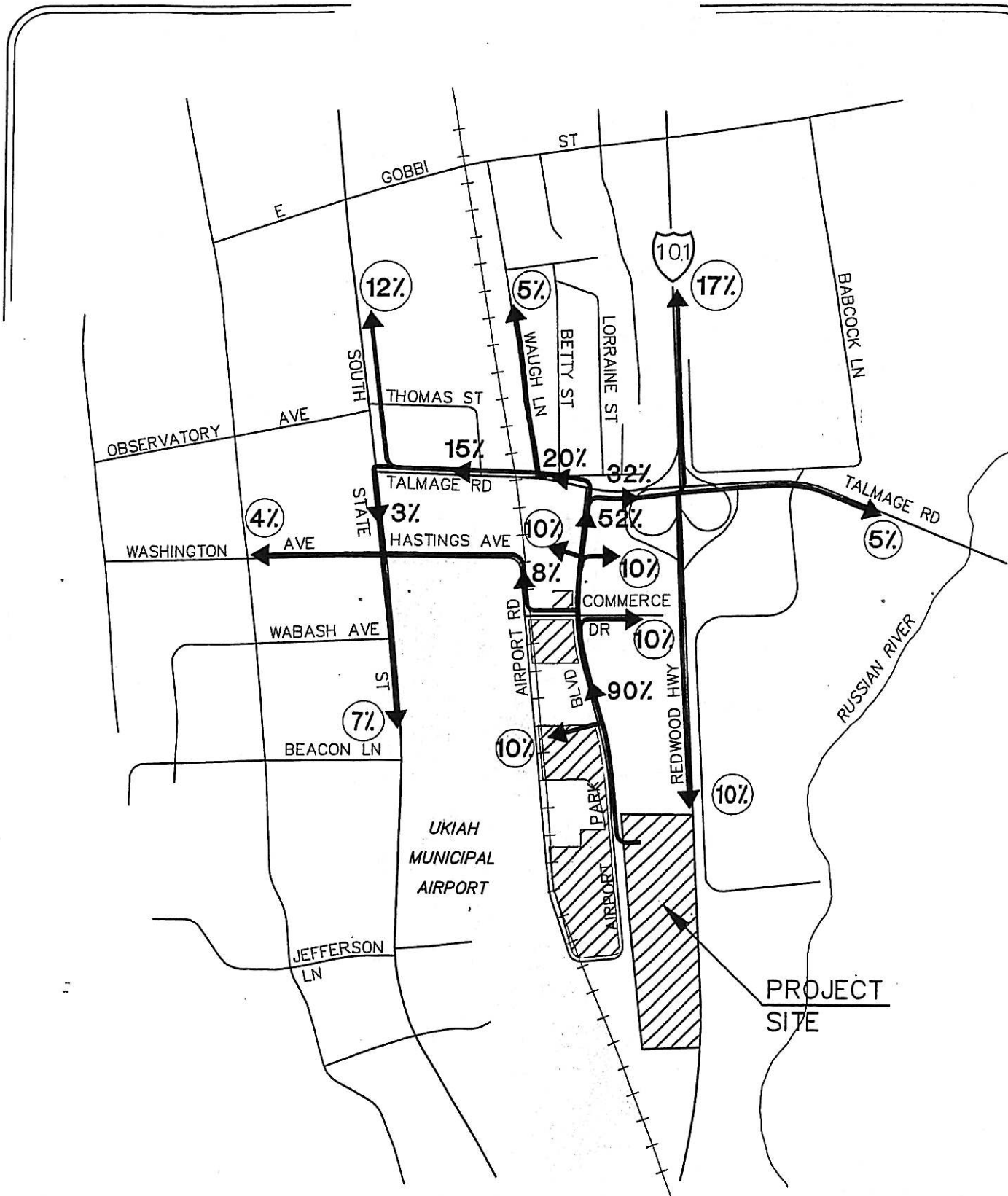
#	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Target LOS	Delay	LOS	Warrant Met?	Target LOS	Delay	LOS	Warrant Met?
1	South State Street/Talmage Road	Signal	C	21.4	C	-	20.9	C	-	
2	Airport Parl Boulevard/Talmage Road	Signal	C	27	C	-	37.4	D	-	
3	Talmage Road/US 101 SB On-Ramp	TWSC	C	11.4	B	no	12.9	B	no	
4	<b>Talmage Road/US 101 SB Off-Ramps</b>	TWSC	C	67.4	F	YES	103.7	F	YES	
5	South State Street/Hastings Avenue	Signal	C	18.4	B	-	34	C	-	
6	<b>Commerce Drive/Airport Park Boulevard</b>	AWSC	C	14.2	B	no	210.2	F	YES	

As shown above in Table 5, the following intersections are projected to operate at unacceptable LOS conditions during either of the peak hour periods under *AIP Buildout* conditions:

*Talmage Road/US 101 SB Off-Ramps:* This unsignalized intersection is projected to operate at unacceptable LOS "F" during both the AM and PM peak hour periods. This unacceptable LOS is projected to be because of the delay experienced by vehicles on the minor street approach which is the US 101 SB off-ramp that are waiting for gaps in the uncontrolled east/west traffic flow on Talmage Road. It is noted that this intersection was found to operate at unacceptable LOS "E" during the AM peak hour period under *Existing* conditions.

*Commerce Drive/Airport Park Boulevard:* This all-way stop controlled intersection is projected to operate at unacceptable LOS "F" during the PM peak hour period. This intersection is also found to meet the peak hour volume signal warrant under the *AIP Buildout* conditions.

All mitigations/recommendations are discussed in the following section of this report.

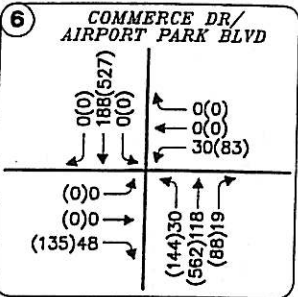
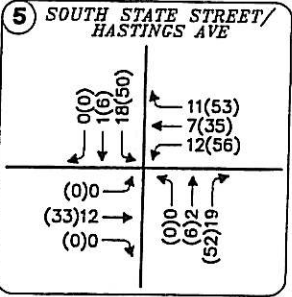
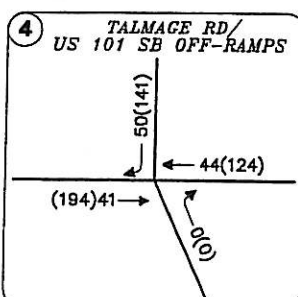
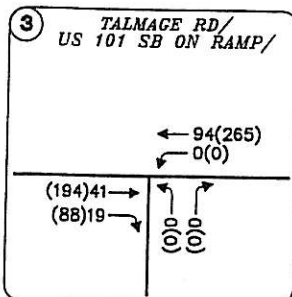
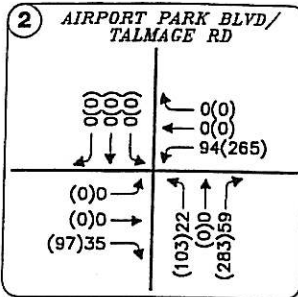
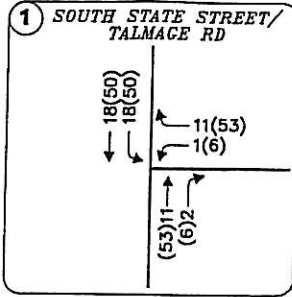


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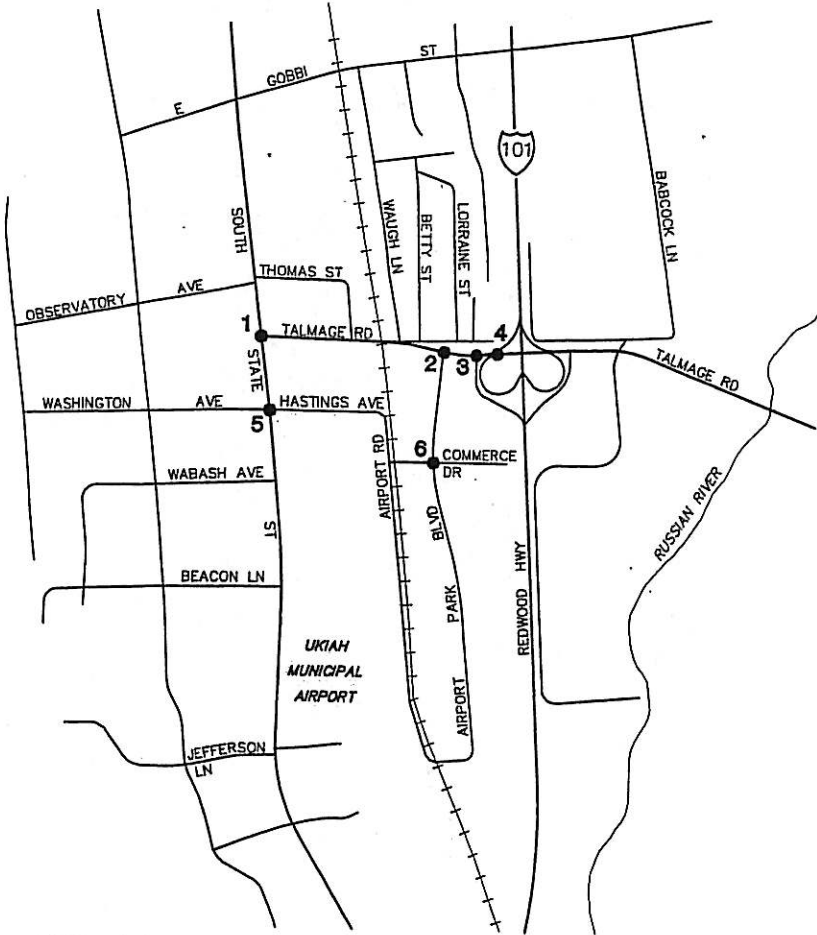
Figure 4

**Project Trip Distribution**





**LEGEND:**  
 XX - AM PEAK HOUR VOLUMES  
 (XX) - PM PEAK HOUR VOLUMES

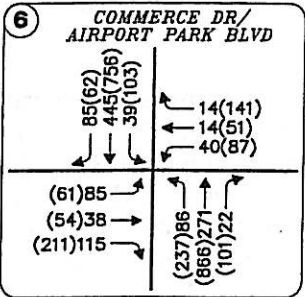
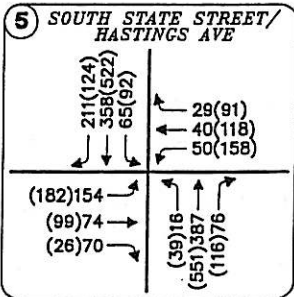
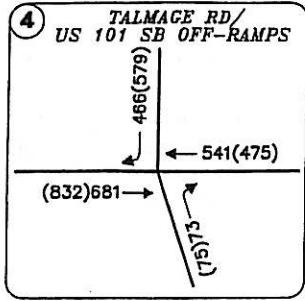
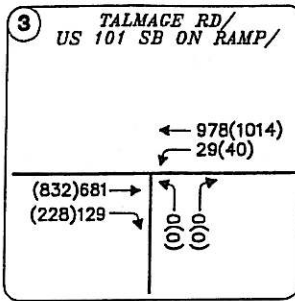
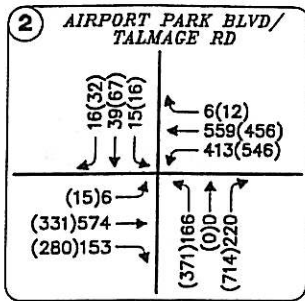
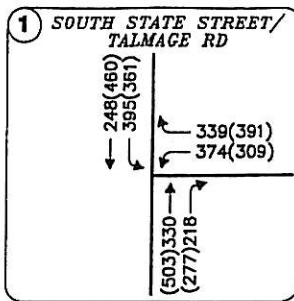


City of Ukiah - ABP Mitigation Monitoring

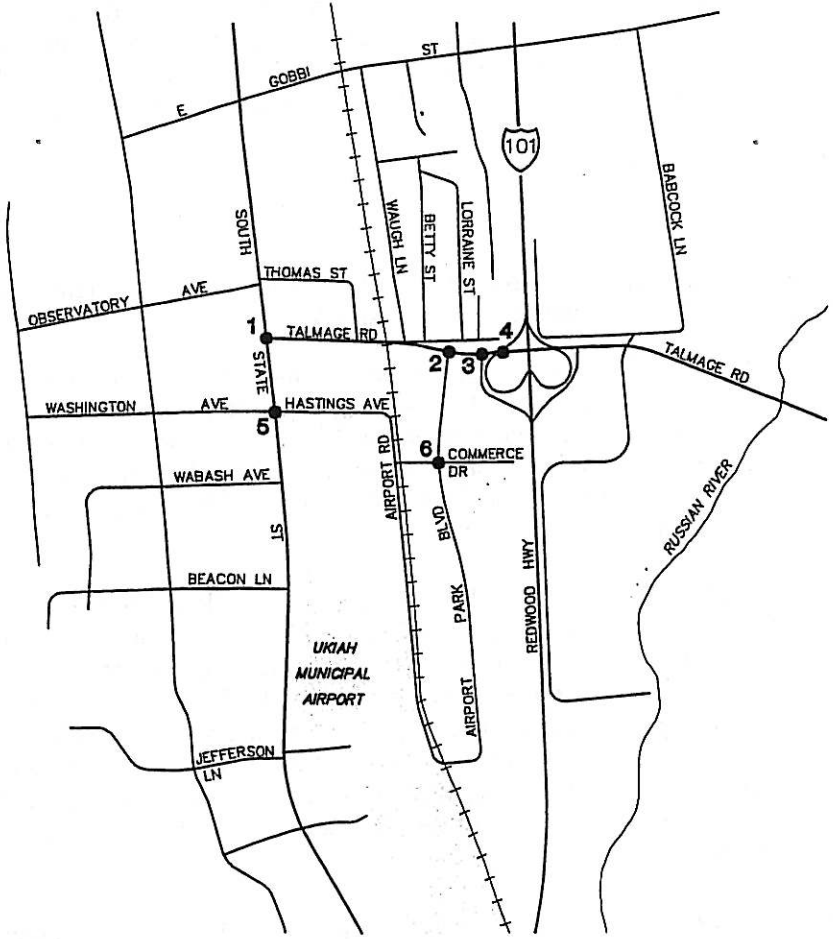
Figure 5

**Project Only Volumes**





**LEGEND:**  
 xx - AM PEAK HOUR VOLUMES  
 (xx) - PM PEAK HOUR VOLUMES



City of Ukiah - ABP Mitigation Monitoring

Figure 6

**AIP Buildout Conditions Volumes**



## RECOMMENDATIONS / MITIGATIONS

This section of the report presents various mitigations/recommendations at all those study intersections that were found to operate at unacceptable level of service conditions under each of the scenarios.

### EXISTING CONDITIONS

#### *Intersections*

Based on the analysis presented in this report, improvements/recommendations are provided for the following intersections under *Existing* conditions:

Talmage Road/US 101 SB Off-Ramps: This unsignalized intersection is found to operate at unacceptable LOS "E" during the AM peak hour period. This unacceptable LOS is found to be caused by the delay experienced by vehicles on the minor street approach which is the US 101 SB off-ramp that are waiting for gaps in the uncontrolled east/west traffic flow on Talmage Road. In order to mitigate this unacceptable LOS, it is recommended that a free right-turn lane be provided at the SB Off-ramp and a dedicated through lane be constructed on Talmage Road, so that the SB right turning vehicles coming off the ramp will directly feed into this dedicated through lane on Talmage Road. This mitigation is consistent with the improvements recommended in the Capital Improvement Program. Along with this mitigation, it is recommended that the WB approach on Talmage Road at the Airport Park Boulevard intersection be re-striped to accommodate dual left-turn lanes and a shared through-right turn lane. It is noted that any improvements recommended on State facilities will require approval from Caltrans.

### AIP BUILDOUT CONDITIONS

#### *Intersections*

Based on the analysis presented in this report, improvements are recommended at the following intersections under full buildout of the Airport Industrial Park:

Talmage Road/US 101 SB Off-Ramps: As recommended under *Existing* conditions, it is recommended that the WB approach on Talmage Road be widened to accommodate a dedicated lane for vehicles coming off of the SB off-ramp. Along with this mitigation, it is recommended that the WB approach on Talmage Road at the Airport Park Boulevard intersection be re-striped to accommodate dual left-turn lanes and a shared through-right turn lane. It is noted that any improvements recommended on State facilities will require approval from Caltrans.

Airport Park Boulevard/Commerce Drive: This all-way stop controlled intersection is projected to operate at unacceptable LOS "F" during the PM peak hour period under full buildout of the Airport Industrial Park. This intersection is also found to meet the peak hour volume signal warrant. It is recommended that a traffic signal be installed at this location. Along with the traffic signal, it is recommended that the eastbound and westbound approaches on Commerce Drive be widened and re-striped to accommodate a separate left-turn lane and a shared through-right turn lane due to anticipated long queues on Commerce Drive. These improvements will mitigate the LOS at this intersection to an acceptable level "C" during the PM peak hour period. These improvements are consistent with the improvements recommended in the Capital Improvement Program.

South State Street/Hastings Avenue: Although this signalized intersection is projected to operate at acceptable conditions during the AM and PM peak hour conditions, it is recommended that the eastbound and westbound approaches on Hastings Avenue/Washington Avenue be widened to accommodate a separate left-turn lane and a shared through-right turn lane in anticipation of long queues at these approaches with the full build out of the AIP.

**APPENDIX**

**LEVEL-OF-SERVICE WORKSHEETS**

(PROVIDED UPON REQUEST)





## AGENDA SUMMARY REPORT

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**SUBJECT: SUMMARY AND DISCUSSION OF AIRPORT BUSINESS PARK CAPITAL IMPROVEMENT (TRAFFIC IMPACT FEE) PROGRAM AND SOUTHERN ROAD ACCESS ISSUE**

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**SUMMARY:** On September 20, 2006, the City Council discussed the traffic issues associated with the development of the Airport Business Park. At the conclusion of the discussion, the Council requested that Staff return with background and a summary of the adopted Capital Improvement (Traffic Impact Fee) Program. The Council also requested additional information regarding the southern access road issue. This Agenda item is intended to provide the Council with that information. The Public Works Department, with the assistance of former Public Works Director and current Public Works Project Manager Rick Kennedy, has prepared an historical summary of Airport Industrial Park (AIP) traffic impacts and the Capital Improvement Program (Attachment No. 1). He also provides additional information concerning the southern access road issue in this document.

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**RECOMMENDED ACTION:** Receive report and discuss the traffic issues associated with the development of the Airport Business Park.

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**ALTERNATIVE COUNCIL POLICY OPTION:** N/A

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**Citizen Advised:** N/A  
**Requested by:** City Council  
**Prepared by:** Charley Stump, Director of Planning and Community Development and Rick Kennedy, Public Works Project Manager  
**Coordinated with:** Candace Horsley, City Manager, David Rapport, City Attorney, and Tim Eriksen, Public Works Director  
**Attachments:**  
1. Historical Summary of AIP Traffic and Capital Improvement Program  
1.A Airport Industrial Park Map  
2. AIP Traffic Mitigation Comparison Table

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**APPROVED:**   
Candace Horsley, City Manager

## **HISTORICAL SUMMARY OF THE PROJECTED AIRPORT INDUSTRIAL PARK GENERATED TRAFFIC IMPACTS AND THE CAPITAL IMPROVEMENT FEE**

### AIP Capital Improvement Fee Establishment

On May 7, 1997, the Ukiah City Council adopted resolution No. 97-70 establishing capital improvement fees which are imposed on undeveloped parcels within the Airport Industrial Park upon their development in accordance with the Mitigation Fee Act. The Airport Industrial Park comprises all land bounded on the north by Talmage Road, on the west by the Northwestern Pacific Railroad and on the east and south by the US 101 Freeway. Three distinct project areas within the AIP containing developable land have been designated: the Redwood Business Park, the Airport Business Park, and the Norgard Vineyard. Attachment 1.A depicts the lands contained within the Airport Industrial Park.

The capital improvement fees are imposed on development within the Airport Industrial Park for the purpose of financing the design and construction of street infrastructure improvements needed to mitigate traffic impacts to off-site intersections resulting from increased traffic generated by the new development within the AIP (project traffic impacts).

### Identification of AIP Generated Traffic Impacts

The Revised Traffic Engineering Report contained in the 1995 Final Subsequent Environmental Impact Report for the Redwood Business Park and Airport Business Park, prepared by the Crane Transportation Group, identified thirteen (13) project traffic impacts resulting from the development within the AIP and recommended eleven (11) mitigations based on the assumption that the AIP would have three points of access at the project boundary. The assumed points of access were Airport Park Blvd at Talmage Road, Airport Road/Commerce Drive/ Hastings Ave at South State Street, and Norgard Lane via the future extension of Airport Road. The trip distribution pattern used in the traffic engineering report assigned 63 percent of the project traffic to the Airport Park Blvd at Talmage Rd, 31 percent to the Commerce Dr/Hastings Ave and 6 percent to the Norgard Ln/Airport Rd access points.

The first five identified project traffic impacts were unacceptable operating conditions at intersections and the remaining eight project traffic impacts were roadway impacts and safety concerns. The traffic impacts identified and the associated mitigations are listed in Attachment 2. With the adoption of the City's General Plan in December of 1995, the lower threshold for acceptable level of service (LOS) for intersections was set at level D from the former limit of LOS C. This change in the lower threshold for acceptable level of service nullified three of the five identified impacts related to unacceptable intersection operating conditions.

Regarding the Norgard Lane/Airport Road southern AIP access, it was acknowledged in the Revised Traffic Engineering Report that there was no established route for the southward extension of Airport Road or widening and realignment of Norgard Lane and, if Airport Road was extended, the existing residential neighborhood would be adversely affected by additional traffic especially by the noise that would be generated by the heavy truck component of traffic. It was also noted that the connection of Airport Road to Norgard Lane was not essential to the Redwood Business Park and

Airport Business Park traffic access and circulation. It was opined that if all traffic trips assigned to the Norgard access point were assigned to the South State Street/Hastings Ave access point, the Hastings/South State St intersection would operate acceptably if the road was widened and improved for heavy truck turning movements. It was also opined that in spite of the impacts to the existing Norgard residential neighborhood a provision of a southern access point to the AIP would represent good planning practice for overall circulation into and out of the AIP. At that time, it was estimated that the cost for road improvements alone could be as high as three million dollars. This did not include the cost of possible property acquisition, sound attenuation, and other associated costs.

As documented in the Final Subsequent Environmental Impact Report, the County of Mendocino Public Works Department opposed the connection of Airport Road to Norgard Lane, a county maintained road, and recommended that serious consideration should be given to annexation of Norgard Lane and the surrounding neighborhood by the City if the City pursued the southern extension of Airport Road. Given the opposition and the great expense involved in extending Airport Road and improving Norgard Lane including the required realignment of Norgard Lane at South State Street along with the expense of mitigating traffic noises for a small percentage of the anticipated traffic that would utilize the southern access, City staff recommended that the southern access be abandoned and that the Hastings/South State Street access be designated as the preferred truck route to the AIP. However, City public safety staff took exception to the proposed abandonment of the southern access because public safety staff believed that the southern access would serve as an emergency evacuation route for the southern portion of the AIP in the event of a catastrophe. A compromise was reached whereas an emergency exit route would be provided across the Airport property via the existing gate at the terminus of Airport Road.

The Redwood Business Park Developer took exception to many of the proposed traffic mitigation measures and City staff recommended that an independent traffic report be prepared. The City retained the services of Whitlock and Weinberger (W-Trans) and an independent traffic report dated March 1996 was produced. The independent evaluation considered alternatives to the level of service methodologies, level of service thresholds, and traffic projections from the Airport/Redwood Business Park EIR. The analysis focused on four study locations, South State Street/Talmage Rd, South State St/Hastings Ave, Talmage Road/Airport Park Blvd, and Talmage Rd/US 101 southbound ramps. Land uses identified for the AIP were restaurant, office retail, industrial park, and retail. The 1996 Traffic Analysis Report estimated that the proposed mixed use development would generate an average of 2,209 pm peak hour vehicle trips consisting of 1,310 new/diverted trips external to the project area, 398 new trips internal to the project, and 501 pass by trips from traffic already existing on South State Street and Talmage Road. It was estimated that the new generated traffic would reduce the level of service for the northbound through/right and the westbound approaches at South Street and Hastings Ave. from a level of service C and B, respectively, to a level of service F. At Airport Park Blvd and Talmage Road, the level of service for the left turn movements at the northbound and westbound approaches would be reduced from a level of service C to levels of E for the northbound and F for the westbound approaches. At the US 101 Southbound off ramp at Talmage, the level of service would be reduced from C to F for the right turn movement.

As a result of a proposed mixed use development within the AIP in 1997, a new Traffic Engineering Report was commissioned to re-analyze projected traffic and associated impacts resulting from a mixed land use consisting of office retail, industrial park, auto dealership, auto parts/auto care, retail, fast food restaurant, and gas station/mini-mart. In addition, an analysis of pass thru traffic was performed. The 1997 report estimated that the proposed mixed use development within the AIP would generate an average of 2,395 pm peak hour vehicle trips consisting of 1,568 new/diverted trips external to the AIP, 298 new internal trips and 529 pass by trips from traffic already existing on South State Street and Talmage Road. The estimated generated project traffic would reduce the level of service for the eastbound and westbound approaches at the South State

Street and Hastings Ave intersection from levels B and C, respectively, to levels of F. At Airport Park Blvd. and Talmage Road, levels of service for the northbound and westbound left turn movements would be reduced

from levels of service C to levels of service F. At the US 101 Southbound off ramp at Talmage Road, the level of service for the right turn movement would be reduced from level of service B to level D. The information presented in the 1997 Report and in the subsequent cost estimates for the construction of the proposed mitigations was utilized to establish the AIP Capital Improvement Fees that were adopted in 1997 under Resolution No. 97-70.

#### 1999 Revision to the AIP Capital Improvement Fees

On September 1, 1999, the Ukiah City Council adopted Resolution No. 2000-13 revising the AIP Capital Improvement Fees after receiving an Engineering Report describing changed circumstances and engineering assumptions. A new traffic analysis report had been prepared by Whitlock and Weinberger entitled "Airport Industrial Park Rezoning Traffic Analysis", dated June 1999, which presented an analysis of the potential traffic impacts as a result of proposed zoning changes for parcels located west and south of the AIP to a mixed use designation that would allow a mix of compatible retail commercial, professional office and industrial land uses. The 1999 Traffic Analysis Report presented a worse case scenario where a total of 31.78 acres south of Commerce Drive would develop as retail commercial with a 40 percent building coverage creating approximately 553,735 square feet of retail floor area. An area of 15.51 acres of land previously zoned for industrial uses had been rezoned to automotive commercial uses with 11.44 acres for auto dealership and 4.07 acres for automotive parts/auto care uses. It was estimated that the proposed mixed use development including the proposed rezone would generate an average of 2,696 pm peak hour vehicle trips consisting of 1,980 new/diverted trips external to the project boundary, 466 new internal trips and 716 pass-by trips from traffic already existing on South State Street and Talmage Road.

At the time the 1999 Traffic Analysis Report was prepared, several post Wal-Mart developments within the AIP were completed consisting of the Friedman Brothers Improvement Center, Shell Service Station and Mini-Mart, Jack in the Box, Food for Less, Staples, La-Z-Boy Furniture Gallery, and the Mendocino Brewery and Bottling Plant. Existing pm peak traffic created by the AIP development in place at the time of the 1999 Report was measured at 1030 vehicles. By combining the existing vehicle count with the estimated new project pm peak traffic to be generated by future development within the AIP, it was estimated that 3,727 vehicle trips would result from a completely developed AIP. The study intersections included the South State Street at Hastings Ave./Washington St, Airport Park Blvd at Talmage Road, the US 101 southbound off-ramp at Talmage, and the US 101 northbound off-ramp at Talmage.

Subsequent to the establishment of the capital improvement fees, the City modified the traffic signal at Talmage and Airport Park Blvd. and re-striped the northbound approach to create two left turn lanes and an exclusive right turn lane by eliminating the former northbound traffic movement. This improvement reduced the impact to the left and right turn movements created by the AIP development and it was proposed that the City's financial effort in the signal modification be reimbursed by the AIP Capital Improvement Fund.

The saturation flow rate for the westbound approach on Hastings Ave at South State Street, the 32 percent markup for engineering administration and project inspection, and the 20 percent markup for contingencies were modified as a result of a challenge from the Redwood Business Park Developer. In the interest of compromise and the intent of resolving a legal dispute, the saturation flow rate was increased creating a substantial change to the previous planned improvement for the

Hastings westbound approach, thereby, substantially reducing the estimated cost to construct the mitigation improvement. The markups for engineering/project inspection and for contingency were reduced to 15 and 10 percent, respectively.

As a result of Caltran's position that minimum lane widths be 11 feet and adequate shoulder width be provided for bicycle traffic, the cost to construct the planned exclusive right turn lane for the US 101 southbound off-ramp movement increased because of the need to expand the proposed widening of the north side of Talmage Road between the off-ramp and Airport Park Blvd.

Subsequent to the establishment of the capital improvement fees, a more detailed development analysis of the southern portion of the Airport Business Park was performed for the purpose of identifying developable acreage. As a result of the analysis, wetlands were identified and delineated and the boundaries established with the approval of the Corps of Engineers. As a result, a smaller portion of the southern parcel available for development than what was previously assumed was identified. The reduced developable acreage affected the capital improvement distribution.

The AIP Capital Improvement Fees were originally established with the assumption that the mitigation improvements would be constructed in the year 2002, five (5) years from the establishment of the fees. As a result of the slower pace of development within the Industrial Park, a new projection for the completion of the mitigation improvements was set to 2004. This affected the future value of the estimated cost to construct the planned mitigation improvements.

The net result of the above described changed circumstances and engineering assumptions reduced the estimated total cost to construct the planned mitigation improvements at the three impacted off-site intersections necessitating an appropriate reduction in the capital improvement fees. As a result of the revision, reimbursements from the AIP Capital Improvement Fund were made to five developers who had completed development projects within the AIP and had paid the fees that were in effect prior to the 1999 fee revision.

The recommended mitigation improvements described in the 1999 Traffic Analysis Report are the adopted mitigation improvements to be financed by the AIP Capital Improvement Fees. The planned mitigation improvements for the Hastings Ave./Washington St. and South State Street intersection include land acquisitions on the north and south side of the westbound approach to accommodate a new exclusive left turn lane and an existing through/right turn lane and the construction of larger curb returns to accommodate turning truck traffic, the re-striping of the eastbound approach to accommodate an exclusive left turn lane on Washington St., and extending the two northbound through lanes on South State Street north of Hastings Ave/Washington Street. The planned mitigation improvements for the Talmage/Airport Park Blvd. intersection include the widening of the north side of Talmage Road to accommodate a second left turn lane for westbound traffic and the planned mitigation improvement for the US 101 off-ramp at Talmage Road involves the widening of the north side of Talmage to accommodate the construction of an exclusive lane for right turning vehicles.

#### Adoption of Ordinance No. 1051

On January 7, 2004, the Ukiah City Council adopted Ordinance No. 1051 amending the Airport Industrial Park Planned Development for the purpose of revising the regulations for and re-designating the Industrial /Mixed Use land use designation to Light Manufacturing/Mixed Use. The land use re-designation permits land uses including commercial, professional office, light manufacturing, and limited low density residential within an approximately 32 acre portion of the AIP generally located south of Commerce Drive and west of Airport Park Blvd. As identified in a

traffic analysis report prepared by Whitlock and Weinberger Transportation, Inc. entitled "Airport Industrial Park Rezoning Traffic Analysis" dated September 2002, (2002 Traffic Report) a traffic impact to the on-site intersection of Commerce Drive and Airport Park Blvd. was identified as a

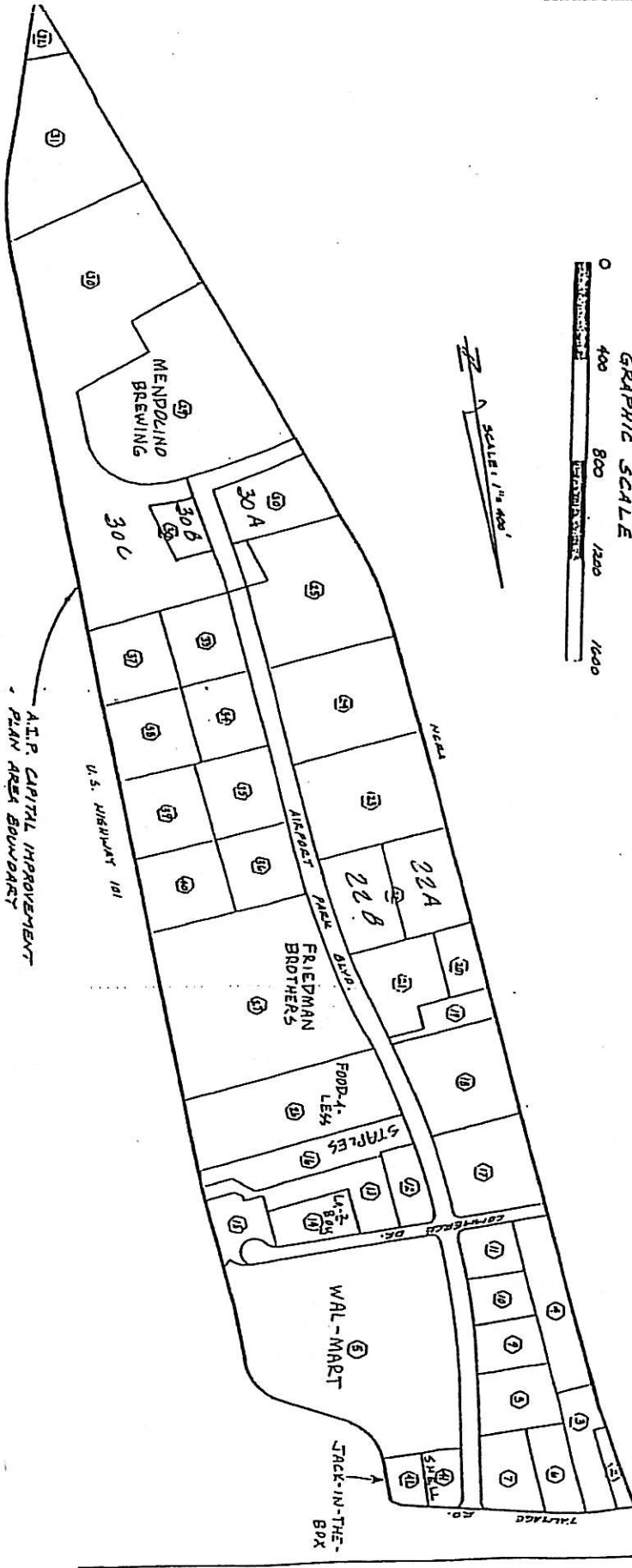
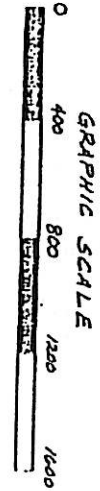
result of the land uses permitted within the area rezoned as Light Manufacturing/Mixed Use. A recommendation for the installation of either a traffic signal or a traffic roundabout under a condition where the rezoned area develops completely as commercial is presented in the traffic analysis report.

#### AIP Capital Improvement Fee Account Fifth Fiscal Year Report

On October 6, 2004, a report entitled "Airport Industrial Park Capital Improvement Fee Account Fifth Fiscal Year Report" was presented to the City Council after a review period of not less than 15 days was provided to the public in accordance with the Mitigation Fee Act. Presented in the Fifth Fiscal Year Report, were revised cost estimates for the planned mitigation improvements and an estimate that the planned improvements may need to be constructed in 2006 even though it was estimated that complete development within the AIP would take approximately 10 years based on an observed average development rate of 5.3 acres per year. The 2002 Traffic Analysis Report presented traffic data showing that the LOS for the westbound approaches for both Hastings Ave and Talmage Road at Airport Park Blvd. had reached or were approaching the lowest acceptable LOS of D at only 53 percent of build out within the AIP.

Any potential deficit in the amount of revenue collected through the imposition of capital improvement fees would likely be funded through STP d(1), gas tax, EDA grants, and/or the City general fund. To prevent an under funded situation, it was recommended that the AIP Capital Improvement Fees be revised once again to reflect a traffic light or roundabout at Commerce Drive. A current developer has agreed to construct this improvement if they proceed with the project.

# ATTACHMENT "A" AIP CAPITAL IMPROVEMENT FEE MAP



**LEGEND**

INDICATES LOT IDENTIFICATION NUMBERS.

**NOTES**

1. REFER TO ATTACHMENT "2" FOR THE LISTING OF A.I.P. NUMBERS AND FEE CONTRIBUTION BY PARCEL.

REVISED: 2-3-97, 4-18-97, 5-11-99, 9-11-02

**CITY OF UKIAH**

AIRPORT INDUSTRIAL PARK (A.I.P.)  
CAPITAL IMPROVEMENT FEE MAP

Scale: 1" = 400' (Drawn 8/1/97, Approved by: [Signature])  
Date: 8-27-96 Drawing No: 96-116



**CITY OF UKIAH  
AIRPORT INDUSTRIAL PARK  
MITIGATION COMPARISON TABLE**

Offsite Mitigation Description	Recommended Mitigations RBP/ABP FSEIR and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 97-70 and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 2000-13 and Estimated Cost (2004 Dollars)
1. Widen South State St. northbound approach to Talmage Rd for dedicated right turn lane	YES \$44,163	NO	NO
2. Provide two westbound left turn lanes on Talmage at Airport Park Blvd. Will require modifications to Talmage Rd at US 101 southbound on ramp	YES \$23,870 (allowance)	YES \$71,500  Modified to widen the north side of Talmage at US 101 southbound off ramps	YES \$225,040  Modified to widen Talmage Rd from Airport Park Blvd to the US 101 southbound off ramp
3. Re-stripe northbound approach on Airport Park Blvd at Talmage to provide three lanes; one dedicated left, one through, and one right	YES \$597	YES \$35,560 Modified to require three lanes; one left, one combined left/through, one exclusive right. Split traffic phasing at Airport Park Blvd for the northbound and the southbound approaches	YES  Completed by City. Cost apportioned to AIP Development
4. Signalize Talmage Rd and US 101 southbound off ramp and widen southbound ramp to two lanes. Construct second westbound lane at the ramp intersection and extending through to Airport park Blvd	YES \$310,835	NO  Item No. 2 above replaced this mitigation	NO  Item No. 2 above replaced this mitigation
5. Signalize Talmage Rd and US 101 northbound off ramp	YES \$236,330 Includes minor realignment of northbound US 101 off ramp	NO	NO

Offsite Mitigation Description	Recommended Mitigations RBP/ABP FSEIR and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 97-70 and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 2000-13 and Estimated Cost (2004 Dollars)
6. Provide second through lane for northbound approach on South State Street at Hastings Ave	YES \$1,314	YES \$1,314	YES Cost included in Item No. 7 below
7. Provide exclusive right turn lane on westbound Hastings Ave approach to South State Street. Requires widening on the north side of Hastings Ave and acquisition of property.	YES \$537,115	YES  Modified to provide three lanes for westbound Hastings Av; one left turn lane, one through lane, and one exclusive right turn. Taper southeast curb return to accommodate turning trucks. Re-stripe eastbound approach at Washington to provide exclusive left turn lane  \$584,917	YES  Modified to provide two lanes for westbound Hastings Ave; one left turn lane and one combination through/right lane. Scope of land acquisition reduced. Widen returns for truck traffic and re-stripe eastbound Washington for exclusive left turn lane  \$307,610
8. Construct flashing warning lights on Talmage Rd over crossing of US 101	YES \$23,870	NO Speed limit reduced to 35 mph	NO
9.a. Construct left turn and right turn deceleration lanes on South State Street approaches to Norgard	YES \$314,385	NO	NO
9.b. Provide left turn and right turn lanes for westbound Norgard at South State Street	YES \$30,406	NO	NO
9.c. Construct new vertical alignment for Norgard Lane approach to South State Street. Provide acceptable access to Adjacent properties	YES \$29,362	NO	NO
9.d. Provide traffic signal at South State St and Norgard Lane to facilitate slow moving outbound trucks from Norgard Lane onto South State Street	YES \$226,781	NO	NO

Offsite Mitigation Description	Recommended Mitigations RBP/ABP FSEIR and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 97-70 and Estimated Cost (Adj. to 2004 Dollars)	Mitigation Program Adopted by Resolution 2000-13 and Estimated Cost (2004 Dollars)
9.e. Extension of Airport Rd and the redesign of Norgard Lane to two lanes and sufficient width to accommodate heavy truck turning movements. Alignment should be such that it is least disruptive to existing residents	YES \$602,354	NO	NO
<b>TOTAL COST</b>	<b>\$2,381,382</b>	<b>\$693,291</b>	<b>\$532,649</b>

The estimated costs for the 2000-13 Mitigation Program are as reported in the 5<sup>th</sup> Fiscal Year Report. The cost estimates for the mitigations contained in the FSEIR and Resolution 97-70 Mitigation Program have been adjust to 2004 costs in accordance with the CPI-All Urban Consumers Index US City Average