



Ukiah Climate Action Plan

Administrative Draft Initial Study – Negative Declaration

prepared for

City of Ukiah

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Ukiah, California 95482

prepared by

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Acronyms List

AB	Assembly Bill
ABAU	Adjusted Business-as-Usual
AMSL	above mean seal level
Aoi	Area of Interest
BAU	Business-as-Usual
BMP	Best Management Practices
CAA	Clean Air Acts (state and federal)
CALGreen	California Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CGS	California Geological Survey

CH ₄	methane
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
dB	decibels
dBA	A-weighted decibels
EIR	environmental impact report
EO	Executive Order
EV	electric vehicle
FEMA	Federal Emergency Management Administration
GHG	Greenhouse Gas
HTA	Humboldt Transit Authority
I	Interstate
in/sec	inches per second
Ldn	day-night average sound level
LID	low-impact development
MBTA	Migratory Bird Treaty Act
MCAQMD	Mendocino County Air Quality Management District
MCOG	Mendocino Council of Governments
MG	million gallons
MGD	million gallons per day
MPO	metropolitan planning organization
MSWMA	Mendocino Solid Waste Management Authority
MT	metric tons
MTA	Mendocino Transit Authority
MWELO	Model Water Efficient Landscape Ordinance
N ₂ O	nitrous oxides
NCAB	North Coast Air Basin
NPDES	National Pollutant Discharge Elimination System
PFC	perfluorocarbons
PM	particulate matter (PM ₁₀ and PM _{2.5})
PPV	peak particle velocity
PV	photovoltaic
RMS	root mean square

City of Ukiah
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ROG	reactive organic compound
RTP	Regional Transportation Plan
SB	Senate Bill
SF ₆	sulfur hexafluoride
SO ₂	sulfur dioxide
SORE	Small-Off Road Engines
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
UCC	Ukiah City Code
US	U.S. Route
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UVSD	Ukiah Valley Sanitation District
UWMP	Urban Water Management Plan
UWWTP	Ukiah Wastewater Treatment Plant
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
ZEV	Zero Emissions Vehicle

Initial Study

Proposed Plan Title

Ukiah Climate Action Plan (CAP)

Lead Agency/Plan Sponsor and Contact

Lead Agency/Plan Sponsor

City of Ukiah
300 Seminary Avenue
Ukiah, California 95482

Contact Person

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Plan Location and Physical Setting

The Ukiah CAP would apply to all areas and plans and projects within the City of Ukiah limits. Figure 1 shows the regional location, and Figure 2 shows the plan location.¹

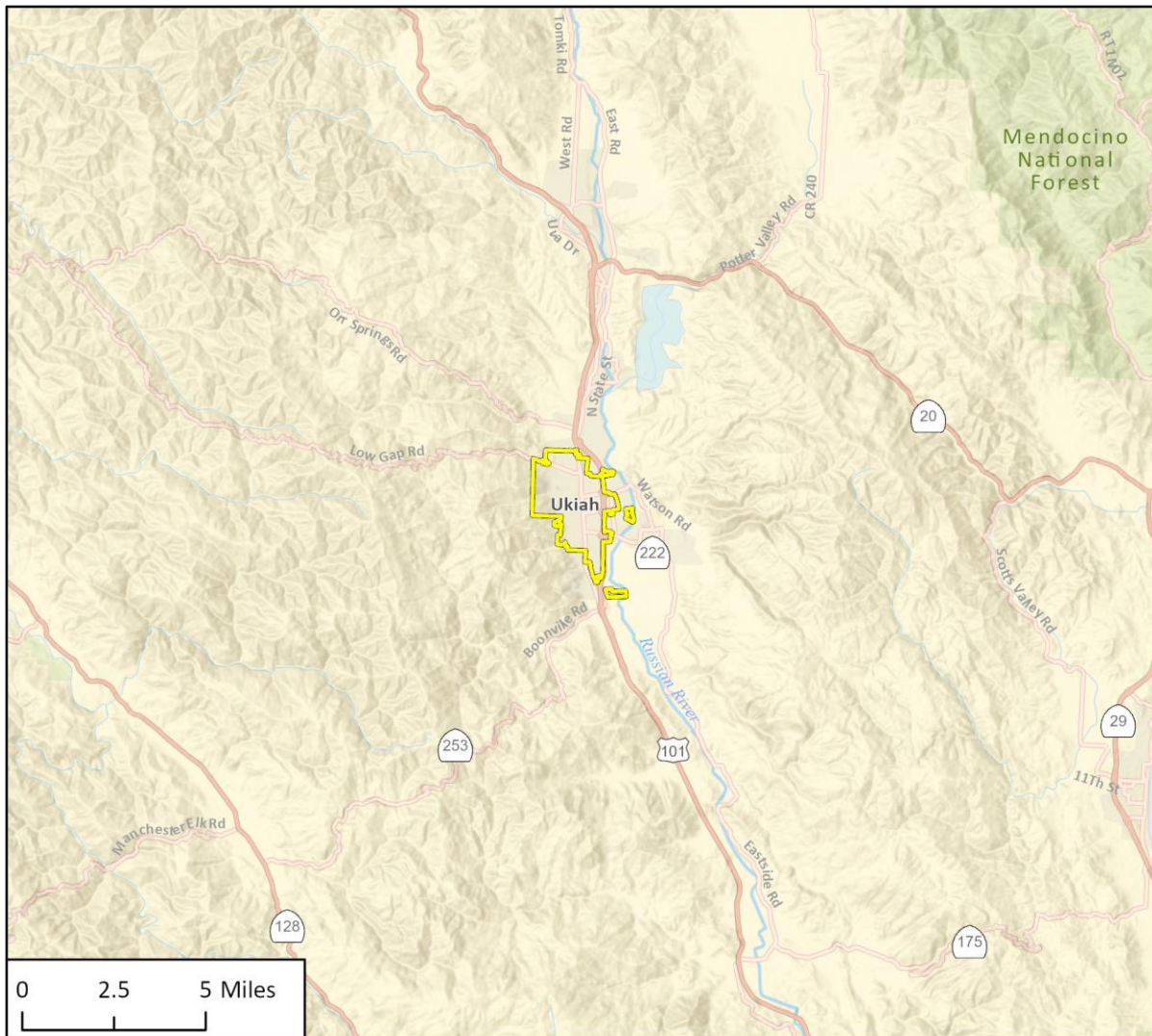
Regional Location and Setting

The City of Ukiah (Ukiah) is located at the base of the Ukiah Valley, approximately 100 miles north of San Francisco, within Mendocino County. The Ukiah Valley is approximately nine miles long, running north to south, comprising more than 40,000 acres along U.S. Route (US) 101. The Russian River follows the Valley, winding through agricultural lands just outside of Ukiah to the east. The valley is approximately 630 feet in elevation, with the hills of the Mendocino and Mayacamas ranges that flank the valley reaching up to 3,000 feet in elevation. Located 45 miles north of Healdsburg and 155 miles south of Eureka, the City of Ukiah spans more than 3,000 acres (4.6 square miles).²

¹ Note that the City boundaries shown in Figures 1 and 2 reflect the boundaries utilized in developing the CAP 2022 GHG Emissions Inventory and forecasts. However, in late 2024, the City annexed additional areas and the City boundary has expanded slightly from what is shown in the figures herein.

² City of Ukiah. 2040 General Plan. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

Figure 1 Regional Location



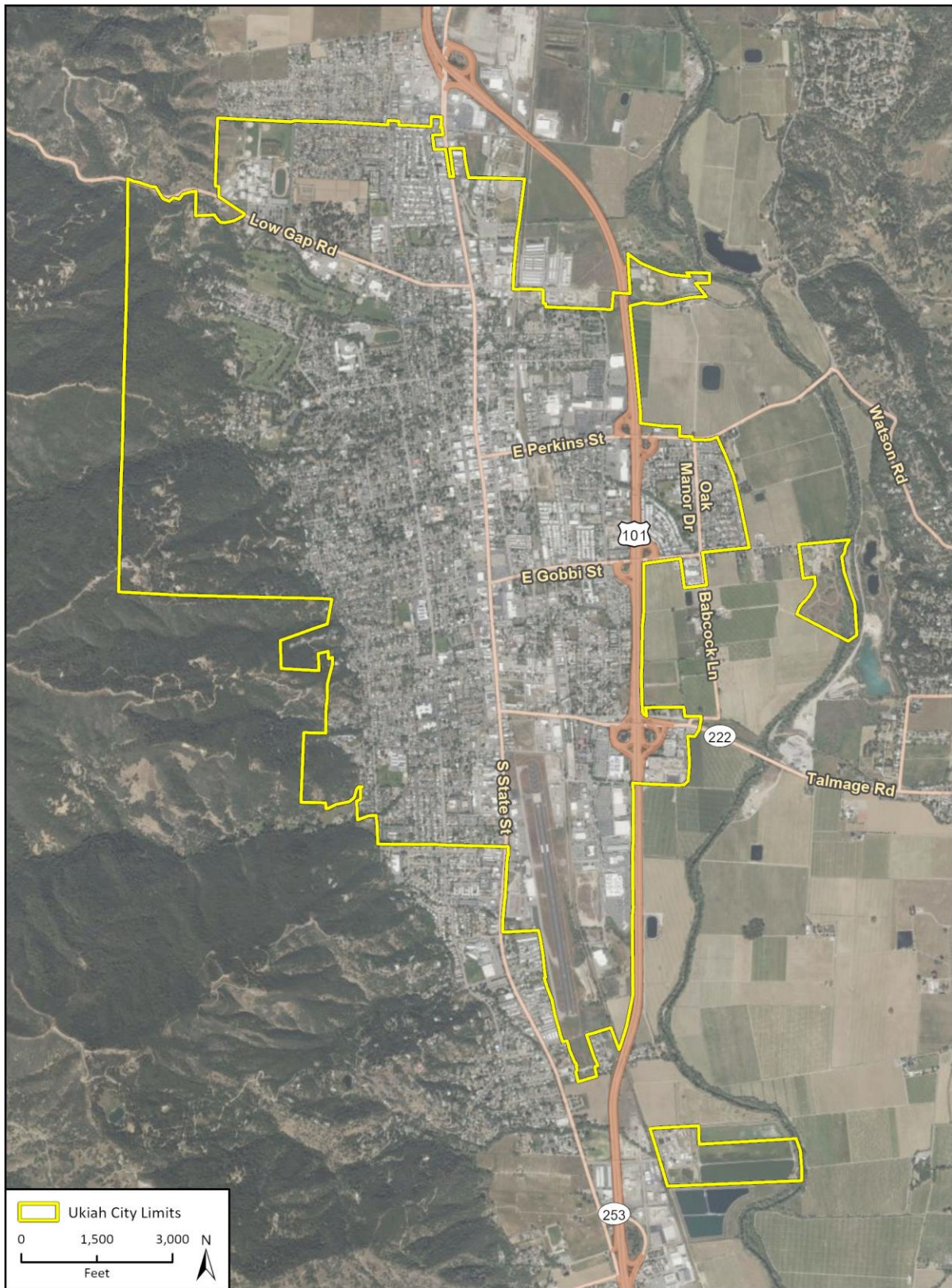
Imagery provided by Esri and its licensors © 2025.

24-15600 EPS
Fig 1 Regional Location

 Ukiah City Limits



Figure 2 Plan Location



Regional access to Ukiah is provided by US 101, a north-south highway which runs through the eastern portion of Ukiah. Ukiah is also served by public transit facilities, including Mendocino Transit Authority (MTA), Humboldt Transit Authority (HTA), and Amtrak bus. Bus transit routes include the following:

- MTA Route 7 providing a direct connection between north and south Ukiah
- MTA Route 9 offering stops throughout Ukiah
- MTA Route 65 connecting Willits, Ukiah, and Santa Rosa
- MTA Route 20 connecting Willits and Ukiah
- MTA Route 75 connecting Ukiah to the South Mendocino coast³
- HTA Redwood Coast Express connecting Ukiah to Willits, Laytonville, Leggett, Garberville, Fortuna, and Eureka⁴

There is also an Amtrak bus stop in Ukiah at 250 North Orchard Avenue. Ukiah also has a system of bike lanes and sidewalks throughout the City, which are particularly robust through the downtown and surrounding areas. The City of Ukiah has also constructed three segments of the “Great Redwood Trail,” a 320-mile multi-use trail in a former railroad right-of-way that will eventually connect San Francisco and Humboldt bays. The trail runs north to south through central Ukiah for approximately 0.8 miles and provides bike and pedestrian access along three segments. Plans for the fourth phase of the of the Ukiah portion of the Great Redwood Trail were recently approved, and once constructed will extend the trail to Plant Road in the south of the City.⁵ Dedicated bicycle facilities in Ukiah include approximately two miles of shared-use paths and approximately 8 miles of on-street bicycle lanes, including segments of Bush, Dora, Orchard and Gobi Streets.⁶ In addition, the City is accessible by airplane, and the Ukiah Municipal Airport is located approximately one mile south of the City boundaries.

Local Setting

Ukiah is located within the Ukiah Valley. The landscape of Ukiah is generally flat along its central portion, ranging from approximately 600 feet above mean seal level (amsl) at its southern extent to approximately 660 feet amsl at its northern extent. The hillsides flanking the City to the west can reach up to 2,650 feet amsl, while the hillsides flanking the City to the east can reach up to approximately 3,400 feet amsl. Ukiah is located within the Upper Russian River Valley watershed. Creeks and streams offer some drainage channels in the region, but the majority of surface runoff and waters washed from the hillside slopes generally enter the City’s stormwater systems that ultimately drain into the Russian River, which then drains to the Pacific Ocean.⁷

The City of Ukiah was incorporated in 1876 and was designated as the seat of Mendocino County. Ukiah is the largest city in Mendocino County, with approximately 16,108 residents as of 2024.⁸ Ukiah’s existing land use pattern is shaped by the surrounding topography and circulation patterns.

³ MTA. 2025. Maps and Schedules. <https://mendocinotransit.org/maps-and-schedules/> (accessed January 2025).

⁴ HTA. 2025. North State Express: Route 101. <https://hta.org/north-state-express/> (accessed January 2025).

⁵ Ukiah, City of. 2025. Great Redwood Trail Ukiah- Phase 4. <https://cityofukiah.com/great-redwood-trail-ukiah-phase-4/> (accessed January 2025).

⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

⁸ California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/> (accessed January 2025).

Primary land uses include residential (approximately 33 percent), public (approximately 19 percent), commercial (approximately 12 percent), and parks and open space (approximately 10 percent).

Ukiah is characterized by hot arid summers and cooler winters. Most of the annual precipitation in Ukiah occurs in the cool season, between November and April. The warm season lasts from approximately April to late October with an average daily high temperature above 85°F. The cool season lasts from approximately November to March with a daily high temperature below 68°F.⁹ The warmest month of the year in Ukiah is July, while the coldest month of the year is December.

Existing Sustainability Setting

Ukiah Sustainability and Greenhouse Gas Emissions Reduction Efforts

The City has actively implemented a variety of environmental programs contributing to GHG emissions reductions. The following is a listing of Ukiah’s recent sustainability and climate protection programs and policies:

- Draft Ukiah Climate Action Plan developed (2014)
- Resolution endorsing the declaration of a climate emergency (2022)
- Ukiah 2040 General Plan Environment and Sustainability Element adopted (2022)
- Ukiah 2022 Community GHG Emissions Inventory finalized (2024)
- Recycled Water and Complete Streets infrastructure projects completed (2024)
- Climate Adaptation and Resilience Division established (2024)¹⁰

Regional Sustainability and GHG Reduction Efforts

In coordination with Mendocino County, the State of California, and the federal government, the City of Ukiah has committed to implementing regional and State policies related to GHG emissions reductions. As follows is a summary of the existing regional GHG emissions reduction efforts, which the CAP is intended to be consistent with.

2022 Regional Transportation Plan & Active Transportation Plan

The Mendocino Council of Governments (MCOG) is the regional planning agency for Mendocino County, and addresses regional issues relating to transportation, the economy, community development and the environment. In 2022, MCOG adopted the 2022 Regional Transportation Plan (RTP) and Active Transportation Plan. The 2022 RTP and Active Transportation Plan is a long-range plan containing strategies for operating, managing, maintaining, and financing the area’s transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the State of California. The 2022 RTP and Active Transportation Plan emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit users, and drivers. The 2022 RTP and Active Transportation Plan aims to reduce vehicle miles traveled (VMT) and result in less emissions GHGs.¹¹

⁹ Weather Spark. 2025. Climate and Average Weather Year Round in Ukiah. <https://weatherspark.com/y/368/Average-Weather-in-Ukiah-California-United-States-Year-Round> (accessed January 2025).

¹⁰ Ukiah, City of. 2025. Climate Adaptation and Resilience. <https://cityofukiah.com/climate-resilience/> (accessed January 2025).

¹¹ MCOG. 2022. 2022 RTP and Active Transportation Plan. <https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf> (accessed January 2025).

State Sustainability and GHG Reduction Efforts

As follows is a summary of existing State GHG emissions reduction efforts, which the CAP is intended to be consistent with.

GHG Reduction Regulations

CALIFORNIA SENATE BILL 32, CALIFORNIA GLOBAL WARMING POLLUTION SOLUTIONS ACT UPDATE

In 2016, SB 32 was passed, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provided a framework for achieving the 2030 target. The 2017 Scoping Plan relied on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of other adopted regulations and policies, such as SB 350 and SB 1383.

ASSEMBLY BILL 1279

In September 2022, AB 1279 was approved, which established a legally binding requirement for California to achieve and maintain carbon neutrality no later than 2045. AB 1279 also established the requirement to achieve a Statewide reduction in GHG emissions of 85 percent below 1990 levels by 2045. This indicates that the remaining 15 percent to achieve carbon neutrality can be achieved via carbon sequestration and other non-direct-GHG-emissions-reductions techniques.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2022)

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB adopted the Final 2022 Climate Change Scoping Plan in November 2022. The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action in natural working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work.¹²

Energy--Related Regulations

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN

In 2008, the California Public Utilities Commission adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction

¹² CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf> (accessed January 2025).

and all new commercial construction in California to be zero net energy by 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial buildings to be retrofitted to zero net energy by 2030.

CALIFORNIA CODE OF REGULATIONS TITLE 24 (CALIFORNIA BUILDING CODE)

Updated every three years through a rigorous stakeholder process, Title 24 of the CCR requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California. (Health and Safety Code Section 17950 and 18938(b).)

The regulations receive input from members of industry, as well as the public, with the goal of "[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy." (Public Resources Code Section 25402.) These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Public Resources Code Section 25402(d)) and cost effectiveness (Public Resources Code Section 25402(b)(2) and (b)(3)). The 2022 Title 24 standards went into effect on January 1, 2023.

Part 6 – Building Energy Efficiency Standards

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective on January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards applicable to air quality require:

- Minimum 20 percent reduction in indoor water use relative to specified baseline levels;¹³
- Waste Reduction:
 - Minimum 65 percent non-hazardous construction/demolition waste diverted from landfills;
 - Non-residential and multi-family dwellings with five or more units: Provide readily accessible areas identified for the depositing, storage and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastic, organic waste, and metals; and/or
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards; and
- EV Charging for New Construction:¹⁴
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging;
 - Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready;
 - Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25 percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station;
 - Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
 - 0-9: no EV capable spaces or charging stations required;
 - 10-25: 4 EV capable spaces but no charging stations required;
 - 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations;
 - 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations;
 - 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations;
 - 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations;
 - 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations; and
 - More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations;

¹³ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

¹⁴ EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

- Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards;
- **Bicycle Parking:**
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or
 - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility.
- **Shade Trees (Non-Residential):**
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar);
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities).

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In 2015, SB 350 established new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codified Governor Brown’s aggressive clean energy goals and established the State 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California’s renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

SENATE BILL 1020, CLEAN ENERGY, JOBS, AND AFFORDABILITY ACT OF 2022

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), SB 100 (2018), and SB 1020, California’s Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to transition the electricity supply to renewable resources. The RPS requires energy service providers to supply renewable energy as follows: 90 percent of retail sale electricity and 100 percent of electricity procured to serve state agencies by 2035, 95 percent by 2040, and 100 percent by 2045. The California Public Utilities Commission and the California Energy Commission (CEC) are jointly responsible for implementing the program.

Transportation-Related Regulations

ASSEMBLY BILL 1493, PAVLEY BILL VEHICLE EFFICIENCY STANDARDS

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka “the Pavley Bill”), which directs the CARB to adopt standards that will achieve “the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles,” taking into account environmental, social, technological, and economic factors. In September 2009, CARB adopted amendments to the “Pavley” regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and GHGs and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

CALIFORNIA SENATE BILL 375, SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

In 2008, Senate Bill (SB) 375 enhanced the State’s ability to reach AB 32 targets by CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State’s 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable communities strategy that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. MCOG is not one of the 18 MPOs required to implement a sustainable communities strategy and was not assigned GHG emissions reductions targets by CARB.

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In 2014, SB 1275 established a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directed CARB to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles (ZEVs) for disadvantaged, low- and moderate-income communities and consumers.

Water-Related Regulations

WATER CONSERVATION ACT OF 2009 (SENATE BILL X7-7)

In November 2009, the California State Legislature passed and the Governor approved a comprehensive package of water legislation, including the Water Conservation Act of 2009 (SB X7-7; CA Water Code Sections 10608-10688.44) addressing water conservation. In general, SB X7-7 required a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. California exceeded the required per capita reduction, in which per capita urban water use was reduced by 32 percent¹⁵. The legislation also requires urban water users to develop consistent water use targets and to use those targets in their UWMPs.

¹⁵ California Department of Water Resources. 2023. Status of 2020 Urban Water Management Plans – A Report to the Legislature pursuant to Section 10644 of the California Water Code. <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Legislative-Reports/Status-of-2020-Urban-Water-Management-Plans-Report-to-Legislature.pdf> (accessed November 2024).

Waste-Related Regulations

ASSEMBLY BILL 1826

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. AB 1826 defines “organic waste” as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a “business” as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multi-family residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate 4 cubic yards or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate 4 cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services. In September 2020, CalRecycle reduced this threshold to 2 cubic yards of solid waste (i.e., total of trash, recycling, and organics) per week generated by covered businesses.

ASSEMBLY BILL 341

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction’s source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

General Plan Designation and Zoning

The CAP would be implemented throughout the City and would occur in all General Plan and zoning designations.

Description of Plan

The proposed CAP incorporates the many climate protection programs noted above under *Existing Sustainability Setting* that would continue to reduce GHG emissions. The City has developed the CAP in order to achieve several future targets, including reducing GHG emissions 40 percent below 1990 levels by 2030 and putting Ukiah on a trajectory to meet the State goal of achieving carbon neutrality by 2045. The CAP provides a foundation for future sustainable development efforts in Ukiah.

The CAP addresses communitywide GHG emissions and includes a discrete target for Ukiah to reach maximum emissions of 96,544 MT of CO₂e emissions annually by 2030, which is the level below which the contribution to GHG emissions from activities covered by the CAP would not be cumulatively considerable. The CAP includes a 2022 communitywide GHG emissions inventory, contains a list of GHG emissions reduction sectors, measures, and actions to achieve Ukiah’s GHG emissions reduction goals, and focuses on actions through 2030 for purposes of meeting the Ukiah 2030 GHG emissions target.

The 2022 GHG emissions inventory provides the basis for emissions forecasts for the years 2030, 2035, 2040, and 2045. In 2022, Ukiah’s total GHG emissions were estimated to be 132,323 MT of CO₂e. GHG emissions in the inventory are categorized based on sectors. These sectors include

transportation, building energy (electricity and natural gas), water and wastewater, and solid waste. Table 1 provides the summary of Ukiah’s 2022 GHG emissions by sector, as well as each sector’s percentage of communitywide emissions.¹⁶ As shown therein, the largest GHG emissions are related to the transportation and building energy use sectors.

Table 1 Ukiah 2022 Communitywide GHG Emissions Levels

GHG Emissions Sector/Source	CO ₂ e (MT)	Percent of Total Emissions
Transportation	70,050	53
Building Energy (Electricity)	30,436	23
Building Energy (Natural Gas)	27,932	21
Water and Wastewater	31	<1
Solid Waste	3,873	3
Total	132,323	100

CO₂e = carbon dioxide equivalent; MT = Metric Tons

Source: Ukiah, City of. 2025. Draft Ukiah Climate Action Plan. February 2025.

Given that Ukiah 1990 emissions levels are estimated to be 160,907 MT of CO₂e,¹⁷ the CAP establishes a target to reduce communitywide GHG emissions to 40 percent below 1990 levels by 2030 (96,544 MT of CO₂e annually). This would meet the SB 32 State GHG emissions target of 40 percent below 1990 levels by 2030, consistent with CEQA for a qualified GHG emissions reduction strategy and to be achievable by City-supported measures and actions identified in the CAP. The CAP includes a business-as-usual (BAU) forecast and an adjusted BAU (ABAU) forecast of GHG emissions, based on the 2022 inventory, that enables Ukiah to estimate the emissions reductions required to meet its communitywide reduction targets.

The CAP overall GHG reduction strategy is organized by five sectors, each of which includes related measures and actions. These sectors include building energy, transportation, solid waste, water and wastewater, and carbon sequestration. The measures and actions generally focus on renewable and carbon-free electricity, building electrification, transportation decarbonization, VMT reduction, and solid waste generation and water use reductions. Table 2 includes a complete list of the specific measures and actions by sector established by the CAP, as well as anticipated annual GHG reductions by 2030 and 2045.

¹⁶ Ukiah, City of. 2025. Draft Ukiah Climate Action Plan. February 2025.

¹⁷ Rincon Consultants. 2024. Final Ukiah GHG Forest-Targets Memorandum. July 2024.

Table 2 Ukah CAP Measures and Actions

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Building Energy		
Measure BE-1: Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045.		
BE-1a	Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience.	2030: 10,971 2045: 0
BE-1a	Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city's solar canopy.	
BE-1a	Develop a long-range community-wide electric energy and demand forecast to: <ul style="list-style-type: none"> ▪ Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans. ▪ Formalize a pathway (resource-plan) to meet the City's energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals. ▪ Develop a decarbonization priority list and implementation schedule for all municipal buildings. ▪ Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals. 	
Measure BE-2: Decarbonize 15% of existing buildings by 2030 and 100% by 2045.		
BE-2a	Adopt a zero NOx threshold at time of burnout by 2026.	2030: 4,258
BE-2b	Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), "cool" building strategies, trees, green roofs, and other nature-based solutions.	2045: 27,920
BE-2c	Outline and prioritize a pathway to carbon-free emergency and back-up power across the City's critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts.	
BE-2d	Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers.	
BE-2e	Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable decommissioning of the City's natural gas system by 2045. Incentivize electrification across all building types.	
Measure BE-3: Decarbonize 95% of new building construction by 2026.		
BE-3a	Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026.	2030: 2,704 2045: 15,608
BE-3b	Incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
BE-3c	Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027.	
Measure BE-4: Decarbonize 50% of municipal buildings by 2030 and 100% by 2045.		
BE-4a	Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities.	Supportive
BE-4b	Pursue grant funding and rebates to electrify municipal buildings.	
Transportation		
Measure T-1: Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.		
T-1a	Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects ¹⁸ to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a no-cost (free), communitywide Bikeshare program.	2030: 373 2045: 2,164
T-1b	Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro-mobility options. Re-explore and expand available rebates with a focus on supporting low-income families and qualified residents.	
T-1c	Develop a priority list of active transportation projects for MCOG’s 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Obtain necessary resources to develop the top 5 priority projects by 2028.	
T-1d	Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs.	
Measure T-2: Increase total public transportation mode share to 5% by 2030, and 20% by 2045.		
T-2a	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations: <ul style="list-style-type: none"> ▪ Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs. ▪ Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations. ▪ Identification of design improvements of seating and shading at bus stops and along active transportation routes. ▪ Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods. ▪ Developing a local electric trolley system that operates year-round. 	2030: 997 2045: 5,319
T-2b	Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use.	

¹⁸ Projects include the Urban Core Rehabilitation Project (UCRT), construction of Phases 1-3 of the GRT-Ukiah, as well as well as the Downtown Streetscape (Phases 1 & 2).

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
T-2c	Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas.	
Measure T-3: Reduce local VMT from single passenger vehicles.		
T-3a	Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods.	Supportive
T-3b	Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that is compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management.	
T-3c	<p>Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include:</p> <ul style="list-style-type: none"> ▪ Interconnected bike lanes and sidewalks connecting to City's trail network. ▪ Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development. ▪ Increase public bike parking capacity outside of public and commercial development. ▪ Establish parking policies that encourage the use of public transit and active transportation. 	
Measure T-4: Achieve zero-emission vehicle (ZEV) adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.		
T-4a	<p>Complete an inventory of existing EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following:</p> <ul style="list-style-type: none"> ▪ Passenger Fleets ▪ Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers. ▪ Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios. ▪ Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030. ▪ Commercial Vehicles subject to Advanced Clean Fleet requirements ▪ Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions. ▪ For high priority fleets, conduct an utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet. ▪ Identifies the responsible party to submit construction permits early and submit utility interconnection applications early. 	<p>2030: 11,847 2045: 66,664</p>

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
T-4b	<p>By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require at a minimum:</p> <ul style="list-style-type: none"> ▪ Single Family – CalGreen Tier 2 provisions ▪ Multifamily – CalGreen Tier 2 provisions ▪ Non-residential – CalGreen Tier 2 provisions ▪ Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030 ▪ Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new and existing buildings at time of renovation if projects are valued at \$1,000,000 or greater ▪ Expediate EV charger permits ▪ Additionally, continue to install and provide EV charger access at City-owned facilities 	
<p>Measure T-5: By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.</p>		
T-5a	Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives.	2030: 606 2045: 1,541
T-5b	Implement and promote CARB’s Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028.	
T-5c	Develop an outreach strategy to notify affected fleets, establish a compliance tracking system, and partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel. Identify pathways to enforce and track, such as through reporting requirements, compliance with the requirement for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel.	
<p>Measure T-6: Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.</p>		
T-6a	Adopt a policy by 2025 requiring all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs. Implement a schedule to comply with the California Advanced Clean Fleet rule, mandating that 50% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2024, and 100% by 2027.	Supportive
T-6b	Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible.	
T-6c	Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public.	

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Solid Waste		
Measure SW-1: Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.		
SW-1a	<p>Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as:</p> <ul style="list-style-type: none"> ▪ Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase communitywide organic waste diversion. ▪ Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials. ▪ Identify public areas for adding organics collection and recycling bins where needed. ▪ Work with C&S Waste Solutions and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities. ▪ Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins. ▪ Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity. 	<p>2030: 3,511 2045: 4,646</p>
Measure SW-2: Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.		
SW-2a	<p>Establish and execute an implementation plan for meeting procurement requirements. This may include:</p> <ul style="list-style-type: none"> ▪ Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region. ▪ Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements. ▪ Expansion/creation of community composting programs paired with community gardens. 	<p>2030: 190 2045: 228</p>
Water and Wastewater		
Measure WW-1: Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.		
WW-1a	<p>The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include:</p> <ul style="list-style-type: none"> ▪ Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure. ▪ Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies. ▪ In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELo), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects. 	Supportive

Measure/ Action ID	Measure/Action Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
	<ul style="list-style-type: none"> Develop an ordinance for installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use. Revise water and wastewater rates as necessary to ensure the cost of service is covered. 	
WW-1b	Continue to require the use of low-impact-development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction and development.	
Carbon Sequestration		
Measure CS-1: Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.		
CS-1a	Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas.	2030: 149 2045: 1,635
CS-1b	Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City’s Area of Interest (Aoi).	
CS-1c	Conduct carbon sequestration farming pilot projects within the community and across the City’s area of interest (Aoi).	
Measure CS-2: Pursue opportunities to support the City’s sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.		
CS-2a	Integrate climate action strategies into the City’s long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy.	Supportive
CS-2b	Conduct a feasibility study to identify the potential of forest biomass to energy as an economic development, wildfire mitigation, energy security, and carbon sequestration strategy. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways.	
CS-2c	Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal.	
<small>MT of CO₂e = metric tons of carbon dioxide equivalent Source: Ukiah, City of. 2025. Draft Climate Action Plan Update. February 2025.</small>		

The measures and actions shown in Table 2, combined with existing State legislation and City initiatives, would enable Ukiah to meet its GHG emissions target to reduce GHG emissions 40 percent below 1990 levels by 2030. Table 3 summarizes the communitywide GHG emissions forecasts under the BAU and ABAU scenarios, as well as with implementation of the CAP, from 2022 through 2045.

Table 3 Ukiah GHG Emissions Forecasts (MT of CO₂e)

GHG Emissions Pathways	2022	2030	2035	2040	2045
BAU Forecast	132,323	161,649	180,231	199,324	218,918
ABAU Forecast	132,323	131,128	121,979	126,868	132,758
Forecast with CAP	132,323	95,564	66,103	36,642	7,180

Source: Ukiah, City of. 2025. Draft CAP. February 2025.

Figure 3 depicts the 2030 and 2045 GHG emissions targets for Ukiah, including anticipated emissions once the measures and actions listed in Table 2 are implemented. Figure 3 also illustrates the forecasted BAU and ABAU emissions, and the target pathway to achieve carbon neutrality by 2045.

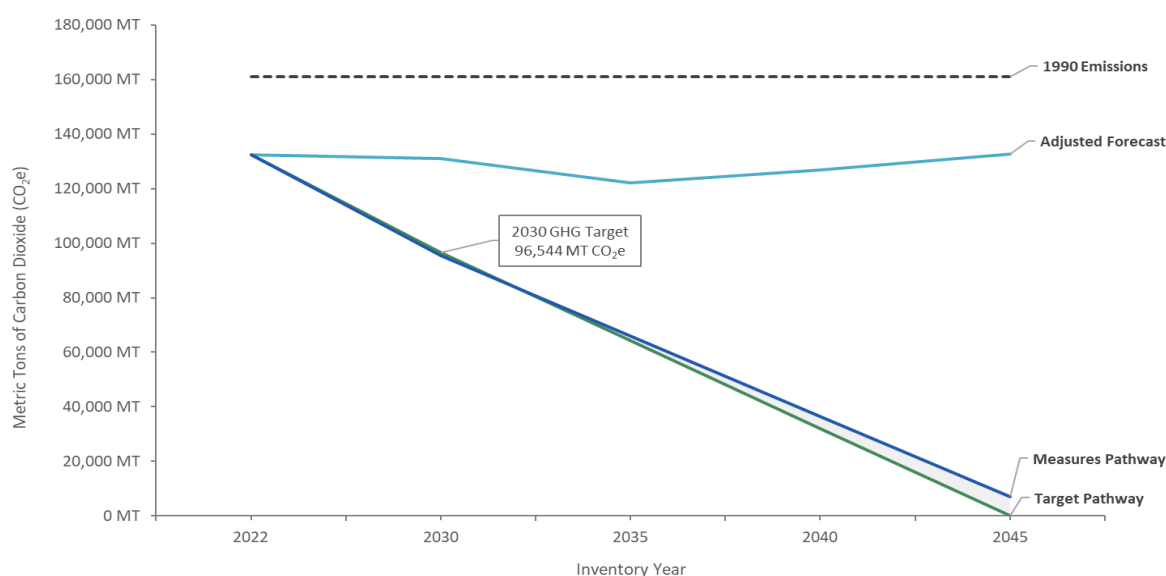
Figure 3 Ukiah GHG Emissions Projections and Targets

Table 4 shows the Ukiah climate action target emissions and the emissions reductions expected from implementing the CAP. Table 4 also illustrates that Ukiah would meet its 2030 GHG reduction target and make substantial progress towards the 2045 goal of carbon neutrality with implementation of the CAP.

Table 4 Targets Versus GHG Reductions

Target/Forecast	2030 GHG Emissions (MT of CO ₂ e)	2045 GHG Emissions (MT of CO ₂ e)
ABAU Forecast	131,128	132,758
Ukiah Targets	96,544	0
GHG Reductions from Implementation of CAP Measures	35,606	125,726
GHG Emissions after Measure Reductions (ABAU Forecast – GHG Emissions Reductions)	95,522	7,032
Target Anticipated to be Met?	Yes	Substantial progress demonstrated

MT of CO₂e = metric tons of carbon dioxide equivalent

Source: City of Ukiah. 2025. Draft CAP. February 2025.

The CAP would provide substantial progress toward meeting the City’s carbon neutrality goal by 2045. However, full implementation of the CAP would leave a gap of approximately 7,032 MT of CO₂e that would still need to be addressed to achieve carbon neutrality. As such, the CAP acknowledges that additional actions beyond those identified in the plan will be necessary to achieve carbon neutrality and provides a mechanism for tracking CAP progress through publication of updated GHG emissions inventories and progress reports every two years. In addition, the City anticipates initiating a CAP Update by 2029 to prepare for achieving the 2045 carbon neutrality goal. This allows for certainty in the updated schedule, ensures that the carbon neutrality work is directly tied to the City’s financial decision making and prioritization process, and allows for constant integration of learning, best practices, and new measures and technologies to further the City toward meeting its goal of carbon neutrality.

Implementation of the CAP measures and actions identified in Table 2 could result in physical changes that could potentially have an impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the measures and actions are taken into account in considering potential environmental impacts that could occur through implementation of the CAP. For example, the use of carbon-free electricity may require the installation of new infrastructure to accommodate use and transmission of alternative and renewable fuels. Similarly, increasing the use of EVs would require the installation of EV charging stations and supporting infrastructure. Additionally, CAP implementation may require the installation of new bicycle, public transit, and pedestrian facilities and renewable energy infrastructure. These types of activities would introduce physical changes, such as the temporary presence and operation of construction vehicles and equipment during installation of required facilities, and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and EV charging stations. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses may identify required plan- or project-specific mitigation measures where applicable.

Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the CAP, the cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAP, based on California Department of Finance 2022 demographic data, 2022 data from the State of California Employment Development Department, projected land use as outlined in the Ukiah 2040 General Plan, and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah.¹⁹ The cumulative projects scenario is shown in Table 5.

Table 5 Cumulative Projects Scenario

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

¹ Service population is calculated as the combined total number of employees and residents in the City.

Source: Rincon Consultants. 2024. Final Ukiah GHG Forecast-Targets Memorandum. July 2024.

¹⁹ Rincon Consultants. 2024. Final Ukiah GHG Forecast-Targets Memorandum. July 2024.

Required Approvals

City of Ukiah

Required approvals include:

- Adoption of the Ukiah CAP IS-ND; and
- Adoption of the Ukiah CAP.

Although individual plans or projects may be implemented later under the umbrella of the CAP, each individual plan or project that does not qualify for a statutory or categorical exemption would be subject to separate environmental review under CEQA.

In addition, if a future project is demonstrated to be consistent with the CAP, then that project could conduct a streamlined CEQA GHG emissions analysis in accordance with Sections 15183.5(a) and (b) of the CEQA Guidelines that states:

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review...
- (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to Sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

Other Public Agencies

The City of Ukiah has sole approval authority over the CAP. There are no other public agencies whose approval is required.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lead Agency Representative Signature

Date

Lead Agency Representative Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project have a substantial adverse effect on a scenic vista?*

Ukiah’s natural landscape includes redwood-covered hillsides, the Russian River, and Ukiah Valley flatlands. The Ukiah 2040 General Plan identifies hillside areas within the City as scenic viewsheds.²⁰ One of the most notable scenic resources are the western hills, rising above the valley floor on the west side of Ukiah.²¹ The Ukiah 2040 General Plan contains goals and policies to protect scenic vistas and the character of the western hills.²² These include the following:

- **Goal LU-6 Hillside Areas:** To preserve the natural character of hillside development areas.
- **Policy LU-6.1 Natural Features:** The City shall require development to preserve outstanding natural physical features, such as the highest crest of a hill, natural rock outcroppings, major tree belts, and water features.

²⁰ Ukiah, City of. 2022. Ukiah 2040 General Plan. Introduction https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

²¹ Ukiah, City of. 2022. Draft Environmental Impact Report (EIR). https://cityofukiah.com/wp-content/uploads/2023/02/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

²² Ukiah, City of. 2022. Ukiah 2040 General Plan. Land Use Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

- **Policy LU-6.2 Hillside Development:** The City shall require new development in hillside areas to minimize grading to retain a natural hillside setting. The City shall encourage clustered dwelling units in hillside areas and roadways to be designed to preserve the ecological and scenic character of the hillsides.

As a policy document, the Ukiah CAP would not result in direct impacts to scenic vistas; however, implementation of some CAP measures and actions may promote infrastructure development and redevelopment that could affect the visual character of Ukiah. CAP Action BE-1a would promote the installation of small-scale renewable energy infrastructure, such as rooftop and parking canopy solar panels, to increase renewable energy generation. CAP Measure T-1 would result in new bicycle lanes and pedestrian infrastructure to increase active transportation. CAP Action T-3b would prioritize infill development within the downtown core. These measures and actions would promote infrastructure development and redevelopment within urban areas of the City and would not be anticipated to affect the scenic western hills. Future CAP-related projects and actions, including those identified above, would be required to adhere to Ukiah 2040 General Plan goals and policies requiring preservation of natural features and scenic vistas. Additionally, the CAP includes Action CS-1b which seeks to conserve the western hills and forested areas of the City to enhance carbon sequestration. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to effects on scenic vistas.

- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

According to the California Scenic Highway Mapping System, State Route (SR) 20 and Interstate 101, approximately 6.4 miles and 6.3 miles north of Ukiah, respectively, are both eligible State scenic highways, though neither are officially designated.²³ The nearest designated State scenic highway is a portion of SR-116 running from Lynch Road to Highway 1, located approximately 43 miles southeast of Ukiah City limits at its closest point. There are no officially designated State scenic highways in Ukiah, and no portions of the City encompass the viewshed from a State scenic highway. Due to the distance between Ukiah and the nearest designated and eligible State scenic highways, views of Ukiah from SR 20, I-101, and SR-116 are not available. In addition, the Ukiah 2040 General Plan does not designate any local roadways as scenic roadways.²⁴ As such, implementation of the Ukiah CAP would not result in impacts related to scenic resources within the viewshed of a State scenic highway or scenic roadway. Therefore, implementation of the Ukiah CAP would result in **no impact** related to effects on scenic resources within a State scenic highway.

- c. *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the plan is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

CEQA Guidelines Section 21071 states that an incorporated city is urbanized if it has either (1) a population of at least 100,000 persons or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at

²³ Caltrans. 2018. California State Scenic Highway System Map.

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed January 2025).

²⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed February 2025).

least 100,000 persons. Ukiah has a population of less than 100,000 people and is not contiguous with any other incorporated cities and, thus, is considered non-urbanized.

The Ukiah Valley is well known for its natural and scenic beauty. The Russian River follows the Ukiah Valley, winding through agricultural lands just outside of Ukiah to the east. The valley is approximately 630 feet in elevation, with the hills of the Mendocino and Mayacamas ranges that flank the valley reaching up to 3,000 feet in elevation. Views on the Valley floor within the City of Ukiah include those typical of existing residential and commercial development, as most of the land within the City limits is developed.²⁵ The Ukiah 2040 General Plan includes goals and policies that require preservation of the existing natural character of hillside development areas and open space land and that govern scenic quality within the City. These include the following:

- **Goal ENV-1:** Preserve open space land for the commercial agricultural and productive uses, the protection and use of natural resources, the enjoyment of scenic beauty and recreation, protection of tribal resources, and the protection from natural hazards.
- **Goal LU-6 Hillside Areas:** To preserve the natural character of hillside development areas.
- **Policy LU-6.1 Natural Features:** The City shall require development to preserve outstanding natural physical features, such as the highest crest of a hill, natural rock outcroppings, major tree belts, and water features.
- **Policy LU-6.2 Hillside Development:** The City shall require new development in hillside areas to minimize grading to retain a natural hillside setting. The City shall encourage clustered dwelling units in hillside areas and roadways to be designed to preserve the ecological and scenic character of the hillsides.
- **Policy LU-11.3 Neighborhood Character:** The City shall ensure that Zoning Code standards and design guidelines are reflective of neighborhood character and land use intensity, complement views from US 101

Implementation of Ukiah CAP actions may promote infrastructure development and redevelopment that has the potential to result in impacts to the visual character and public views of the City. Specifically, CAP Action BE-1a would promote the installation of small-scale renewable energy infrastructure, such as rooftop and parking canopy solar panels, to increase renewable energy generation. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the potential development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City. Implementation of new renewable energy and transportation infrastructure and the installation of ZEV chargers may slightly change the scenic character of the City. However, future CAP-related projects would be required to adhere to City regulations that protect aesthetic resources. This includes the applicable City Design Guidelines and the Ukiah 2040 General Plan policies outlined above.^{26, 27, 28} Compliance with these standards would confirm that future CAP-related projects would align with the City goals related to

²⁵ Ukiah, City of. 2022. Draft Environmental Impact Report (EIR). https://cityofukiah.com/wp-content/uploads/2023/02/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

²⁶ Ukiah, City of. 1992. Design Guidelines: Commercial Projects within the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2023/02/Design-Guidelines-Projects-Inside-Downtown-Design-District.pdf> (accessed February 2025).

²⁷ Ukiah, City of. 1996. Design Guidelines: Commercial Projects Outside the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2021/11/Design-Guidelines-Projects-Outside-Downtown-Design-District.pdf> (accessed February 2025).

²⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed February 2025).

visual character and quality. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to the existing visual character or quality of public views within Ukiah.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Ukiah contains existing sources of nighttime light and daytime glare including street and vehicle lighting, security lighting, interior and exterior building lighting, and reflective building materials. The Ukiah CAP would promote sustainable infrastructure development and redevelopment that is complimentary to existing land uses in the City. The Ukiah CAP would not directly result in impacts related to light and glare.

However, implementation of Ukiah CAP Action BE-1a would promote the installation of small-scale renewable energy infrastructure, such as rooftop and parking canopy solar panels, to increase renewable energy generation. Solar panels have the potential to result in new sources of daytime glare within Ukiah if not thoughtfully designed and located. The design and location of future solar infrastructure would be complimentary to existing development in Ukiah, such as the addition of small-scale rooftop, residential and commercial solar panels would reduce potential glare impacts. Future installations of solar panels in Ukiah would be required to obtain a building permit and comply with all permitting conditions to limit aesthetic impacts. Additionally, rooftop solar is generally unnoticeable from ground level and photovoltaic panels are designed and constructed to absorb as much visible light as possible for energy generation, as opposed to reflecting the sunlight back into the atmosphere. Minimal glare is produced by solar panels.²⁹

Future CAP-related projects would also be reviewed for consistency with the CCR Title 24 lighting standards (CCR Title 24 Part 6), the Ukiah Zoning Code, and applicable design guidelines, which include a review of exterior lighting.^{30,31,32} Compliance with these regulations would minimize environmental impacts related to nighttime light by implementing standard conditions of approval requiring the shielding of exterior lighting and limiting spillover lighting.

In addition, the Ukiah CAP would be reviewed for consistency with the Ukiah 2040 General Plan and other applicable aesthetic regulations prior to approval. Future CAP-related projects would be required to adhere to the applicable City Design Guidelines.³³ Compliance with these standards would confirm that potential future infrastructure development and redevelopment in Ukiah aligns with the Ukiah City Code (UCC) and design guidelines. Compliance with these regulations would minimize environmental impacts related to light and glare by requiring the shielding of exterior lighting and limiting the use of highly reflective materials, respectively. Thus, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to light and glare.

²⁹ National Renewable Energy Laboratory. 2018. Research and Analysis Demonstrate the Lack of Impacts of Glare from Photovoltaic Modules. <https://www.nrel.gov/state-local-tribal/blog/posts/research-and-analysis-demonstrate-the-lack-of-impacts-of-glare-from-photovoltaic-modules.html> (accessed February 2025).

³⁰ California Energy Commission (CEC). 2022. 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf (accessed November 2024).

³¹ Ukiah, City of. 1992. Design Guidelines for Commercial Projects within the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2023/02/Design-Guidelines-Projects-Inside-Downtown-Design-District.pdf> (accessed February 2025).

³² Ukiah, City of. 1992. Design Guidelines for Commercial Projects Outside the Downtown Design District. <https://cityofukiah.com/wp-content/uploads/2021/11/Design-Guidelines-Projects-Outside-Downtown-Design-District.pdf> (accessed February 2025).

³³ Ukiah, City of. 2022. Ukiah 2040 General Plan. Land Use Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed February 2025).

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative impacts related to scenic vistas and resources, visual character and scenic quality, and light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to Ukiah 2040 General Plan policies and the UCC. Future development and infrastructure in the City, including CAP-related projects and cumulative development projects, would be required to comply with the Ukiah 2040 General Plan policies, UCC, and applicable design guidelines to minimize impacts to aesthetic resources. Therefore, implementation of Ukiah CAP would result in a ***less-than-significant cumulative impact*** related to aesthetics.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

Maps prepared pursuant to the Farmland Mapping and Monitoring Program primarily identify the City of Ukiah as Urban and Built-up Land, and no Prime Farmland or Farmland of Statewide Importance is mapped within Ukiah; however, there are a few pockets of Prime Farmland, Farmland of Statewide Importance and Unique Farmland located in the southeast and northwest portions of

the Ukiah Valley.³⁴ Likewise, there are no Williamson Act contracts within Ukiah.³⁵ However, there are a few portions of Williamson contracts spread throughout Ukiah valley. UCC Chapter 8, Article 1, Sections 9750-9754 outlines policies, regulations, and standards to provide agriculture preservation within the City.³⁶ In addition, the Ukiah 2040 General Plan contains several goals and policies that implement new approaches to local agriculture and strengthen existing City policies regarding preservation and enhancement of regional working lands. These include the following:

- **Goal AG-1:** To preserve and strengthen agricultural uses in and around Ukiah that influence the regional economy.
- **Policy AG-1.1 Reduce Agricultural/Urban Conflict:** The City shall reduce conflict between incompatible uses and agriculture within and adjacent to the City.
- **Policy AG-1.2 Preserve Agricultural Lands:** With the exception of presently proposed or approved subdivisions, the City shall discourage urban development on unincorporated land within its Sphere of Influence (SOI) until annexed by the City. The City shall support County land use regulations that protect the viability of local agriculture in the Ukiah Valley.

The Ukiah CAP primarily focuses on reducing building energy use, improving and expanding active transportation and public transit options, expanding ZEV use, increasing water conservation, and reducing solid waste sent to landfills. CAP measures and actions related to these goals would not affect agricultural uses in Ukiah. However, CAP Action CS-1c would involve the development of carbon sequestration farming pilot projects that may involve activities such as compost application and cover cropping to increase the storage of CO₂ within agricultural soils. While these activities would alter current farming practices at participating locations, such pilot projects would likely be beneficial to agricultural uses, because they can help increase crop productivity.

The Ukiah CAP measures and actions would not involve projects or policies that would result in increased development or impacts related to conversion or loss of farmland. Therefore, implementation of the Ukiah CAP would result in **no impact** related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning, Ukiah 2040 General Plan land use designations, or Williamson Act Contracts.

c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The City of Ukiah does not contain any areas zoned for Forest Land or Timber Production Zones. UCC Chapter 5, Article 2, Section 5420, 5423-5425 outlines policies, regulations, and standards to provide for tree management within the City.³⁷ The Ukiah Tree Management Guidelines also contains policies for the protection, operation, and maintenance of the City's urban forest.³⁸ In

³⁴ California Department of Conservation. 2020. California Important Farmland Finder Map <https://maps.conservation.ca.gov/dlrp/ciff/app/>. (accessed January 2025).

³⁵ California Department of Conservation. 2023. California Williamson Act Enrollment Finder <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html>. (accessed January 2025).

³⁶ Ukiah, City of. Ukiah City Code. 2024. UCC Chapter 8, Article 1, Sections 9750-9754 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0908-0100.html>. (accessed January 2025).

³⁷ Ukiah, City of. Ukiah City Code. 2024 Chapter 5, Article 2, Section 5420, 5423-5425 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0605-0200.html> (accessed January 2025).

³⁸ Ukiah, City of. 2023. Tree Management Guidelines. <https://cityofukiah.com/wp-content/uploads/2023/09/Tree-Management-Guidelines-2023ApprovedFinal.pdf> (accessed February 2025).

addition, the Ukiah 2040 General Plan contains several goals and programs to preserve and protect urban forest land. These include the following:

- **Goal ENV-2:** To maintain and enhance the urban forest to create a sense of urban space and cohesiveness with the surrounding natural environment.
- **Program E-Prepare an Urban Forest Master Plan:** The City shall prepare an Urban Forest Master Plan that includes the types of trees appropriate for Ukiah and locations where the city would receive the greatest benefits of new trees. This plan should include trees within commercial and residential areas, as well as those at city parks and facilities. This plan shall be updated every five years.

The CAP aligns with the Ukiah 2040 General Plan by including measures and actions that emphasize the preservation and expansion of trees throughout the community. Ukiah CAP Measure CS-1 and Action CS-1a facilitate preservation and increased planting of trees, regenerative land management, ecosystem restoration, and conservation of forested lands throughout the City. As such, the Ukiah CAP would increase planting of trees and preservation of forest lands within the City. The Ukiah CAP does not include measures that would result in the loss of forest land or the conversion of forest land to non-forest use, nor would it conflict with or cause the rezoning of forest, timber land, or Timberland Production areas. Therefore, implementation of the Ukiah CAP would result in **no impact** related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative impacts related to agriculture and forestry resources would generally be site-specific, and cumulative impacts are not anticipated. Cumulative projects, including any future CAP-related projects, would be required to adhere to Ukiah 2040 General Plan policies and UCC regulations protecting agricultural and forestry resources. Furthermore, as discussed above, the Ukiah CAP would not include measures and actions that would negatively impact agricultural or forestry resources, nor would it involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of Ukiah CAP would result in a **no cumulative impact** related to agricultural and forestry resources.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The federal Clean Air Act (CAA) governs air quality in the United States and is administered by the United States Environmental Protection Agency (USEPA) at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the State level. At the regional and local levels, local air districts typically administer the federal and California CAA. As part of implementing the federal and California CAA, the USEPA and CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. Ukiah is located in Mendocino County, which is a subregion of the North Coast Air Basin (NCAB). The NCAB also includes the counties of Del Norte, Humboldt, Mendocino, and Trinity, along with the northern portion of Sonoma County. Mendocino County is bounded on the west by the Pacific Ocean; on the east by Tehama, Glenn, and Lake counties; on the south by Sonoma County; and on the north by Humboldt and Trinity counties. Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in nonattainment.

The Mendocino County Air Quality Management District (MCAQMD) regulates air quality within Mendocino County. As the local air quality management agency, the MCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. MCAQMD is in non-

attainment for the State PM₁₀ (particulate matter up to 10 microns in size) standard and is required to prepare a plan for improvement.³⁹

MCAQMD adopted a Particulate Matter Attainment Plan (PM Attainment Plan) in 2005. According to the PM Attainment Plan, PM levels have dropped over the last 20 years, but the District still exceeds the State PM₁₀ standard several times a year. The majority of these exceedances result from wildfires, residential wood burning, vehicle use of unpaved roads, and construction activities. The PM Attainment Plan includes control measures to reduce PM₁₀ emissions within the district, including requirements related to woodstoves, unpaved roads, outdoor burning, and dust suppression.⁴⁰

The Ukiah CAP would not involve land use or zoning designation changes or specific development that could conflict with the PM Attainment Plan. Rather the Ukiah CAP would promote sustainable infrastructure development and redevelopment. The Ukiah CAP primarily focuses on reducing building energy use, improving and expanding active transportation and public transit options, expanding ZEV charging options, increasing water conservation, and reducing solid waste sent to landfills. Implementation of Ukiah CAP measures and actions, such as those aimed at reducing VMT, reducing natural gas use through building electrification, and reducing wildfire risk would have co-benefits to air quality within the NCAB. These measures and actions would help MCAQMD meet applicable air quality plan goals and would generally reduce air pollutant concentrations.

Although the purpose and intended effect of the Ukiah CAP is to reduce GHG emissions generated in Ukiah to help reduce the effects of climate change, many of its measures and actions would also reduce criteria pollutant emissions. Specifically, Measures BE-2, BE-3, and BE-4 involve reducing the use of natural gas through building electrification of new and existing buildings, thereby reducing criteria pollutants associated with building energy use. Measures T-1, T-2, and T-3 seek to improve active transportation and public transit facilities and programs in order to reduce VMT and increase the use of sustainable transportation options in Ukiah. In addition, Action T-3a, Measure T-4, and Action T-6c would encourage the adoption of ZEVs and low-emissions off-road vehicles and equipment by enhancing ZEV infrastructure and phasing out gasoline- and diesel-powered off-road equipment. These energy and transportation-related strategies would reduce air pollutant emissions as well as GHG emissions. Additionally, CAP Action CS-1b and CS-2b would enhance wildfire prevention efforts within Ukiah, one of the major sources of PM₁₀ exceedances according to the PM Attainment Plan. Therefore, implementation of the Ukiah CAP would be consistent with federal, State and local regulations and would result in **no impact** related to a conflict with or obstruction of the applicable air quality plan.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

The Ukiah CAP would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment. The Ukiah CAP would not result in impacts related to criteria pollutants. However, implementation of the following Ukiah CAP measures may promote infrastructure construction that would temporarily generate criteria pollutants during construction activities. Measures BE-1, BE-2, BE-3, and BE-4 promote building electrification of existing buildings

³⁹ CARB. 2020. Ambient Air Quality Standards Designation Tool. <https://ww2.arb.ca.gov/capp/cst/tch/ambient-air-quality-standards-designation-tool> (accessed January 2025).

⁴⁰ Mendocino County Air Quality Management District (MCAQMD). 2005. Particulate Matter Attainment Plan. https://www.co.mendocino.ca.us/aqmd/pdf_files/Attainment%20Plan_DRAFT.pdf (accessed January 2025).

and installation of solar PV systems and battery storage facilities to provide greener renewable electricity within the City. CAP Actions T-1a, T-1b, T-1c, T-3b, and T-3c support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the City to increase the use of public transit and active transportation. Ukiah CAP Actions T-3a, T-4a, and T-4b encourage the installation of electric vehicle charging stations and supporting infrastructure. Additionally, CAP Actions SW-1a and SW-2a increasing organic waste diversion and facility capacities for organic waste collection.

Construction-related air quality impacts are generally associated with fugitive dust (particulate matter) and exhaust (nitrogen oxides and hydrocarbons) emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases (a precursor to ozone formation) that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP measures and actions would not include large-scale construction within Ukiah and would involve temporary and short-term criteria pollutant emissions. As such, it would result in low-level criteria pollutant emissions and negligible impacts to air quality. Ukiah CAP measures and actions would also be reviewed for consistency with MCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the Ukiah CAP would result in a less-than-significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many Ukiah CAP measures and actions would have the secondary benefit of reducing criteria pollutant emissions, such as particulate matter and nitrogen oxides, by aiming to increase building energy efficiency, promote electric vehicles, reduce VMT, and minimize wildfires. As such, operations related to implementation of the Ukiah CAP would be beneficial by helping Ukiah meet applicable air quality plan goals. Therefore, overall, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to criteria pollutant emissions.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of some of the Ukiah measures and actions, as described under *Response 3b.*, would promote infrastructure development and redevelopment that may result in temporary construction activities. Construction-related air quality impacts are generally associated with diesel particulate matter, nitrogen dioxide, and carbon monoxide emissions from heavy construction vehicles and soil hauling trucks. However, implementation of Ukiah CAP would not include large-scale construction, and construction-related emissions would be temporary. As such, implementation of the Ukiah CAP could result in low-level toxic air contaminant emissions associated with construction. While the Ukiah CAP could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors located within 1,000 feet of construction activities, Ukiah CAP measures and actions would be reviewed for consistency with MCAQMD air quality regulations and other applicable local, State, and federal regulations through the standard development review process once project details and locations are known to minimize air pollutant exposure impacts. Thus, construction associated with implementation of the Ukiah CAP is not expected to result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. In addition, no operational toxic air contaminant emissions are anticipated with implementation of the Ukiah CAP measures and actions. Therefore, overall, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to exposure of sensitive receptors to toxic air contaminants.

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.⁴¹ Ukiah CAP Action SW-1a seeks to reduce community landfilled organics by 75 percent by 2030 to meet the requirements of SB 1383. Projects associated with this action include implementing the organic waste diversion requirements of SB 1383 by encouraging food waste diversion. As such, the Ukiah CAP could result in minor odors related to organic waste collection. However, green waste collection bins and compost application are not identified on the list of “Sources of Odor Complaints” (Table 1-4) as provided in the *CARB Air Quality Land Use Handbook* and would not be anticipated to result in other odors that would adversely affect a substantial number of people.⁴² Therefore, the Ukiah CAP would not facilitate development that could create odors, and there would be a ***less-than-significant impact*** related to odors exposure.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Ukiah CAP-related projects, in combination with other cumulative projects that occur to accommodate Ukiah’s anticipated population, employment, and housing growth, could result in air pollutant emissions that exceed applicable MCAQMD thresholds or be inconsistent with the PM Attainment Plan. However, implementation of the Ukiah CAP would have a less than significant contribution related to potential cumulative air quality impacts within the Air Basin and on sensitive receptors within Ukiah, given that the Ukiah CAP would result in communitywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, and associated air pollutant emissions and just temporary air pollutant emissions during infrastructure construction activities. As such, implementation of the Ukiah CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin or exposure of sensitive receptors to toxic air contaminants but rather result in co-benefits to air quality within the Air Basin. Therefore, implementation of the Ukiah CAP would result in an overall ***less-than-significant cumulative impact*** related to air quality.

⁴¹ CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf> (accessed January 2025).

⁴² CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf> (accessed January 2025).

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act or by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act. There are several special-status wildlife with the potential to occur within Ukiah and its vicinity, including the northern spotted owl, western yellow-billed cuckoo, western bumblebee, Crotch's bumblebee, tricolored blackbird, foothill yellow-legged frog, red-bellied newt, chinook salmon, and steelhead trout. In addition, there is the potential for special-status plant species to occur within Ukiah, including Sonoma sunshine, Burke's goldfields, Contra Costa goldfields, Roderick's fritillary, Boggs Lake hedge-hyssop, North Coast semaphore grass, and Baker's meadowfoam. These species may be found in streams, grasslands, riparian woodland, and forests within and nearby Ukiah.^{43,44} In addition, migratory and nesting birds protected by Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC) and the Migratory Bird Treaty Act (MBTA) may utilize trees, landscaping, and structures throughout Ukiah for nesting habitat. The Ukiah 2040 General Plan incorporates goals and policies to protect special status species including the following⁴⁵:

- **Policy ENV-4.1 Habitat Preservation:** The City shall require new development to preserve and enhance natural areas that serve, or may potentially serve, as habitat for special-status species. Where preservation is not feasible, the City shall require appropriate mitigation.
- **ENV-4.4 River and Creek Preservation:** The City shall work cooperatively with the County and private landowners to develop pedestrian access along creeks flowing through the City where safe and feasible to do so and where it will not cause adverse impacts.
- **ENV-4.9 Biological Resource Assessment:** The City shall require that new development proposed in or adjacent to ecologically sensitive areas, to complete a site-specific biological resource assessment prepared by a qualified biologist that establishes the existing resources present.

CAP measures and actions would generally apply to the urban areas of the City, with little application to parks, open spaces area, or the undeveloped portions of the City where sensitive habitat and related species may be present. The only CAP action that could affect the non-urbanized portions of Ukiah is Action CS-1b, which calls for wildfire prevention efforts in the western hills and forested areas of the City. This may involve vegetation management through low-intensity vegetation clearing or grazing. Vegetation management activities and future projects facilitated under the CAP would be subject to the provisions of the various federal and State natural resources regulations and their respective permitting processes for the protection of special status species and their habitat. Compliance with permitting processes and State and federal requirements during implementation of Action CS-1b would confirm that significant impacts to special status species and their habitat would not occur.

⁴³ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report.

https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed January 2025).

⁴⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁴⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

Implementation of some CAP actions would promote new infrastructure within the developed portions of the City and could result in impacts to migratory and nesting birds protected under Sections 3503, 3503.5, and 3513 of the CFGC and under the MBTA, as well as special status species that could be supported within ruderal in-fill lots such as Crotch's bumblebee, through construction activities. Construction activities could directly cause mortality or result in indirect impacts through loss of breeding, foraging, and nesting habitat. CAP Action BE-1b would result in the addition of solar PV and battery storage within the City. Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system that may require minor construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the potential development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City. However, construction activities for future CAP projects would be required to adhere to the provisions of Federal and California Endangered Species Acts, CDFW and USFWS permitting requirements, and Ukiah 2040 General Plan goals and policies that protect special status species. In addition, CAP Measure CS-1 calls for regenerative land and water management, conservation of the western hills and forested areas of the City, and increased tree canopy throughout Ukiah. Increased tree canopy and protected natural areas would provide additional habitat for special status species and migratory and nesting birds. As such, the Ukiah CAP would not have a substantial adverse effect on candidate, threatened, or endangered species either directly through individual take or indirectly through species habitat modification. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to special-status wildlife species.

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Ukiah contains wetlands, streams, riparian areas, and other sensitive habitat. Riparian habitats are located along the Russian River and provide habitat for a variety of plant species including, blackberry, wild rose, wild grape, and coyote bush.⁴⁶ Wetlands and other waters in Ukiah are protected by the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and CFGC Section 1600 et seq., and are under the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the CDFW. Federal and State regulations require avoidance of impacts to the extent feasible, as well as compensation for unavoidable losses of jurisdictional wetlands and waters and sensitive natural communities and riparian habitat. UCC Chapter 8 requires compliance with the Clean Water Act.⁴⁷ In addition, policies ENV-6.1 through

⁴⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁴⁷ Ukiah, City of. 2025. Ukiah City Code Chapter 8. <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah04/Ukiah0408.html> (accessed January 2025).

ENV-6.8 of the Ukiah 2040 General Plan describe the City's commitment to protection of wetlands, riparian areas, and other natural habitats within Ukiah.⁴⁸ This includes the following:

- **ENV-6.1 Restoration Master Plans:** The City shall establish a Creek and Stream Restoration Master Plan for each creek flowing through the City limits.
- **ENV-6.2 Contamination and Sedimentation Prevention:** The City shall require new development to use site preparation, grading, and construction techniques that prevent contamination and sedimentation of creeks and streams.
- **ENV-6.3 Waterway Restoration:** The City shall encourage and provide resources to landowners in the city to remove invasive species, plant native plant species, and prevent pollution from entering local creeks and waterways.
- **ENV-6.4 Waterway Channelization:** The City shall actively support the use of natural waterways within the city by avoiding any new waterway channelization within the city and collaborating with local and regional agencies to restore channelized waterways where feasible.
- **ENV-6.5 Creek Protection:** The City shall require new development located adjacent to stream corridors to include appropriate measures for creek bank stabilization, erosion and sedimentation prevention, and natural creek channel and riparian vegetation preservation.
- **ENV-6.6 Erosion Control Plan:** The City shall require new development that requires significant grading near creeks, streams, wetlands, and riparian areas to prepare erosion control plans that address grading practices that prevent soil erosion, loss of topsoil, and drainageway scour, consistent with biological and aesthetic values.
- **ENV-6.7 Public Open Space:** The City shall work with Mendocino County and the Public Spaces Commission to identify and select appropriate locations along creek channels, hillsides, and ridgelines that would be appropriate for future acquisition and development as trails, pocket parks, wildlife preserves, or other public open space.
- **ENV-6.8 Research and Educational Access:** The City shall work with public and private landowners adjacent to creeks to allow public access to creeks, streams, waterways, and riparian areas for educational and research programs.

The Ukiah CAP would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment within developed areas of the City, with little application to parks, open space area, or other locations where riparian, wetland, and sensitive habitat is located. Though future CAP projects would be unlikely to occur in the vicinity of riparian or wetland areas, if development is proposed in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation, it would be required to comply with the requirements of the United States Army Corps of Engineers, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife, pursuant to Section 404 and 401 of Clean Water Act, the Porter-Cologne Water Quality Control Act, and/or California Fish and Game Code Section 1600 et seq. Compliance with these regulations would include obtaining the appropriate CDFW, U.S. Army Corps of Engineers, and/or Regional Water Quality Control Board permits and complying with avoidance, minimization, and habitat restoration measures required by the applicable agencies. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant impact*** related to riparian habitat or sensitive natural communities, such as wetlands.

⁴⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan. Environment and Sustainability Element https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Much of the City is developed, however riparian corridors and other undeveloped areas may provide corridors for wildlife movement. The Ukiah 2040 General Plan contains goals and policies that would reduce impacts to wildlife movement. Goal ENV-4, Policies ENV-4.1 through ENV-4.3, Goal ENV-6, and Policies ENV-6.1 through ENV-6.8 address development in or near wildlife corridors, including riparian habitat and other sensitive natural communities.⁴⁹ The Ukiah CAP would promote sustainable infrastructure development and redevelopment within developed portions of the City, and would not affect the riparian corridors and natural areas where habitat supporting wildlife migration and wildlife nursery sites may be present. Future Ukiah CAP projects would be required to adhere to City development regulations and Ukiah 2040 General Plan policies and would be reviewed for consistency with applicable local, regional, and State regulations to limit the potential for impacts to biological resources. In addition, implementation of Ukiah CAP Measure CS-1 would enhance conservation efforts within the western hills and forested areas of Ukiah, prioritize regenerative land and water management and ecosystem restoration, and create an Urban Forest Master Plan and Tree Protection Plan to increase the urban tree canopy. This measure would aid in conserving habitat areas and habitat connectivity within the City. Therefore, the Ukiah CAP would result in a ***less-than-significant impact*** related to interference with species movement or wildlife nursery use.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Chapter 2, Article 18, Section 9229.3 of the UCC, was established to regulate the protection and management of protected trees and landmark trees within the City.⁵⁰ Protected tree species include black oak, blue oak, coast live oak, interior live oak, oracle oak, Oregon oak, valley oak, white oak, native California oak, California buckeye, California bay, and California/coast redwood. The Ukiah Tree Management Guidelines contains policies for the protection, operation, and maintenance of the City's urban forest.⁵¹ The Ukiah 2040 General Plan also contains certain policies to maintain and enhance tree preservation throughout the City. These include the following:

- **Policy LU-11.8 Tree Preservation:** The City shall encourage the preservation of trees on public and private property. Priority should be given to the preservation of trees considered significant due to their size, history, unusual species, or unique quality.
- **Policy ENV-2.1 Tree Preservation:** The City shall update and maintain City tree inventories to support landmark trees preservation and urban biodiversity, including trees designated for streets and parking lots, and city facilities. The City shall also prepare an Urban Forest Master Plan, review its Tree Management Guidelines and study the feasibility of preparing a Tree Protection Ordinance.

The Ukiah CAP would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment within developed areas of the City. The purpose

⁴⁹ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report. https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed February 2025).

⁵⁰ Ukiah, City of. 2025. Ukiah City Code Chapter 2, Article 18, Section 9229.3 <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah09/Ukiah0902-1800.html#9229.3> (accessed January 2025).

⁵¹ Ukiah, City of. 2023. Tree Management Guidelines. <https://cityofukiah.com/wp-content/uploads/2023/09/Tree-Management-Guidelines-2023ApprovedFinal.pdf> (accessed February 2025).

and intended effect of the Ukiah CAP is to reduce GHG emissions generated in Ukiah to help reduce the effects of climate change. Ukiah CAP Action CS-1a facilitates the implementation of an urban forest master plan that would increase tree canopy throughout the City, and Action CS-1b calls for preservation of forested areas within the City. Implementation of these actions would align with Ukiah 2040 General Plan policies related to tree protection. As such, the CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with local biological resources protection policies.

f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?*

No part of Ukiah is currently covered by a habitat conservation plan or a natural community conservation plan. The nearest such plan is the Yolo County Natural Community Conservation Plan/Habitat Conservation Plan, located in Yolo County, approximately 42 miles southeast of Ukiah.⁵² Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with an adopted habitat or natural community conservation plan.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of future Ukiah CAP projects, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth, could result in impacts to biological resources during infrastructure and building construction. However, cumulative projects, including infrastructure resulting from implementation of the Ukiah CAP, would be required to comply with applicable Ukiah 2040 General Plan policies, the UCC, and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. In addition, the Ukiah CAP contains actions that prioritize the preservation of trees and habitat conservation and restoration. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant cumulative impact** related to biological resources.

⁵² California Department of Fish and Wildlife. 2025. NCCP Plan Summaries. <https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans> (accessed January 2025)

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

The City maintains a Historic Structure Preservation Policy and Architectural Inventory, which includes landmarks, residential and commercial districts, and individual structures of local importance. Approximately 207 individual structures are listed as heritage resources, along with four properties that are identified as local landmarks. The City of Ukiah does not have a designated historical district; however, it contains historical sites and landmarks.⁵³ Ukiah 2040 General Plan Goal ENV-3 and Policies ENV-3.1 through ENV-3.7 illustrate the City's goals and policies related to the preservation of historical and cultural resources within Ukiah.⁵⁴ In addition, UCC Chapter 2, Article 18, Section 9227 regulates development affecting historical and cultural resources within the downtown area of the City.⁵⁵

The Ukiah CAP would not involve land use or zoning designation changes but would instead promote infrastructure development and redevelopment that would be complimentary to existing development. Future Ukiah CAP projects would be required to comply with the applicable Ukiah 2040 General Plan policies, including Goal ENV-3, which aims to preserve and protect historic and archaeological resources in Ukiah, and Policy ENV-3.6, which requires the City to maintain, preserve, and improve City-owned historic structures and sites in an architecturally and environmentally sensitive manner.⁵⁶ Future projects, as applicable, would also be required to comply with UCC Chapter 2, Article 18, Section 9227, which regulates development affecting heritage, historical, and cultural resources within the downtown area of the City. CAP-related projects would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources and the Ukiah 2040 General Plan to avoid adverse impacts related to historical resources. Therefore,

⁵³ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁵⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁵⁵ Ukiah, City of. 2025. Ukiah City Code Chapter 2, Article 18, Section 9227. <https://www.codepublishing.com/CA/Ukiah/#1/html/Ukiah09/Ukiah0902-1800.html> (accessed January 2025).

⁵⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to historical resources.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

According to the Ukiah 2040 General Plan Environmental Impact Report (EIR), nine archaeological sites have been identified within the City and include both precontact and historic-era archaeological components. The Northern Pomo, Spanish, Mexican, and American settlers historically inhabited Ukiah; therefore, in addition to known resources, remnants of these past cultures could be buried or obscured in undeveloped portions of Ukiah, or in areas that were developed before environmental regulations and cultural resource protection laws were passed.⁵⁷ Policy ENV-3.2 of the Ukiah 2040 General Plan directs that the City shall ensure appropriate and feasible mitigation for new development that has the potential to impact sites likely to contain archaeological, paleontological, cultural, or tribal resources. Policy ENV-3.3 requires any construction, grading, or other site altering activities cease if cultural, archaeological, paleontological, or cultural resources are discovered during until a qualified professional has completed an evaluation of the site.⁵⁸ Additionally, Chapter 2, Article 18, Section 9227 of the UCC aims to protect the City's cultural resources.⁵⁹

The Ukiah CAP would promote infrastructure development that would generally be limited to previously developed and disturbed areas of the City where the presence of archaeological resources is unlikely. Future Ukiah CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Nonetheless, there is a possibility for archaeological sites not previously recorded to be present in areas where future Ukiah CAP projects could occur. Ukiah CAP Actions BE-1b, BE-2c, BE-2e, BE-4a, BE-4b, T-1a, T-1c, T-1d, T-2a, T-4b and T-6c may result in construction that could expose previously undiscovered archaeological resources during ground disturbing activities. However, Ukiah CAP projects would be reviewed for consistency with applicable local, regional, and State archeological regulations prior to final siting and construction and would be required to comply with Policy ENV-3.2 and Policy ENV-3.3 of the Ukiah 2040 General Plan and Chapter 2 Section 9227 of the UCC, requiring the protection of cultural resources. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to archaeological resources.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

There is a possibility of encountering unknown buried human remains throughout Ukiah during construction activities. The Ukiah CAP would promote infrastructure development that would generally be limited to previously developed and disturbed areas of the City where the presence of human remains is unlikely. However, there is the potential for future Ukiah CAP-related projects to encounter unknown human remains during project construction activities. Future projects that occur in accordance with the Ukiah CAP would be required to comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98 regulations

⁵⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan Draft Environmental Impact Report.

https://ukiah2040.com/images/docs/Ukiah_2040_Draft_EIR_with_Appendices.pdf (accessed February 2025).

⁵⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁵⁹ Ukiah, City of. 2025. Ukiah City Code Chapter 2, Article 18, Section 9227.

<https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0902-1800.html> (accessed January 2025).

related to burial findings, including notification, assessment, and treatment of burial sites. Therefore, with adherence to existing regulations, implementation of the Ukiah CAP would result in a ***less-than-significant impact*** related to potential disturbance of human remains.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of the Ukiah CAP, in combination with other cumulative projects anticipated under buildout of the Ukiah 2040 General Plan, would have the potential for adverse effects to historical and archaeological resources throughout Ukiah during construction. The CAP could incrementally contribute to the adverse effects of cumulative development through small-scale construction activities that could damage previously undiscovered cultural resources. However, impacts to cultural resources are generally site-specific. Accordingly, potential impacts associated with cumulative development projects would be addressed on a case-by-case basis. In addition, future projects in the City, including those associated with implementation of the CAP, would be required to comply with the City's General Plan Historic Structure Preservation Policy and Architectural Inventory and Chapter 2 Section 9227 of the UCC, as applicable, that require the identification and protection of sites and structures of architectural, historical, archaeological, and cultural significance, to avoid impacts related to cultural resources. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant cumulative impact*** related to cultural resources.

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

California is one of the lowest per-capita energy users in the United States, ranked 49th in the nation, due to its energy efficiency programs and mild climate.⁶⁰ California consumed 663,214 gigawatt-hours of electricity and 23,421 million therms of natural gas in 2022.^{61,62} The single largest end-use sector for energy consumption in California is transportation (42.6 percent), followed by industry (22.5 percent), residential (17.6 percent), and commercial (17.4 percent).⁶³ The City of Ukiah has demonstrated its commitment to energy efficiency and renewable energy through adoption of their 2040 General Plan and establishment of their Climate Adaptation and Resilience Division. The City has adopted CALGreen, pursuant to UCC Division 3, Chapter 1 Section 3000, which requires efficiency measures to reduce energy use and provide energy reduction benefits. Based on the City's 2022 GHG emissions inventory, the largest end-use sector for energy consumption in Ukiah is transportation, which was responsible for approximately 53 percent of total GHG emissions in 2022, followed by building energy (electricity), building energy (natural gas), water and wastewater and solid waste.

Implementation of some Ukiah CAP measures and actions, such as the installation of new active transportation and public transit infrastructure, would require construction. However, energy use for the construction of such projects would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Construction contractors would be required to comply with applicable CARB regulations such as accelerated retrofitting, repowering, or replacement of heavy-duty diesel on-road and off-road equipment. Construction contractors are also required to comply with the provisions of CCR Title 13, Sections 2449 and 2485,

⁶⁰ U.S. Energy Information Administration (USEIA). 2025. "California - Profile Overview." <https://www.eia.gov/state/?sid=CA>. (accessed January 2025).

⁶¹ CEC. 2025. Electricity Consumption by County. <http://www.ecdms.energy.ca.gov/elecbyutil.aspx> (accessed January 2025).

⁶² CEC. 2025. Gas Consumption by County. <http://www.ecdms.energy.ca.gov/gasbycounty.aspx> (January 2025).

⁶³ USEIA. 2022. "California Energy Consumption by End-Use Sector, 2022." <https://www.eia.gov/state/?sid=CA#tabs-2> (accessed January 2025).

and CARB regulations prohibiting diesel-fueled commercial and off-road vehicles from idling for more than five minutes, minimizing unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption. These construction equipment standards (i.e., Tier 4 efficiency requirements) are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Electrical power may be consumed during construction activities, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the region. Overall, construction activities would not have a substantial adverse impact on available electricity supplies or infrastructure. Upon completion of construction for any CAP-related infrastructure development, non-renewable energy use would be reduced by increasing renewable energy production and storage and reducing VMT within the City.

The purpose and intended effect of the Ukiah CAP is to reduce GHG emissions generated within the Ukiah community to minimize the effects of climate change, including those emissions generated by energy use. The Ukiah CAP would not result in the use of non-renewable resources in a wasteful or inefficient manner; rather, it would assist in reducing the use of non-renewable energy resources and increasing the production of local renewable energy. Therefore, the Ukiah CAP would result in **no impact** related to the wasteful, inefficient, or unnecessary consumption of energy.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Relevant State plans and policies that aim to increase energy efficiency and the production of renewable energy include SB 1020, the 2022 California Green Building Standards Code (CALGreen or Title 24 Part 11), and the 2022 California Building Energy Efficiency Standards (Title 24 Part 6). SB 1020 supports the reduction of GHG emissions from the electricity sector by accelerating the State RPS Program and requires electricity providers to increase procurement from eligible renewable energy resources to 90 percent of total retail sales by 2035, 95 percent by 2040, and 100 percent by 2045. CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. In addition, the California Building Energy Efficiency Standards establish energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Title 24 is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

While the City of Ukiah has not adopted a local plan specifically for renewable energy or energy efficiency, the Ukiah 2040 General Plan contains certain policies to promote renewable and sustainability energy as well as energy efficiency. These include the following:

- **Policy ED-2.2 Energy Infrastructure:** The City shall work to improve energy infrastructure to increase availability, reliability, sustainability, and use of renewable energy sources.
- **Policy ED-11.2 Green Economy:** The City shall support the development and reduce local regulatory barriers for industries and businesses that promote and enhance environmental sustainability, greenhouse gas reductions, decarbonization, climate change adaptation, resiliency, and renewable energy generation, storage, and transmission, including solar power and other appropriate renewable sources.
- **Policy PFS-6.1 New Initiatives:** The City shall support innovative, sustainable, and alternative practices and technologies for delivering energy and utility services to the community.

- **Policy PFS-8.2 Sustainable Design and Energy Efficiency:** The City shall encourage the site planning and design of new buildings to maximize energy efficiency
- **Policy ENV-8.2 Micro-grid and Small Battery Storage:** The City shall encourage the development of small-scale battery storage and micro grid capacity for storing renewable power for nighttime energy use.
- **Policy ENV-8.3 Municipal Building Electrification Plan:** The City shall adopt an electrification plan for all municipal buildings to convert them to all electric using energy from carbon-free and renewable sources by 2035.
- **Policy ENV-8.5 Energy Conservation and Renewable Energy:** The City shall promote energy conservation in municipal facilities by seeking opportunities to install energy efficient fixtures and appliances, solar panels, solar battery storage, and other retrofits to new and existing structures

The Ukiah CAP contains climate action strategies to reduce communitywide GHG emissions. Specifically, the CAP would encourage energy efficiency and a transition away from natural gas use in existing buildings and new construction through Measures BE-2, BE-3, and BE-4 by requiring building decarbonization, energy efficiency upgrades, and phasing out natural gas use. Furthermore, the Ukiah CAP would reduce transportation-related energy consumption by increasing active transportation and public transit use, reducing VMT, and reducing the use of gasoline vehicles and equipment via implementation of Measures T-1 through Measure T-5. In addition, future Ukiah CAP related projects would be required to demonstrate compliance with CALGreen and California Building Energy Efficiency standards, as applicable, by implementing sustainability and energy efficiency measures such as high-efficiency lighting and HVAC systems, low-flow water fixtures, dual-paned windows, water efficient landscaping and irrigation systems. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans. These measures and actions are consistent with goals and policies established by the Ukiah 2040 General Plan Environment and Sustainability Element, CALGreen, and the California Building Energy Efficiency Standards.

Additionally, CAP Actions BE-1a and BE-1b would encourage the production, use, and storage of local renewable energy. These actions support the renewable energy goals established by SB 1020. Overall, the Ukiah CAP would be consistent with the goals and policies established by SB 1020, CALGreen, and the California Building Energy Efficiency Standards. Therefore, implementation of the Ukiah CAP would result in **no impact** related to consistency with State and local renewable energy and energy efficiency plans.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of the Ukiah CAP would result in reduced use of non-renewable energy resources across the community through energy efficiency upgrades and building decarbonization requirements. Implementation of the Ukiah CAP would also increase the production and storage of renewable energy within the City. Additionally, the Ukiah CAP includes measures to increase the use of active transportation and public transit and reduce VMT within the

City, which would reduce transportation fuel use. As the City's population grows and development intensifies in the future, as anticipated under Ukiah 2040 General Plan buildout, measures contained within the Ukiah CAP would ensure that new development is constructed to strict energy efficiency standards, the City sources its energy from renewable sources, and that growth is directed to infill areas to reduce suburban sprawl and transportation energy use. As the Ukiah CAP would result in decreased non-renewable energy use within the City and would align with existing plans and policies related to renewable energy and energy efficiency, implementation of the Ukiah CAP would result in ***no cumulative impact*** related to energy.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- Strong seismic ground shaking?
- Seismic-related ground failure, including liquefaction?
- Landslides?

Mendocino County has five fault zones that are considered potentially active. The northern section of the Maacama fault is the closest to Ukiah. The Maacama fault extends north near Laytonville, California, and runs south to Sonoma County passing through residential subdivisions and agricultural lands within the Ukiah Valley. The Alquist-Priolo fault line runs northeast of the City. However, no part of the City falls within the fault zone. Therefore, fault rupture is not considered to be a constraint to development within the City.⁶⁴ However, the City could experience strong seismic ground shaking and seismic-related ground failure (e.g., liquefaction and settlement) from earthquakes on active faults located outside of the City.

Although Ukiah is at risk of earthquake-induced ground shaking and associated hazards, the Ukiah CAP contains measures and actions to reduce GHG emissions and would not exacerbate seismic hazards. The Ukiah CAP does not propose habitable development or policies that could result in direct or indirect substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. Therefore, implementation of the Ukiah CAP would result in **no impact** related to seismic- and landslide-related hazards.

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

The Ukiah CAP does not propose specific projects or land use or zoning changes but would promote sustainable infrastructure development and redevelopment. As a policy document, the Ukiah CAP would not directly require ground-disturbing activities. However, implementation of several CAP measures may result in construction activities that could cause soil erosion or the loss of topsoil during construction. CAP Action BE-1b would result in the addition of solar PV and battery storage within the City. Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system, which may require minor construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City.

As such, the Ukiah CAP could result in construction-related soil erosion and top soil loss impacts associated with these infrastructure improvements. However, future Ukiah CAP projects and actions

⁶⁴ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

would be reviewed for consistency with Ukiah 2040 General Plan Goal ENV-6.6 Erosion Control Plans, UCC Chapter 7, Section 9704 and other local and State Geology and soils regulations prior to final siting and construction.^{65, 66} Soil erosion caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with MCAQMD Rule 1-4030a-b Dust Control, which prohibits particulate matter from becoming airborne and reasonable precautions shall be taken to prevent particulate matter from becoming airborne.⁶⁷ Additionally, any projects involving clearing, grading, or excavation that causes soil disturbance of 1 or more acres would be required to prepare and comply with a stormwater pollution prevention plan (SWPPP) that provides a schedule for the implementation and maintenance of erosion control measures and a description of applicable erosion control practices, in accordance with the requirements of the National Pollutant Discharge System (NPDES) Construction General Permit. With compliance with these existing regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to soil erosion and loss of topsoil.

- c. *Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*
- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?*

Ukiah is not highly susceptible to liquefaction; however, there is moderate risk of liquefaction along creeks and rivers. The California Geological Survey has not yet assessed the potential for liquefaction and seismically induced landslides in the Ukiah area.⁶⁸ The City requires that future proposed projects within designated risk zones undergo professionally prepared geotechnical evaluations prior to site development. If a discretionary permit is required, the geotechnical report must be submitted with the permit application.⁶⁹ Future projects would also be required to comply with UCC Chapter 1, Article 9, Sections 8140-8144 which requires a soil investigation if preliminary soil reports indicate the presence of critically expansive soils or other soil problems which would lead to structural defects.⁷⁰

The Ukiah CAP does not propose specific development or land use designation changes. Some of the proposed measures and actions in the Ukiah CAP would support small-scale construction projects as discussed under *Response 7b.*, such as new solar panels and expanding ZEV charging options. However, future Ukiah CAP-related projects and infrastructure would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. Therefore, the implementation of Ukiah CAP would result in a **less-than-significant impact** related to risks associated with unstable geologic units or soils.

⁶⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁶⁶ Ukiah, City of. 2025. Ukiah City Code Chapter 7, Section 9704 <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah09/Ukiah0907.html#9704> (accessed January 2025).

⁶⁷ Mendocino County Air Quality Management District (MCAQMD) 2025. Duct Control <https://www.co.mendocino.ca.us/aqmd/grading-dust-controls.html> (accessed January 2025).

⁶⁸ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁶⁹ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁷⁰ Ukiah, City of. 2025. Ukiah City Code Chapter 1, Article 9, Sections 8140-8144 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah09/Ukiah0901-0900.html> (accessed January 2025).

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Ukiah CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems would be required. Therefore, implementation of the Ukiah CAP would result in **no impact** would occur related to soil capability support of alternative wastewater disposal systems.

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The Ukiah 2040 General Plan contains goals and policies to preserve and protect paleontological resources in Ukiah. Policy ENV-3.2 establishes the City's commitment to ensure appropriate and feasible mitigation for new development that has the potential to impact sites likely to contain archaeological, paleontological, cultural, or tribal resources. Policy ENV-3.3 establishes the City's requirement that any construction, grading, or other site altering activities cease if cultural, archaeological, paleontological, or cultural resources are discovered until a qualified professional has completed an evaluation of the site.⁷¹

The Ukiah CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment primarily within previously developed areas of the City. The Ukiah CAP would not directly result in impacts related to paleontological resources or unique geologic features. Ukiah CAP measures and actions that would involve construction activities, such as those related to building electrification (Action BE-2e) and EV infrastructure (Action T-4b), would involve work within existing, previously graded and disturbed areas where the likelihood of encountering intact and previously undiscovered paleontological resources would be minimal. In general, Ukiah CAP projects would be located and designed to reduce ground disturbance to the maximum extent possible. Nonetheless, there is a possibility that small-scale construction projects may expose paleontological resources during ground-disturbing activities. To reduce such risks, future Ukiah CAP-related projects would be reviewed for consistency with geotechnical and paleontological policies and regulations prior to final siting and construction, including Ukiah 2040 General Plan Policy ENV-3.2. Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to paleontological resources or unique geologic features.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Future Ukiah CAP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, could expose additional people and property to the seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the Ukiah CAP, depend upon the location, type, and size of development

⁷¹ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts related to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a project-by-project basis. Furthermore, compliance with existing regulations, including UCC requirements, City-issued permit requirements, and Ukiah 2040 General Plan Policy ENV-3.2 would minimize potential cumulative seismic and geologic hazard impacts. Therefore, implementation of the Ukiah CAP would result in an overall ***less-than-significant cumulative impact*** related to geology and soils.

8 Greenhouse Gas Emissions

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

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the sun hits Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by resulting in increased gases in the atmosphere that trap heat and contribute to an average increase in Earth’s temperature. Global warming is the observed increase in the average temperature of the Earth’s surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride, hydrofluorocarbons, and perfluorinated compounds. Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more frequent and severe drought years.⁷² Although GHG emissions do not typically

⁷² CARB and California Environmental Protection Agency (CalEPA). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. https://www.researchgate.net/profile/Seth-Shonkoff/publication/237420289_ENVIRONMENTAL_HEALTH_AND_EQUITY_IMPACTS_FROM_CLIMATE_CHANGE_AND_MITIGATION_POLICIES_IN_CALIFORNIA_A_REVIEW_OF_THE_LITERATURE/links/0deec533acf69321ea000000/ENVIRONMENTAL-HEALTH-AND-EQUITY- (accessed January 2025).

cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.⁷³

Ukiah has completed a communitywide GHG inventory for 2022 (refer to Table 1 that provides the basis for GHG emissions forecasts for the years 2030, 2035, 2040, and 2045. In 2022, Ukiah's total GHG emissions were estimated to be 132,323 MT of CO₂e, with the transportation sector contributing approximately 53 percent of overall GHG emissions. Under the business-as-usual scenario, communitywide annual GHG emissions are forecasted to increase to approximately 161,649 MT of CO₂e by the year 2030 and to 218,918 of CO₂e by the year 2045. With implementation of State laws (adjusted-business-as-usual scenario), communitywide annual GHG emissions are forecasted to increase to approximately 131,128 MT of CO₂e by the year 2030 and to 132,758 of CO₂e by the year 2045.

The CAP addresses communitywide GHG emissions and includes a discrete target for Ukiah to reach maximum annual emissions of 40 percent below 1990 levels by 2030, or 96,544 MT of CO₂e emissions annually. This is consistent with the Statewide target established by SB 32 and represents the level below which the contribution to GHG emissions from activities covered by the CAP would not be cumulatively considerable. Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the Ukiah CAP would be considered substantial progress toward meeting the State longer-term 2045 goal. Avoiding interference with, and making substantial progress toward, these longer-term State targets is important, because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences. The Ukiah CAP includes measures and actions intended to reduce communitywide GHG emissions in terms of the building energy, transportation, waste, water, and carbon sequestration sectors. The Ukiah CAP also includes strategies related to community engagement and climate adaptation. Implementation of the Ukiah CAP would result in the reduction of communitywide operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure such as EV charging stations and building energy efficiency upgrades. Additionally, the Ukiah CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, vehicle miles traveled (and thus air pollution), solid waste generation, and water consumption. Therefore, implementation of the Ukiah CAP would result in **no impact** related to generation of GHG emissions.

⁷³ State of California. 2019. California's Fourth Climate Change Assessment Statewide Summary Report. <http://www.climateassessment.ca.gov/state/> (accessed January 2025).

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CARB 2017 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, and the CARB 2022 Climate Change Scoping Plan outlines a pathway for achieving the 2045 carbon neutrality goal established by AB 1279. The Ukiah CAP would establish policies to reduce GHG emissions within Ukiah to comply with State regulations. The Ukiah CAP includes measures and actions that would reduce Ukiah GHG emissions from forecasted business-as-usual annual levels to approximately 95,564 MT of CO₂e by 2030. The purpose of the Ukiah CAP is to meet Ukiah's proportionate fair share of the Statewide GHG emissions reduction target set by SB 32 and work toward the State's longer-term target of carbon neutrality identified by the 2022 Scoping Plan and AB 1279.

The Ukiah CAP would not conflict with any applicable GHG reduction plans, including the CARB 2022 Climate Change Scoping Plan. The Ukiah CAP identifies how the City would achieve consistency with the Statewide GHG emissions reduction goals. The Ukiah CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, VMT (and thus air pollution), and solid waste generation. Therefore, the Ukiah CAP would result in **no impact** related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects anticipated under Ukiah 2040 General Plan buildout and that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The Ukiah CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of Ukiah. The Ukiah CAP also includes a series of measures and actions that are intended to reduce communitywide GHG emissions in line with State goals. Therefore, implementation of the Ukiah CAP would result in **no cumulative impact** related to GHG emissions.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The Ukiah CAP contains measures and actions to reduce GHG emissions. The Ukiah CAP does not involve identified site-specific development and, for the most part, would not facilitate new development that would involve the routine use of hazardous materials. Implementation of some of the Ukiah CAP actions, such as developing community-scale microgrids, decommissioning of the City's natural gas system, implementing infill development projects, and the installation of ZEV charging stations, would require construction activities. Construction would involve the temporary use of hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, these types of materials are not considered acutely hazardous, and storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, USEPA, and Occupational Safety & Health Administration. In addition, standard construction BMPs for the use and handling of such materials would avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of CAP projects would comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations and Title 22, Division 4.5 of the CCR. The risk of spills would cease after construction is completed. Therefore, construction activities related to implementation of the CAP measures and actions would not be anticipated to create upset and accident conditions involving the release of hazardous materials.

Operation of the majority of project types envisioned under the CAP would not involve the routine transport, use, or disposal of hazardous materials. However, CAP Measure BE-1 and Action BE-1b emphasize increasing local renewable energy production and battery energy storage facilities within the City. Lithium-ion batteries, the typical battery technology used in battery storage systems, may pose a risk of upset and accidental release of hazardous chemicals contained within the batteries (e.g., in the event of a fire). Lithium-ion technology is a common battery storage medium and with low likelihood of failure. Battery storage failure rates have been estimated to be between 1 in 10 million to 1 in 40 million cells, or a one to two percent failure rate worldwide, and improvements in the technology and safety systems has resulted in decreased incidents of battery fires despite the growing use of battery energy storage systems.^{74,75,76} During normal operation, lithium-ion batteries do not represent a risk to off-site receptors, and safety standards applicable to energy storage facilities and safety certification tests established by independent bodies, such as Underwriters Laboratories, National Fire Protection Association, and International Electrotechnical Commission would prevent the reasonable possibility of a substantial adverse effect on the environment related to the lithium-ion batteries. However, in the unlikely event of a fire, there is a risk of the accidental release of hazardous materials associated with renewable energy systems. Future proposed battery energy storage facilities would, thus, be carefully reviewed for appropriate locations, safety

⁷⁴ American Clean Power. 2025. Claims vs. Facts: Energy Storage Safety. <https://cleanpower.org/resources/claims-vs-facts-energy-storage-leading-on-safety/> (accessed February 2025).

⁷⁵ Electric Power Research Institute. 2025. BESS Failure Incident Database. https://storagewiki.epri.com/index.php/BESS_Failure_Incident_Database#:~:text=lt%20is%20instructive%20to%20compare,latest%20designs%20and%20best%20practices. (accessed February 2025).

⁷⁶ Warren, Chris. 2022. As lithium-ion batteries scale, mitigating the risk of fires becomes more important. Electric Power Research Institute Journal. <https://eprijournal.com/a-focus-on-battery-energy-storage-safety/> (accessed February 2025).

measures, and consistency with the Ukiah 2040 General Plan, UCC, and applicable local, State, and federal regulations. Battery energy storage facilities would be subject to site specific review and approval by the Ukiah Valley Fire Authority, Ukiah Fire Prevention Services Division, Ukiah Code Enforcement Division, and Ukiah Building Division and would be required to comply with all applicable safety standards. Therefore, with adherence to existing policies and standards, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to creation of a significant hazard through the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The Ukiah CAP contains measures and actions to reduce GHG emissions. The Ukiah CAP does not include site-specific proposals and development. As addressed under *Responses a. and b.*, above, implementation of some CAP actions may require future construction activities, such as active transportation infrastructure enhancements and microgrid projects. In addition, the CAP would encourage the placement of solar energy and battery storage systems through Measure BLD-1 to increase the production and use of renewable energy in Ukiah. Construction activities and new battery storage systems related to the CAP could result in hazardous emissions or the handling of hazardous materials within 0.25 mile of an existing or proposed school. However, Ukiah CAP projects would be reviewed to confirm the appropriate location of projects in relation to existing development in the City and would be reviewed for consistency with the Ukiah 2040 General Plan, UCC, and applicable local, State, and federal regulations. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to handling and potential upset of hazardous materials, including within 0.25 mile of schools.

d. *Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Ukiah CAP contains measures and actions to reduce GHG emissions. The Ukiah CAP does not include site-specific proposals and development; however, there is the possibility that CAP measures could result in future construction activities on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5. Construction activities on previously contaminated sites could expose construction workers and the public to hazardous materials. However, future CAP-related projects, once identified, would be reviewed for potential issues related to existing site contamination and would be required to comply with applicable local, State, and federal regulations related to hazardous materials sites, including those established by the Ukiah Valley Fire Authority, California Department of Toxic Substances Control, Regional Water Quality Control Board, and Occupational Safety and Health Administration. Future CAP projects would require site-specific development review by the City and, if required, cleanup of contamination on a project-by-project basis for projects that would be located in areas that may contain hazardous materials contaminants. Therefore, with adherence to existing policies and regulations, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to location on a listed hazardous materials site.

- e. *For a plan located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The Ukiah Municipal Airport is located in the southern portion of the City. The location as well as goals and policies associated with the airport area are included in the Ukiah Municipal Airport Land Use Compatibility Plan.⁷⁷ The Ukiah CAP would not increase airport activity or result in additional habitable or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. CAP-related projects that could occur within the influence area zones of the Ukiah Municipal Airport would be subject to the policies of the Land Use Compatibility Plan. Therefore, implementation of the Ukiah CAP would result in **no impact** related to risks associated with location proximate to a public airport.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Implementation of some Ukiah CAP measures and actions, such as Action T-1a, would promote the addition of new bicycle lane infrastructure, which may involve construction within a local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would be maintained throughout project construction. Furthermore, future projects involving work in a public right-of-way would be required to coordinate with the City through the encroachment permit to ensure appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways and to ensure that emergency evacuation routes would not be substantially impacted, pursuant to UCC Chapter 7, Article 1, Section 5601.⁷⁸ Therefore, implementation of the Ukiah CAP would result in a **less-than-significant impact** related to impairment or interference with implementation of an emergency response or evacuation plan.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

According to the California Department of Forestry and Fire Protection, the City's western forested areas are located within a Local Responsibility Area Very High Fire Hazard Severity Zone (VHFHSZ). Beyond the western boundary lays a State Responsibility Area VHFHSZ. On the east, the City is less than a mile from another forested State Responsibility Area VHFHSZ.⁷⁹ According to the City of Ukiah Emergency Plan, Ukiah's terrain, vegetation, and weather conditions are favorable for the ignition and rapid spread of wildland fires which makes wildfire highly likely to occur in the area.⁸⁰ UCC Chapter 3, Article 2 Sections 5205 through 5207 include regulations to mitigate the impact of hazards on new and existing developments that include zoning that prevents development in hazardous areas of the community such as floodplains, landslide areas, the wildland-urban interface, or other known hazard areas.⁸¹

⁷⁷ Ukiah, City of. 2022. Ukiah Municipal Airport Land Use Compatibility Plan <https://cityofukiah.com/wp-content/uploads/2021/11/Ukiah-Municipal-Airport-Land-Use-Compatibility-Plan-2021.pdf> (accessed February 2025)

⁷⁸ Ukiah, City of. 2025. Ukiah City Code Chapter 7, Article 1, Section 5601 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0607-0100.html> (accessed January 2025).

⁷⁹ California Department of Forestry and Fire Protection (CalFIRE). 2025. Fire Hazard Severity Zone Viewer. <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/> (accessed January 2025).

⁸⁰ Ukiah, City of. 2021. Emergency Plan. <https://cityofukiah.com/wp-content/uploads/2021/10/City-of-Ukiah-Emergency-Operation-Plan.pdf>. (accessed January 2025).

⁸¹ Ukiah, City of. 2025. Ukiah City Code Chapter 3, Article 2 Sections 5205 through 5207 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0603-0200.html> (accessed February 2025).

The Ukiah CAP does not propose specific development or new residential or commercial land uses that could be subject to wildland fire, nor would it result in other physical changes to the environment that could increase the risk of a wildland fire, such as installation of new overhead electric power lines. The CAP recognizes the risk that wildfires pose to Ukiah and the likelihood of these risks to be exacerbated by climate change. As such, the CAP includes measures and actions to reduce wildfire risks, including Actions CS-1b and CS-2b. Therefore, implementation of the Ukiah CAP would result in ***no impact*** related to risks associated with exposure to wildland fires.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Hazards and hazardous materials impacts are typically site-specific in nature. Ukiah CAP projects, in combination with other cumulative projects anticipated under Ukiah 2040 General Plan buildout, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies and local, State and federal regulatory requirements related to the handling, storage, use, disposal, and cleanup of hazardous materials. Additionally, implementation of the CAP would reduce Ukiah's vulnerability to wildfire hazards. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant cumulative impact*** related to hazards and hazardous materials.

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Ukiah CAP intends to reduce GHG emissions within the City and does not propose specific development. CAP Action BE-1b poses to increase local renewable energy supply with battery storage within the City. Action BE-2e promotes electrification and energy efficiency upgrades for all existing building types, which may require minor construction to modify the electrical and natural gas connections to existing buildings. Actions T-1a, T-1c, T-1d, and T-2a would encourage development of new bicycle, pedestrian, and public transit infrastructure, which may involve construction activities to create new bike lanes, bike/pedestrian paths, and transit facilities throughout Ukiah. Action T-4b and T-6c would involve the installation of new EV charging stations. Measure CS-1 seeks to plant additional trees throughout Ukiah. These measures and actions may result in small scale construction activities in the future that could result in temporary water quality impacts due to soil erosion and ground disturbance, as discussed under *Response 10c* and in Section 7, *Geology and Soils*.

Future Ukiah CAP projects would be reviewed for consistency with local and State regulations, including the NPDES permitting program that requires implementation of SWPPPs and UCC Chapter 8, Stormwater Discharge, that regulate stormwater management and grading and include erosion, pollution, and sediment control standards.⁸² These regulations require BMPs to reduce water quality impacts from construction activities. Compliance with the UCC and/or NPDES permitting program would require that BMPs are implemented during construction to minimize potential impacts to surface and groundwater quality. With compliance with these regulations, CAP-related infrastructure and retrofit projects would not result in new or different waste discharge that would violate water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Additionally, the CAP includes actions CS-1b, which called for regenerative land and water management and ecosystem restoration, which may benefit drainage, water quality, and groundwater percolation. Therefore, the Ukiah CAP would result in a ***less-than-significant impact*** related to surface or groundwater water quality in Ukiah.

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The CAP would not result in new land uses, such as increased residential or commercial development, which would contribute to an increase in demand for groundwater. The CAP does not include any actions that would interfere substantially with groundwater recharge or impede sustainable groundwater management. Ukiah CAP Measure WW-1 seeks to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption. As such, implementing the Ukiah CAP would result in reduced water use and demands. Additionally, the CAP includes actions CS-1b, which called for regenerative land and water management and ecosystem restoration, which may benefit drainage, water quality, and groundwater percolation. Therefore, the Ukiah CAP would result in ***no impact*** related to the impedance of sustainable groundwater management.

⁸² Ukiah, City of. 2025. Ukiah City Code Chapter 8 Stormwater Discharge <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah04/Ukiah0408.html> (accessed January 2025).

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- *Result in substantial erosion or siltation on- or off-site?*
 - *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
 - *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
 - *Impede or redirect flood flows?*

The Ukiah CAP does not propose specific development or land use designation changes but rather emphasizes strategies intended to reduce GHG emissions and increase sustainability in the City. Implementation of several Ukiah CAP actions may promote infrastructure development and small-scale construction activities within the City. CAP Action BE-1b poses to increase local renewable energy supply with battery storage within the City. Action BE-2e promotes electrification and energy efficiency upgrades for all existing building types, which may require minor construction to modify the electrical and natural gas connections to existing buildings. Actions T-1a, T-1c, T-1d, and T-2a would encourage development of new bicycle, pedestrian, and public transit infrastructure, which may involve construction activities to create new bike lanes, bike/pedestrian paths, and transit facilities throughout Ukiah. Action T-4b and T-6c would involve the installation of new EV charging stations. Measure CSA-1 seeks to plant additional trees throughout Ukiah.

Implementation of these Ukiah CAP actions would primarily occur within previously developed areas and would not result in substantial alterations to Ukiah's existing drainage pattern and amount of impervious surface. Future construction of Ukiah projects could result in erosion as discussed in Section 7, *Geology and Soils*. However, impacts related to drainage and water quality during construction would be minimized through the implementation of BMPs as required by the UCC and NPDES Construction General Permit program. In addition, future Ukiah CAP projects would be developed in accordance with the Ukiah 2040 General Plan, which includes Policies ENV-6.1, through ENV-6.8 for the protection and preservation of wetlands, creeks, and streams within Ukiah.⁸³ Additionally, the CAP includes actions CS-1b, which called for regenerative land and water management and ecosystem restoration, which may benefit drainage and water quality, and would be consistent with Ukiah 2040 General Plan Policies ENV-6.1 and ENV-6.8. Therefore, the Ukiah CAP would result in a ***less-than-significant impact*** related to erosion, flooding, and polluted runoff.

- d. *Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Ukiah is identified as outside of the tsunami hazard area.⁸⁴ However, portions of Ukiah are located within the 100-year floodplain designated by the Federal Emergency Management Agency (FEMA) in the current adopted Flood Insurance Rate Map. Therefore, areas of Ukiah are at risk of flooding.⁸⁵ FEMA is currently preparing an update to the Flood Insurance Rate Map for Ukiah. The preliminary

⁸³ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://cityofukiah.com/wp-content/uploads/2023/01/Ukiah-2040-General-Plan_reduced.pdf (accessed January 2025).

⁸⁴ Department of Conservation, Tsunami Hazard Area Map. 2025. <https://www.conservation.ca.gov/cgs/tsunami/maps/mendocino> (accessed February 2025).

⁸⁵ Federal Emergency Management Agency (FEMA). 2011. Flood Maps. <https://msc.fema.gov/portal/search?AddressQuery=ukiah> (accessed January 2025).

Flood Insurance Rate Map for Ukiah indicates that portions of the City surrounding the Russian River and associated creeks and streams are at risk of flooding.⁸⁶

The Ukiah CAP does not propose specific development or land use designation changes but rather emphasizes strategies intended to reduce GHG emissions and increase sustainability in Ukiah. Implementation of several Ukiah measures and actions may promote infrastructure development and small-scale construction activities within Ukiah. As described under *Response 10c.*, future Ukiah CAP projects would not impede or redirect flood flows, and as discussed under *Response 9a. and 9b.* in Section 9, *Hazards and Hazardous Materials*, Ukiah CAP projects would generally not involve the regular use or storage of hazardous materials with the exception of battery energy storage facilities that include the storage of lithium-ion batteries. Future Ukiah CAP projects, such as battery energy storage facilities, would be reviewed for compliance with the applicable local and State regulations related to flooding and hazardous materials use and storage, including the UCC and California Building Code standards for construction within flood-prone areas. Therefore, the Ukiah CAP would result in a ***less-than-significant impact*** related to flooding and inundation resulting in release of pollutants.

e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Ukiah CAP would not include projects that would result in the direct extraction of groundwater. Rather, the Ukiah CAP encourages wastewater recycling and the reduction of water consumption through Action WW-1a, as discussed under *Response 10a.* The Ukiah CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the Ukiah CAP would result in ***no impact*** related to consistency with a water quality control plan or sustainable groundwater management plan.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Future Ukiah CAP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable Ukiah 2040 General Plan policies and local, State, and federal regulatory requirements including the UCC and NPDES. Implementation of the Ukiah CAP would not contribute to an increase in growth and development in Ukiah but could result in infrastructure development projects and minor construction activities. As such, implementation of the Ukiah CAP and other cumulative projects could have incremental impacts related to hydrology and water quality, such as erosion and sedimentation due to construction activities. However, the Ukiah CAP's contribution to such impacts would be minor and temporary, and the Ukiah CAP would have the long-term effect of reducing water use and improving groundwater recharge. Therefore, implementation of the Ukiah CAP would result in an overall ***less-than-significant cumulative impact*** related to hydrology and water quality.

⁸⁶ Federal Emergency Management Agency (FEMA). 2024. Ukiah Revised Preliminary Flood Insurance Rate Map. <https://cityofukiah.com/wp-content/uploads/2024/11/FEMA-Proposed-Flood-Map-FINAL-10-2-24.pdf> (accessed February 2024).

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project physically divide an established community?

The Ukiah CAP is a policy document containing strategies that are consistent with the Ukiah 2040 General Plan and does not include actions or specific development projects that would divide an established community. CAP Actions T-1a, T-1c, T-1d, T-2b, T-3a, T-3b, and T-3c all involve modifications to the City’s transportation system in favor of active transportation and improved pedestrian, public transit, and bicycle access. These actions include updating the Ukiah Bicycle and Pedestrian Master Plan, developing an active transportation priority list, eliminating parking minimums, developing parking maximums, requiring parking management and transportation demand management plans in high-trafficked areas, requiring new multi-family construction comply with reach codes, promoting increased density in the downtown core and along transit corridors, and including infrastructure requirements in new infill development. These active transportation improvements would help increase connectivity within Ukiah and would not divide an established community. Therefore, the plan would result in **no impact** related to division of an established community.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Ukiah CAP is a policy document and does not propose specific development or changes to land use and zoning designations. The CAP contains strategies that are consistent with the Ukiah 2040 General Plan goals, policies, and programs. The creation of the CAP was originally provisioned due to Program M of the 2040 General Plan: Adopt a Municipal CAP which aims to achieve carbon neutrality for all municipal operations and meet State and City GHG emission reduction goals.⁸⁷ The CAP contains measures and actions that align with land use goals and policies of the 2040 General Plan, notably in the Land Use and Mobility Elements. For example, Ukiah 2040 General Plan Policies

⁸⁷ Ukiah, City of. 2022. 2040 General Plan. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

LU-1.2 Connectivity, LU-1.3 Neighborhood Infill, and LU-1.4 High-Density Residential Uses⁸⁸ align with the goals of Measures T-1 and T-3 of the CAP.

Nonetheless, implementing the plan would require some modification of existing policies including developing and implementing new programs or modifying existing ones. For example, Action BE-2a would require the City to adopt a new zero NOx threshold policy, Action BE-3a would require a new single margin hourly source energy threshold (EDR1) performance standard for new construction, and Action T-4b would require the City to adopt a reach code requiring EV capable charging spaces to promote EV chargers in new development and existing parking spaces. Other actions that would require adoption of new land use policies include Actions BE-3c, BE-4a, T-2b, and WW-1a. In order to implement these actions, existing City policies may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are needed, such as updates to policies related to electrification, alternative transportation, or water, the CAP actions would result in greater avoidance or reduction of negative environmental effects. Therefore, the Ukiah CAP would result in **no impact** related to consistency with current land use plans or policies.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). The Ukiah CAP is a policy document containing programs that are consistent with the City's 2040 General Plan goals to increase sustainability and reduce the City's contribution to climate change impacts. Nonetheless, implementing the CAP, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth, would require some modification of existing policies, including developing and implementing new programs or modifying existing ones. The proposed policy changes in the CAP are consistent with the intent of the goals and policies established within the Ukiah 2040 General Plan and would not cumulatively contribute to the division of communities or conflict with land use policies related to environmental protection. Cumulative projects, including those implemented under the CAP, would be required to adhere to City development regulations and the Ukiah 2040 General Plan policies to retain land use character and minimize environmental impacts. Therefore, implementation of the CAP would result in **no cumulative impact** related to land use.

⁸⁸ Ukiah, City of. 2022. General Plan Land Use Element.
https://ukiah2040.com/images/UKGP_02_PRD_LU%20Element_2023%2002%2027.pdf (accessed January 2025).

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

According to the Ukiah 2040 General Plan EIR, there are no mineral resources, existing mines, major mineral deposits, or critical minerals within the City. There are no active mineral extraction operations in the City, and Mendocino County is not known to contain significant mineral resources⁸⁹. Furthermore, the CAP would not facilitate projects within the City that could result in the loss of availability of known mineral resources. Therefore, **no impacts** to mineral resources would occur.

Cumulative Impacts

There are no mineral resources or active mineral resource extraction operations within Ukiah. As such, the CAP, in combination with other cumulative projects that occur to accommodate the anticipated population, employment, households, and service population forecasts of the City, would not contribute to cumulative impacts related to mineral resources. Thus, implementation of the CAP would result in **no cumulative impact** related to mineral resources.

⁸⁹ Ukiah, City of. 2022. General Plan Update 2040 Admin Draft EIR. 4.15 Effects Found Not to be Significant. https://ukiah2040.com/images/docs/416_Effects_Found_Not_to_be_Significant_Ukiah_2040_Draft_EIR.pdf (accessed January 2025).

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.^{90, 91}

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically

⁹⁰ Crocker, Malcolm J. 2007. Handbook of Noise and Vibration Control Book, ISBN: 978-0-471-39599-7, Wiley-VCH, October.

⁹¹ Caltrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol (CT-HWANP-RT-13-069.25.2). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf> (accessed February 2025).

attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.^{92, 93, 94}

The Ukiah 2040 General Plan Safety Element identifies the largest stationary and non-stationary noise sources within the City. The largest stationary noise sources include the Ukiah Municipal Airport, industrial operations, and commercial operations. Non-stationary noise sources include vehicles, especially along California Highway 101, and construction. The Safety Element aims to ensure appropriate noise levels within the City, considered compatible for community noise environments.⁹⁵ The City uses the Governor’s Office of Land Use and Climate Innovation Noise Element guidelines to provide normally acceptable exterior noise exposure standards by land use category, shown in Table 6.⁹⁶

Table 6 Exterior Noise Compatibility Standards

Land Use Type	Highest Level of Exterior Noise Exposure that is Regarded as “Normally Acceptable” (L _{dn})
Residential: Low- Density Single-Family Homes, Duplex, Triplex, and Similar	60 dBA
Residential- Multi Family	65 dBA
Transient Lodging: Motels, Hotels	65 dBA
Outdoor Activities: Golf Courses, Cemeteries, Parks	75 dBA
Schools, Libraries, Churches, Hospitals, Nursing homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters, Sports Arena, Outdoor Spectator Sports	70 dBA
Sports Arena, Outdoor Spectator Sports	75 dBA
Playground, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings, Business Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: Ukiah 2040 General Plan Safety Element, Figure 7-6

Construction noise is regulated by UCC Division 7, Chapter 1, Article 6, Section 6054, which prohibits construction activities within 500 feet of residential zones between the hours of 7:00 p.m. and 7:00 a.m.⁹⁷ In addition, UCC Division 7, Chapter 1, Article 6, Section 6053 prohibits the operation of machinery and equipment that generates noise which would cause the noise level at the property

⁹² Crocker, Malcolm J. 2007. Handbook of Noise and Vibration Control Book, ISBN: 978-0-471-39599-7, Wiley-VCH, October.
⁹³ Caltrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol (CT-HWANP-RT-13-069.25.2). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf> (accessed February 2025).
⁹⁴ Federal Highway Administration. 2011. Highway Traffic Noise: Analysis and Abatement Guidance. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf (accessed February 2025).
⁹⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).
⁹⁶ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).
⁹⁷ Ukiah, City of. 2025. Ukiah City Code Section 6054, Construction of Buildings and Projects. <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah07/Ukiah0701-0600.html#6054> (accessed February 2025).

line of any property to exceed the ambient base noise level by more than five dB between seven 7:00 p.m. and 7:00 a.m.⁹⁸

The CAP is a policy document containing programs that are consistent with the Ukiah 2040 General Plan. Some of the CAP actions would support small-scale construction projects that could result in temporary noise. Action BE-1b would result in the addition of solar PV and battery storage within the City. Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system, which may require construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City. Construction activities associated with these actions have the potential to result in temporary noise-related construction impacts. However, all construction must follow regulations set forth by the Ukiah General Plan Safety Element and UCC, including the permitted construction hours. With compliance with these regulations, construction activities associated with implementation of the CAP would not generate excessive noise levels.

The CAP does not include future projects that would result in substantial operational noise. Rather, the CAP encompasses a suite of GHG-reduction opportunities, including those that affect the transportation sector and its associated noise. For example, Actions T-1a, T-1c, T-1d, and T-2a encourage people to transition away from single-occupancy vehicles towards alternative modes of transportation including public transit, walking, and biking. T-3b and T-3c prioritize infill and higher-density development in transit corridors, reducing the need for single-occupancy vehicles. T-3a and T-4b entail developing a reach code requiring EV capable charging spaces to encourage the use of EVs in new development and existing parking spaces. Actions T-5a and T-5b would implement education and regulations to transition to electric small off-road engines (SORE) equipment like leaf blowers and lawn mowers. Actions T-6a and T-6c involve transitioning to an all-electric municipal fleet. All of these actions would reduce the overall noise level in the City because they would reduce vehicle noise levels or transition vehicles and other engines to electric engines, which are quieter than gas-powered alternatives. Therefore, the CAP would not generate excessive noise levels and would result in a ***less than significant impact*** related to noise exposure.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁹⁹ Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from

⁹⁸ Ukiah, City of. 2025. Ukiah City Code Section 6053, Machinery, Equipment, Fans and Air Conditioning. <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah07/Ukiah0701-0600.html#6054> (accessed February 2025).

⁹⁹ Caltrans. 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed January 2025).

vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in the monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.¹⁰⁰ Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 7.

Table 7 Human Response to Different Levels of Groundborne Vibration¹⁰¹

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels
 Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual

The CAP is a policy document containing programs that are consistent with the Ukiah 2040 General Plan. Some of the proposed CAP actions would support small-scale construction projects, such as EV charging station construction and new bicycle lanes, that may result in a temporary, minor increase in groundborne vibration during construction. However, CAP projects would be subject to review by the City for compliance and consistency with Division 7, Chapter 1, Article 6 of the UCC which regulates noise-related construction impacts, including the permitted construction hours. Construction activities would also be required to comply with applicable local, State, and federal regulations to minimize temporary construction impacts related to groundborne vibration. Furthermore, CAP projects would not include operational sources of groundborne vibration. Therefore, the CAP would result in a **less-than-significant impact** related to groundborne vibration.

- c. *For a plan located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The City of Ukiah contains one airport, the Ukiah Municipal Airport. The Ukiah Municipal Airport Land Use Compatibility Plan establishes criteria and policies to be used by the Mendocino County Airport Land Use Commission in assessing compatibility between the public-use airports in Mendocino County and the proposed land uses in the airport adjacent areas. The Plan establishes airport compatibility zones, which were adopted into the City of Ukiah Municipal Airport Master Plan. The compatibility zones impose additional standards for proposed developments in order to

¹⁰⁰ Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm (accessed January 2025).

¹⁰¹ Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2025).

mitigate airport impacts.¹⁰² Strategies to mitigate noise impacts in areas adjacent to the airport are incorporated into the Ukiah 2040 General Plan Safety Element, including SAF-7.3 which requires disclosure of potential airport noise impacts and incorporation of sound reducing measures in all new construction in airport compatibility zones.¹⁰³

The Ukiah CAP would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to airport noise. CAP-related projects that could occur within the influence area zones of the Ukiah Municipal Airport would be subject to the policies of the Land Use Compatibility Plan and Ukiah 2040 General Plan Safety Element. Although Actions T-3b and T-3c encourage higher-density infill development, any new construction occurring within an airport compatibility zone would require sound reducing measures in accordance with Ukiah 2040 General Plan Policy SAF-7.3. Therefore, the CAP would result in a ***less-than-significant impact*** related to aviation-related noise exposure.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). The CAP is a policy document containing programs that are consistent with the Ukiah 2040 General Plan Safety Element. However, future CAP-related projects, in combination with other cumulative projects that occur to accommodate Ukiah's anticipated population, employment, households, and service population growth, would support construction projects (such as EV charging station construction, bicycle infrastructure, and higher-density residential development) that may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including CAP projects, would be subject to review by the City for compliance with the Ukiah 2040 General Plan Safety Element and UCC and would be required to comply with applicable local, State, and federal regulations governing construction noise and vibration. Additionally, the CAP encompasses a suite of GHG-reduction opportunities that would decrease VMT and roadway vehicle-related noise, as well as noise from gas-powered offroad equipment. As such, implementation of the CAP would not generate permanent, excessive groundborne vibration or noise levels. Therefore, the CAP would result in an overall ***less-than-significant cumulative impact*** related to noise.

¹⁰² Ukiah, City of. 2021. Ukiah Municipal Airport Land Use Compatibility Plan. <https://cityofukiah.com/wp-content/uploads/2021/11/Ukiah-Municipal-Airport-Land-Use-Compatibility-Plan-2021.pdf> (accessed January 2025).

¹⁰³ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The CAP does not contain measures or actions that propose new habitable development or changes to land use and zoning designations. Thus, implementation of the CAP would not directly result in increased population growth within Ukiah. The CAP contains Measure CS-2, which seeks to support the City’s sustainable economic development goals and could result in new jobs in the green industry within the region. Mendocino County currently experiences an unemployment rate of 5.3 percent, with approximately 2,000 unemployed persons within the labor force.¹⁰⁴ As detailed in Table 5, Ukiah is expected to add approximately 2,832 jobs between 2022 and 2030. While new jobs may be introduced to the area as a result of CAP-related projects, these additional jobs would not be anticipated to exceed the planned employment growth for the region. Furthermore, employees would likely be sourced from the existing labor population in the area, including the approximately 2,000 Mendocino County residents currently unemployed, and the potential increase in population related to persons relocating to Ukiah from other regions for new employment opportunities would be nominal. In addition, the CAP does not propose new roadways or utilities that could indirectly lead to new population growth or development. As such, the CAP would not directly increase the population or indirectly induce additional unplanned population growth. The CAP would result in a **less-than-significant impact** related to substantial unplanned population growth.

¹⁰⁴ California Employment Development Department. 2024. Mendocino County Profile. <https://labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Mendocino+County&selectedindex=23&menuChoice=localAreaPro&state=true&geogArea=0604000045&countyName=> (accessed February 2025).

- b. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAP is a policy document and does not contain any site-specific proposals or actions that could result in the displacement of existing housing or people. The CAP would not result in the need for construction of replacement housing. Therefore, the CAP would have **no impact** related to the displacement of existing people and housing.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of the CAP, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, and housing growth, is not anticipated to displace people or housing nor induce substantial unplanned population growth within the City. Specifically, the CAP would not contribute to person or housing displacement in Ukiah nor would it result in population growth beyond that already assumed and planned for in the Ukiah 2040 General Plan and in accordance with Ukiah 2030 demographic projections. Therefore, the CAP would result in a **less than significant cumulative impact** related to population and housing.

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*
- Fire protection?
 - Police protection?
 - Schools?
 - Parks?
 - Other public facilities?

Implementation of the CAP and its proposed measures and actions would not result in increases in population or new employment opportunities that could induce substantial unplanned population growth, as further discussed in Section 14, *Population and Housing*. As such, the CAP would not require the construction of new or physically altered governmental (i.e., fire protection, police protection, schools, parks, libraries) facilities to serve additional population, the construction of which could cause significant environmental impacts. In addition, CAP Actions BE-2c, CS-1a, CS-1b, and CS-2b improve community resiliency, enhance grid reliability, provide clean back-up power to critical community facilities, reduce vulnerability to the impacts of climate change, and mitigate

hazards such as wildfire within Ukiah, through the development of microgrids and carbon-free emergency and back-up power, creation of an Urban Forest Master Plan, recurring urban tree canopy study, regenerative land and water management, and wildfire prevention efforts. These actions would enhance the ability of public service providers to respond in emergency events and reduce the burden on local public services related to climate change-induced natural disasters. Furthermore, future CAP-related projects and actions would be reviewed for consistency with the Ukiah 2040 General Plan and other applicable local and State regulations related to public services. Therefore, the CAP would result in ***no impact*** related to public services in terms of need for the construction of new or altered governmental facilities.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). As a guidance document, implementation of CAP-related projects, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, households, and service population growth, would not result in substantial increases in population or induce additional population growth beyond that assumed under the Ukiah 2040 General Plan and 2030 population projections. As such, implementation of the CAP would not result in cumulative need to construct or expand public services facilities. Therefore, the CAP would result in ***no cumulative impact*** related to public services.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Ukiah has 14 local parks and recreation facilities totaling 260 acres, as well as an 80-acre open-space park called Low Gap Park, managed by Mendocino County. Low Gap Park has an existing network of trails, which extend from Low Gap Park through the hills west of the City. The greater Planning Area for Ukiah includes several County and Federal parks including Mill Creek Park (400- acres), and two Federal open space recreation areas: Lake Mendocino Recreation Area (5,110-acres) and Cow Mountain Recreation Area (60,000-acres). Adjacent to Ukiah city limits, the Russian River provides recreational opportunities for Ukiah residents including swimming, fishing, inner-tubing, and picnicking. There are four access points to the river from the city: the City’s Softball Complex, Vichy Spring-Perkins Road crossing, Riverside Park, and Talmage Road crossing.¹⁰⁵ Ukiah also contains four miles of the Great Redwood Trail, established by SB 1029, which is expected to be a 320-mile, multi-use rail-to-trail project from the San Francisco Bay Area to Humboldt County. In June 2020, the Ukiah City Council officially designated the entire rail corridor within City limits as a recreation/park facility and renamed it the ‘The Great Redwood Trail – Ukiah’.¹⁰⁶ Policy ED-5.1 of the Ukiah 2040 General Plan emphasizes the importance of maintaining existing and promoting new outdoor recreation opportunities and facilities within the City. Policies PFS-12.1 through 12.8 are centered around the connection, expansion, equitable access, visibility, and safety of Ukiah parks. They also highlight the Great Redwood Trail and Collaborative Partnerships for Improved Park Services.

¹⁰⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

¹⁰⁶ Ukiah, City of. 2025. The Great Redwood Trail – Ukiah. <https://cityofukiah.com/the-great-redwood-trail-ukiah/> (accessed February 2025).

Implementation Program C of the Public Facilities, Services, and Infrastructure Element puts the City of track to develop a Park Maintenance and Security Program for all Ukiah Parks from 2026-2030.¹⁰⁷

The CAP is a policy document containing measures and actions what would improve the recreational elements of the City of Ukiah. Action BE-2b incentivizes the use of nature-based solutions in development including trees and green roofs which would enhance the natural and recreational properties of the streetscape. CAP Actions CS-1a and CS-1b would expand recreation opportunities through the beautification of the urban forest and creating more ecological recreation through restoring ecosystems, conserving forested areas, and regenerative land and water management. These actions align with policies in the Ukiah 2040 General plan to protect and expand recreational opportunities. Additionally, as described in Section 14, *Population and Housing*, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in **no impact** related to recreation.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). As a guidance document, implementation of CAP-related projects, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, households, and service population growth, would not result in increases in population or induce additional population growth beyond that assumed under the Ukiah 2040 General Plan and 2030 population projections. Therefore, implementation of the CAP would not result in increased demand for parks, substantial cumulative physical deterioration of parks or other recreational facilities, or the cumulative need to expand recreational facilities. Therefore, implementation of the CAP would result in **no cumulative impact** related to recreation.

¹⁰⁷ Ukiah, City of. 2022. Ukiah 2040 General Plan Public Facilities, Services, and Infrastructure Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

The City of Ukiah is a part of MCOG and must comply with the regional priorities outlined in their 2022 RTP and Active Transportation Plan which is a long-range plan containing strategies for operating, managing, maintaining, and financing the area’s transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the State of California. The 2022 RTP and Active Transportation Plan emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit users, and drivers. The 2022 RTP and Active Transportation Plan aims to reduce VMT and result in less emissions of GHGs.¹⁰⁸

In addition, the Ukiah 2040 General Plan Mobility Element includes the following applicable local goals related to the circulation system:

- **Goal MOB - 1:** To provide a citywide network of complete streets that meet the needs of all users, including pedestrians, bicyclists, motorists, transit, movers of commercial goods, children, seniors, and persons with disabilities.
- **Goal MOB - 2:** To reduce vehicle miles traveled (VMT) to and from residences, jobs and commercial uses in Ukiah.

¹⁰⁸ MCOG. 2022. 2022 RTP and Active Transportation Plan. <https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf> (accessed January 2025).

- **Goal MOB - 3:** To provide a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.
- **Goal MOB - 4:** To maintain an ongoing periodic evaluation process to inventory transportation and mobility needs.
- **Goal MOB - 5:** To promote a balance of multi-modal options, to be reflected in flexible parking regulations.
- **Goal MOB - 6:** To promote the Ukiah Municipal Airport for the Community's benefit and provide for the airport's long-term viability, including ensuring future development considered by the 2040 Ukiah General Plan is consistent with the Ukiah Municipal Airport Land Use Compatibility Plan.¹⁰⁹

Additionally, the City adopted the Ukiah Bicycle and Pedestrian Master Plan in 2015 that has the purpose to improve bicycling and walking in the City of Ukiah and making active transportation a comfortable and convenient transportation and recreation option. Recommendations include improving bicycle infrastructure (facilities and parking), adopting a complete streets policy, improving sidewalks and lighting, lane reconfiguration, street furnishings, curb ramps, crosswalks, refuge islands, traffic signals, roundabouts, and various education and engagement.¹¹⁰ The City also adopted the Great Redwood Trail-Ukiah Linear Park Master Plan in 2020, which outlines the plans and goals for developing a pedestrian and bicycle trail through Ukiah.¹¹¹

The Ukiah CAP is a policy document containing strategies and policies that are consistent with the MCOG 2022 RTP and Active Transportation Plan, Ukiah 2040 General Plan Mobility Element, and 2015 Bicycle and Pedestrian Master Plan. CAP Actions T-1a, T-1c, T-1d, T-2b, T-3a, T-3b, and T-3c all involve modifications to the City's transportation system to prioritize active transportation, improve pedestrian and bicycle infrastructure, and reduce VMT. These actions include updating the Ukiah Bicycle and Pedestrian Master Plan, developing an active transportation priority list, eliminating parking minimums, developing parking maximums, requiring parking management and transportation demand management plans in high-trafficked areas, requiring new multi-family construction comply with reach codes, promoting increased density in the downtown core and along transit corridors, and infrastructure requirements in new infill development. Actions T-1b, T-2a, and T-2c also promote the creation of affordable public transit options for low-income residents, collaboration with MCOG and MTA to encourage use of public and multi-modal transportation options, increased micro-transit options to promote first/last-mile commute access, and free or subsidized local public transit programs that service local residential and commercial areas. Lastly, Actions T-3a, T-4a, and T-4b aim to increase the feasibility of using EVs in the City through the installation of EV chargers, completing an EV infrastructure inventory, and creation of an EV reach code. All of these CAP actions attempt to further the goals and priorities of the MCOG 2022 RTP and Active Transportation Plan, Ukiah 2040 General Plan Mobility Element, and 2015 Bicycle and Pedestrian Master Plan through improving multi-modal facilities, reducing VMT and single-occupancy vehicles, encouraging active transportation, reducing vehicle congestion, and increasing EV adoption.

¹⁰⁹ Ukiah, City of. 2022. Ukiah 2040 General Plan Mobility Element.

https://ukiah2040.com/images/UKGP_04_PRD_MOB%20Element_2023%2002%2027.pdf (accessed January 2025).

¹¹⁰ Ukiah, City of. 2015. Bicycle and Pedestrian Master Plan. <https://cityofukiah.com/wp-content/uploads/2022/03/Ukiah-Bike-and-Pedestrian-Master-Plan-FINAL.pdf> (accessed January 2025).

¹¹¹ Ukiah, City of. 2020. Great Redwood Trail-Ukiah Linear Park Master Plan. <https://cityofukiah.com/wp-content/uploads/2022/06/GRT-Park-Master-Plan-Final.pdf> (accessed February 2025).

CAP actions are also consistent with CEQA Guidelines Section 15064.3, subdivision (b) as they prioritize active and public transportation projects that would reduce VMT. Therefore, implementation of the Ukiah CAP would result in *no impact* related to consistency with plans and policies addressing the transportation circulation system and CEQA Guidelines Section 15064.3, subdivision (b).

- c. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The Ukiah CAP is a policy document containing strategies that are consistent with the Ukiah 2040 General Plan, including the Mobility Element, and would not involve new land uses or changes to the roadway system that would increase hazards due to design changes or incompatible uses. Implementation of some CAP actions may involve construction within the public right-of-way including Actions T-1a, T-1c, T-1d, T-2a, T-4b, and T-6c which would encourage development of new bicycle and pedestrian infrastructure, improvements to bus stops, development of a local electric trolley system, and installation of EV and ZEV chargers and fueling stations throughout the City. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would generally be maintained throughout project construction. UCC Section 9176, Certain Uses Permitted (F), states:

1. Placement of any temporary accessory object within any public right of way is prohibited without securing an encroachment permit issued by the public works department, including compliance with insurance requirements and any conditions placed thereon to ensure the public safety and convenience and compliance with this section. Applications for encroachment permits under this section shall be filed with the public works department accompanied by a plot plan sufficient to show the details of the object's size, height, location and any other information deemed necessary by the planning director or public works director, and application fees established from time to time by resolution of the city council adopted in accordance with the procedures required by law. Notwithstanding any provision of this section, the public works director retains the right to revoke any issued encroachment permit for any object determined to be a nuisance, detrimental to the public safety or convenience, or noncompliant with this section. The placement of all objects shall comply with all requirements and orders of the fire marshal.
2. The location and dimensions of temporary accessory objects shall be coordinated with other elements and shall provide for the safe and unobstructed movement of pedestrians and vehicles and visual attractiveness to the satisfaction of the planning director and public works director.¹¹²

Future projects involving work in the public right-of-way would be required to coordinate with the City through the encroachment permit process to confirm appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways. Compliance with the UCC and coordination with the City would minimize impacts to the circulation system, including safety impacts and emergency access. As such, construction of CAP projects would not create transportation design hazards or result in inadequate emergency access. Furthermore, the CAP

¹¹² Ukiah, City of. 2025. Ukiah City Code Section 9176, Certain Uses Permitted (F). <https://www.codepublishing.com/CA/Ukiah/#!/Ukiah07/Ukiah0701-0600.html#6048> (accessed January 2025).

would facilitate increased active transportation and public transit use and decreased VMT within Ukiah, which in turn would reduce potential transportation hazards and congestion conditions that can hinder emergency response. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant impact*** related to transportation hazards and emergency access.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative projects that occur to accommodate Ukiah's anticipated population, employment, and housing growth could result in increases in VMT or changes affecting roadway design safety and emergency access. However, the CAP is a policy document containing measures and actions that are consistent with the Ukiah 2040 General Plan Mobility Element, MCOG RTP and Active Transportation Plan, and other applicable transportation policies and does not propose new development that would increase VMT, result in design hazards, or affect emergency access. Rather, the CAP measures and actions would promote alternative modes of transportation and reduction of VMT throughout Ukiah. Implementation of the CAP would guide future development within Ukiah and confirm that future projects within the City are planned and designed to limit VMT and improve multi-modal access. Therefore, implementation of the Ukiah CAP would result in ***no cumulative impacts*** related to transportation.

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

On January 17, 2025, in accordance with AB 52, both the Guidiville Rancheria, who has requested to be notified of projects within the City of Ukiah’s jurisdiction, and the Pinoleville Pomo Nation, were formally notified via certified mail and/or email that the City initiated environmental review of the

Ukiah CAP and were invited to provide consultation. Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation. No responses were received during the 30-day response period.

The CAP would not involve land use or zoning changes that would increase development within the City but would instead promote sustainable infrastructure development within the urbanized area of Ukiah. As a policy document, the CAP would also not directly entail ground disturbing activities. However, future implementation of CAP actions related to existing building energy, active transportation, renewable energy, and tree planting may include construction activities with the potential to disturb previously undiscovered tribal cultural resources, as discussed further below.

Actions BE-2c and BE-2e promote microgrid projects and decommissioning of the City's natural gas system, which may require construction activities to modify electrical and natural gas connections to existing buildings. Actions BE-4a and BE-4b would require decarbonization of municipal buildings, which may require minor construction activities for electricity upgrades. Actions T-1a, T-1c, and T-1d would encourage development of new bicycle and pedestrian infrastructure, which may involve construction activities to create new bike lanes and bike/pedestrian paths throughout Ukiah. Action T-2a would involve improvements to bus stops and the development of a local electric trolley system. In addition, Actions T-4b and T-6c seek to install EV and ZEV chargers and fueling stations throughout the City.

Implementation of these CAP actions could impact unknown tribal cultural resources during construction that involves below-grade activities in previously undisturbed soils. However, future CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAP projects and actions would be reviewed for consistency with applicable local, regional, and State tribal cultural and archaeological regulations prior to final siting and construction and would be required to comply with Ukiah 2040 General Plan Policies ENV-3.2 and ENV-3.3, which state that the City shall ensure appropriate and feasible mitigation for new development that has the potential to impact sites likely to contain archaeological, paleontological, cultural, or tribal resources, and that any construction, grading, or other site altering activities cease if cultural, archaeological, paleontological, or cultural resources are discovered during until a qualified professional has completed an evaluation of the site.¹¹³ As such, tribal cultural resources would be protected prior to and/or upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant impact*** related to tribal cultural resources.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Implementation of CAP-related projects, in combination with other cumulative development that occurs to accommodate Ukiah's anticipated population, employment, households, and service population growth, could increase the potential for adverse effects to unknown tribal cultural resources in Ukiah. However, impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts

¹¹³ Ukiah, City of. 2022. Ukiah 2040 General Plan Environment and Sustainability Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. CAP projects and other cumulative projects would be required to comply with Ukiah 2040 General Plan Policies ENV-3.2 and ENV-3.3, for the protection and proper treatment of any cultural resources discovered during ground disturbance, which would minimize the potential for significant impacts to tribal cultural resources. Therefore, implementation of the Ukiah CAP would result in a ***less-than-significant cumulative impact*** related to tribal cultural resources.

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The CAP is a policy document aimed at reducing water, solid waste, and energy consumption and related GHG emissions and does not propose development or changes to land use and zoning designations or include site-specific infrastructure designs or project proposals. Furthermore, implementation of CAP would not result in an increase in population and housing, nor would it facilitate growth beyond that anticipated by the Ukiah 2040 General Plan projections. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater

drainage, electric power, natural gas power, or telecommunications utilities. However, projects resulting from implementation of the CAP could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure, as well as new local renewable energy generation and storage and water infrastructure projects. Potential impacts related to these strategies are discussed further as follows by utility facilities topic.

Water Supply Facilities/Infrastructure

The City is a municipal water supply agency within the Upper Russian River Watershed. The City provides water service to about 99 percent of the City limits through 5,030 active water service accounts, including residential, commercial, and institutional accounts, and maintains emergency service intertie agreements with Millview, Willow County Water District, and Redwood Valley County Water District.¹¹⁴ The City's water service area is roughly 3,000 acres or 4.7 square miles in size, with a population of approximately 16,000 persons. According to the Ukiah Municipal Service Review and Sphere of Influence Update, the City's water supply facilities and infrastructure are in good working order.¹¹⁵

The City has been able to share a small portion of the water right with neighboring water districts, in times of need. The City is a member of the Russian River Watershed Association, which is a coalition of eleven cities, counties, and special districts in the Russian River watershed that coordinate regional programs for clean water, habitat restoration, and watershed enhancement. The Russian River Watershed Association was formed in 2003 to create opportunities for member agencies to expand their stewardship role in the watershed. These member agencies include the Cities of Cloverdale, Cotati, Healdsburg, Rohnert Park, Santa Rosa, Sebastopol, and Ukiah, as well as Mendocino and Sonoma Counties, Sonoma Water, and the Town of Windsor.¹¹⁶

The CAP would not result in new land uses that would contribute to an increase in water use compared to existing conditions. Rather, CAP Actions BE-2b, WW-1a, and CS-1b would facilitate a reduction in water use and enhanced water supply planning through water efficiency measures in buildings, regular updates to the Ukiah Urban Water Management Plan, updates to the Model Water Efficient Landscape Ordinance, expanded greywater and recycled water use, and regenerative land and water management. As such, the CAP would result in reduced water use and, thus, relocation or construction of new or expanded water facilities would not be required. Therefore, the CAP would result in **no impact** related to the need for the construction or expansion of water supply facilities and infrastructure.

Wastewater Treatment Facilities/Infrastructure

The Ukiah Wastewater Treatment Plant (UWWTP) provides wastewater treatment for the City and surrounding areas via the Ukiah Valley Sanitation District (UVSD). Recycled water is distributed through a 7.8-mile network of recycled water distribution mains. Roughly 2.7 million gallons of wastewater is treated each day. Since 2019, a portion of this wastewater is recycled within the City's service area. The remainder of the wastewater is treated and discharged to percolation ponds for groundwater replenishment.

¹¹⁴ Ukiah, City of. 2025. Ukiah Valley Water Authority (UVWA). <https://cityofukiah.com/uvwa/> (accessed February 2025).

¹¹⁵ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update. https://www.mendocinofco.org/files/831604d10/2022+Ukiah+MSR-SOI+Adopted_Complete.pdf (accessed February 2025).

¹¹⁶ Ukiah, City of. 2022. General Plan Public Facilities, Services, and Infrastructure Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

The UWWTP has a dry-weather capacity of 3.01 million gallons per day (MGD), and a peak wet-weather capacity of 24.5 MGD. The UWWTP includes primary, secondary, and tertiary treatment. As of 2021, about one-third of the wastewater at the UWWTP is recycled, and about two-thirds of the wastewater is discharged to percolation ponds at the UWWTP. The recycled water system allows the City to serve approximately 325 MG of water to farmers, parks, and schools each year. The City plans to expand the recycled water system by 400 acre-feet per year to serve the Ukiah Valley Golf Course, Ukiah High School, an agricultural field, adjacent parks, and softball fields.¹¹⁷ According to the Ukiah Municipal Service Review and Sphere of Influence Update, the City's wastewater treatment and conveyance facilities are in good working order.¹¹⁸

The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount and characteristics of wastewater treated at the UWWTP or by the City would not change compared to existing conditions. The CAP includes Action WW-1a, which would reduce overall water use and wastewater production within the City, as well as increased use of greywater and recycled water in the City. While implementation of this measure may require new connections to the existing greywater pipeline system as new developments occur, the relocation or construction of new wastewater collection or treatment infrastructure would not be required. Therefore, the CAP would result in ***less than significant impacts*** related to need for the construction or expansion of wastewater facilities and infrastructure.

Stormwater Drainage Facilities/Infrastructure

Stormwater can provide groundwater recharge benefits for the City, provided that the stormwater entering Basin aquifers does not compromise groundwater quality. Development of land typically increases impervious surfaces which can compromise stormwater quality. The City of Ukiah adopted a Low Impact Development (LID) Technical Manual to provide technical guidance for development projects that significantly impact the impervious surface on a redevelopment site, and therefore require permanent stormwater BMPs to offset the impact.¹¹⁹ Additionally, the City of Ukiah maintains a system of storm drains, gutters, and ditches to convey stormwater generated during rain events. The Ukiah Municipal Service Review and Sphere of Influence Update does not identify any stormwater drainage infrastructure improvement needs.¹²⁰

As discussed in Section 10, *Hydrology and Water Quality*, the CAP does not propose development or changes to land use and zoning designations and, thus, would not have direct construction or operational impacts related to stormwater drainage facilities. Implementation of CAP Actions BE-2c, BE-2e, BE-4a, BE-4b, T-1a, T-1c, T-1d, T-2a, T-4b, and T-6c related to microgrid projects, building electrification, bicycle and pedestrian infrastructure, bus stop improvements, electric trolley system, and EV charger installation may promote infrastructure development that would involve small-scale construction. Construction of projects implemented in accordance with the CAP could result in erosion and potential changes to drainage patterns. However, as described in Section 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, CAP projects would be required to comply with local, State, and federal requirements during construction that would reduce stormwater runoff, erosion, and potential impacts to the stormwater drainage system. Furthermore, CAP

¹¹⁷ *Ibid*

¹¹⁸ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update. https://www.mendocafco.org/files/831604d10/2022+Ukiah+MSR+SOI+Adopted_Complete.pdf (accessed February 2025).

¹¹⁹ *Ibid*

¹²⁰ Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update. https://www.mendocafco.org/files/831604d10/2022+Ukiah+MSR+SOI+Adopted_Complete.pdf (accessed February 2025).

Actions WW-1a, WW-1b, BE-2b, CS-1a, and CS-1b would result in reduced stormwater runoff through low impact development requirements, updates to the Model Water Efficient Landscape Ordinance, the incorporation of green roofs, new urban trees and greenspaces, regenerative land and water management, and ecosystem restoration. Therefore, the CAP would result in **no impact** related to need for the construction or expansion of stormwater drainage facilities and infrastructure.

Electric Power Facilities/Infrastructure

The City of Ukiah Electric Utility is a municipal utility and operates as a department of the City of Ukiah under the authority and direction of the City Council, the City Manager, and the Electric Utility Director. The Ukiah Electric Utility is composed of electric generation, transmission and distribution facilities and boasts a diverse portfolio of power sources. The Ukiah Electric Utility owns, operates, and maintains a 3.5 Megawatt hydroelectric plant located at Lake Mendocino, transmission facilities and overhead and underground distribution facilities. Additionally, the Ukiah Electric Utility is responsible for power procurement, State, and federal regulatory requirements, and providing conservation programs to its customers.¹²¹ According to the Ukiah Municipal Service Review and Sphere of Influence Update, the City's electric power facilities have sufficient capacity to meet needs.¹²²

The CAP would not involve new land uses or development that require new or additional electric service. Rather the Ukiah CAP would encourage energy efficiency in existing buildings and new construction through Measures BE-2, BE-3, and BE-4. The Ukiah CAP would also incentivize increased use of renewable energy sources and renewable energy production and storage within Ukiah through Measure BE-1. Additionally, the Ukiah CAP would encourage increased EV adoption through Measure T-4. These measures may alter electricity supply and demand within Ukiah. However, the CAP would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP would result in a **less than significant impact** related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

PG&E provides natural gas services to Ukiah. The CAP would not involve new land uses that require new or additional natural gas service that could require the construction of new or expanded natural gas facilities. Rather the Ukiah CAP would encourage energy efficiency and a transition away from natural gas use in existing buildings and new construction through Measures BE-2, BE-3, and BE-4. Implementation of these measures could involve minor alterations to existing natural gas infrastructure as natural gas use is reduced. However, the CAP would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in natural gas consumption. Therefore, the CAP would result in a **less than significant impact** related to construction, removal, or relocation of natural gas power facilities and infrastructure.

¹²¹ *Ibid*

¹²² Ukiah, City of. 2022. Municipal Service Review and Sphere of Influence Update. https://www.mendocofco.org/files/831604d10/2022+Ukiah+MSR-SOI+Adopted_Complete.pdf (accessed February 2025).

Telecommunications Facilities/Infrastructure

Ukiah is served by existing telecommunications companies such as Xfinity (Comcast), AT&T, T-Mobile, Viasat, and HughesNet.¹²³ The CAP would not alter existing telecommunications facilities and infrastructure and would not involve new land uses or development that would require new telecommunications infrastructure. Therefore, the CAP would result in **no impact** related to need for construction or expansion of telecommunication facilities and infrastructure.

Overall, the CAP would result in a **less than significant impact** related to need for construction, relocation, or expansion of utilities.

- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. *Would the project result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The CAP is a policy-level document that does not propose development or changes to land use and zoning designations or include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or wastewater treatment. Rather the CAP contains measures and actions to reduce water use, such as BE-2b, WW-1a, and CS-1b which incentivize water efficiency measures in buildings, require updates to the Ukiah Urban Water Management Plan every 5 years, update the Model Water Efficient Landscape Ordinance, increase the utilization greywater or recycled water for irrigation, and encourage regenerative land and water management. Therefore, the CAP would result in **no impact** related to water supply and wastewater treatment.

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?*

The City contracts with a franchise garbage company, C&S Waste Solutions, for collection of garbage and green waste within the city limits. Green waste includes both organic food scraps and yard waste. Solid waste disposal services are mandatory for residential customers. Recycling is free and available at the Ukiah Valley Transfer Station.¹²⁴ The Mendocino Solid Waste Authority was formed in 1990 by the County of Mendocino and the Cities of Ukiah, Willits, and Fort Bragg. The Mendocino Solid Waste Authority provides administrative oversight and program implementation for solid waste and recycling in the County.¹²⁵

The CAP does not propose development or changes to land use and zoning designations and would not facilitate increased development and, thus, would not result in an increase in solid waste collection and disposal demand. Rather, the CAP includes Measures SW-1 and SW-2 which aim to achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75 percent

¹²³ Broadband Now. 2025. Internet Providers in Ukiah, California. <https://broadbandnow.com/California/Ukiah> (accessed January 2025).

¹²⁴ Ukiah, City of. 2025. Solid Waste Disposal. <https://cityofukiah.com/solid-waste-disposal/> (accessed February 2025).

¹²⁵ Ukiah, City of. 2022. Ukiah 2040 General Plan Public Facilities, Services, and Infrastructure Element. https://ukiah2040.com/images/docs/202212_release/UKGP_EntireGP.pdf (accessed January 2025).

by 2030 and Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030. Therefore, the CAP would result in ***no impact*** related to solid waste.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative projects that occur to accommodate Ukiah’s anticipated population, employment, and housing growth could result in increases in population and additional use of, or need for, utilities and service systems. However, implementation of the CAP and its related infrastructure projects would not contribute to increases in population or induce additional population growth that would require additional use of existing utilities or service systems. Rather, implementation of the CAP would result in reduced energy and water consumption and solid waste and wastewater generation. Therefore, implementation of the CAP would result in an overall ***less than significant cumulative impact*** related to utilities and service systems.

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

- d. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

According to the California Department of Forestry and Fire Protection, the City's western forested areas are located within a Local Responsibility Area VHFHSZ. Beyond the western boundary lays a State Responsibility Area VHFHSZ. On the east, the City is less than a mile from another forested State Responsibility Area VHFHSZ.¹²⁶ According to the City of Ukiah Emergency Plan, Ukiah's terrain, vegetation, and weather conditions are favorable for the ignition and rapid spread of wildland fires which makes wildfire highly likely to occur in the area.¹²⁷ UCC Chapter 3, Article 2 Sections 5205 through 5207 include regulations to mitigate the impact of hazards on new and existing developments which include zoning that prevents development in hazardous areas of the community such as floodplains, landslide areas, the wildland-urban interface, or other known hazard areas.¹²⁸

The Ukiah CAP is a policy-level document that does not propose new residential, commercial, or institutional development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce Ukiah's contributions to and vulnerability to the effects of climate change, such as drought, flooding, and wildfire. CAP Actions CS-1b and CS-2b plan for wildfire mitigation activities including wildfire prevention efforts in the western hills and in forested areas within the City's area of interest, as well as conducting a feasibility study to use forest biomass for energy which will help thin wildfire fuel in forests. In addition, Action BE-2c aims to enhance resilience to natural disaster like fire through the development of emergency backup power and community-scale microgrids. The Ukiah 2040 General Plan Policy SAF-5.8 emphasizes site design standards for fire hazard reduction including maintenance and updating stringent site design standards (such as those contained within the Hillside Overlay District) to reduce potential fire hazard risk, particularly within VHFHSZs, and ensure that new development maintains adequate access. New residential development with VHFHSZs should be minimized.¹²⁹ CAP Actions T-2a and T-3b are consistent with this General Plan policy as they advocate for new development to be concentrated in infill, high-density areas, and not within the VHFHSZ at the edges of the City. Thus, implementation of the Ukiah CAP would result in **no impact** related to wildfire exposure, exacerbation, or related emergency evacuation.

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the supporting documentation for the Ukiah CAP, based on demographic data and projections from the California Department of Finance and State of California Employment Development Department, as well as projected land use as outlined in the Ukiah 2040 General Plan and the 6th Cycle Regional Housing Needs Assessment allocation for the City of Ukiah (refer to Table 5). Cumulative development anticipated to occur in Ukiah could result in cumulative

¹²⁶ California Department of Forestry and Fire Protection (CalFIRE). 2025. Fire Hazard Severity Zone Viewer. <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/> (accessed January 2025).

¹²⁷ Ukiah, City of. 2021. Emergency Plan. <https://cityofukiah.com/wp-content/uploads/2021/10/City-of-Ukiah-Emergency-Operation-Plan.pdf>. (accessed January 2025).

¹²⁸ Ukiah, City of. 2025. Ukiah City Code Chapter 3, Article 2 Sections 5205 through 5207 <https://www.codepublishing.com/CA/Ukiah/#!/html/Ukiah06/Ukiah0603-0200.html> (accessed February 2025).

¹²⁹ Ukiah, City of. 2022. Ukiah 2040 General Plan Safety Element. <https://bof.fire.ca.gov/media/bjqha421/rpc-2-b-ii-city-of-ukiah-draft-safety-element.pdf> (accessed January 2025).

impacts related to wildfire if new development is added in areas of wildfire risk or downwind or downslope of such areas. However, implementation of the CAP would have a less than significant contribution related to potential cumulative wildfire impacts, given that it does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Rather, the CAP includes measures and actions that would reduce wildfire risk. Thus, implementation of the Ukiah CAP would result in ***no cumulative impact*** related to wildfire.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

- a. *Does the plan have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The CAP is consistent with the Ukiah General Plan and encourages residents, businesses, and institutions to reduce energy and water use, fuel use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would degrade the quality of the environment (as addressed throughout this document), eliminate or threaten wildlife habitats or protected species (as addressed in Section 4, *Biological Resources*), or eliminate important examples of the major periods of California history or prehistory (as addressed in Section 5, *Cultural Resources*). Therefore, implementation of the Ukiah CAP would result in an overall **less-than-significant impact** related to biological and cultural resources.

- b. *Does the plan have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).*

Implementation of the CAP would result in a cumulatively beneficial reduction of GHG and air pollutant emissions across Ukiah. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with the Ukiah General Plan policies aimed at reducing emissions of GHGs and air pollutants, VMT, energy and water supply demands on utilities, and solid waste generation. As addressed in each individual impact section above, the Ukiah CAP would result in an overall ***less-than-significant cumulative impact*** related to the various CEQA topics addressed within this document.

- c. *Does the plan have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, GHG emissions, hazards and hazardous materials, noise, transportation, and wildfire impacts. As detailed in the preceding sections, the CAP would not result, either directly or indirectly, in substantial adverse effects related to air quality, GHG emissions, hazards, noise, transportation, or wildfire. As discussed in more detail in Section 3, *Air Quality*, Section 13, *Noise*, and Section 17, *Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in substantial adverse effects. In addition, as discussed throughout this document, the CAP would serve as a pathway to reduce operational GHG emissions and would result in other positive environmental and sustainability effects. These benefits include reduction in building energy and water consumption, VMT, and solid waste generation, as well as improved air quality and resiliency to the effects of climate change and natural disasters. Therefore, implementation of the Ukiah CAP would result in an overall ***less-than-significant impact*** related to potential for adverse effects on human beings.

List of Document Preparers

Rincon prepared this Ukiah CAP Initial Study-Negative Declaration under contract to the City of Ukiah. Persons involved in data gathering, environmental impact analysis, quality review, graphics preparation, and document formatting include the following.

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂

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Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in January 2025

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents.
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays.

Source: Compiled by Rincon Consultants, Inc. in January 2025