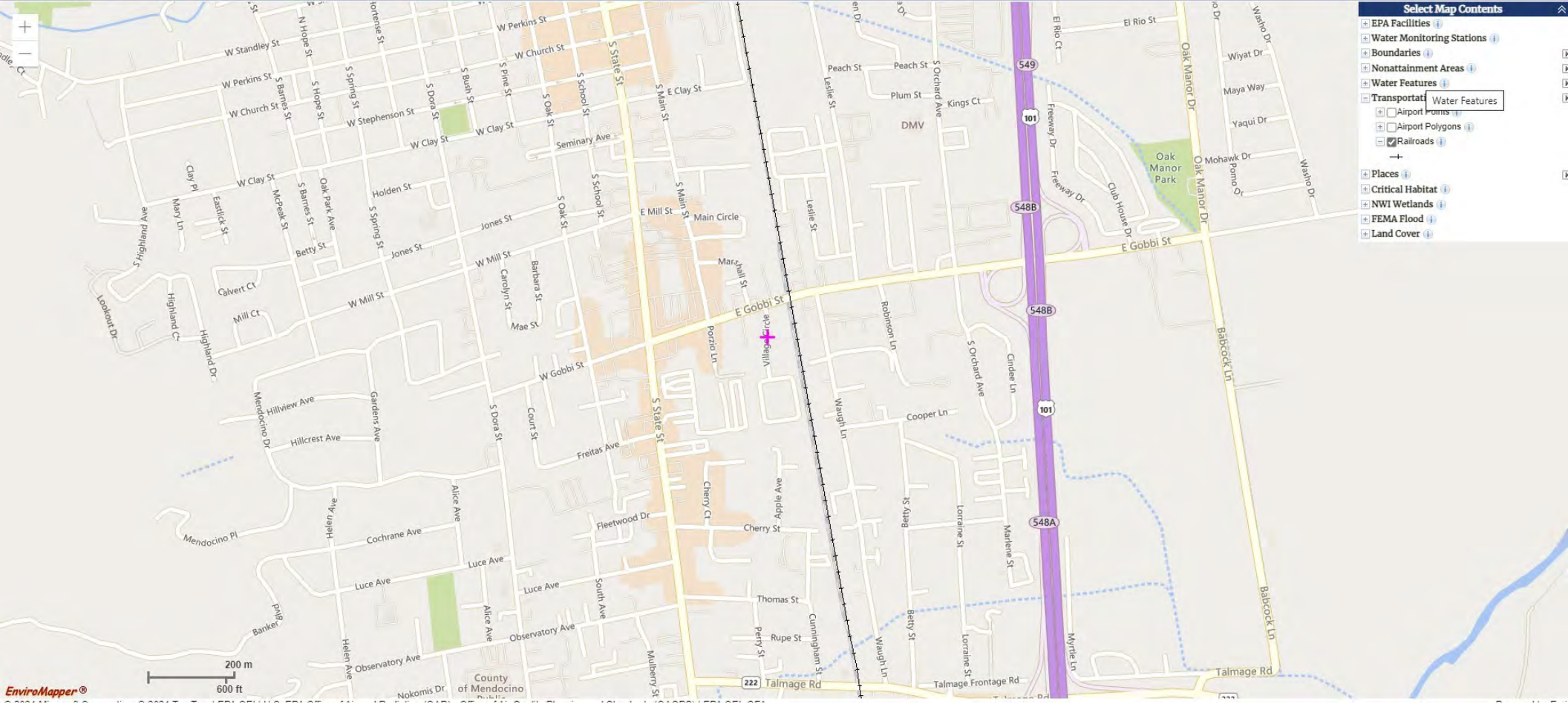


210 E Gobbi St, Ukiah, CA

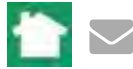
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 - [-] Water Monitoring Stations
 - [-] Boundaries
 - [-] Nonattainment Areas
 - [-] Water Features
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 - Airport Points
 - Airport Polygons
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 - [-] Land Cover

Ukiah depot all dressed up, but still no trains

GLENDA ANDERSON
THE PRESS DEMOCRAT
March 9, 2010



Ukiah's historic train depot at last is restored to its former glory following a fitful, eight-year, \$439,000 renovation that is just a few details shy of complete.

"It's wonderful the way it looks," said Judy Pruden, a Ukiah planning commissioner and local historian.

City officials now are seeking a tenant or tenants for the 1929 Colonial Revival-style building, one of the last vestiges of a once thriving passenger rail service.

Train enthusiasts dream of a time when rail passengers again utilize the depot, but for now they'll have to settle for a business that is somehow related to transit, a requirement of one of the restoration project's funding sources.

The Chamber of Commerce is among those interested in occupying the building, said Assistant City Manager Sage Sangiacomo. Other uses could include a cafe or transportation center for bus service, officials said.

Whatever goes in should include a tourist information center or booth, said Ukiah Mayor Benj Thomas.

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The depot, freshly coated in butter-hued paint and its bricks cleaned and looking new, is located on Perkins Street midway between Highway 101 and downtown. It was once a Ukiah hub and

may regain its place if the new courthouse proposed for Ukiah is built on 11 acres adjacent to the depot, the city's preferred site for that project.

Should planned passenger service ever be extended through Sonoma County to Mendocino County, it would further the area's draw.

But regular passenger train service is a distant dream, despite the North Coast Railroad Authority's plan to resume freight service in a few years.

Passenger trains are faster than freight haulers and require enhancements to rail lines, said NCRA Executive Director Mitch Stogner. Passenger service also would require funding to make up the gap between the cost of transporting passengers and income from fares, he said.

That likely would require that Mendocino County voters approve a funding source such as the sales tax Sonoma and Marin counties voters passed for the Sonoma-Marín Area Rail Transit passenger train project, Stogner said.

Ukiah has been without regularly scheduled passenger service since 1942, said Pruden, who's still hoping it will return to Ukiah in her lifetime.

"I had hoped by this time you could get on a train and get off at the San Francisco Airport," she said.

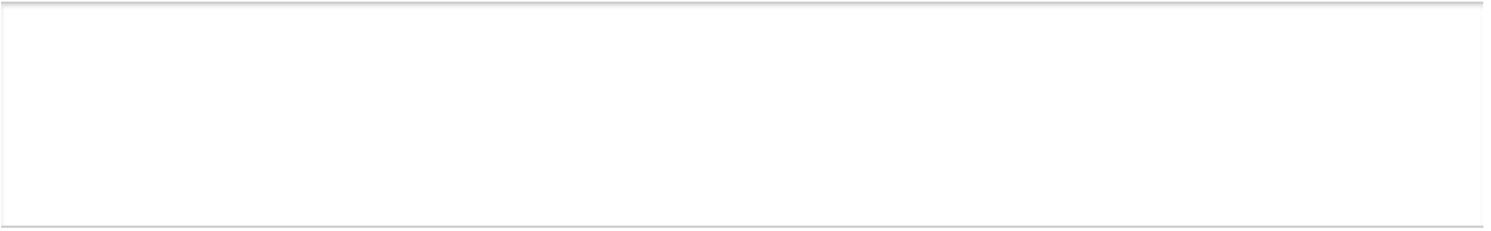
Excursion trains passed through Ukiah periodically in the mid 1990s, but the depot has been largely deserted other than some use as an office by the railroad's owners. Freight trains ceased their rumble through Ukiah in the early 1990s, Pruden said.

The current train depot was the third to be built in Ukiah; the predecessor were more modest, wooden structures, Pruden said. The first was built in 1889, when rail service to Ukiah began. Now-defunct fruit and vegetable packing and canning facilities and lumber mills cropped up around the rail line and depot.

The depot rehabilitation was funded in part by state transportation funds and in part by Ukiah redevelopment funds. The city commissioned the restoration, but the depot remains under the ownership of the rail line owner, the publicly owned North Coast Railroad Authority. The city has a contract to lease the depot for \$1 a year for at least 50 years.

Both parties agree that should passenger rail service resume, the depot would be called back to its original duty. "The lease does provide for that," Sangiacomo said.

A dedication ceremony and plaque placement for the depot is expected to take place next month.



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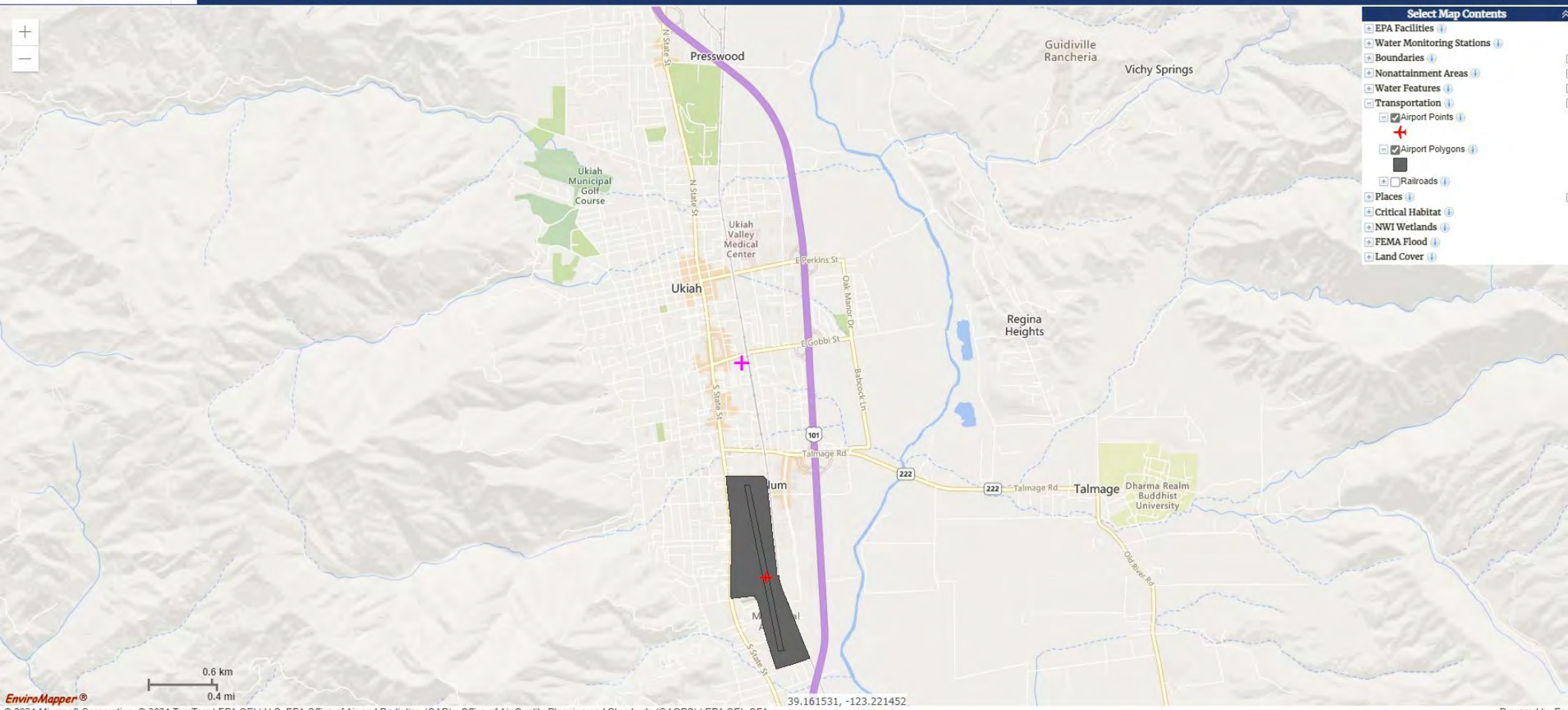
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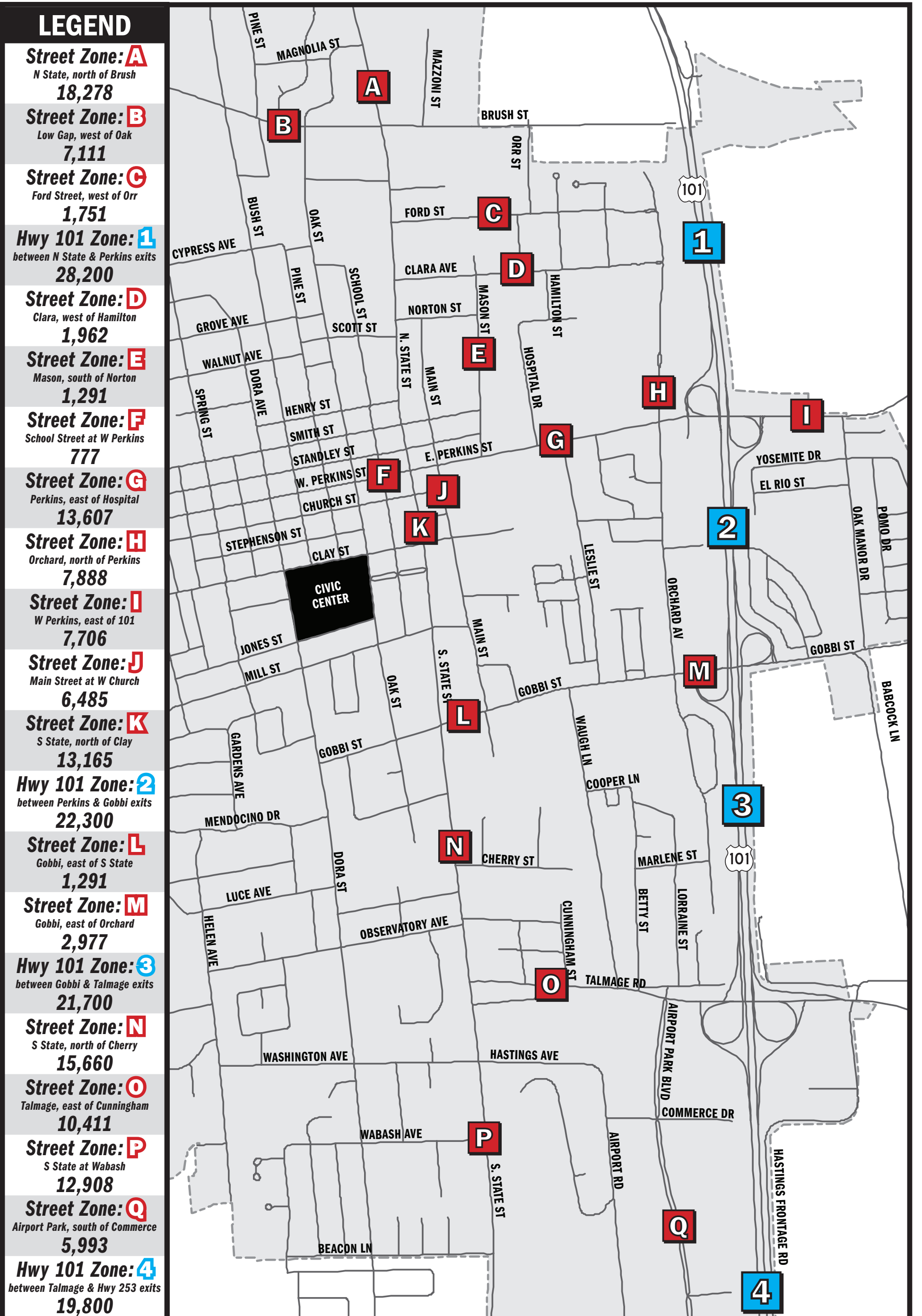


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City of Ukiah Daily Traffic Volumes

300 Seminary Avenue, Ukiah California 95482 • 707-463-6200 • www.cityofukiah.com



DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

| | |
|-----------------------|--------------------------------|
| Site ID | 210 E. Gobbi Street, Ukiah, CA |
| Record Date | 02/02/2022 |
| User's Name | Roy Hastings |
| Road # 1 Name: | E. Gobbi Street |

Road #1

| Vehicle Type | Cars <input checked="" type="checkbox"/> | Medium Trucks <input type="checkbox"/> | Heavy Trucks <input type="checkbox"/> |
|------------------------------|--|--|---------------------------------------|
| Effective Distance | <input type="text" value="34"/> | <input type="text"/> | <input type="text"/> |
| Distance to Stop Sign | <input type="text" value="211"/> | <input type="text"/> | <input type="text"/> |
| Average Speed | <input type="text" value="30"/> | <input type="text"/> | <input type="text"/> |
| Average Daily Trips (ADT) | <input type="text" value="1291"/> | <input type="text"/> | <input type="text"/> |
| Night Fraction of ADT | <input type="text" value="15"/> | <input type="text"/> | <input type="text"/> |
| Road Gradient (%) | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Vehicle DNL | <input type="text" value="52"/> | <input type="text" value="0"/> | <input type="text" value="0"/> |
| Calculate Road #1 DNL | <input type="text" value="52"/> | <input type="text" value="0"/> | <input type="text" value="0"/> |
| | | <input type="button" value="Reset"/> | |

Airport Noise Level

Loud Impulse Sounds? Yes No

Combined DNL for all Road and Rail sources

Combined DNL including Airport

Site DNL with Loud Impulse Sound

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

CHAPTER 1

CRIMES AGAINST PUBLIC PEACE AND ORDER

ARTICLE 6. NOISE REGULATION

SECTION:

§6045: Declaration Of Policy

§6046: Definitions

§6047: Sound Level Measurement Criteria

§6048: Ambient Base Noise Level

§6049: Radios, Television Sets And Similar Devices

§6050: Hawkers And Peddlers

§6051: Schools, Hospitals And Churches

§6052: Animals And Fowl

§6053: Machinery, Equipment, Fans And Air Conditioning

§6054: Construction Of Buildings And Projects

§6055: Vehicle Repairs

§6056: Motor Driven Vehicles

§6057: Regulations**§6058: General Noise Regulations****§6059: Exemptions****§6060: Violations; Infraction****§6061: Violations; Additional Remedies; Injunctions****§6062: Severability****§6045 DECLARATION OF POLICY**

It is hereby declared to be the policy of the city to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interest shall be systematically proscribed. (Ord. 748, article 1, adopted 1980)

§6046 DEFINITIONS

As used in this Chapter, unless the context otherwise clearly indicates, the words and phrases used in this Chapter are defined as follows:

A. Ambient Noise: "Ambient noise" is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of fifteen (15) minutes without inclusion of noise from isolated identifiable sources, at the location and time of day near that at which a comparison is to be made.

B. Decibel (dB): "Decibel" shall mean a unit of level when the base of the logarithm is the tenth root of ten and the quantities concerned are proportional to power.

- C. **Emergency Work:** "Emergency work" shall mean work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger or work by private or public utilities when restoring utility service.
- D. **Person:** "Person" shall mean a person, firm, association, copartnership, joint venture, corporation, or any entity, public or private in nature.
- E. **Sound Level:** "Sound level" (noise level) in decibels (dB) is the sound measured with the "A" weighting and slow response by a sound level meter.
- F. **Sound Level Meter:** "Sound level meter" shall mean an instrument including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement of sound levels which satisfies the pertinent requirements in American Standard Specifications for sound level meters S1.4-1971 or the most recent revision thereof.
- G. **Motor Vehicles:** "Motor vehicles" shall include, but not be limited to, mini-bikes and go-carts.
- H. **Sound Amplifying Equipment:** "Sound amplifying equipment" shall mean any machine or device for the amplification of the human voice, music or any other sound. "Sound amplifying equipment" shall not include standard automobile radios when used and heard only by the occupants of the vehicle in which the automobile radio is installed. "Sound amplifying equipment," as used in this Chapter, shall not include warning devices on authorized emergency vehicles or horns or other warning devices on any vehicle used only for traffic safety purposes.
- I. **Commercial Purpose:** "Commercial purpose" shall mean and include the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment.
- J. **Noncommercial Purpose:** "Noncommercial purpose" shall mean the use, operation, or maintenance of any sound equipment for other than a "commercial purpose." "Noncommercial purpose" shall mean and include, but shall not be limited to, philanthropic, political,

patriotic and charitable purposes. (Ord. 748, Article 1, adopted 1980)

§6047 SOUND LEVEL MEASUREMENT CRITERIA

Any sound level measurement made pursuant to the provisions of this Chapter shall be measured with a sound level meter using the "A" weighting. (Ord. 748, Article 1, adopted 1980)

§6048 AMBIENT BASE NOISE LEVEL

Where the ambient noise level is less than designated in this Section the respective noise level in this Section shall govern.

| | Sound Level A, decibels | |
|----------------|--------------------------------|----|
| Zone | Time | |
| R1 & R2 | 10 pm to 7 am | 40 |
| R1 & R2 | 7 pm to 10 pm | 45 |
| R1 & R2 | 7 am to 7 pm | 50 |
| R3 | 10 pm to 7 am | 45 |
| R3 | 7 am to 10 pm | 50 |
| Commercial | 10 pm to 7 am | 60 |
| Commercial | 7 am to 10 pm | 65 |
| Industrial (M) | Anytime | 70 |

(Ord. 748, Article 1, adopted 1980; amd. by Ord. 803, §1, adopted 1983)

§6049 RADIOS, TELEVISION SETS AND SIMILAR DEVICES

A. Use Restricted: It shall be unlawful for any person within any residential zone of the City to use or operate any radio receiving set, musical instrument, phonograph, television set or other machine or device for the producing or reproducing of sound in such a manner

as to disturb the peace, quiet and comfort of neighboring residents or of any reasonable person of normal sensitiveness residing in the area.

B. Prima Facie Violation: Any noise level originating from a radio, television or similar device exceeding the ambient base level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five (5) decibels shall be deemed to be prima facie evidence of a violation of the provisions of this Section. (Ord. 748, Article 1, adopted 1980)

§6050 HAWKERS AND PEDDLERS

It shall be unlawful for any person within the City to sell anything by outcry within any area of the City zoned for residential uses. The provisions of this Section shall not be construed to prohibit the selling by outcry of merchandise, food, and beverages at licensed sporting events, parades, fairs, circuses and other similar licensed public entertainment events. (Ord. 748, Article 1, adopted 1980)

§6051 SCHOOLS, HOSPITALS AND CHURCHES

It shall be unlawful for any person to create any noise on any street, sidewalk, or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets, sidewalk or public place indicating the presence of a school, church or hospital. (Ord. 748, Article 1, adopted 1980)

§6052 ANIMALS AND FOWL

No person shall keep or maintain, or permit the keeping of, upon any premises owned, occupied, or controlled by such person any animal or fowl otherwise permitted to be kept which, by any sound or cry, shall cause annoyance or discomfort to a reasonable person of normal sensitiveness in any residential neighborhood. (Ord. 748, Article 1, adopted 1980)

§6053 MACHINERY, EQUIPMENT, FANS AND AIR CONDITIONING

It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient base noise level by more than five (5) decibels between seven o'clock (7:00) P.M. and seven o'clock (7:00) A.M. (Ord. 748, Article 1, adopted 1980)

§6054 CONSTRUCTION OF BUILDINGS AND PROJECTS

It shall be unlawful for any person within a residential zone, or within a radius of five hundred feet (500') therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of 7:00 P.M. of one day and 7:00 A.M. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the Director of Public works. No permit shall be required to perform emergency work as defined in [§6046](#) of this Article. (Ord. 748, Article 1, adopted 1980)

§6055 VEHICLE REPAIRS

It shall be unlawful for any person within any residential area of the City to repair, rebuild, or test any motor vehicle between the hours of nine o'clock (9:00) P.M. of one day and eight o'clock (8:00) A.M. of the next day in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance as a result of noise resulting from the activity. (Ord. 748, Article 1, adopted 1980)

§6056 MOTOR DRIVEN VEHICLES

It shall be unlawful for any person to operate any motor driven vehicle within the City in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance as a result of noise from the activity; provided, however, any such vehicle which is operated upon any public highway, street, or right of way shall be excluded from the provisions of this Section. (Ord. 748, Article 1, adopted 1980)

§6057 REGULATIONS

The commercial and noncommercial use of sound amplifying equipment shall be subject to the following regulations:

- A. The only sounds permitted shall be either music or human speech, or both.
- B. The operation of sound amplifying equipment for commercial purposes shall only occur between the hours of eight o'clock (8:00) A.M. and six o'clock (6:00) P.M. each day except on Sundays and legal holidays. The operation of sound amplifying equipment for noncommercial purposes shall only occur between the hours of eight o'clock (8:00) A.M. and ten o'clock (10:00) P.M.

- C. Sound level emanating from sound amplifying equipment shall not exceed fifteen (15) decibels above the ambient base noise level. Nor shall it be audible at any distance in excess of two hundred feet (200') from the amplifying equipment.
- D. Notwithstanding the provisions of subsection C of this section, sound amplifying equipment shall not be operated within two hundred feet (200') of churches, schools, hospitals.
- E. In any event, the volume of sound shall be so controlled that it will not be unreasonably loud, raucous, jarring, disturbing or a nuisance to reasonable persons of normal sensitiveness within the area of audibility. (Ord. 748, article 1, adopted 1980)

§6058 GENERAL NOISE REGULATIONS

Notwithstanding any other provisions of this chapter, and in addition thereto, it shall be unlawful for any person to wilfully make or continue, or cause to be made or continued, any loud, unnecessary, or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Standards which may be considered in determining whether a violation of the provisions of this section exists include, but are not limited to, the following:

- A. The level of the noise;
- B. The intensity of the noise;
- C. Whether the nature of the noise is unusual;
- D. Whether the noise stands out against the level and intensity of the background noise, if any;
- E. The proximity of the noise to residential sleeping facilities;
- F. The nature and zoning of the area within which the noise emanates;
- G. The density of the inhabitation of the area within which the noise emanates;

- H. Whether the noise occurs at a time of day when most people expect relative quiet;
- I. Whether the noise occurred only once for a short period of time or occurs more than once and for longer periods of time; and
- J. Whether the noise is produced by a reasonable commercial activity during normal business hours. (Ord. 748, article 1, adopted 1980; Ord. 1062, §1, adopted 2005)

§6059 EXEMPTIONS

The following activities shall be exempt from the provisions of this ordinance:

- A. Garbage collection activities subject to city franchise;
- B. Operation of street sweepers by city personnel or the operation of sweepers under contract to the city. (Ord. 748, article 1, adopted 1980)

§6060 VIOLATIONS; INFRACTION

Any person violating any of the provisions of this article shall be deemed guilty of an infraction, punishable by a fine not exceeding one hundred dollars (\$100.00) for a first violation; two hundred dollars (\$200.00) for a second violation within one year; and five hundred dollars (\$500.00) for each additional violation within one year of committing the first offense. (Ord. 748, article 1, adopted 1980; Ord. 1062, §1, adopted 2005)

§6061 VIOLATIONS; ADDITIONAL REMEDIES; INJUNCTIONS

As an additional remedy, the operation or maintenance of any device, instrument, vehicle, or machinery in violation of any provision of this article, which operation or maintenance emits noise which causes discomfort or annoyance to reasonable persons of normal sensitiveness or which endangers the comfort, repose, health or peace of residents in the area, shall be deemed and is declared to be a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction. (Ord. 748, article 1, adopted 1980)

§6062 SEVERABILITY

If any provision, clause, sentence, or paragraph of this article or the application thereof to any person or circumstances, shall be held invalid, such invalidity shall not affect the other provisions or applications of the provisions of this chapter which can be given effect without the invalid provisions or application and, to this end, the provisions of this article are hereby declared to be severable. (Ord. 748, article 1, adopted 1980)

The Ukiah City Code is current through Ordinance 1218, passed October 6, 2021.

Disclaimer: The City Clerk's office has the official version of the Ukiah City Code. Users should contact the City Clerk's office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.cityofukiah.com/>

City Telephone: (707) 463-6217

[Code Publishing Company](#)

Section

5



Circulation and Transportation

Circulation and Transportation

GOAL CT-1

Provide for efficient and safe circulation networks throughout the Ukiah Valley.

GOAL CT-2

Enhance pedestrian, bicycle, and transit connectivity between land use types.

GOAL CT-3

Coordinate transportation planning needs, developer obligations, and construction responsibilities.

BACKGROUND

The relationship between circulation and land use is very strong. The transportation network influences where and how land develops. At the same time, every land use type is responsible for the generation of trips. How this network functions impacts drivers, pedestrians, bicyclists, and transit users. It also impacts air quality, plant and animal habitat, storm water runoff, noise, energy consumption, and greenhouse gas emissions. The UVAP Circulation and Transportation Section, in conjunction with the Land Use Section, addresses transportation infrastructure issues in an integrated manner.

The need for an efficient transportation system to carry existing and future traffic is of critical importance. Since the circulation network crosses jurisdictional boundaries, it is important for the County to work together with the City of Ukiah, Mendocino Council of Governments (MCOG), and the California Department of Transportation (Caltrans) to develop a Valley wide network that benefits all modes of transportation. It is important that this section and future collaborative transportation documents are coordinated with adopted MCOG transportation



A pedestrian-friendly residential street that incorporates stormwater management elements.

plans such as the Mendocino County Regional Transportation Plan and Mendocino County Regional Bikeway Plan.

Since road improvement financing methods are limited and vary depending on whether improvements are necessary to alleviate existing deficiencies or accommodate new traffic flows, other funding mechanisms may need to be considered.

Section 5 Circulation and Transportation

As a consequence, many communities have turned to development impact fees as a means of generating funds to pay for improvements that are necessitated by proposed projects. It should be noted that this method of financing cannot be used to correct existing deficiencies. An impact fee may be imposed on a project in relation to the project's proportionate impact on an intersection or road segment.

In addition to building new roads, other methods of improving traffic flow also exist. These can include changing the frequency and type of intersection control (e.g. stop sign, signal, traffic circle) and routing traffic to avoid conflicts (e.g. reducing the number of driveways and the use of center turn lanes and medians). Providing safe routes for bicycles can also help move traffic safely and efficiently through the Valley.

Alternatives to road expansion should be considered during the planning process, prior to undertaking expensive and environmentally impacting road construction projects. Alternatives to the automobile for travel from home to work, retail, and recreational locations should also be included where feasible when undertaking road construction projects. Historically, minimal attention has been given to the needs of pedestrians, bicyclists and public transit riders in both existing and newly developing areas. Several policies and implementation measures contained in this section will help prioritize these alternatives.

THE ROAD CLASSIFICATION SYSTEM

The term "road classification" refers to the hierarchy by which roads are grouped according to the type of service that they provide. The Ukiah Valley is served by a transportation system

consisting of State highways, City and County roads, and private roads. This system can be described according to a hierarchy of functional classifications which assist in linking road capabilities and land uses. Map 5.1 depicts the current and proposed road network for the Ukiah Valley.

The State highway system includes U.S. 101 and State Routes 20, 222 and 253. U.S. 101 (State Route 101) is an important north-south arterial between the City of Ukiah and communities in the Valley. The freeway has four lanes where access is controlled and limited to freeway interchanges. State Route 20 (Highway 20) within the Ukiah Valley is an east-west, two lane arterial connecting U.S. 101 west of Calpella with Interstate 5 (I-5) and the North Sacramento Valley. State Route 222 (Talmage Road), a major collector between U.S. 101 and Talmage, was designated a state highway when it served the former State Mental Hospital (now the City of the 10,000 Buddahs) in Talmage. State Route 253, also known as Boonville-Ukiah Road, links Ukiah with Highway 128 and ultimately State Route 1 on the Mendocino coast. This two lane connector intersects U.S. 101 at the South State Street interchange.

The County road system extends from the State highway system to serve the unincorporated areas of the County. The County road system is primarily a network of two lane roads including paved and unpaved roads. This system consists of arterials, collectors, and local roads.

Finally, some local rural or residential roads in Mendocino County are not maintained by the County Department of Transportation, but rather by the property owners whose properties they serve. Other private rural roads are operated by commercial, industrial,

or timber operations and extend outward from the existing road network. Aside from the timber haul roads, the remaining private roads function as local roads.

Level of Service

Level of Service (LOS) is a metric that allows comparison of traffic volumes between different types of roads and intersections. The LOS ratios and corresponding letter names were established by the Institute of Traffic Engineers (ITE) and is explained in Table 5.1 below. Road segment level of service is the relationship of traffic volume to the capacity of a segment of road between two defined points. Intersection level of service defines traffic congestion at an intersection, and is expressed as the traffic volume in relation to intersection capacity. Both measures of level of service are important in determining whether the road network is capable of handling the additional traffic generated by a proposed project. Level of Service F operating conditions occur when the number of vehicles trying to use a particular road segment or intersection exceed its design capacity.

Future Road and Circulation Patterns

To accommodate the future growth projected under full buildout within the planning area and to improve circulation patterns, the Mendocino County Department of Transportation in conjunction with the Mendocino Council of Governments (MCOG) has identified a series of new roads or road extensions that may be needed over the life of the UVAP.

U.S. 101 is the major north-south arterial, serving not only interregional travel but widely used for travel in the local Ukiah Valley. U.S. 101 has nine interchanges serving the Ukiah area including Burke Hill Road; South State Street/State Route 253; Talmage Road; Gobbi Street, Perkins Street/Vichy Springs Road;



Traffic waits to pass through the intersection of Gobbi Street and Waugh Lane.

Softball Fields (Northbound only); North State Street; Lake Mendocino Drive; and Moore Avenue.

Although U.S. 101 has no capacity issues now or in the future, Caltrans has indicated that the several interchanges do not meet current engineering guidelines for safety or capacity. Of particular concern are the North State, Perkins, Gobbi and the Talmage intersections. All have ramp configurations that pose potential safety concerns due to their placement in respect to surface street intersections, line of sight issues, and interaction with private driveways. The close distance between the Gobbi and Perkins interchanges leads to safety concerns for traffic on U.S. 101 itself. There are also capacity concerns with the southbound off ramps at North State Street and Talmage as well as both directions at Perkins.

Section 5 Circulation and Transportation

| Table 5.1 - Level Of Service Traffic Volume Criteria | | |
|--|--|-------------------------|
| LOS | Generalized Description | Criteria |
| Road Segments | | |
| | | 2 Lane Roads |
| | | 4 Lane Roads |
| A | Free flow, low volume at unrestricted speeds. | < 2,700 |
| B | Stable flow with some restrictions on speed. | 2,701-5,500 |
| C | Speed and maneuverability more closely controlled and restricted. | 5,501-8,700 |
| D | Unstable flow. | 8,701-12,100 |
| E | Volume at or near capacity. | 12,101-15,000 |
| F | Forced flow above capacity. | >15,000 |
| Signalized Intersections | | V/C Ratio |
| A | Free flow, no vehicle waits longer than one signal indication. | 0.00-0.60 |
| B | Stable flow, drivers rarely wait through more than one signal. | 0.61-0.70 |
| C | Stable flow, drivers intermittently wait through more than one signal and backups may develop behind turning vehicles. | 0.71-0.80 |
| D | Approaching unstable flow. Drivers restricted in changing lanes. Delay to approaching vehicle may be substantial during the peak hour. | 0.81-0.90 |
| E | Unstable flow. Traffic volume at or near capacity on arterial. Long queues may create long delays, especially for left turning vehicles. | 0.91-1.00 |
| F | Congested, forced flow. Downstream backups restrict or prevent movement; volume may vary widely depending on downstream backups. | > 1.00 |
| Unsignalized Intersections | | Reserve Capacity |
| A | Little or no delay. | > 400 |
| B | Short traffic delay. | 300-399 |
| C | Average traffic delay. | 200-299 |
| D | Long traffic delay. | 100-199 |
| E | Very long traffic delay, extreme congestion. | 0-99 |
| F | Extreme delay and queuing. | 0 |
| <p>Notes: Volumes are expressed in average daily traffic. For 5 or more lane roads, proportionally adjust to 4 lane volumes. Vehicle/capacity ratio (V/C) is the percent of average daily traffic in relation to the capacity of the intersection (0.90 means 90%)</p> | | |

The UVAP establishes a Level of Service threshold, which identifies the ITE category at which traffic conditions are to be maintained. For State Routes and all County of Mendocino arterials and collectors the LOS threshold is set at D. For all local roads the LOS threshold is set at C. The plan institutes a series of policies governing actions that should be taken to maintain those levels of service and what to implement if those levels are exceeded. Due to the lengthy time period required to make transportation improvements and upgrades, proper prioritization and coordination of planning efforts is essential. The County may consider a variety of options to maintain acceptable conditions. These include placing a priority on improving road segments and intersections that currently operate above their LOS thresholds, directing new development to areas that operate below their LOS thresholds, road or intersection improvements to increase capacity, constructing another road to relieve crowded conditions, reducing traffic through alternative transportation or traffic management methods, or disallowing additional development.

During the development process, the impact of a project upon level of service will be evaluated by a traffic study or use of the guidelines in the Area Plan. Generally, projects which reduce the LOS below the thresholds listed above may be considered to have a potentially significant environmental impact. In this case additional information may be required as part of the application, and mitigation measures to reduce the impacts may be placed as conditions on project approval. The County may also require development impact fees to fund the project's proportionate share of the required road improvements.

The Mendocino County Department of Transportation identifies an additional north-south link on the east side of the Ukiah Valley as an existing need. The establishment of a new connection such as the Redemeyer Road extension could improve existing area wide circulation patterns, relieve existing congestion at the Perkins Street intersection, facilitate emergency access, and support the increased development where appropriate in the eastern hills.

The Conceptual Future Roads and Road Extensions shown in Table 5.2 and Figure 5.1 represents Mendocino County Department of Transportation recommendations as to how circulation could be improved. The route descriptions and visual depiction are conceptual only and are subject to change. The final routes will require a thorough evaluation to determine need and feasibility.

It is important to note that it is the County's intent to continue to coordinate with state, regional, and local jurisdictions and agencies to ensure that transportation plans, standards, and improvements are consistent and compatible across jurisdictional lines.

Section 5 Circulation and Transportation

| Table 5.2 - Conceptual Road Extensions | | |
|---|--|-----------------------|
| Road Name | Location | Classification |
| Orchard Avenue | Extend northward to Lake Mendocino Drive | Major Collector |
| Hensley Creek Road | Extend eastward to new Orchard Ave extension | Local Road |
| Orr Springs Road | Extend east to new Orchard Ave extension | Minor Collector |
| Redemeyer Road ¹ | State or Lake Mendocino Dr to Redemeyer Rd | Minor Collector |
| North State Street | Widen North State from Hwy 101 to Lake Mendocino to be 4 lanes | Major Collector |
| W. Lake Mendocino | Widen between Hwy 101 and North State | Minor Collector |

NOTE: ¹The County Department of Transportation (DOT), with consulting engineer assistance, has completed a feasibility study for the Redemeyer Road Extension, located in the eastern portion of the Ukiah Valley. Part of the study effort included two community meetings. Once a preferred route has been selected by the County Board of Supervisors, a detailed planning, funding, and construction process will commence.

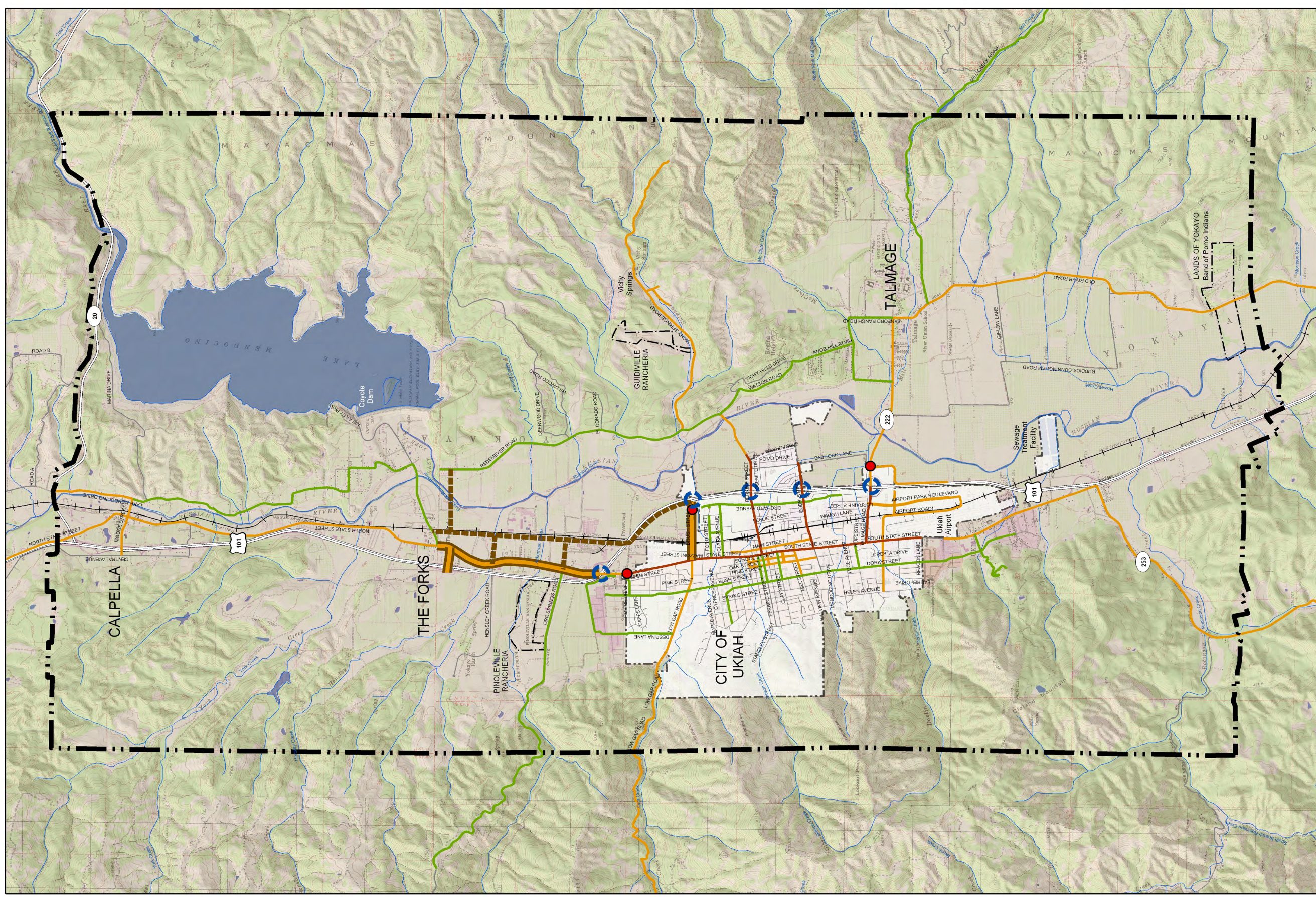


Figure 5.1 Existing and Proposed Conceptual Road Network

Source: Mendocino County Planning & Building Services,
Council of Government & Mendocino County Department of Transportation
August 2011

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OTHER MODES OF TRANSPORTATION

Mendocino County is heavily dependent on the use of single-occupant vehicles for transportation. As a result, almost thirty percent of all land in urban areas is typically dedicated for circulation purposes, most of which goes to accommodate motor vehicles. Acquisition of land for new roads and widening existing roads is expensive and has social and environmental implications. This Area Plan envisions that the County, City and other agencies will be proactive in facilitating the use of alternative modes of transportation such as walking, bicycling, ride-sharing and increased public transportation use.

Encouraging alternatives to single occupant vehicles delivers a number of benefits to the Valley. Fewer vehicles on the road helps to maintain air quality by reducing emissions. It can also defer the

need for road widening or other improvements. By having additional non-vehicular transportation options, households may also be able to lower their transportation expenses by driving less.

Improving intermodal transportation (the use of more than one method of travel in a single trip) is important to improving connectivity within the Valley and beyond. The Circulation Section addresses intermodal by identifying integrated transportation corridor which includes the Valley arterials, rail, major north-south bus lines, and air transportation.

A bicycle and pedestrian network that is integrated into the transportation system can enhance the quality of life in the Ukiah Valley. Both transportation plans and development proposals should incorporate the needs of bicyclists and pedestrians into their documents. By including these facilities into a plan, a more balanced transportation network that encourages people to leave their cars can be developed. Several planning documents that attempt to improve bicycle and pedestrian access already exist. The Mendocino County Regional Bikeway Plan provides a coordinated system in the Valley. The City of Ukiah has adopted a Bicycle and Pedestrian Master Plan which includes the Rail Trail, a bicycle and pedestrian path within the portion of the North Coast Rail Authority right-of-way located within the City limits. Based upon information contained on the North Coast Rail Authority (NCRA) web site, the NCRA is not opposed to bike and pedestrian paths on its right-of-way. Extension of bikeways to the north could provide an important link to Mendocino College, Lake Mendocino and beyond. Easy to use paths, with convenient secure bicycle parking and safe travel ways will encourage people to use bikes or walk on short trips and errands. A bicycle and pedestrian system can be combined for both transportation and recreational purposes.

Section 5 Circulation and Transportation



Traffic calming measure on a residential street.

Improving the safety, location, access, and connectivity can increase and encourage walking for short errands or to reach another mode of transportation such as the bus. Sidewalks with shade reduce heat reflection from paved areas. Separating pedestrian paths from the roadway with landscaping, or even a bicycle lane or parking, provides walkers with a greater sense of safety. Walking can be encouraged by providing sidewalks within and between residential neighborhoods and commercial areas. Providing shortcuts between areas not interconnected by roads can also promote walking.

Complete Streets

In order to facilitate increased use of alternative modes of transportation, to reduce reliance upon the automobile and

to improve community health, it is important to provide the infrastructure that creates an environment that is safe and enjoyable to pedestrians and bicyclists.

The Ukiah Valley currently has many portions of road that do not offer bicycle lanes and some that do not even provide pedestrian access. As a result of the lack of infrastructure, many people do not currently feel safe biking or walking as a regular means of transportation. By creating complete streets, which meet the needs of multiple modes of transportation, the County can increase the comfort people have with walking and bicycling, for commuting and recreation. Increasing bike lanes and paths and developing a connected route for bicycle travel will allow for greater use of the bicycle as a more commonly used mode of transportation. Providing sidewalks, crosswalks, and safe resting points in medians for pedestrians crossing larger streets, and the inclusion of traffic calming devices also increases the ability for pedestrians to safely access more of their community.

In addition to addressing safety concerns, aesthetics play an important role in increasing pedestrianism. Including landscaping, street trees, benches, and wide sidewalks for pedestrians provides a more enjoyable experience. Landscaping may be used in conjunction with traffic calming measures, such as roundabouts, and bulb-outs, to increase safety as well as provide an attractive environment for drivers, bicyclers, and pedestrians alike.

In addition to aesthetics, landscaping may also provide opportunities to address stormwater runoff as well. By integrating Best Management Practices for stormwater management into landscape design for road construction or improvements, many benefits to the community may be achieved at once.

By developing “Complete Street” guidelines and incorporating them into Mendocino County Road Standards document, pedestrian, bicycling and stormwater needs can be met when a road improvement or development project is undertaken. Complete streets also helps meet other goals and policies included in this document such as reducing energy consumption, preserving and protecting our water resources, increasing community health, and creating beautiful places to live in.

Public Transportation

The Mendocino Transit Authority (MTA) provides a local and county-wide bus transit service. Currently, a fixed route service serves the Ukiah area and other Mendocino County communities within the Valley including Calpella and The Forks. MTA also operates Dial-a-Ride service. The service runs as a “taxi” seven days a week and serves the entire Ukiah area. Other limited regional bus service is offered by Lake Transit, Greyhound and Amtrak Thruway Motorcoach service.

Rail Transportation

Rail transportation is an excellent alternative to truck based freight. One freight car removes 4 big rigs from Highway 101. One gallon of diesel can move one ton of freight over 400 miles. In addition to environmental benefits, rail service is good for the economy. Businesses that are able to utilize rail freight can ship and receive goods from farther away at lower rates when compared to trucking.

The North Coast Railroad Authority (NCRA) was signed into law in 1989 to ensure the continuation of railroad service on the Northwestern Pacific (NWP) rail line. In creating the NCRA to restore and preserve rail service, the Legislature recognized that California’s North Coast region suffers from restricted access and limited transport options. The NWP Company is the common

carrier contracted to handle all freight service, and passenger excursion trains on the NWP line between Lombard (national rail interchange) and Willits.

Severe damage caused by the El Nino storms of 1997-1998 resulted in the shut-down of the entire railroad. Repairs to signals, bridges, and trackwork on the first section of the Russian River Division (Lombard – Windsor) have mostly been completed. Once the railroad’s EIR is certified and FRA completes safety inspections in summer 2010, freight operations are scheduled to commence from Lombard to Windsor in the fall. Repairs North of Windsor to Cloverdale and on to Willits will take place in 2011-2012 with federal and private funds. Restoration of freight service could occur shortly thereafter. No plans have been made to reestablish rail service north of Willits.



Section 5 Circulation and Transportation



It is anticipated the earliest customers of the reactivated rail line will be local jurisdictions interested in municipal waste disposal.

Air Transportation

The City of Ukiah owns and operates the 165-acre Ukiah Municipal Airport located west of Highway 101 just south of State Route 222 in the southern part of Ukiah. The airport was built in the 1930s for military use and has been owned and operated by the City of Ukiah since 1942. According to the City's Airport Master Plan, there are no plans for expansion.

The Airport provides many services which are considered beneficial to the local Community such as daily freight operations (annual air freight processed exceeds an estimated three million pounds), access by business executives as well as emergency services such as fire suppression and medivac. The annual number of takeoff and landings was 35,000.

The Land Use section (Chapter 3) of the UVAP addresses land use issues within the Airport Comprehensive Land Use Plan (ACLUP) which extends in an approximate one mile radius from the runway. The County's ACLUP (as amended) will be

incorporated into the UVAP. The airport serves as a vital aspect associated with the connection of the Ukiah Valley with outlying regions.

Note:

For additional policies that may apply, please see the County of Mendocino General Plan, adopted August 2009.

GOAL CT1

Provide for efficient and safe circulation networks throughout the Ukiah Valley.

Policy CT1.1: Promote the development of an integrated transportation corridor through the Valley.

CT1.1a Identification of Integrated Transportation Corridor

Work with local and regional agencies to define and develop an integrated transportation corridor. The integrated transportation corridor shall encompass U.S. Highway 101, major thoroughfares, rail, air and public transportation to proactively manage travel demand by identifying underutilized capacity in the corridor and shift travel demand accordingly.

Policy CT1.2: Maintain an acceptable level of service conditions on existing roadways.

CT1.2a Coordination with General Plan Policies

Coordinate County road improvement planning and budgeting with the priorities and policies established in the General Plan. The potential for traffic management measures or improvement projects on roads that exceed or are within 10 percent of exceeding the level of service thresholds will be included in the evaluation of potential projects.

CT 1.2b Roadway and Intersection Improvements

When possible, improve existing roadways and intersections in favor of building new transportation facilities.

CT1.2c Alternatives to Road Widening

Where increased capacity is deemed necessary on existing road segments, consider alternatives to road widening, such as through measures that improve system efficiency and capacity. Examples of alternatives include:

- Replacing traffic signals with roundabouts;
- Incorporation of adequate turning radii in intersection design;
- On-street parking controls; and
- Signing or re-striping for turn channels.

CT1.2d Roads Improvement Program

When mitigation is not sufficient to maintain Levels of Service, extend existing roads or construct new roads to meet traffic demands. For a conceptual list of potential road extensions, see Table 5.2

Policy CT1.3: Improve freeway access.

CT1.3a Interchange Improvements

Work with the Mendocino Council of Governments and Caltrans to improve the interchanges of U.S. 101 at Gobbi, Perkins and North State Street to allow access in all directions.

CT1.3b Hook Ramp Improvements

Work with the Mendocino Council of Governments and Caltrans to develop a hook ramp, or other similar designs, at Perkins Street via Orchard Avenue to provide access to Brush Street.

Policy CT1.4: Comprehensively plan for the future of the Ukiah Valley rail corridor.

CT1.4a Rail Needs Plan

Develop a plan defining the Ukiah Valley's rail needs, including potential station locations to enhance the economic vitality of the Valley.

CT1.4b Freight Rail

Work with agencies and the private sector to ensure that freight transportation by rail is not discouraged or eliminated.

Work with agencies and the private sector to increase utilization of freight transportation by rail as a regional approach to decreasing truck traffic and improving air quality.

CT1.4c Passenger Rail Planning

Actively participate in the evaluation and planning of passenger rail services through the Ukiah Valley to ensure that County interests are considered in the process.

Project approvals shall not create land use or other conflicts that hamper or preclude passenger rail service in the Ukiah Valley.

CT1.4d: Rail Trail

Maintain the option of developing bicycle trail facilities within the railroad right-of-way, and look for opportunities to link with the City's Rail Trail program.

CT1.4e: Acoustic Studies

Applications for residential development within 500 feet of the railroad tracks shall require an acoustic study to show how noise levels at residences can be reduced to a level consistent with the Exterior Noise Limit Standards included in the Zoning Ordinance.

CT1.4f: Notification of Rail Activity

New residential development approved within 1,000 feet of the railroad will include a disclaimer that the owner and any occupant is aware of and agrees to accept any inconvenience, discomfort or disturbance associated with train traffic (including but not limited to noise, vibration, railroad crossing safety, dust, and potential risk of spills and releases of a wide variety of materials). This disclaimer will be filed with the deed for each property.

GOAL CT2

Enhance pedestrian, bicycle, and transit connectivity between land use types.

Policy CT2.1: Integrate pedestrian access into the circulation system of the urbanized areas of the Ukiah Valley.

CT2.1a: Pedestrian Access Standards

The land development code shall develop pedestrian access design standards that address:

- Accessibility to the disabled, with appropriate grades, ramps and curb cuts;
- Separation of sidewalks or paths from auto travel lanes by an appropriate combination of grade separations, parking lanes or landscaping when feasible;
- Requirements for landscaped areas and tree shading when appropriate and with respect to solar access; and
- Streetscape amenities such as lighting

CT2.1b: Pedestrian Walkways

To the extent allowed under state law, require private development projects provide pedestrian walkways that provide direct access between key destinations.

CT2.1c: Pedestrian Connectivity

When considering new development projects, the County shall require pedestrian and bicycle access across the property to provide connections for a route between the center of Calpella

(along North State Street) and the Brush Street Triangle or between the City and the center of Talmage. The County will request that MCOG develop a map of these pedestrian linkages and include that map in the next Regional Transportation Plan update.

Policy CT2.2: Develop a safe and integrated bicycle transportation system in order to promote the use of bicycles as a viable and attractive alternative to the automobile.

CT2.2a: Bicycle Route Standards

The land development code shall include standards for safe bicycle lanes or paths, as appropriate, for development projects. Consider bicycle safety in the design of roadways, intersections, and rights-of-way encroachments.

CT2.2b: Bicycle Route Requirements

Require that roads linking residential areas with schools, shopping, services or employment be designed to include bicycle lanes.

CT2.2c: Bicycle Route Construction

- Construct and maintain bicycle routes and lanes in accordance with the Area Plan Bicycle Route map and the Mendocino County Regional Bikeway Plan.
- Seek funds through the Mendocino Council of Governments for the construction of bicycle lanes on routes identified in a County bicycle plan, including in conjunction with County road improvement or widening projects.



- Ensure that bicycle routes connect residential, retail and employment centers.
- Work with HHS in applying for funding to plan and implement bicycle projects.

CT2.2d: Bicycle Parking

Adopt and implement standards for safe and secure bike storage in new development. Develop incentives to place bike storage facilities at existing places of employment and parking lots.

CT2.2e: Bicycle Route Updates

Periodically update plans to extend the system of bicycle lanes and routes in appropriate locations throughout the Ukiah Valley.

Policy CT2.3: Increase public transportation use by improving services.

CT2.3a: New Transit Routes

Work with the Mendocino Transit Authority to assess the feasibility of new bus routes serving new development areas.

CT2.3b Transit Schedules

Work through Mendocino Council of Governments to develop programs designed to increase use of the Mendocino Transit Authority services, including improved coordination of transit schedules and Ukiah Valley work force hours.

CT2.3c: Transit and Bicycle Compatibility

Encourage the Mendocino Transit Authority and other public transportation providers to make bus routes that connect Ukiah with other areas that are bicycle accessible.

CT2.3d: Bus Stops and Shelters

Allow the use of County rights-of-way for on-street bus stops and passenger amenities such as shelters and benches.

Develop design standards that include provisions for safe, convenient bus stop locations and turnouts.

Work with Mendocino Transit Authority to ensure that project design maximizes potential ridership through use of shelters, passenger amenities and service schedules.

GOAL CT3

Coordinate transportation planning needs, developer obligations and construction responsibilities.

Policy CT3.1: Work with Mendocino Council of Governments and the City of Ukiah to maintain an updated Regional Transportation Plan and traffic model including a system for evaluating multiple modes of transportation.

CT3.1a: Traffic Studies

Coordinate with Regional Transportation Plan preparation to assess:

- Trip distribution;
- Transportation modes; and

- Projected transportation infrastructure and right-of-way needs (based on long-term automobile, transit bicycle and pedestrian access.)

CT3.1b: Update Plans to Reflect Current Needs

Using data gathered from traffic studies, update the projected transportation infrastructure and right-of-way needs in relevant planning documents.

CT3.1c: Guidelines for Roads Classifications and Land Use Compatibility

The County will classify the road system consistent with the Federal Highway Administration Functional Classification System.

CT3.1d: Level of Service Monitoring

Work with Mendocino Council of Governments to monitor traffic on roads that currently have levels of service C or D, and incorporate findings into regional transportation plans and updates.

CT3.1e: Intermodal Travel Model

Work with the Mendocino Council of Governments to develop a computer-based intermodal travel model.

CT3.1f: Transit Hub

Work with the Mendocino Council of Governments and the City of Ukiah to establish an intermodal transit hub.

Policy CT3.2: Evaluate proposed new development impacts on roadways.

CT3.2a Maximize Existing Road Capacity

Prioritize development applications that rely on appropriately classified existing roads with available capacity, over proposals that would require new transportation facilities and infrastructure.

CT3.2b Required Studies

Require that major discretionary project applications include generalized traffic and circulation information, including bicycle and pedestrian impacts. The County may require a traffic study prepared by a licensed professional, which may include an evaluation of project and cumulative average daily traffic, impacts on level of service, safety and the area-wide transportation system, consistency with General Plan policies, and adopted Caltrans and City of Ukiah transportation planning documents if applicable, and projected mitigations.

CT3.2c Approval Conditions

Only approve projects if they can provide adequate mitigation to maintain defined level of service standards. Where new discretionary development proposes to rely on existing roads, the following approval conditions should be utilized.

- The project should be served by roads appropriate for the intended use consistent with the Federal Highway Administration Functional Classification System.
- Development affecting roads (excluding local roads) with level of service E or F should not be approved unless mechanisms or offsets to prevent further degradation are secured or in place.

- Rights-of-way must be adequate to serve the project and accommodate multiple transportation modes consistent with General Plan policies and applicable plans and standards adopted by the County.
- The road system must be adequate to serve the project consistent with the General Plan policies and applicable plans and standards adopted by the County.
- Projects impacting State or City transportation systems or right-of-way should be consistent with adopted Caltrans or City transportation planning documents as applicable.

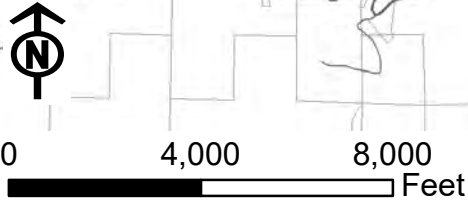
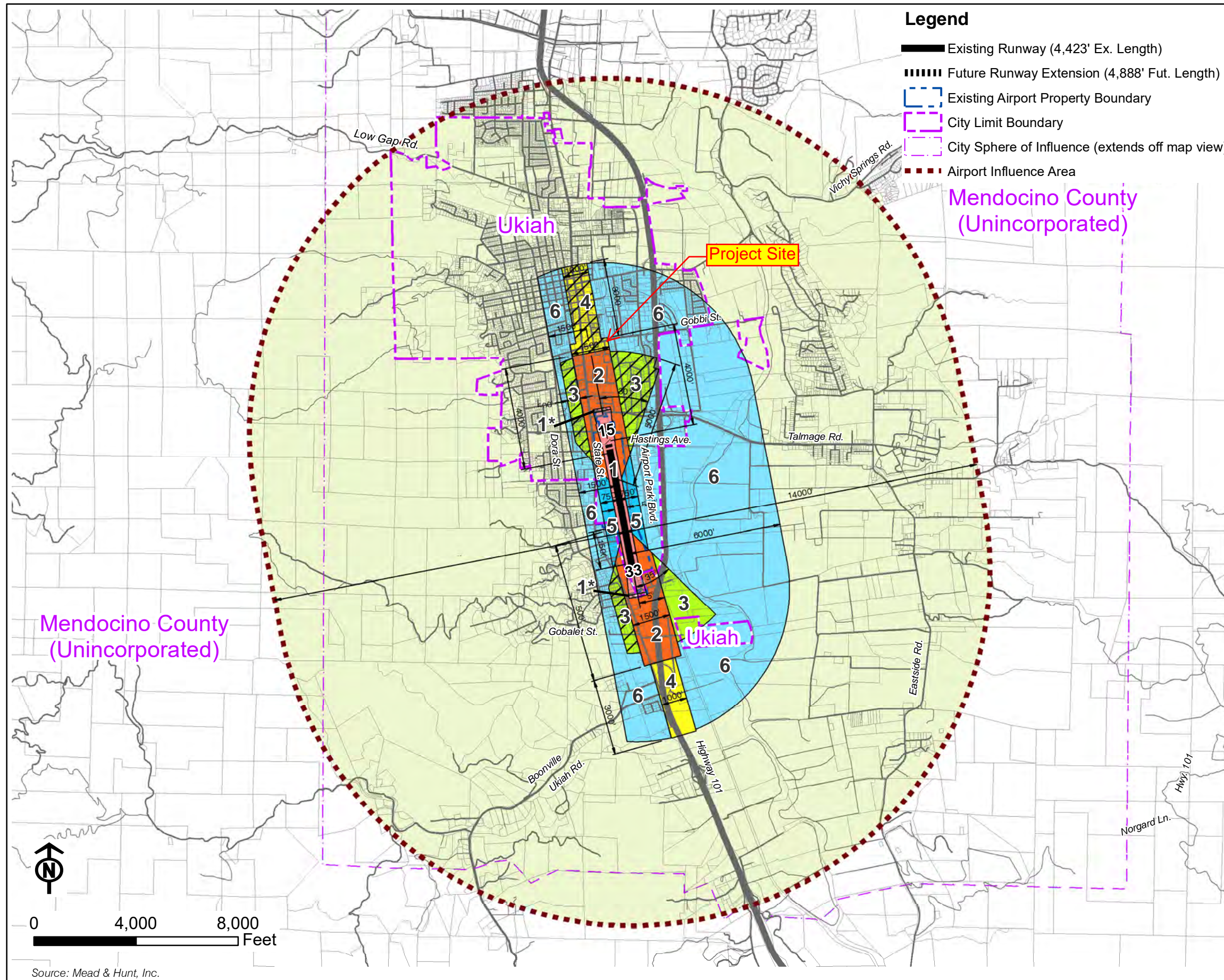
CT3.2d Mitigation and Impact Fees

Require development impact fees, development agreements and other secured funding sources where necessary to fund transportation improvements to maintain an acceptable level of service on County roads and for all other transportation modes.

Work with the City of Ukiah to coordinate funding and implementation of transportation improvements, utilizing the AB 1600 traffic nexus study.

CT3.2e Travel Demand Management Strategies

Mitigate trips generated by new development using travel demand management strategies, such as: free transit passes, mixed use development with concentrated employment centers and residential communities, efficient walking and bicycle connections.



Source: Mead & Hunt, Inc.

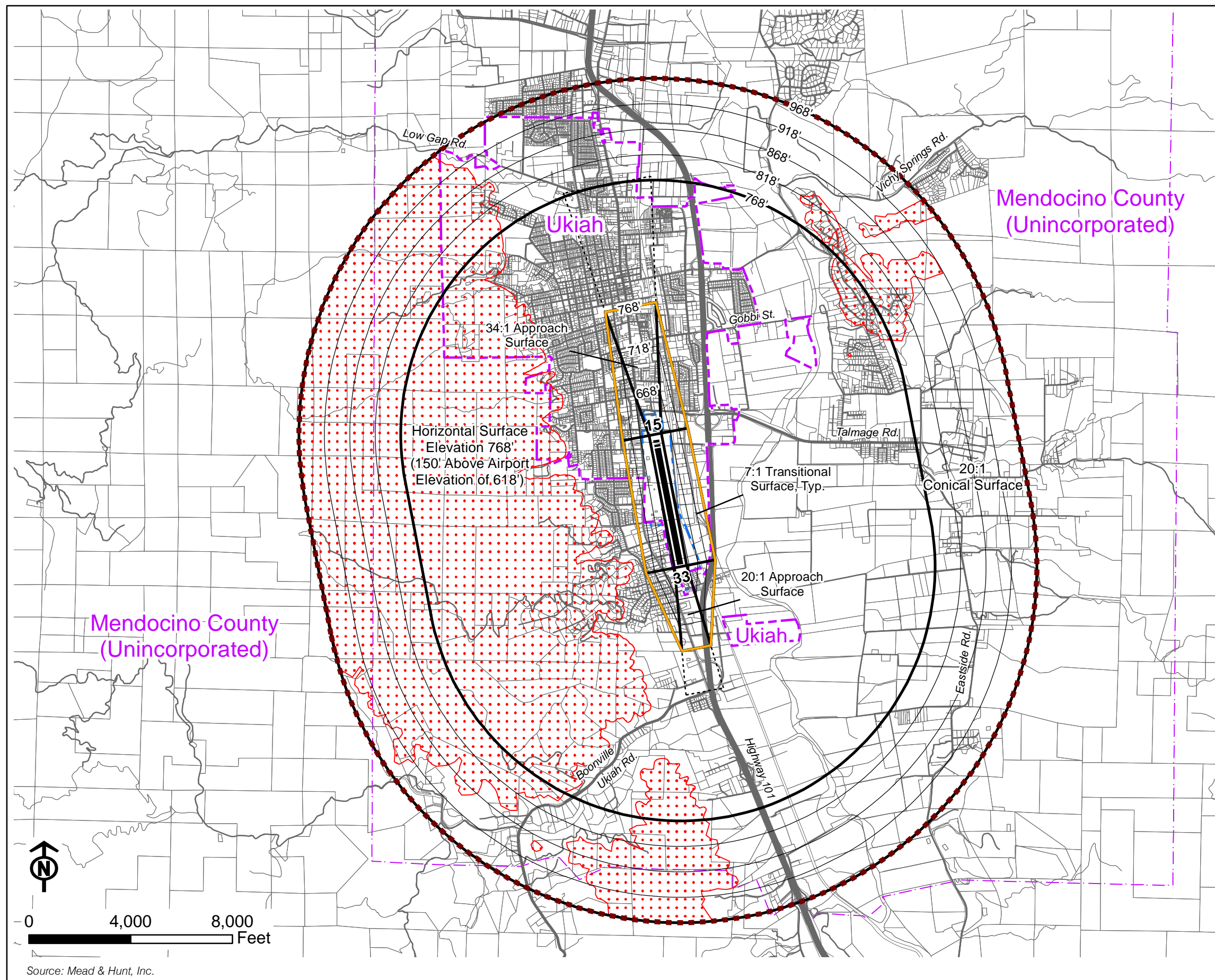
- Legend**
- Existing Runway (4,423' Ex. Length)
 - ▬▬▬▬ Future Runway Extension (4,888' Fut. Length)
 - ▭ Existing Airport Property Boundary
 - ▭ City Limit Boundary
 - ▭ City Sphere of Influence (extends off map view)
 - ▭ Airport Influence Area

- Compatibility Zones**
- ▭ Zone 1: Runway Protection Zone (RPZ)
 - ▭ Zone 1*: Ultimate Runway Protection Zone (RPZ)
 - ▭ Zone 2: Inner Approach/Departure Zone
 - ▭ Zone 3: Inner Turning Zone
 - ▭ Zone 4: Outer Approach/Departure Zone
 - ▭ Zone 5: Sideline Zone
 - ▭ Zone 6: Traffic Pattern Zone
 - ▭ Urban Overlay Zone
 - ▭ Other Airport Environs

- Notes**
1. All Compatibility Zones: Reflect safety zones for a General Aviation Runway with Single-Sided Traffic Pattern provided in the 2011 California Airport Land Use Planning Handbook (Handbook).
 - Zone 1: Based on the Runway Protection Zones (RPZs) provided in City and FAA approved Airport Layout Plan (2016).
 - Zone 1* reflects an ultimate Runway Protection Zone (RPZ) for an ultimate runway length of 5,000 feet to serve future operations by CalFire Lockheed C-130 aircraft.
 - Zones 2 and 4 (north): Zone 2 reflects Handbook Safety Zone 2 for existing Runway 15 end. Zone 4 includes outer portions of Handbook Safety Zone 2 for future Runway 15 end. Future northerly runway extension is intended to provide additional runway length for departures to south; landing threshold at Runway 15 end will remain in its current position.
 - Zones 2 – 4 (south): Offset by 5-degrees to reflect southern flight route where aircraft use Highway 101 as a landmark
 - Urban Overlay Zone: Provides a density increase within Zones 3 and 4 to North and Zone 3 to Southwest to reflect existing land use patterns.

**Mendocino County
Airport Land Use Commission
Ukiah Municipal Airport
Land Use Compatibility Plan
(Adopted May 20, 2021)**

Map 3A



Legend

- Existing Runway (4,423' Ex. Length)
- Future Runway Extension (4,888' Fut. Length)
- Existing Airport Property Boundary
- City Limit Boundary
- City Sphere of Influence (extends off map view)
- Airport Influence Area

Airspace Obstruction Surfaces¹

- Airspace Protection Zones
- Airspace Protection Surface Contour (50' interval)
- Airspace Critical Protection Zone
- Airspace High Terrain Zone

Notes

1. Source: Title 14 Code of Federal Regulation Part 77, Safe, Efficient Use and Preservation of Navigable Airspace as applied to Ukiah Municipal Airport future runway length.

**Mendocino County
Airport Land Use Commission
Ukiah Municipal Airport
Land Use Compatibility Plan
(Adopted May 20, 2021)**

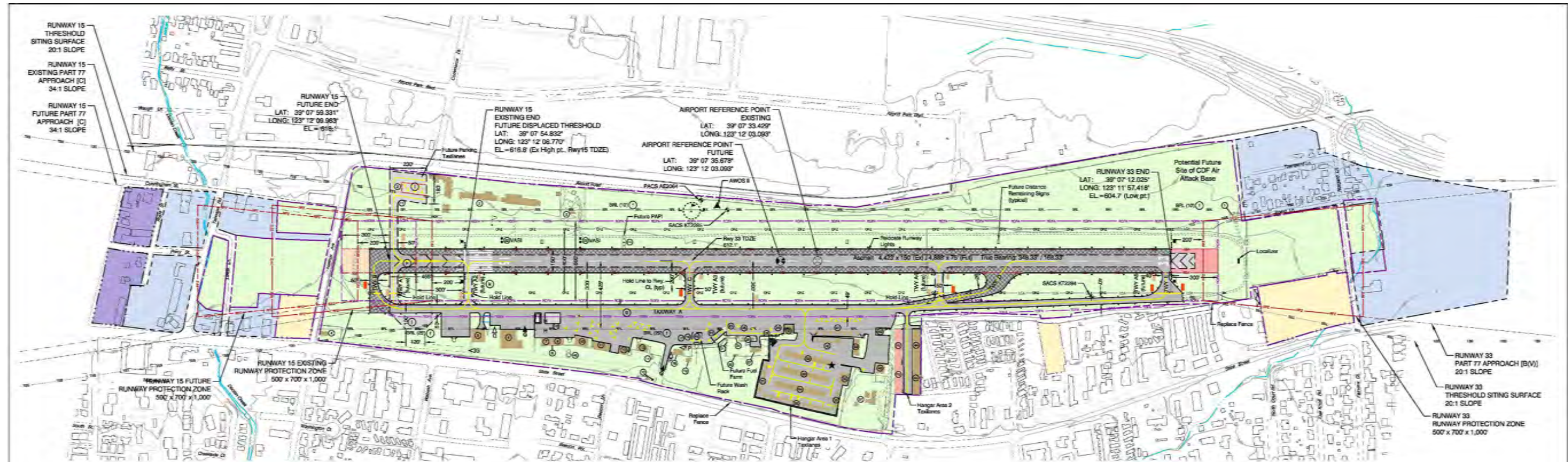
Map 3B

**Airspace Protection Zones
Ukiah Municipal Airport**



0 4,000 8,000 Feet

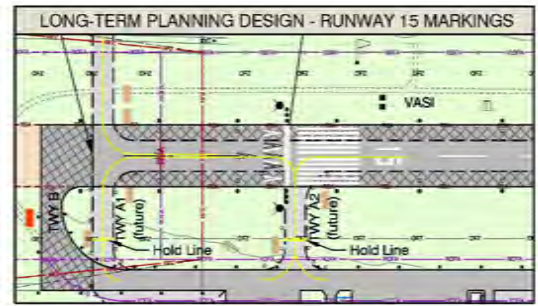
Source: Mead & Hunt, Inc.



| DRAWING LEGEND | EXISTING | FUTURE |
|--|----------|--------|
| ACTIVE AIRFIELD PAVEMENT | | |
| PAVEMENT TO BE REMOVED | | |
| AIRPORT PROPERTY | | |
| AVIGATION EASEMENT | | |
| EXISTING AV. EASEMENT / FUTURE PROPERTY | | |
| AIRPORT REFERENCE POINT | | |
| RUNWAY SAFETY AREA | | |
| RUNWAY PROTECTION ZONE | | |
| RUNWAY OBJECT FREE AREA | | |
| OBSTACLE FREE ZONE | | |
| PART 77 RUNWAY APPROACH SURFACE | | |
| THRESHOLD SITING SURFACE | | |
| TAXIWAY OBJECT FREE AREA | | |
| LOCALIZER CRITICAL AREA | | |
| BUILDING RESTRICTION LINE | | |
| BUILDING ON AIRPORT | | |
| BUILDING OFF AIRPORT | | |
| BUILDING TO BE REMOVED | | |
| PAVED ROAD | | |
| AIRPORT SERVICE ROAD - PAVED | | |
| AIRPORT SERVICE ROAD - GRAVEL | | |
| FENCE | | |
| VEHICLE GATE / PEDESTRIAN GATE | | |
| WIND CONE | | |
| AIRFIELD SIGNS | | |
| VASI (VISUAL APPROACH SLOPE INDICATOR) | | |
| PAPI (PRECISION APPROACH PATH INDICATOR) | | |
| AIRFIELD LIGHTS - SINGLE GROUP RELS | | |
| BEACON | | |
| YELLOW CHEVRON MARKINGS | | |
| UTILITY POLE | | |
| SECURITY LIGHTING | | |
| DISTANCE REMAINING SIGNS | | |
| TOPOGRAPHIC CONTOURS | | |
| MONUMENT | | |
| WATERWAY / CULVERT | | |
| HELICOPTER PAD | | |
| SECTION CORNER | | |

| AIRPORT DATA | | EXISTING | FUTURE |
|--|--|---|--------|
| AIRPORT REFERENCE CODE | 3 I-5000 | No Change | |
| MEAN MAX. TEMP. (30-year Month) | 52.7 F (USA) | No Change | |
| AIRPORT ELEVATION (Above Mean Sea Level) | 517.0' | 618.1' | |
| AIRPORT NAVIGATIONAL AIDS | Localizer, VOR, GPS, Station, VASI, RNAV, ASOS | See - PAPI, Precision VASI | |
| AIRPORT REFERENCE POINT | LATITUDE: 39° 07' 33.429" N LONGITUDE: 123° 12' 03.093" W | 39° 07' 35.679" N 123° 12' 03.093" W | |
| MISCELLANEOUS FACILITIES | Full (HALL - JAV) (overhead & side) tower, FBOs | No Change | |
| CRITICAL AIRCRAFT | Boeing King Air 200 | No Change | |
| MAGNETIC VARIATION | 14° 17' 30" E (April 2014) | Working 0° 9' W / Year | |
| NPAAS SERVICE LEVEL | General Aviation | No Change | |
| STATE SERVICE LEVEL | Regional | No Change | |
| AIRPORT ACRESAGE | Fee Simple: 160.2 acres Aviation Easement: 40.8 acres | 166.8 acres 38.4 acres | |

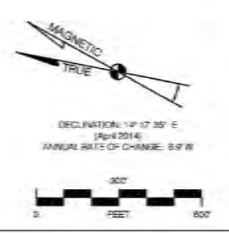
| EXISTING BUILDING AND FACILITY LEGEND | | | |
|---|-----------|--|-----------|
| EXISTING FACILITIES | ELEVATION | EXISTING FACILITIES | ELEVATION |
| 1) Localizer Equipment Building | 614' | 11) Covered Picnic Area | 630' |
| 2) City of Ukiah - Corporate Yard | 632' | 12) Storage | 629' |
| 3) Fuel Storage Tank | 620' | 13) Commercial Building | 640' |
| 4) Commercial Building | 641' | 14) Portable Office | 636' |
| 5) Box Hanger | 642' | 15) Storage | 631' |
| 6) FBO (2) | 642' | 16) VASI (visual approach slope indicator) | 617' |
| 7) FBO | 644' | 17) Covered Storage | 627' |
| 8) Portable Office | 637' | 18) Electrical Vault | 625' |
| 9) Box Hanger | 644' | 19) Storage | 623' |
| 10) Airport Maintenance | 642' | 20) Fire Retardant Storage | 625' |
| 11) FBO (2) | 642' | 21) FBO Offices | 618' |
| 12) Box Hanger | 638' | 22) Portable T-hanger | 630' |
| 13) Airport Administration | 644' | 23) Storage | 628' |
| 14) Storage Building | 644' | 24) Box Hanger | 632' |
| 15) Electrical Vault and Future Standby Generator | 641' | 25) Portable T-hangers | 632' |
| 16) Commercial Building | 641' | 26) T-hangers (10) | 634' |



LAYOUT PLAN NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plan" and Part 77 of the Federal Aviation Regulations (FAR), "Title, Efficient Use, and Preservation of the Navigable Airspace."
- The proposed 465 foot runway extension project identified herein is for long term planning purposes only. This proposed project shall not be undertaken without prior NEPA environmental processing and written FAA approval. Prerequisite will include FAA Forecast approval and FAA approval of airfield standard design.
- All coordinates NAD83. Horizontal data source: AGIS Survey by Woolpert, March 2008.
- All elevations NAVD83. Data source: AGIS Survey by Woolpert, March 2008.
- Temperature Source: Western Regional Climate Center, Station #049122, Ukiah, California.
- Magnetic Declination Source: NOAA, National Geophysical Data Center.
- The building restriction line (BRL) is based on a composite of airfield design setbacks such as the taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line 25 feet above runway elevation on west side of runway, and 10 feet above runway elevation on east side of runway.
- Taxiway object free area (TOFA) from Taxiway A centerline is based on critical aircraft wingspan. Taxiway centerline to object separation equal to 0.7 times the critical aircraft wingspan plus 10 feet: (0.7(54') + 10) = 48 feet. Wing tip clearance equal to 0.2 times the wingspan plus 10 feet: (0.2(54') + 10) = 21 feet.
- Future chevrons shown as near-term marking solution. See inset below for long term marking design.
- Proposed tie-down apron is depicted for long-term planning purposes only.
- Proposed run-up apron is depicted for long-term planning purposes only.
- Proposed New Taxiway A2 to existing Runway 15 end threshold and new chevrons off of existing Runway 15 end will correct and eliminate the non-standard aligned taxiway design.

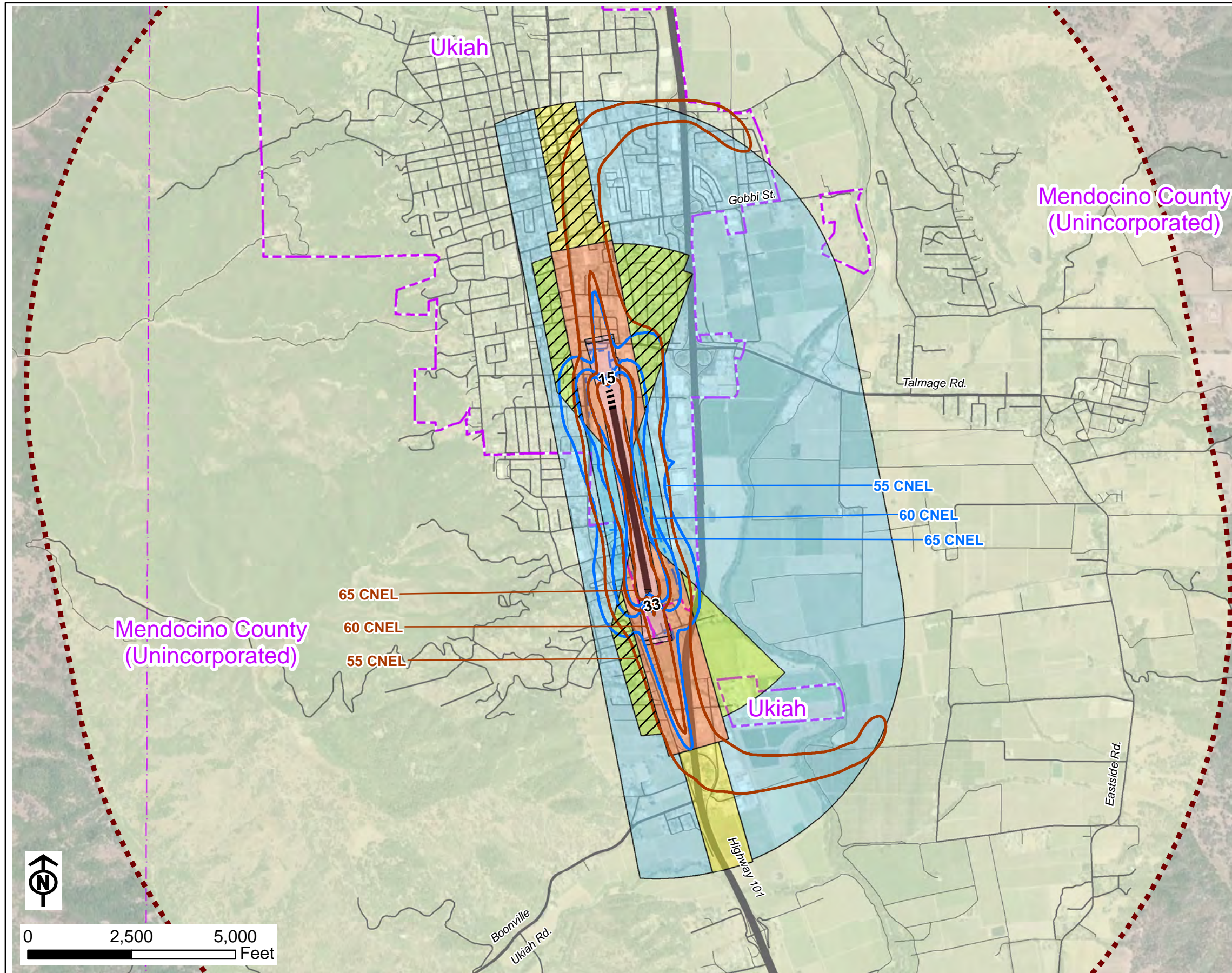
| FUTURE FACILITIES | |
|-------------------------------------|--|
| 1) Proposed Tie-down Apron | |
| 2) Future Fuel Farm | |
| 3) Future Wash Rack | |
| 4) Future PAPI | |
| 5) Future Box Hangers | |
| 6) Future Helicopter Parking Spaces | |



Accepted by Caltrans Division of Aeronautics as basis of ALUCP on 5/23/19

| | | | |
|---|------------|---|---------|
| SUBMITTED BY: | | | |
| By | Date | | |
| FAA Approval Space | | | |
| | | 2 Connected Part 77 Approach Slope to Runway 15 1 ALP Update (AC 13A Compliance, Run Width Reduction, Run End Model) | |
| | | Mead & Hunt, Inc. April 2015 Mead & Hunt, Inc. April 2015 | |
| | | NO. REVISION SPONSOR DATE | |
| UKIAH MUNICIPAL AIRPORT UKIAH, CALIFORNIA AIRPORT LAYOUT PLAN | | | |
| | | | |
| 133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 525-5010 Fax (707) 525-9721 www.meadhunt.com | | | |
| DESIGN: | CS, BM | DRAWN: | TE, DS |
| DATE: | April 2015 | SHEET: | 2 OF 11 |

C:\Users\670me\AppData\Local\temp\AcPublish_7948\UK-airport-layout-Ech_4-2.dwg May 30, 2019 - 2:49pm



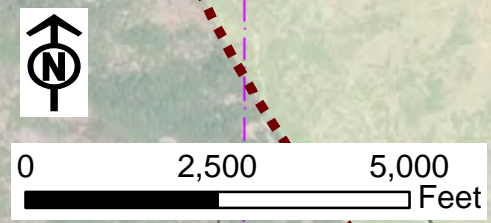
- Legend**
- Existing Runway (4,423' Ex. Length)
 - Future Runway Extension (4,888' Fut. Length)
 - Existing Airport Property Boundary
 - City Limit Boundary
 - City Sphere of Influence (extends off map view)
 - Airport Influence Area³

- Compatibility Zones**
- Zone 1: Runway Protection Zone (RPZ)
 - Zone 1*: Ultimate Runway Protection Zone (RPZ)
 - Zone 2: Inner Approach/Departure Zone
 - Zone 3: Inner Turning Zone
 - Zone 4: Outer Approach/Departure Zone
 - Zone 5: Sideline Zone
 - Zone 6: Traffic Pattern Zone
 - Urban Overlay Zone
 - Other Airport Environs

- Airport Noise Contours**
- Avg. Annual Day (30,916 Future Annual Ops)¹
 - Cal Fire Typical Fire-Event Day²

- Notes**
1. Source: Mead & Hunt, Inc. (May 2019). Forecast based on 2019 activity data provided by Ukiah Municipal Airport Management. Forecast represents a theoretical maximum for compatibility planning purposes.
 2. Source: Mead & Hunt, Inc. (2019). The Cal Fire noise contours represent a typical fire event day with 44 Departures and 44 arrivals split evenly between Runways 15 and 33. Aircraft type modeled was the S-2T.
 3. Portions of the Airport Influence Area may extend beyond map limits.

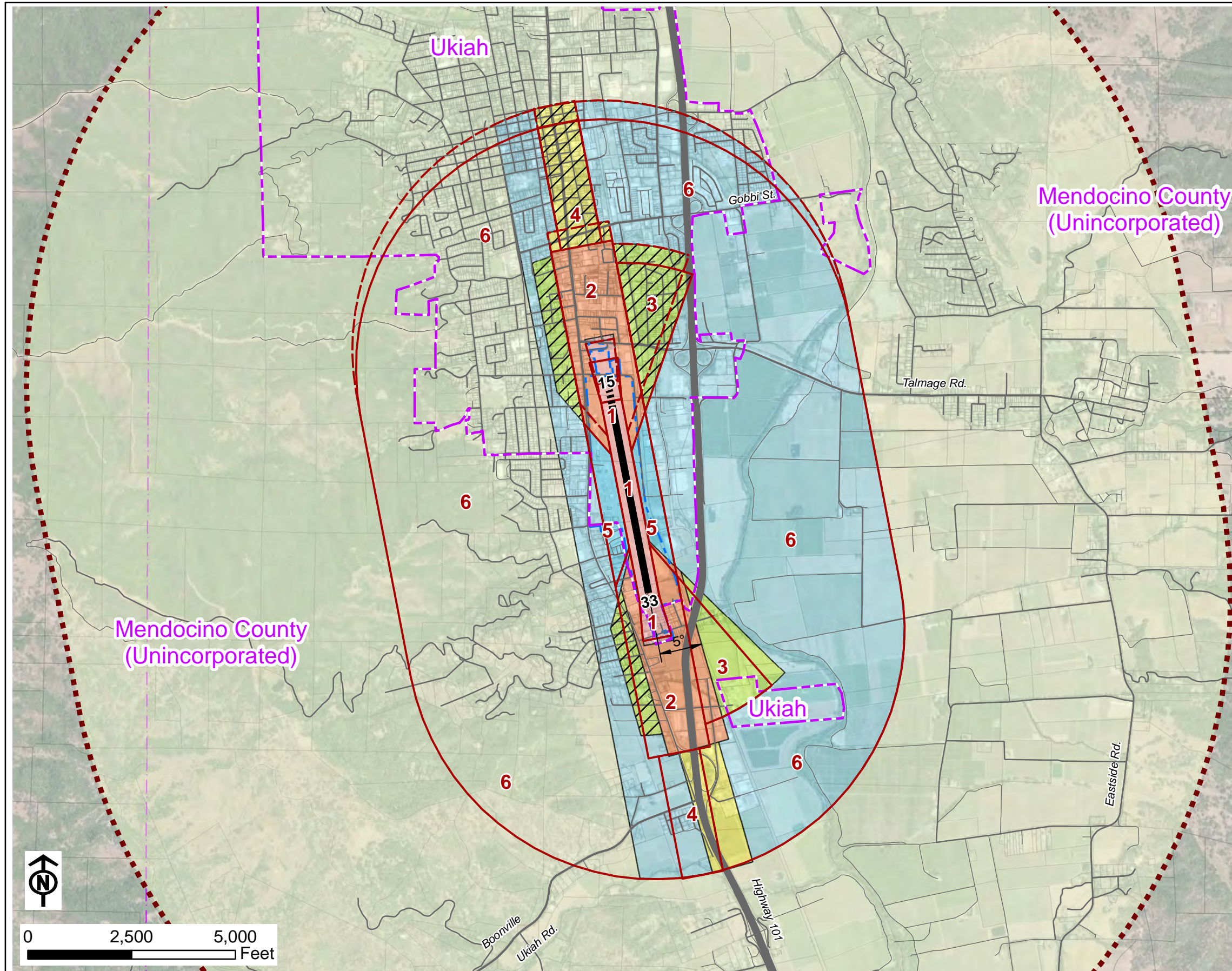
**Mendocino County
Airport Land Use Commission
Ukiah Municipal Airport
Land Use Compatibility Plan
(Adopted May 20, 2021)**



Source: Mead & Hunt, Inc.

Exhibit 4-4

**Compatibility Factors: Noise
Ukiah Municipal Airport**



- Legend**
- Existing Runway (4,423' Ex. Length)
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- Compatibility Zones**
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 - Other Airport Environs

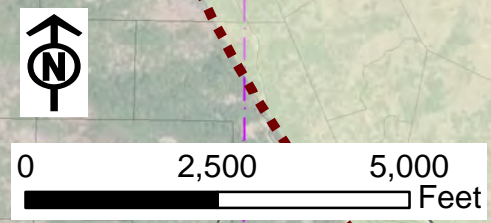
- Handbook Safety Zones (Med. GA Runway)**
- Safety Zones (Applied to Existing Runway)
 - Safety Zones (Applied to Fut. Runway Extension)
 - 1** Runway Protection Zone
 - 2** Inner Approach/Departure Zone
 - 3** Inner Turning Zone
 - 4** Outer Approach/Departure Zone
 - 5** Sideline Zone
 - 6** Traffic Pattern Zone

Notes

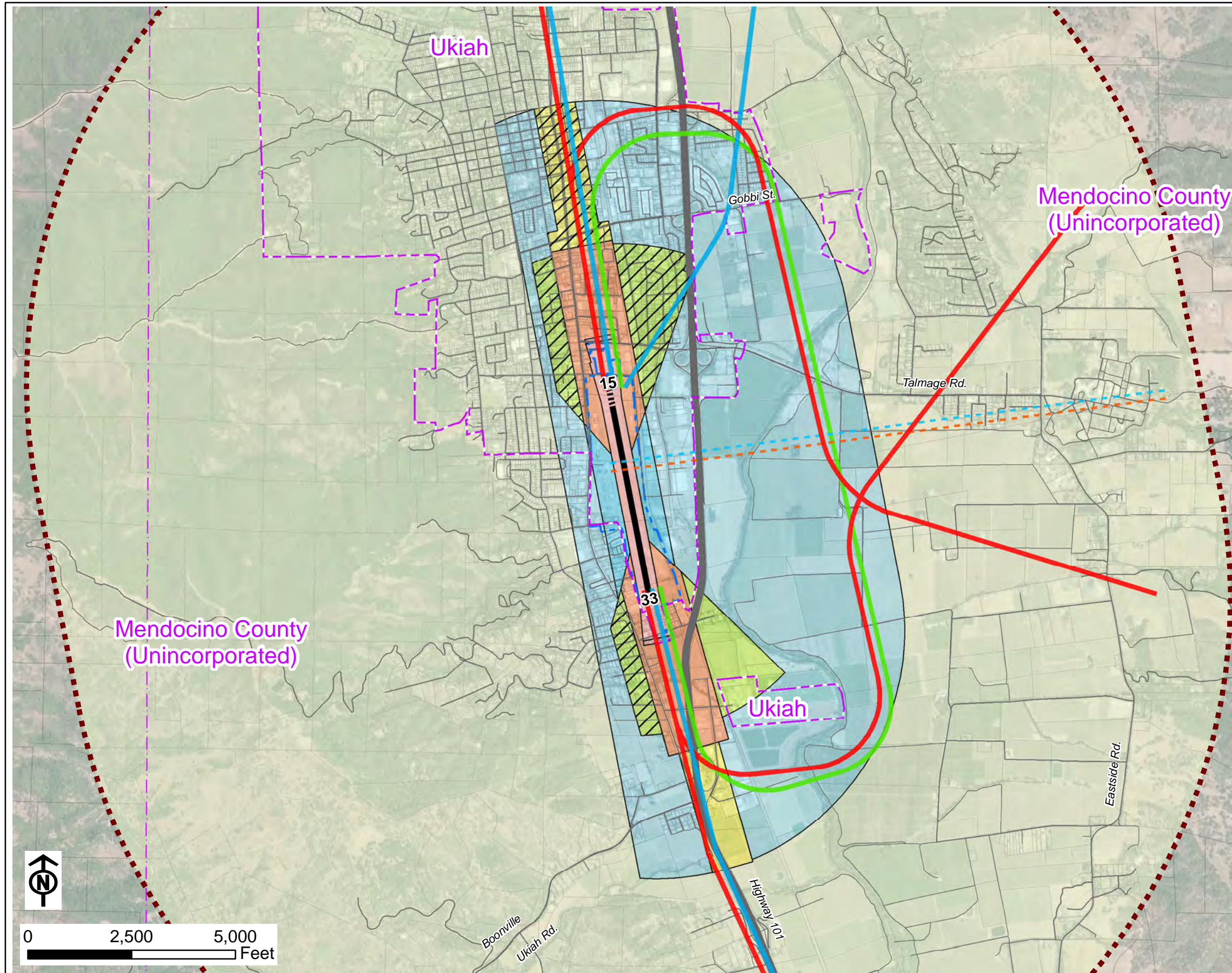
1. Source: California Airport Land Use Planning Handbook (Handbook) published by California Department of Transportation, Division of Aeronautics (2011). Consistent with Handbook, Zone 1 modified to reflect the Runway Protection Zone (RPZ) on FAA-approved Airport Layout Plan (2015).

2. Portions of the Airport Influence Area may extend beyond map limits.

**Mendocino County
Airport Land Use Commission
Ukiah Municipal Airport
Land Use Compatibility Plan
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Source: Mead & Hunt, Inc.



Legend

- Existing Runway (4,423' Ex. Length)
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- Airport Influence Area²

General Flight Patterns¹

- Fixed Wing Aircraft - Arrival
- Fixed Wing Aircraft - Departure
- Fixed Wing Aircraft - Touch-and-Go
- Helicopter - Arrival
- Helicopter - Departure

Compatibility Zones

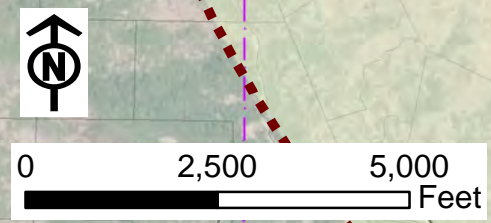
- Zone 1: Runway Protection Zone (RPZ)
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- Urban Overlay Zone
- Other Airport Environs

Notes

1. Source: General flight patterns identified by Ukiah Airport Management.
2. Portions of the Airport Influence Area may extend beyond map limits.

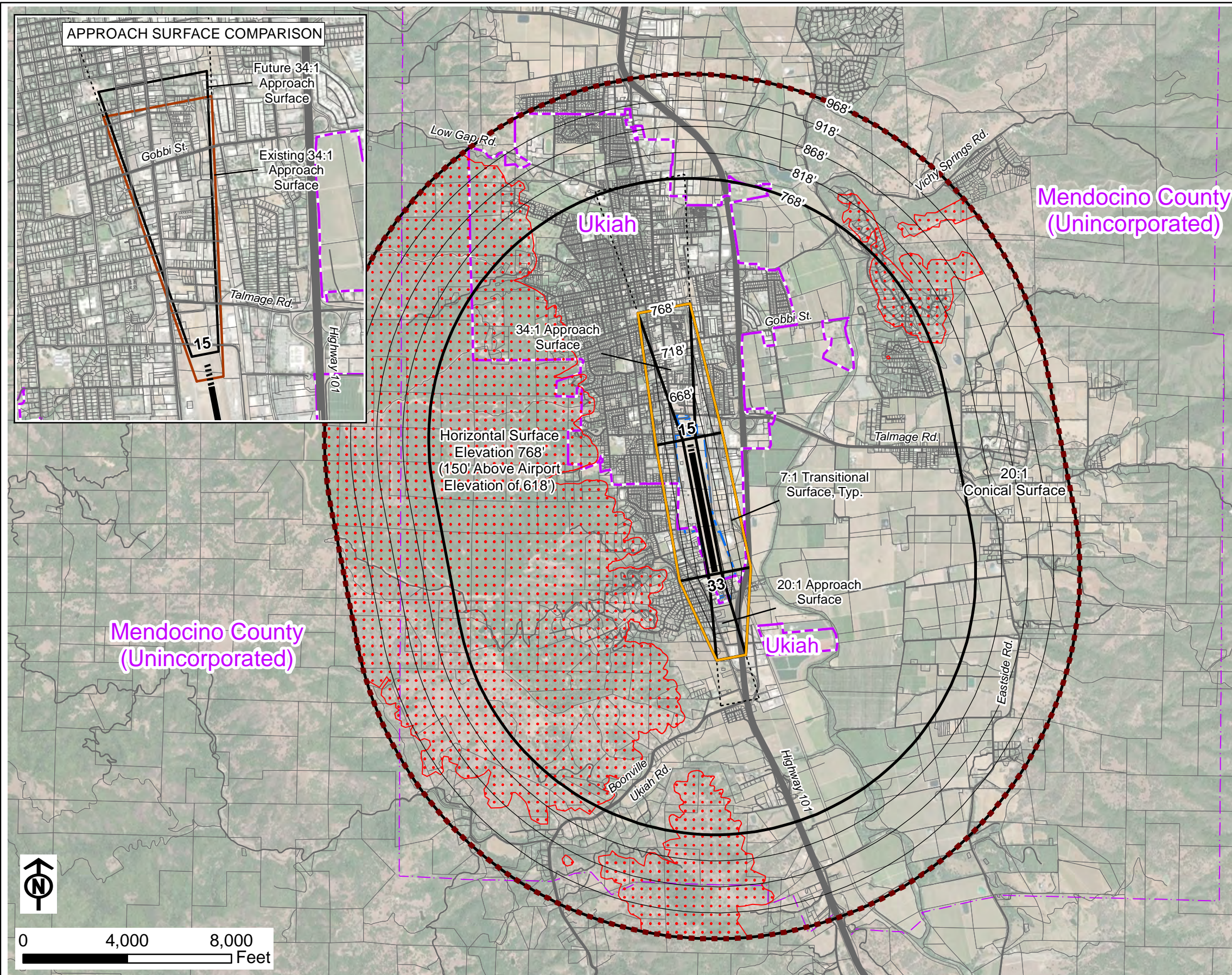
**Mendocino County
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Ukiah Municipal Airport
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Exhibit 4-6



Source: Mead & Hunt, Inc.

**Compatibility Factor: Overflight
Ukiah Municipal Airport**

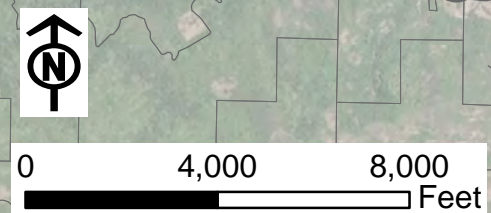


- Legend**
- Existing Runway (4,423' Ex. Length)
 - ▬▬▬▬ Future Runway Extension (4,888' Fut. Length)
 - ▭ Existing Airport Property Boundary
 - ▭ City Limit Boundary
 - ▭ City Sphere of Influence (extends off map view)
 - ▭ Airport Influence Area
- Airspace Obstruction Surfaces¹**
- Airspace Protection Zones (14 CFR Part 77)
 - Airspace Protection Surface Contour (50' interval)
 - Existing Approach Surface (Runway 15; See inset)
 - ▭ Airspace Critical Protection Zone
 - ▭ Airspace High Terrain Zone

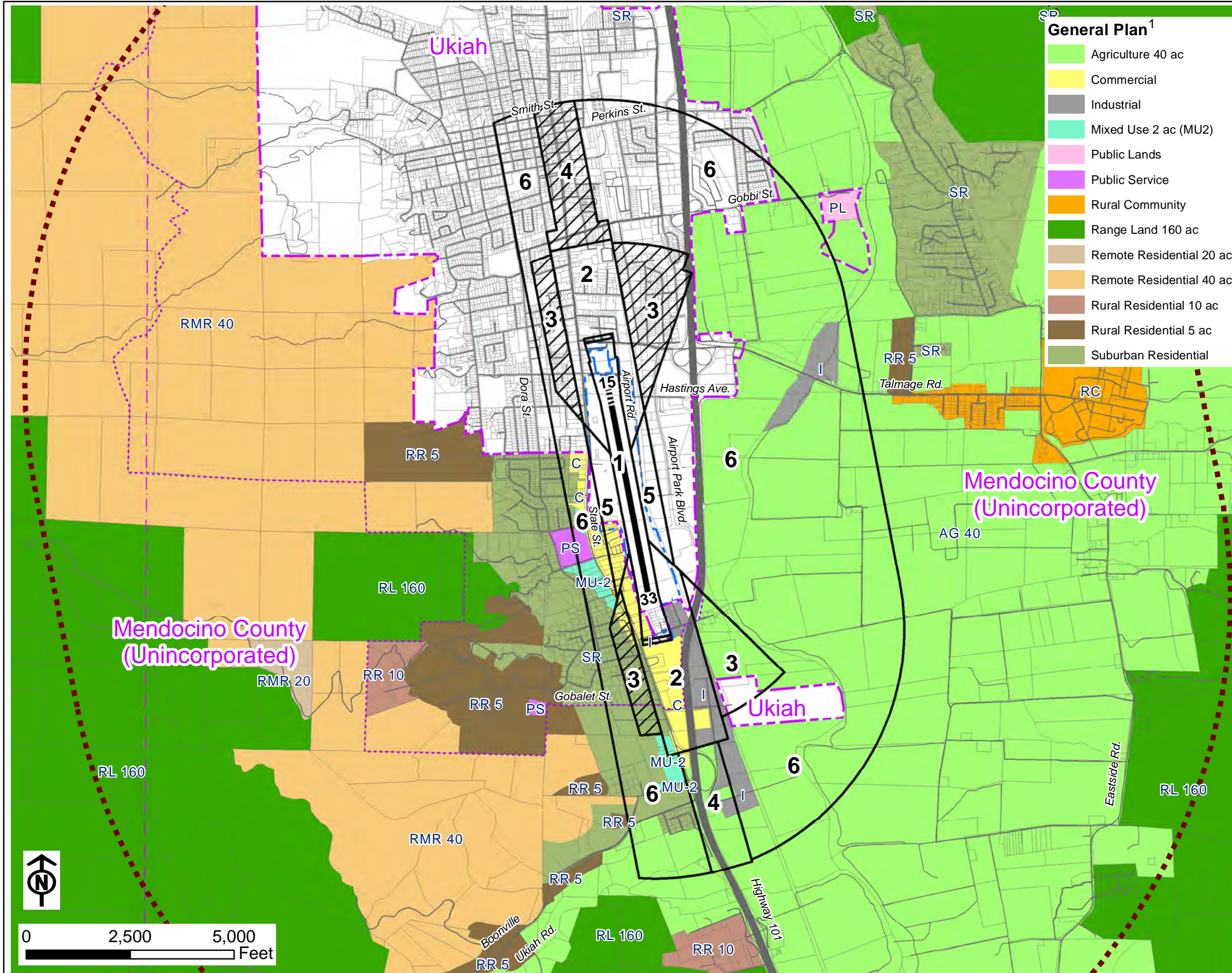
Notes

1. Source: Title 14 Code of Federal Regulation Part 77, Safe, Efficient Use and Preservation of Navigable Airspace as applied to Ukiah Municipal Airport future runway length.

**Mendocino County
Airport Land Use Commission
Ukiah Municipal Airport
Land Use Compatibility Plan
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Source: Mead & Hunt, Inc.



General Plan¹

- Agriculture 40 ac
- Commercial
- Industrial
- Mixed Use 2 ac (MU2)
- Public Lands
- Public Service
- Rural Community
- Range Land 160 ac
- Remote Residential 20 ac
- Remote Residential 40 ac
- Rural Residential 10 ac
- Rural Residential 5 ac
- Suburban Residential

Legend

- Existing Runway (4,423' Ex. Length)
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- City Sphere of Influence (extends off map view)
- Airport Influence Area ²

Compatibility Zones

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Notes

1. Source: Mendocino County Planning Department (April 2019).
2. Portions of the Airport Influence Area may extend beyond map limits.

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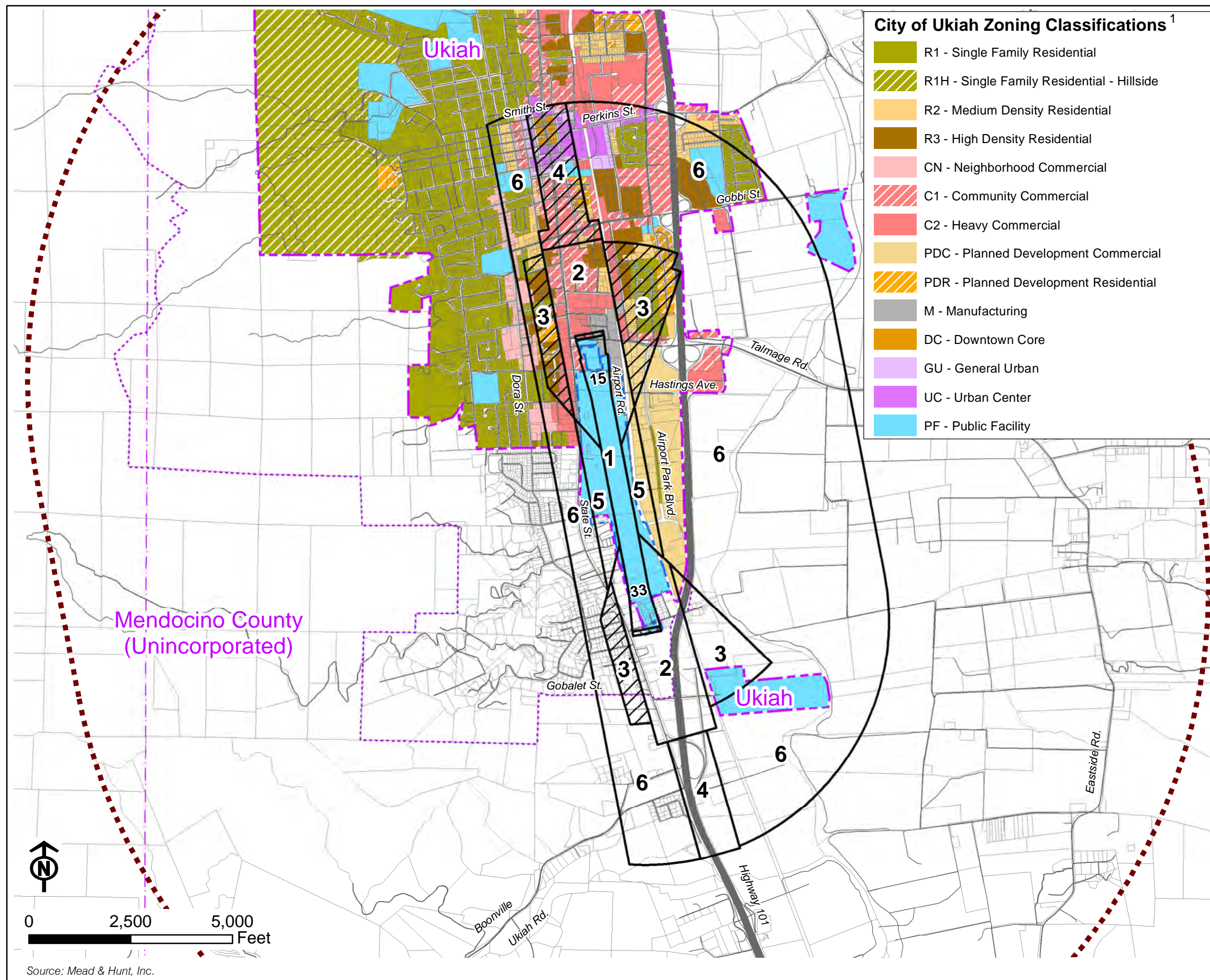
Exhibit 4-9

**County of Mendocino
General Plan Land Uses
Ukiah Municipal Airport**



0 2,500 5,000
Feet

Source: Mead & Hunt, Inc.



City of Ukiah Zoning Classifications¹

| | |
|--|--|
| | R1 - Single Family Residential |
| | R1H - Single Family Residential - Hillside |
| | R2 - Medium Density Residential |
| | R3 - High Density Residential |
| | CN - Neighborhood Commercial |
| | C1 - Community Commercial |
| | C2 - Heavy Commercial |
| | PDC - Planned Development Commercial |
| | PDR - Planned Development Residential |
| | M - Manufacturing |
| | DC - Downtown Core |
| | GU - General Urban |
| | UC - Urban Center |
| | PF - Public Facility |

Legend

| | |
|--|---|
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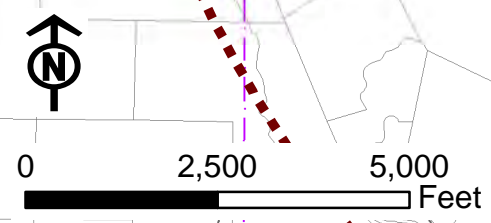
Compatibility Zones

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| | Urban Overlay Zone |

Notes

1. Source: City of Ukiah.
2. Portions of the Airport Influence Area may extend beyond map limits

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 Airport Land Use Commission
 Ukiah Municipal Airport
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Source: Mead & Hunt, Inc.