

Project Description

Vineyard Crossing Vesting Tentative Subdivision Map and Planned Development

PROJECT SUMMARY:

Vineyard Crossing is a 123-lot subdivision that will feature detached single-family homes, attached family homes such as duplexes and townhomes, as well as accessory dwelling units. The goal is to create an active neighborhood with the first-time homebuyer in mind. The project will predominately consist of 3-bedroom 2-bath homes, provide additional home ownership and rental opportunities in the form of duplexes and townhomes and allowing families to age in place by incorporating accessory dwelling units. Homes designs are intended to engage and activate the streets, with large windows and front porches.

To create a diversified streetscape and a neighborhood with visual depth, different front elevations will be used with additional variations in garage door designs, doors, exterior trim, stone or other materials. The project will use an array of exterior colors, and varied roof lines utilizing gables, hips, modified gables, and different stones and bricks to add texture. Providing this flexibility in elevations, gives home owners the ability to add personal touches to the design, while diversifying the appearance of the structures.

Landscaping will be incorporated throughout the project which will provided visual aesthetics through colors, shapes and textures. As the seasons changes, so too will the landscaping, thereby providing additional interest all year round. Other non-vegetation elements such as boulders, dry creek beds and bark will be utilized.

Vineyard Crossing has a total of 2.2 acres of park land which will have both passive and active elements. There will be over 1/3 of a mile Class I bicycle lane within the Linear Park. Parks will have educational panels, fitness stations, and a play structure designed for 2 to 12-year old's.

The project will have a significant economic benefit, both in the short and long term. Initial investment within the project are approximately \$6.3 million for the construction of new roads and infrastructure and approximately \$21.4 million in home construction, with the creation of 320 full and part time jobs.¹

¹ See "Agricultural Economic Feasibility and Economic Impact Study" dated December 30, 2016, prepared by Highland Economics.



OBJECTIVE:

Provide quality homeownership opportunities, with a range of affordable product types, by developing a healthy and well-balanced single-family community that creates neighborhood pride, a sense of place, is functional, safe and attractive and meets the most urgent housing needs and demand of the people who live and work in the Ukiah Valley.

PROJECT LOCATION:

The site is located within the Mendocino County limits at 156 Lovers Lane, Ukiah, California, Assessor Parcel Numbers (APNs) 170-040-05 and 170-030-06. The site is bordered by Lovers Lane to the south, Masonite Industrial Road (private) to the north, Highway 101 to the east and fallow and vineyard production lands to the west. The site is in United States Geological Survey (USGS) section T15N, R12W of the USGA 7.5-minute Ukiah Quadrangle and is within the City of Ukiah's Sphere of Influence (SOI). The site is not under a Williamson Act Contract.

SITE DESCRIPTION:

The site is generally flat, with a slight elevation change from 672 feet at the northwest corner to 650 feet at the southeastern corner. The site is, and historically has been, developed and used for agricultural land and is currently in vineyard production. The site also contains low level weeds, grasses and cover crops which are routinely mowed and disturbed.

The site is adjacent to urban uses to the north (industrial), south (single and multi-family residential), east (State Route 101, and industrial), and agricultural (vineyard) and fallow agricultural to the west (See Location Map, Attachment A)

PROJECT:

Guillon Inc., proposes to subdivide the project site into a diverse range of detached and attached single-family homes, public right-of-way, and park land. Some elements of the proposed project include the Vineyard Crossing Vesting Tentative Subdivision Map and Planned Development Permit with accompanying Design and Development Manual. The subdivision totals 23.62 acres on two existing parcels and proposes to create the following:

- Total Residential Lots: 123
 - Single Family Residential: 72
 - Alley Access Single Family Residential: 19
 - Flex Residential Lots: 32 (duplex or townhomes)

Anticipated Accessory Dwelling Units (“ADU”)²: 20

- Neighborhood Park: 0.40 acres
- Linear Park: 1.8 acres
- Paved Bicycle Path: Approximately 1,700 linear feet (1/3 of a mile) located within the Linear Park.
- Net Density: 5.21 units per acre

The proposed project includes a Development Agreement, a non-textural General Plan Amendment to change the land use designation, changing the General Plan designation from Agricultural-40 to Suburban Residential designation and rezoning the property from Agricultural to R1-Single-Family Residential with an PD – Planned Development overlay.

APN/ acres	Existing GP	Proposed GP	Existing Zoning	Proposed Zoning	Overlay	UVAP Designation
170-040-05/ 12.80	Agricultural Lands	Suburban Residential	AG-40	R1-PD	UVAP	AG
170-030-06/ 10.82	Agricultural Lands	Suburban Residential	AG-40	R1-PD	UVAP	AG

Requested Entitlements Include:

1. Development Agreement
2. Non-textual General Plan Amendment, changing the land uses designation from AG to SR.
3. Rezone to change the base zoning from AG-40 to R1.
4. Rezone to apply the PD zoning overlay on the R1 zoning.
5. Vesting Tentative Subdivision Map
6. Planned Development Permit
 - Exception to Road Standards and Lot Design
7. Affordable Housing Plan (Attachment B)

The project also includes:

1. Formal notice that the project includes filing multiple final maps on the tentative map, also known as “Phasing” (Subdivision Map Act section 66456.1 – Multiple final maps on one tentative map).
2. Formation of a maintenance district which will ensure funds are available to maintain and repair improvements (parks, roads, etc.) as necessary.
3. An exception to Local Road, Residential and Urban Road Section standard approval of an alternative that allows a Neighborhood Street standard.

² Based upon the total number of ADU permits issued within Mendocino County, the applicant conservatively assumes that 20 of the 123 lots will construct ADU’s.

4. Two 15-foot wide alleyways, allowing homes to avoid vehicle conflicts with traffic on Lovers Lane and to provide rear lot access.
5. Utilization of the Planned Development Permit zoning overlay to allow reduced lot sizes. The Mendocino County Municipal Code, Section 20.136.020 – P-D Planned Development Combing District.
6. Introduction of Development Standards, as detailed in Table 1 in the Design and Development Manual (Attachment C).

DETAILS:

Single-Family Residential Lots

The project contains a total of 72 single-family residential lots, which would allow the construction of traditional detached single family residential homes. Lots range in size from 4,441 square feet to 12,049 square feet, with an average lot size of 6,416 square feet.

Lots will have vehicle parking from the front with a driveway connecting to a garage.

Alley Access Single Family Residential Lots

The project contains a total of 19 alley access single family residential lots. Lots range in size from 5,689 square feet to 9,134 square feet, with an average lot size of 7,408 square feet.

Alley accessible lots allow for the garage to be relocated from the rear of the lot, which in turn removes curb cuts and vehicle storage off the street. This design allows and encourages a pedestrian friendly environment along the streetscape by bringing the porch and front of the home closer to street, thereby activating the public space in an attractive manner.

Flex Residential Lots

The project contains a total of 32 flex residential lots. Lots range in size from 4,000 square feet to 5,092 square feet, with an average lot size of 4,153 square feet. These lots are located on corners through-out the project, with additional lots along Street “C”. Flex lots will allow either the construction of a duplex or townhome. The intent and purpose is to allow the proposal to respond to the market demands, while also serving as moderately priced homes.

- Duplex

Designed to appear as one single family home, the duplex will have two separate dwelling units typically divided by a common or shared wall. To allow the construction of a duplex, the proposed small lots would be combined into a single lot. A duplex will be under a single ownership.

- *Townhome*

Similar to a duplex, the townhome will feature two separate living quarters. But unlike the duplex, each living quarter will be on an individual parcel. Where there is a common wall, a parcel line will also be present. Each individual lot will be under separate ownership, allowing purchases at a lower price with a higher level of value and comfort.

Accessory Dwelling Units

Accessory Dwelling Units (ADUs) is an attached or detached dwelling unit which provides a completely independent, permanent living facilities including space for living, sleeping, cooking and sanitation on the same parcel as the single-family dwelling. ADUs are a valuable form of housing and are an essential component to housing supply in California (Gov. 65852.120). ADUs give homeowners flexibility in that people typically live in a residence for decades, but over that time, lifestyles, financial needs and living environment changes. ADUs allow homeowners to collect additional income through rent or house members of their own family. Based upon market demand and research showing number of ADUs constructed within Mendocino County, the applicant anticipates up to 20 ADUs may be constructed as part of the project.

Neighborhood Park

An 0.40-acre open area will contain a playground and park benches. Play equipment will be selected for the 2 to 12 age group, with the purpose and intent to have a neighborhood green space that is an inviting hub for socialization and creates an environment for children that builds confidence through physical activities, develops social skills, encourages imagination and cognitive development. The Neighborhood Park will connect to the Linear Park.

Linear Park

A 50-foot wide linear exercise park will be located along the western boundary to provide green space and encourage and support physical activities while providing a setback from the agricultural lands to the west. The 1.8-acre linear park will contain an 8-foot wide meandering path and will have fitness stations spaced throughout. Fitness stations are a self-guided and self-paced form of exercise that does not require heavy equipment or expert technical skills. Each station can accommodate one person or a group with no supervision. Each station will contain a different type of exercise equipment, targeting a different muscle groups, encourage flexibility and will contain instructional signage.

- *Path*

Within the 50-foot wide linear park, an 8-foot wide pedestrian and bicycle path will be constructed of a dust free surface, such as asphalt, will extended northward from Lovers Lane over 1/3 of a mile. The path will connect to the subdivision through the playground in the Neighborhood Park, and a 20-foot wide pedestrian path connecting to Street "A" at the north end. The bicycle path will have a slight meander thereby creating a trail of greater length than the Linear Park.

Site Access, Circulation, and Parking

Circulation for the project consist of two new access points from the existing roadway, Lovers Lane. The project's internal circulation system is designed as a grid pattern, allowing access to all lots from two different directions.

Prior to exiting the project site onto Lovers Lane, stop signs will be installed onto Street "A" and "C". Additional stop signs will be placed on Street "D", "E" and "F" as those streets connect to Street "A" and "C".

Proposed Street	Street Type	Width		Parking Width		Travel Width	
		Proposed	Required	Proposed	Required	Proposed	Required
Street A-C	Local	47'	50'	7'	7'	22'	22'
Street D-F	Local	43'	50'	6'	7'	20'	22'
Alley	Local	15'	0	NA	NA	10'	NA

- Streets

Road and Development Standards (A10F) requires urban roads to contain a 36-foot right-of-way (face of curb to face of curb) of which 22-feet is dedicated to the travel way (11-feet, each way) and 14-feet is dedicated to on street parking (two 7-foot wide parking lanes). The proposal requests an exception to Road and Development Standards³, which is to reduce the 36-foot right-of-way on Streets "B", "D", "E" and "F" to 32-feet, allowing for 20 feet dedicated to the travel way (10-feet, each way), 16-feet to on street parking (two 8-foot wide parking lanes). The proposal also includes having Streets "A" and "C" at a right of way width of 47-feet, allowing for a 22-foot wide travel lane (11-feet, each way) and 14-feet for on street parking (two 7-foot wide parking lanes) (See Attachment D, Proposed Roadway Standards).

Pursuant to the 2012 Mendocino County Regional Bikeway Plan, Lovers Lane is designated a Class III bicycle route. As defined by the General Plan and the Regional Bikeway Plan, Class III facilities are shared with bicyclist, pedestrians and motorist and the route is designated by signs or pavements markings.

Improvements along Lovers Lane would accommodate the installation of on-street parking in strategic locations, similar to a bus turn out. This design will keep vehicles from increasing speeds as they come out of the turn and provide on-street parking for guest and deliveries. The design also permits bicyclist in a area that is not within the vehicle travel lane which creates a Class II bicycle route.

³ See "Road and Development Standards", dated August 14, 2008, prepared by the Mendocino County Department of Transportation and adopted by the Board of Supervisors in Resolution No. 03-136.

- Alleys

A 15-foot-wide alley will allow homes that front onto Lovers Lane (Lots 1 and 2, 48 to 52) to take vehicle access from the rear of the lot, thereby eliminating vehicles conflicts along Lovers Lane.

A second alley is proposed to serve additional lots to the north (Lots 107 to 111 and 118 to 121).

- Parking

Private driveways large enough to provide two off street parking stalls will connect the residential uses to the streets. For alley loaded lots, the parking will be placed at the rear of the lot. All homes will contain a garage.

The project will utilize “grasscrete” type products, ribbon driveways and other creative dust free surfaces to meet parking demand while providing creative and attractive solutions for all off-street parking while reducing concrete.

Landscaping

Landscaping plays a key role because it can soften the appearance of a home while enhancing the walkability of a street. Landscaped elements are proposed throughout the project including front yards, the linear path and neighborhood park. All landscaping will be installed to AB 1881 water usage requirements (The Water Conservation in Landscaping Act of 2006) and will be drought tolerant and on drip irrigation systems with timers. At no time will plants that are located upon the California Department of Food and Agricultural Noxious Weed list be utilized by the applicant with in the project, including fruit trees that can go un-attended and harbor pests.

- Public Landscaping

The Linear and Neighborhood Parks will be designed in a manner to achieve environmental, social-behavioral and aesthetic outcomes. Landscaping will serve multiple purposes with in this corridor from providing aesthesis, shade, minimizing wind-blown particles and educational opportunities. The path will have landscaping on each side as it meanders. To minimize lingering and un-wanted camping, boulders will be used as benches.

- Home Owner Landscaping

The intent and goal of private property landscaping is to allow each future home owner the ability to customize their landscape area with an array of appropriate native and near native vegetation and trees. Options will include details such as small stone or cobble walls, non-turf areas with chip bark and ground covering plants, trees, shrubs or a combination thereof.

Architecture Elements

The construction of single-family homes will be at a mass and scale that are in line with the existing nearby residential neighborhood to the south. The project creates interest and variety to the streetscape by introducing several dwelling designs, which will be customized by each home owner with the selection of body and trim colors, wainscoting materials, roof color and lighting details. The ability to choose final finishes creates a neighborhood that contains a mix of designs, where even the same floor plan will not appear the same along the street frontage.

- Colors

As provided in the color pallet, exterior colors will provide a wide variety of neutral tones, colors found in nature and traditional residential combinations, that blend well with the constructed environment. Bold colors are limited to trim or front doors and act as a focal point. Color combinations are provided as a guideline to give future home buyers choices in what the final product could look like. Color finishes may be modified, slightly intensified or subdued, so long as they still fall within the spectrum of the Exterior Color Schemes.

- Porches

The structures will contain front porches in a variety of sizes. Porches will allow occupants to place patio furniture, potted landscaping and other ornamental elements near the entrance, which in turn becomes a utilized part of the home and creates a positive connection to the street. Front porches encourage the occupants to spend time outdoors and allows neighbors to bond with one another, creating a civic minded environment and activates the right-of-way with “eyes on the street”.

- Garage Doors

To minimize their appearance and to create an attractive street scape, garage doors will contain windows and be painted to match the home. Providing garage doors that blend into the architectural elements of the home minimize the dominance that garage doors have on the streetscape, de-emphasizes the automobile, and has shown to reduce vehicle speeds.

Further discussed in the Design Manual, the front of the home or porches can extend closer to the street while the garage has a 20-foot setback, re-enforcing an attractive street appearance with a dominate home element.

- Roof Pitch

Pitch, angle, incline, slope, are all words that refer to the steepness of a roof. The pitch is the number of inches the slope rises for every 12-inches it runs horizontally. To keep roof lines appropriate for the residential scale, the roof pitches will be 5 to 6-inches rise in each 12-inches of run. This pitch provides an adequate space for insulation within the attic area, while keeping the structural profile low and will sufficiently disperse rainfall.

- Lighting

The lighting will vary based upon its placement. Lighting will provide an attractive, safe and secure nighttime environment. All exterior lighting will be directed downward with full shields to comply with Mendocino County's dark sky ordinance.

- Residential Lighting

Front exterior home lighting will consist of wall sconces placed at the front door and at the garage. Final selection of the wall sconces will be determined by the future home owner, creating an attractive nighttime streetscape that is not redundant in style and will comply with the dark sky ordinance.

Rear covered patio lighting may consist of either recessed can lights or as part of an outdoor fan system.

Natural lighting may be brought into the structure through the use of skylights and solar tubes.

- Right-of-Way and Park Lighting

Public right-of-way lighting is proposed to be at a pedestrian scale (not to exceed 18-feet in height to the light face). The proposed "Candy-Cane" design allows for added architectural elements to be introduced throughout the project, unifying the linear park, neighborhood park and the public right-of-way. Excessive illumination would be avoided, in that the Candy Cane light poles allow for a recessed light that is directed downward to minimize glare and reflection, maintain dark skies and comply with Mendocino County standards (See Street Light Standard, Attachment E).

DESIGN AND DEVELOPMENT MANUAL

As part of the application, the Design and Development Manual provides visual references and examples of the elements outlines above. The Manual provides a list of objectives that mentions all aspects of the project (product types, lighting, right-of-way, landscaping etc.). The objectives are further defined with a list of items that will be incorporated into project (colors, materials, design, lot layout etc.).

CONSTRUCTION ACTIVITIES

Noise

The proposal includes minimizing the acoustics from Highway 101 (HWY 101), which runs along the eastern property line. A combination of an 8-foot berm and/or an 8-foot solid wall will be installed along the eastern property line, just outside of the Department of Transportation right of way. The wall or berm will then extend to the west. Along the northern property line, the wall will extend along the northside of Lot 76 and along the southern property line, the wall will extend along the southside of Parcel C and Lot 53. A six-foot tall solid wood fence will be installed along the northern property lines of Lots 77 to 87.

Additional construction measures will be incorporated into the design and plans of the buildings and during construction to ensure adequate noise levels are met. These measures include:

- Homes constructed on perimeter lots (Lots 1-11, 48-58, Lots 60 and 61, Lots 63-95) will have windows and doors that have a minimum Sound Transmission Class (STC) rating of 30 to 32. The increased rating will only be required on windows and doors that face the perimeter of the project (Orr Springs/Masonite Industry Road, SR 101, Lovers Lane and Linear Park).
- Construction may utilize additional noise canceling measures including acoustical caulking, insulation, vents.
- Adherence to Mendocino County's noise ordinance regarding allowable hours for construction related activities.
- Post a publicly visible sign with telephone number for the applicant's representative regarding noise complaints. This person shall respond and take corrective action within 48 hours. The County's phone number shall also be visible to ensure compliance with applicable regulations.

Energy Efficiency and Conservation

All homes will be constructed in accordance with Title 24 of the California Building Code (CBC). The CBC contains mandatory requirements that apply to residential buildings that will be a part of the project which include; high performance attics insulation and walls, high efficacy lighting, windows, water heating and HVAC systems. These energy-efficient homes are better insulated, less drafty and allow for reduced solar gains and heat loss. Energy efficiency helps to ensure that a home is affordable both now and into the future while reducing and conserving resources and demand on the environment.

Detailed Energy Items:

- Structures will incorporate natural cooling by utilizing window overhangs, awnings, front and rear patios, shade from neighboring structures, radiant heat-reflective barriers in the attic and appropriate tree plantings or a combination thereof.
- Structures will be constructed so that they are "Solar Ready" which includes a solar zone on the roof that is free of penetrations and shade (minimum 150 square feet), stubbed out conduit paths, adequate electric busbar and panel capacity.
- Project will incorporate Energy Star Certified Appliances. At a minimum, the following appliances are recommended to be Energy Star rated: dishwasher and water heater.
- Rear patios will have gas lines stubs available so that bar-b-ques systems may utilize natural gas, as opposed to buying propane off-site.
- Natural lighting may be incorporated into the home through solar tubes and sky lights.
- Windows, sky lights and other fenestration will meet energy code requirements and will be Energy Star certified. These elements will have low U-factor (U-value) rating. U-factors is a rate of non-solar heat loss or gain through a while window assembling. The lower the U-factor, the greater a window's resistance to heat flow and the better its insulating value.

- Project will incorporate the use of low flow toilets and faucets that meet the standards as set forth by the California Energy Commission.
- All landscaping will be installed to AB 1881 (The Water Conservation in Landscaping Act of 2006) standards, which promotes water efficiency and conservation, using mulch, bubblers and timed sprinkler systems.

Grading and Dust

The proposed development will require the preparation of a detailed grading and erosion control plan subject to review and approval by the County prior to earth moving activities (Municipal Code section 18.70.060 – Grading Permit Requirements). Grading will be completed in compliance with Mendocino County standards.

Dust control rules and regulations as required by the Mendocino County Air Quality Management District (MCAQMD) will be adhered to (Rule 1-200, 1-400(a), 1-410, 1-420, 1-430). These regulations minimize fugitive dust particle during construction. Measures imposed by the District include, but not limited to:

1. All visibly dry disturbed soil surfaces shall be watered to minimize fugitive dust.
2. Installation of a “stabilized construction entrance/exit” as detailed in the Department of Transportation storm water handbook (TC-1) will be utilized.
3. Earth or other material tracked on to neighboring paved roads shall be removed promptly.
4. Dust generating activities will be limited during periods of high winds (over 15 mph).
5. Access of unauthorized vehicles onto the construction site during non-working hours shall be prevented.
6. A weekly log shall be kept of fugitive dust control measures that have been implemented.
7. Restrict idling of diesel engines on the site to less than 5 minutes.
8. All haul trucks transporting soil, sand or other loose materials off-site shall be covered.
9. All vehicle speeds on unpaved roads shall be limited to 15 mph.
10. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at access points.
11. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
12. Post a publicly visible sign with telephone number for the applicant’s representative regarding dust complaints. This person shall respond and take



corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Stormwater

In accordance with State standards, the project will be subject to Low Impact Development (LID) standards. LID standards are a sustainable practice that benefits water supply and contributes to water protection. LID takes an approach that by using site design and storm water management to maintain the site's pre-development runoff rates and volumes.

Erosion Control

Prior to the issuance of a Grading Permit, a Stormwater Pollution Prevention Plan (SWPPP) will be submitted and approved by the State Water Resource Control Board (SWRCB) and the Mendocino County Water Agency (MCWA). The SWPPP will outline Best Management Practices (BMPs) that minimize erosion and sediment (i.e. silt fences, straw wattles, sediment basin etc.).

Cultural

In the event, that during development activities, cultural resources are discovered on site, all earthmoving activities in the area of impact shall be halted until a qualified archaeological consultant or County Coroner is able to assess their significants, and develop proposal for any procedures deemed appropriate to further investigate and/or mitigate adverse impacts to those resources

Construction Debris

In accordance with requirements from the Mendocino Solid Waste Authority, a Construction and Demolition Waste Management Plan (CWM) will be provided at the time the permit is issued by the Waste Authority (Ordinance 4301). The CWM will be submitted to the Solid Waste Authority prior to the start of construction related activities. The CWM will outline measure to capture and remove waste that would otherwise end up in the waste stream.

AGRICULTURE:

The subject site is in agricultural development and is designated both *Prime* and *Unique Farmland*, as defined by the United States Department of Agriculture (USDA).

Prime Farmland is: farmland with the best combination of physical and chemical features able to sustain long-term production. This land has the soil quality, growing season and moisture supply needed to produce sustained high yields.

Unique Farmland is: farmland of lesser quality soils used for the production of the state's leading agricultural crops.

As discussed at greater detail in the Agricultural Economic Feasibility and Economic Impact Study (Highland Economics LLC, 2016), harvest data and information provided by the property owner has indicated that the 23.62 acres of land the project site is marginal and net returns are currently

negative on 10.7 acres of the project site, and net returns overall are 83 percent lower than for similar variety located just to the west.

Conservation Easement

An Agricultural Conservation Easement upon the western 134.69 acres (See Table 1, below). This permanent deed restriction will remove development pressure from the land and conserve the property so that agricultural practices may continue into perpetuity. Because the easement is a restriction on the deed of the property, the easement remains in effect even when the land changes ownership. The Conservation Easement will have added benefit in preserving scenic and habitat values and will be held by a local land trust, which will be responsible for ensuring that the terms of the easement are upheld.

Table 1:

Accessor's Parcel Number	Acreage
170-040-04	1.60
170-030-05	27.50
170-030-03	11.70
170-040-03	12.0
170-020-07	21.60
170-020-08	2.0
170-020-10	1.0
170-020-11	11.39
170-010-05	45.90
Total:	134.69 Acres



Educational Opportunity

Interpretive signs or panels will be installed within the Linear Park, informing and highlighting park users of Mendocino's Agricultural history and culture. Panels will contain information regarding notable agricultural figures of the past and present, contain historic photographs and data. Panels could also contain non-native invasive species information that threaten agricultural practices and conversely the panels can note native plants and other habitat that attract pollinators.

Fencing

Fencing within the Linear Park, along the western property line that abuts the fallow and active agricultural lands will consist of a deer fence, at least 8-feet in height. The fence shall be designed to appear as the same fence that is currently in place along Lovers Lane.

Fencing along the eastern side of the Linear Park will consist of 6-foot tall privacy fence made of wood. Gates may be installed, either during the construction of the fence or at a future date by the homeowner, to allow access onto the Linear Park from the rear lot of those homes that border it.

INCLUSIONARY ZONING

The Alternative Housing Compliance Plan (See Alternative Housing Compliance Plan, Attachment B), which is an attachment to the Project Description.

GOOD NEIGHBOR PRACTICES

In response to early comments on the application, the applicant is volunteering for the following conditions of approval on the Vesting Tentative Subdivision Map:

1. Deed restrictions will be placed on lots 76 through 87, prohibiting the construction of Accessory Dwelling Units (ADU), granny flats or other occupied accessory living quarters within the back yard of each lot.
2. Disclosure paper work will be provided to all buyers notifying them of the agricultural operations to the west and their ability and right to farm, which includes the use of equipment, agricultural chemicals and other farm related activities. This disclosure will also inform buyers of their proximity to Highway 101 and noise associated with it. Finally, an additional disclosure will notify buyers that Masonite Industrial Road is a private road utilized as a transportation route for heavy trucks which may cause ground vibration and sound and that public access to the road is prohibited. The disclosure will also inform property owners that traffic from Masonite Industrial Road takes place at all hours of the day.
3. Plants on the California Noxious Weed list by the California Department of Food and Agriculture are prohibited from being planted by the developer within the project site, both within the linear park and neighborhood park as well as private landscaping (front, side

and rear yards). Fruit trees will also be prohibited from being planted by the developer within the project site.

4. Homes constructed on perimeter lots (Lots 1-11, 48-58, Lots 60 and 61, Lots 63-95) will have windows and doors that have a minimum STC rating of 30 to 32. The increased rating will only be required on windows and doors that face the perimeter of the project (Orr Springs/Masonite Industry Road, HWY 101, Lovers Lane and Linear Park).
5. The applicant voluntarily includes paying up to \$1,500 for the County to install 15 mph speed advisory signs in the County right-of-way, in both directions, where Lovers Lane begins to curve, east of the intersections of Lovers Lane and Street “A”, to ensure adequate sight distance is achieved, in the project description.
6. Even though it is not necessary, the applicant voluntarily includes paying up to \$1,500 into a transportation, or other appropriate fund as determined by the County for the County to install signage promoting driver safety at the intersection of Lovers Lane and KUKI and South Empire Drive and Despina Drive, in this project description.

Request and Justifications for Exceptions Road Standards and Lot Designs

Mendocino County Code Road and Development Standards “Tab H.3 – Exceptions Procedures”, authorizes an applicant to request an exception from road standards or propose an alternative in writing. A request must set forth the grounds upon which the applicant finds that the relief or alternative is justified.

Lovers Lane

Exception Request No. 1 (Reduced Improvements on Lovers Lane Frontage):

Allow Lovers Lane to maintain the rural feel by proposing a different the right-of-way standard that also allows for parking of vehicles and accommodates bicycles.

Justification:

1. *That the design, material, method or work proposed is, for the purpose intended equivalent or superior to the standards prescribed by this chapter.*

The proposed design is superior to existing road standards because it will preserve the rural feel of the area and reduce vehicle speeds, while providing sufficient space for on street parking and bicycle riders. Lovers Lane is approximately 3,950-linear feet in length (3/4 of a mile) and apart from approximately 190-feet at its most western limitation, the road is not improved with curbs, gutters or sidewalks.

The proposal contains 7-lots that will front Lovers Lane, that will take vehicle access from a rear 15-foot alley in the rear. The front of the residential structures will face Lovers Lane.

2. *That the exception is consistent with the intent of the requirements of this chapter and does not constitute a grant of special privilege.*

Road standards are designed with the intent of creating a road system that meets current needs and allowing for orderly expansion. The standards are generic and do not specifically address any given road or project. The proposed exception creates an opportunity to modify traffic habits on this portion of Lovers Lane. Currently, vehicles traveling westbound on Lovers Lane tend to accelerate speeds as the road starts to straighten out. By incorporating the alternative design, it accommodates traffic demands, while reducing speed and providing enough right-of-way for on street parking and travel width for a cyclist. By accommodating cyclists, this portion of the road becomes a Class II bikeway, while the Mendocino County Bicycle Plan calls for a Class III along Lovers Lane. An increase in Class standing and a benefit for the public.

3. *That the exception would not result in increased adverse environmental impacts compared to the strict application of the requirements of this chapter.*

The design exception provides sufficient space for both on street parking and an area for a Class II bike way. The Mendocino County Bicycle Plan notes that Lovers Lane is a Class III bicycle facility. The proposed design is superior in this regard.

Further, reduced right-of-way widths have proven to reduce vehicle speeds, which is appropriate for a residential neighborhood. As noted above (No. 2), vehicles speeds are known to increase as drivers come out of the bend in the road and head to the west. By introducing the built environment, drivers slow down and the adverse environmental impacts related to traffic are reduced

4. *That the granting of the exception will not be injurious or detrimental to the public health, safety, convenience and general welfare or injurious to other property in the vicinity in which said property is situated.*

Finally, as noted above, reduced widths are appropriate for residential settings.

Street Widths

Request:

Road and Development Standards (A10F) requires urban roads to contain a 36-foot right-of-way (face of curb to face of curb) of which 22-feet is dedicated to the travel way (11-feet, each way) and 14-feet is dedicated to on street parking (two 7-foot wide parking lanes). The proposal is to reduce the 36-foot right-of-way on Streets “B”, “D”, “E” and “F” to 32-feet, allowing for 20 feet dedicated to the travel way (10-feet, each way), 16-feet to on street parking (two 8-foot wide parking lanes). The proposal also includes having Streets “A” and “C” to have a right of way width of 47-feet, allowing for a 22-foot wide travel lanes (11-feet, each way) and 14-feet for on street parking (two 7-foot wide parking lanes).

Justification:

1. *That the design, material, method or work proposed is, for the purpose intended equivalent or superior to the standards prescribed by this chapter.*

Residential streets are a physical and social part of the living environment, as the space is simultaneously used for vehicular movement and social contacts. The proposed design is superior to the existing standards because residential scaled streets are central to the feeling of “community” and “belonging” within the neighborhood.

Although the street is reduced in width, it still accommodates street parking on both sides. Demand for on street parking is reduced with the introduction of two alleys which will allowing vehicle parking off the alley.

Furthermore, the travel widths are of sufficient size to allow emergency vehicles access to all parts of the subdivision.

2. *That the exception is consistent with the intent of the requirements of this chapter and does not constitute a grant of special privilege.*

Road standards are designed with the intent of creating a road system that meets current needs and allowing for orderly expansion. In this vein, the standards are designed with meeting the needs of as much of the public right-of-way as possible, and do not specifically address any given road. Permitting an alternative, it creates an opportunity to create a livable residential community in which the street width is a component to its success. By incorporating the alternative design, it provides sufficient width that accommodates a residential neighborhood traffic demands, while reducing speed and providing enough right-of-way for on street parking and two-way traffic width.

3. *That the exception would not result in increased adverse environmental impacts compared to the strict application of the requirements of this chapter.*

The proposal results in several positive environmental benefits. There is a reduction of square footages of hardscape. This reduction is correlated to the number of haul trucks necessary to transports materials and associated equipment.

Socially, a reduction in street widths leads to a neighborhood that encourages contact and interaction with neighbors. The space becomes shared with the pedestrian and bicyclist. Reduced widths have proven to reduce the speed of vehicles. Reduced vehicle speeds are associated with accident statistics related to survivability. Reduced widths are appropriate for residential settings.

The proposed right-of-way improvements still provide on street parking on both sides of the road, as well as two-way travel lane that is wide enough to accommodate emergency vehicles.

4. *That the granting of the exception will not be injurious or detrimental to the public health, safety, convenience and general welfare or injurious to other property in the vicinity in which said property is situated.*

All proposed right-of-way accommodate sufficient on street parking on both sides and travel lanes for two-way traffic and still provide widths that facilitate emergency vehicles. The exceptions still provide a 5-foot sidewalk throughout the project, which equals the standards, as adopted.

Street “A” and “C” runs in a north-south direction within, these streets are wider than all the streets that runs in an east-west fashion (Streets “B”, “D”, “E” and “F”). This design contributes to the convenience and general welfare of the project because Street



“A” and “C” are the longest streets that carry all vehicles that are associated the remaining streets.

Consistency Findings

Vineyard Crossing Vesting Tentative Subdivision Map and Planned Development

As described in detail in the Project Description and further defined in the Design and Development Manual, the proposed 123-residential lot subdivision complies and is consistent with Mendocino County adopted documents and policies as highlighted below.

Mendocino County General Plan (2009)

The General Plan recognizes the wide range of County resources while balancing growth in areas that support more compact urban development patterns that are supported by necessary infrastructure and public services. The General Plan notes that growth should occur in a proximity to employment centers.

As described and outlined in the Project Description, the proposal meets several goals and policies noted in the Mendocino County General Plan, including:

Principle 2-1c: Emphasize compatibility between human activity and environmental resources and processes at all levels from regional planning to site design.

The Linear Park along the western property line is 50-feet wide and doubles as a setback from the agricultural uses to the west. This area will be landscaped with trees and shrubs to provide additional protection wind-blown particles. The Project Description outlines a list of weed plants and fruiting trees that will be prohibited within the project to ensure that they do not have impacts upon the abutting agricultural lands.

- *Encourage safe, cost-effective and environmentally sound community planning and land use decisions.*

As outlined in the Project Description, the site is located within the Sphere of Influence for the City of Ukiah. The site is in an area with goods, services and educational opportunities are walkable or a short distance by vehicle away. The project has parkland with active uses such as fitness stations and a playground.

- *Emphasize development patterns, sustainable practices and materials that are compatible with natural environments and processes and that protect air and water quality.*

The project is located within the Ukiah Valley Area Plan boundary and is also located in the City of Ukiah's Sphere of influence. The site is in an area that contains utility infrastructure and nearby employment, educational

opportunities as well as shopping, goods and services. The site is surrounded by urban uses on three sides, light industrial uses to the north, highway 101 and additional industrial to the east, single and multi-family to the south. Further, the project will adhere to air quality rules and regulations that protects air quality and mitigates against fugitive dust. The project will be subject to erosion control measures and best management practices as required by the Regional Water Quality Control Board and the Mendocino County Water Agency which will reduce erosion and run-off from the projects site. The proposal will also incorporate Low Impact Design (LID) standards to protect water quality.

Principle 2-1d: Mendocino County is committed to the health and well-being of all its residents, and shall implement land use plans, policies and programs that promote health.

As outlined in the Project Description, the site is located within the Sphere of Influence for the City of Ukiah. The site is in an area with goods, services and educational opportunities are walkable or a short vehicle distance away. The project has 2.2 acres of parkland with active uses such as fitness stations and a playground.

Principle 2-2b: Promote a vibrant, diversified and stable economy.

As noted in the Agricultural Economic and Feasibility and Economic Impact Study (Highlands Economics LLC 2016), the project will have both short and long term economic impacts. Short economic impacts pertain to expenditures on the project construction, including roads, structure and finishing materials including impact fees to the County. Long term economic impacts result increase housing supply which supports and adequate labor population, consumer demand on new goods and property tax increases.

Principle 2-2d: Employment and housing opportunities should be balanced within each region to maintain reasonable commute times, worker productivity and a sense of community.

The project is located within the Ukiah Valley Area Plan boundary and is also located in the City of Ukiah's Sphere of influence. The site is near major corridors such as Highway 101 and North State Street, which allows easy access to surrounding employment centers and in turn reduces commute time.

- *Create communities with a balanced distribution of economic, housing and transportation opportunities.*

As noted in the Agricultural Economic and Feasibility and Economic Impact Study (Highlands Economics LLC 2016), the project will have both short and long term economic impacts. Short economic impacts pertain to expenditures on the project construction, including roads, structure and finishing materials including impact fees to the County. Long term

economic benefits result increase housing supply which supports and adequate labor population, consumer demand on new goods and property tax increases.

Principle 2-3c: Allocate the costs of development equitably between existing and future beneficiaries.

As noted in the Agricultural Economic and Feasibility and Economic Impact Study (Highlands Economics LLC 2016), the project will have both short and long term economic impacts. Short economic impacts pertain to expenditures on the project construction, including roads, structure and finishing materials including impact fees to the County. Long term economic benefits included increased housing supply, which supports an adequate labor population, and stimulates consumer demand on new goods and property tax increases.

The study goes on to discuss the production and yield data obtained from the agricultural practices on the project site. Harvest data and information provided by the property owner has indicated that the 23.62 acres of land the project is located upon is marginal and net returns are currently negative on 10.7 acres of the project site, and net returns overall are 83 percent lower than for similar varieties located just to the west.

- *New development shall be required to pay its legal fair share of required infrastructure, such as water, sewer, drainage, fire protection, law enforcement, parks, general government, utilities, and transportation costs.*

Conditions of approval and other items that will be negotiated and included in a Development Agreement will ensure timely payment and constitutional and legal fair share of fees. The project includes 2.2 acres of dedicated park land, which excess the County requirement of 2 acres per 1,000 individuals.

- *New development shall demonstrate its ability to provide supporting infrastructure and related improvements or services, including payment of required impact fees, posting of necessary security with the County, or other payment mechanisms acceptable to the County.*

The applicant has secured willingness to serve letters from all utility providers, indicating that there is sufficient capacity for the project.

- *Development will be required to evaluate and, where necessary, mitigate short- and long-term social, economic, public and environmental impacts and costs.*

As noted in the Agricultural Economic and Feasibility and Economic Impact Study (Highlands Economics LLC 2016), the project will have economic impact totaling approximately \$6.3 million for the construction

of new roads and infrastructure and approximately \$21.4 million for the construction of homes. The project will support and estimated 320 full and part time jobs and \$11 million in labor income in the County. In addition, property taxes will increase to an estimated \$270,000 annually.

Goal DE-1 (Land Use) Land use patterns that maintain the rural character of Mendocino County, preserve its natural resources, and recognize the constraints of the land and the limited availability of infrastructure and public services.

The project includes an agricultural easement on the abutting 135 acres to the west. The easement will strip the property of future development potential and will ensure the land can be utilized in agricultural development and practices.

The design of the subdivision allows for an efficient utilization of the land by not introducing cul-de-sacs, creating a grid pattern, promoting utilization of an entire building lot with proposed development standards and alley access.

Goal DE-4 (Land Use) Functional, safe and attractive communities compatible with the General Plan and community objectives, infrastructure availability, and environmental, safety, economic, and other opportunities and constraints.

As discussed throughout the Project Description, the proposal provides attractive community through the utilization of an array of colors, materials and designs. Structures will be constructed to standards found in Title 24 - California Building Code which will ensure the safety of the occupants. Lighting is provided throughout the project to provide an attractive and safe night time environment, while being dark sky compliant. As noted in the Agricultural Economic and Feasibility and Economic Impact Study (Highlands Economics LLC 2016), the project will have economic impact totaling approximately \$6.3 million for the construction of new roads and infrastructure and approximately \$21.4 million for the construction of homes. The project will support and estimated 320 full and part time jobs and \$11 million in labor income in the County.

Goal DE-10 (Pedestrian & Bicycle) Functional, safe and attractive pedestrian and bicycle systems coordinated with regional and local transportation plans and other transportation modes.

The proposal contains an over 1/3 of a mile of a safe and attractive Class I Path that will be constructed within the Linear Park. Parks will include pedestrian scale lighting and designed to minimize loitering and camping.

Goal DE-15 (Parks/Recreation) Diverse recreational, leisure and cultural opportunities and community spaces to serve regional, community and neighborhood needs.

The project contains approximately 2.2-acres in recreational opportunities through the construction of a Linear and Neighborhood Park. Both parks will contain active and passive

activities such as play structures, fitness stations, benches, educational panels, etc. which will serve a wide range of different park users.

Goal DE-27 (Geologic Conditions) To locate and design development in a manner that avoids or is compatible with risk posed by geologic and seismic hazards.

The project site is relatively flat and does not pose any geological risk. The nearest fault line runs along the eastern side of the valley, approximately 1.5 miles away. Homes will be constructed to standards found in the California Building Code (CBC), which will ensure reduce the risk posed by seismic activities. The project site is not located in a FEMA flood zone as defined by U.S. Department of Homeland Security (DHS).

Policy DE-1: To the extent possible, future growth in Mendocino County should be accommodated in the cities, the cities' spheres of influence, and in unincorporated communities with the infrastructure and service capacity to support growth. Future growth should be encouraged on infill parcels and areas contiguous to existing development.

The project is located within the Ukiah Valley Area Plan boundaries and is also located in the City of Ukiah's Sphere of influence. The site is in an area that contains utility infrastructure and close access to employment, educational opportunities as well as shopping, goods and services. With most of these services under 3 miles or less from the project site. The site is surrounded by urban uses on three sides, light industrial uses to the north, Highway 101 and additional industrial to the east, single, multi-family and a fire station to the south across Lovers Lane.

Policy DE-79: Compatibility with desired architectural character in established neighborhoods and communities shall be evaluated when considering new development.

As outlined in the Design and Development Manual, the architectural character to the homes will be craftsman and traditional in style. Roof slopes will be 5 to 6-inches of rise for every 12-inches of run, which reduces the scale of the homes while not sacrificing energy efficiently and aesthesis. A variety of materials, textures and colors will be utilized to create a project that is not redundant and has an attractive street scape. These project details are in line with the residential neighborhood to the south.

Policy DE-80: Encourage neighborhoods with mixed housing types rather than gated communities.

The project is not a gated community and will contain a variety of housing types including duplexes, townhomes, traditional single-family homes as well as accessory dwelling units.

Policy DE-81: Encourage that landscaping of new residential subdivisions, mobile home parks, and commercial and industrial uses is adequate to enhance the site and reflects the local climate and drought tolerance in the choice of plant materials.

Landscaping will be provided throughout the entirety of the project. Landscaping will be drought tolerant and AB 1881 (Water use Efficiency) compliant by utilizing timed irrigation controls, drip systems and mulch which minimizes evaporation and creates a healthy soil. To reduce water needs further, landscaping will include cobble walls, boulders and dry creeks.

Policy DE-84: Incorporate green building principles and materials into site designs and facility planning, construction and operations.

The project will be subject to the standards found in the California Building Code (CBC). The CBC has mandatory requirements that apply to all residential buildings, including; high performance attics and walls, high efficacy lighting, windows and water heating and cooling systems. The Project Description outlines several additional measure to ensure green principles and opportunities are available, including construction homes that are “solar ready”, stubbing out of gas lines, incorporating sky lights and solar tubes, providing Energy Star appliances and low flow faucets and toilets. Prior to the start of construction related activities a Construction and Demolition Waster Management Plan will be secured from the Mendocino Solid Waste Authority. After the project is complete, local waste haulers will provide recycling bins to each individual home.

Policy DE-89: Reduce excessive artificial light and offsite light impacts while maintaining nighttime safety, security, and productivity.

The project contains lighting elements that are full cut off at pedestrian scale, in compliance with Mendocino County dark sky ordinance. Further, home design will utilize sky-lights and solar tubes which allow natural lighting to be utilized within the home.

Policy DE-90: Promote attractive, compact building designs, mixed land uses, walkable communities, and a range of housing opportunities and choices.

The project is in a walkable portion of the community, in that it is located within 1-mile of Ukiah High School, Frank Zeek Elementary School and Factory Pipe. The project is also near other major shopping centers and commerce (Raley’s 0.5-mile, Downtown 1.8-miles). Mendocino Transit Authority maintains a bus stop (Routes 7, 9 and 20) approximately 0.19 of a mile from the project site, allowing users access to facilities that are beyond a walkable distance.

The project contains a range of single-family housing choices and opportunities. The proposal contains duplex and townhomes on corner lots, traditional single-family homes, single-family homes that will have alley access and the ability to construct accessory dwelling units.

Policy DE-91: Encourage all new developments to include tree-lined streets and/or other vegetative treatments (consistent with other considerations, such as drought tolerance, fire safety and solar access) that enhance the visual or environmental aspects of the

development. Promote the introduction of similar elements into existing communities where feasible.

Landscaping will be provided throughout the entirety of the project. Landscaping will be drought tolerant and AB 1881 (Water use Efficiency) compliant by utilizing timed irrigation controls, drip systems and mulch which reduces evaporation and provides for a healthy soil. Homes will have individual landscapes based upon the desires of the home buyer. To reduce water needs further, landscaping will also include boulders, cobble walls and dry creeks.

Policy DE-92: Allow flexible and innovative site and building design as a means of achieving General Plan, environmental or housing objectives.

As outlined in the Project Description and detailed in the Design and Development Manual, the project involves a request for modifications to the development standards. The project specific development standards allow for flexible and innovative site and building designs. The development standards will allow garages to be recessed and the front of the homes to have a more dominate street appearance, creating an attractive streetscape.

Policy DE-93: Create pedestrian connectivity between land uses, including residential, schools, commercial and job centers, parks and open space.

All public right-of-way's will contain pedestrian sidewalks, further the Linear Park along the western boundary will have a Class I path that will support walkers, runners and bicyclist. Further the project is designed in a manner to bring homes closure to the street with front porches, which will then allow streets to be activated with eyes, leisure and play.

Action Item DE-93.1: Require pedestrian connections within and between new and existing uses where appropriate.

Public right-of-way's will contain 5-foot wide pedestrian sidewalks, further the Linear Park along the western boundary will have a Class I path that is 8-feet wide, which will support walkers, runners and bicyclist.

Policy DE-121: New discretionary development will be required to demonstrate that basic infrastructure is available and has adequate capacity to serve the project without degrading existing levels of service.

Millview Water District has modeled the Vineyard Crossing subdivision and has determined that there is adequate water supply.

Ukiah Valley Sanitation District has provided a willingness to serve letter and has indicated capacity for the project. Similarly, Pacific Gas and Electric has also provided a letter indicating their ability to provide services.

Existing public improvements are located along the southern boundary of the site, which the project will utilize. Data noted within the traffic and circulation study has indicated that the project will have minimal impact upon existing intersections are expected to continue to operate acceptable level.

Policy DE-147: Support the connection of pedestrian, bicycle and trail route to form networks and maximize non-motorized transportation.

A Class I bicycle path is proposed along the western property lines, this route allows residences an active area to exercise and a direct connection to Lovers Lane and the neighborhood to the south. The design of Lovers Lane accommodates a Class II bikeway, while the Mendocino County Bicycle Plan calls for a Class III. An increase in classification and a direct benefit to the public.

Policy DE-149 Requires pedestrian and bicycle facilities (or in-lie fees) to be installed with new development.

An 8-foot wide Class I path is proposed within the 50-foot setback, this route allows residences an active area to exercise and a direction connection to Lovers Lane. The design of Lovers Lane accommodates a Class II bikeway, while the Mendocino County Bicycle Plan calls for a Class III. An increase in classification and a direct benefit to the public.

Policy DE-173: Provide open space, parks and recreation opportunities in and around communities.

As described in the Project Description and illustrated on the Tentative Subdivision Map, the proposal contains 2.2 acres of open space, parks and recreational opportunities within the project boundaries, which exceeds Mendocino County requirements.

Policy DE-174: Promote multiple-use of parks, school facilities and recreational areas.

Parks will feature both passive and active elements such as a path for walking, running and bicycle riding, fitness stations and a playground structure. Educational panels with in the Linear Park will allow inform readers about plant life, historic and current agricultural practices of the region.

Policy DE-179: Parkland shall be provided based on the following standards:

- *Neighborhood Parks: 2.0 acres/1,000 population*

Neighborhood parks focus on serving children's recreation needs and where possible should be adjacent to schools. Neighborhood parks should be 2 to 5 acres in size and may include playgrounds, tot lots, turf play areas and picnic tables. New residential developments in community areas and large residential developments (50 or more homes) should have a neighborhood park within 0.5 miles of each residence.

The proposal includes 0.40-acre Neighborhood Park and a 1.8-acre Linear Park, totaling 2.2 acres. Both parks will have improvements such as a playground, benches, workout stations, educational panels etc. According to the 2010 US Census, the average household size in Ukiah is 2.64 people per housing. At a maximum build out of 123 lots and all 20 accessory dwelling units, site will accommodate up to 378 individuals. Based upon the above, the project exceeds the parkland standards of 2 acres for a population of 1,000.

Goal RM-15 (Dark Sky): Protection of the qualities of the county's nighttime sky and reduce energy use.

As noted in the Project Description and further outlined the Design and Development Manual, public and private lighting will contain full cut-offs and be at a pedestrian scale. All lighting within the proposal meets the county's ordinance for dark sky compliance.

Policy RM-18: No division of land or Use Permit shall be approved without proof of an adequate (as defined by the County Environmental Health Division) potable water supply for each parcel being created or proposed for special use.

Millview Water District has modeled the Vineyard Crossing subdivision and has determined that there is adequate water supply.

Policy RM-135: All County street lights shall be of a "full cutoff" design to limit the upward spread of lighting.

As noted in the Project Description and further outlined the Design and Development Manual, public and private lighting will contain full cut-offs and be at a pedestrian scale. All lighting within the proposal meets the County's ordinance for dark sky compliance.

Policy DE-190: Development of residential, commercial, or industrial uses shall be supported by water supply and wastewater treatment systems adequate to serve the long-term needs of the intended density, intensity, and uses.

Turf areas will be minimized while drought tolerant and low and medium water usage plants will be placed on residential lots and within the Parks. The landscaping will be installed to AB 1881 water usage standards which include timed systems and drip irrigation. Landscaping will also utilize mulch which minimizes evaporation and creates a healthy soil, dry elements such as dry creek beds, cobble walls and stones will also be utilized. These elements will ensure that the long term needs for watering the landscaping is minimal.

The Project proposes to use of low flow faucets and toilets, which further minimizes the project's water demand.

Further, water modeling by the Millview Water District has indicated sufficient water in their system and that the project can be adequately served.

Policy DE- 191: Land use plans and development shall minimize impacts to the quality of quantity of drinking water.

Existing regulations such as the North Coast Regional Water Quality Control board will require the preparation and installation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is designed to minimize storm water discharge from the project site. Additional, Low Impact Development (LID) standards are in place to ensure that water run-off is managed onsite and treated.

Mendocino County Housing Element (2015)

The Housing Element is designed to facilitate the development of enough adequate housing to meet the needs of all County residents. The Housing Element is a mandatory element of the General Plan and must be consistent with it and contain a thorough analysis of both the constraints that may impact housing development, as well as the resources available to facilitate it.

The Housing Element is intended to reflect and address the ever changing community needs. The present Housing Element covers a five-year planning period (Government Code Section 65588(b)) from 2014 to 2019. The Housing Element is the only element of the General Plan that must be submitted to the State Department of Housing and Community Development (HCD) in order to determine compliance with State laws.

According to the 2013 Regional Housing Needs Plan prepared by the Mendocino Council of Governments (MCOG), approximately 67.34 percent of the future housing need is expected to be in the unincorporated area. The unincorporated County's share of the regional housing need is 168 units, of which 74 are allocated to "above moderate".

Population Distribution

The Housing Element discussing and analyzes the broad demographic that makes up Mendocino County, noting that there are four incorporated cities within the County. The Element notes that over the next five years the unincorporated southeastern portion of the County from Willits south to Ukiah is expected to see the largest growth. The Housing Element goes on to say that this area has the greatest potential for residential growth due to availability of land and utility services. While other areas of the County have infrastructure constraints and density restrictions.

As described and outlined in the Project Description, the proposal meets several goals and policies noted in the Mendocino County Housing Element, including:

Goal 1: Develop healthy and well-balanced communities through cooperation between public and private entities.

The project is well-balanced and provides healthy activities in that the subdivision is designed in a grid pattern with short block sizes, to allow easy walking distances throughout. The project contains 2.2 acres of park land that will have active and passive elements including a running path, benches, playground and fitness stations. The project site is well suited, in that mass transit is nearby, goods, services and schools are within walk distance while other uses are within bicycling distances. The site is also near major transportation corridors including Highway 101 and North State Street.

Policy 1.1: Promote safe and healthy housing arrangements for residents of all income levels.

The project outlines several ways in which housing can accommodate moderate income levels. This includes the introduction of 32 Flex Lots, can contain either a duplex or townhome. These lots will allow first time home buyers or individuals of moderate means to afford a home. Further, the project anticipates up to 20 accessory dwelling units to be constructed, these units will provide further rental opportunities to Ukiah Valley residence as well as the ability to age in place or house additional family members.

Lighting is incorporated into the project to provide for adequate safety at night. Lighting will be placed within the parks, the street right-of-way and on each individual home.

Action 1.1a: Minimize the effects of excessive noise, light, traffic, and exposure to hazardous industrial facilities and uses through the appropriate location of all new housing away from incompatible uses.

The proposal includes the installation of an 8-foot wall or berm (or combo of) along the eastern property line, which will minimize noise and acoustics associated with Highway 101. The Project Description also outlines that all home on the outer perimeter will have windows of a higher rating system for windows that face the perimeter.

Further, the project involves deed restrictions on all lots abutting Masonite Industrial Road which will prohibit the construction of accessory dwelling units. The project also involves disclosures notifying home buyers of the proximity to Highway 101, the use of Masonite Industrial Road and agricultural operation to the west. Finally, the project includes pedestrian scale lighting in the right-of-way and structure lighting, all of which will be dark sky compliant and shielded downward.

Policy 1.2: Encourage and support the development of affordable housing and supporting infrastructure and services by local agencies, non-profit and for-profit housing developers, and Native American housing authorities through financial assistance, local cooperation agreements, partnerships, and regulatory incentives.

The project outlines several ways in which housing can accommodate moderate income levels. This includes the introduction of 32 Flex Lots, which can contain either a duplex or townhome. These lots will allow first time home buyers or to families and working

individuals of moderate means to afford a home. Further, the project anticipates up to 20 accessory dwelling units to be constructed, these units will provide further rental opportunities to Ukiah Valley residence as well as the ability to age in place or house other family members.

Policy 1.3: Work cooperatively with the cities and special districts within Mendocino County and surrounding counties on regional housing issues.

As discussed throughout the Housing Element (2015) of the General Plan, housing needs are the “most urgent” south of Willits to Ukiah. The project is located south of Willits and just north of the city limits of Ukiah, within the area identified as “most urgent”. The project involves several different housing options (single-family, attached single-family, accessory dwelling units) that will cater to a wide audience of buyers and users.

Policy 1.4: Recognize that the different regions of the County have varying housing needs unique to the specific geographic regions.

As discussed throughout the Housing Element (2015) of the General Plan, housing needs are the most urgent south of Willits to Ukiah. The project is located just north of the city limits of Ukiah, within the area identified as most urgent. The project involves several different housing products (single-family, attached single-family, accessory dwelling units) that will cater to a wide audience of buyers and users.

Goal 3: Increase the supply of housing, especially for low and moderate-income households.

The project outlines several ways in which housing can accommodate moderate income levels. This includes the introduction of 32 Flex Lots, which can contain either a duplex or townhome. At current interest rates, these lots will allow first time home buyers or individuals of moderate means to buy a home. Further, the project anticipates up to 20 accessory dwelling units to be constructed, these units will provide further rental opportunities to Ukiah Valley residence as well as the ability to age in place or house other family members.

Policy 3.1: Encourage the development of an adequate supply of housing and range of housing densities and types to meet the diverse needs of County residents.

As discussed in the Housing Element (2013) of the General Plan, it is anticipated that the unincorporated County’s share of housing is 168 units in the region of the Ukiah Valley. At 123 proposed lots, including up to additional 20 accessory dwelling units (143 potential dwelling units), the project helps meets the supply of housing that the Housing Element discusses.

Further, the project proposes several different types of housing types including single-family, attached single-family (duplex/townhomes) and accessory dwelling units. The

Design and Development Manual outlines a variety of colors, materials and styles that when incorporated into the project allow for a diverse and limitless number of combinations.

Action 3.1a Work with developers to include a variety of housing types, such as smaller single-family homes, second units, duplexes, and multi-family units, including rental units for lower-income large families and developments exceeding ten residential units, during pre-subdivision consultation and through the Inclusionary Housing development planning process. Consider development incentives such as reduced setbacks, density bonuses, fee assistance, etc.

The project includes a variety of housing types including single family homes, attached single family homes (duplex/townhomes) and accessory dwelling units. The proposal includes a reduction in development standards to allow greater flexibility in site design and layout.

Action 3.1b Evaluate the potential for reduced lot sizes or increased residential densities on land classified Rural Community, Mixed Use, Suburban Residential, and Commercial.

The proposal includes utilizing a range of lot sizes, which are a reduction from Mendocino County Standards. Lot sizes will range from 4,000 square feet for an attached single-family home (duplex/townhome) to as much as 12,126 square feet for a traditional single-family home. The Suburban Residential designation in a R1-PD Single-Family Residential with a Planned Development zoning district allows for a single-family unit for every 4,000-square foot, in this case, the project would allow a maximum density of 10.89 (257 homes). The proposal has a net density of 5.21 units per acre, approximately half of what could be allowed.

Policy 3.4 Promote new residential development in or adjacent to towns and cities that facilitate infill and compact development, and assist in the creation and improvement of community water and sewer services.

The project is located within the City of Ukiah's Sphere of Influence and is surrounded by urban uses on three sides. The project is within walking distance of schools (High School and Elementary) and major commercial corridors that contain shopping and services, and bicycle distance to employment centers. Mass transit routes are nearby that can serve the population and allow them access to services and goods that are further away.

Goal 5: Conserve energy and resources.

Landscaping will be provided throughout the entirety of the project. Landscaping will be drought tolerant and AB 1881 (Water use Efficiency) compliant by utilizing timed irrigation controls and drip systems. Homes will have individual landscapes based upon the desires of the home buyer. Landscaping will also include elements, such as cobble walls and dry creeks, reducing water needs further.

The project will be subject to the standards found in the California Building Code (CBC). The CBC has mandatory requirements that apply to all residential buildings, including; high performance attics and walls, high efficacy lighting, windows and water heating and cooling systems. The Project Description outlines additional steps that are being taking to conserve energy such as providing Energy Star certified appliances and ensuring that each home is “solar ready” with stub outs for equipment, appropriately sized panel boxes and adequate roof space for Photovoltaic (PV) cells.

Policy 5.1: Promote energy and water conservation and efficiency in new development and rehabilitation of housing.

Landscaping will be provided throughout the entirety of the project. Landscaping will be drought tolerant and AB 1881 (Water use Efficiency) compliant by utilizing timed irrigation controls, drip systems and mulch which reduced evaporation and creates a healthy soil. To reduce water needs further, landscaping will also include elements, such as cobble walls, boulders and dry creeks.

As outlined in the Project Description, construction will utilize Title 24 of the California Building Code (CBC), which has strict development protocol to ensure that structures are energy efficient.

Ukiah Valley Area Plan (2011)

The vision of the Ukiah Valley Area Plan (UVAP) discusses the ability to balance growth by keeping the community as compact as possible while preserving and maintaining agricultural lands. Such improvements should make it easier for people to walk, bike or take transit to and from their destinations. The goals and policies outlined in the UVAP create a central theme directing that higher density residential uses generally be located within the City of Ukiah’s sphere of influence, which the proposal is, in order to concentrate development in areas with adequate services an access and limited impacts to resource lands.

As described and outlined above in the Project Description and further illustrated in the Design and Development Manual, the proposal meets several Goals and Policies noted in the UVAP, including:

Goal LU-1: Create compact, mixed-use, and well-balanced communities that can achieve this plan’s prines of sustainability.

The project site is located within the City of Ukiah’s Sphere of Influence and surrounded by urban development on three sides. Mass transit serves the immediate area, while schools, shopping and employment are all within a few miles of the project site. There are a range of different land uses surrounding the project site (single-family and multi-family homes, commercial, light industrial).

Policy LU-1.1: Promote development and building practice that support healthy communities.

The project contains amenities that support a healthy community in that the 2.2 acres of park area will have a Class I bicycle path that is approximately 1/3 of a mile in length, fitness stations, education panels and a playground structure within the Neighborhood Park.

The project is located in a part of the County in which educational establishments are in a walking or bicycling distance (1 mile to Ukiah High School and Frank Zeek Elementary School), grocery shopping (0.5 miles to Raley's Shopping Center), business corridors and centers (1.4 miles County Administrative Complex, 1 mile to Factory Pipe, 1.8 miles to Downtown Ukiah).

Policy LU-1.2: Utilize planning tools and incentives to guide the development process towards creating a compact, mixed use community achieving a balance among social, economic, and environmental systems.

The project site is located within the City of Ukiah's Sphere of Influence and surrounded by urban development on three sides. Mass transit serves the immediate area, while schools, shopping and employment are all within a few miles of the project site.

Goal CT-1: Provide for efficient and safe circulation networks through the Ukiah Valley.

The project contains amenities that support a healthy community in that there is a 1/3 of a mile-long Class I bicycle path is provided to allow bicycle riders, joggers and walkers a separated facility from vehicles. The 2.2 acres of parkland area will have a fitness stations, educational panels and a playground structure.

The project is in a part of the County in which educational establishments are in a walking or bicycling distance (1 mile to Ukiah High School and Frank Zeek Elementary School), grocery shopping (0.5 miles to Raley's Shopping Center), business corridors and centers (1.4 miles County Administrative Complex, 1 mile to Factory Pipe, 1.8 miles to Downtown Ukiah).

The subdivision is designed in a grid pattern allowing vehicles and pedestrians to access the site from two different directions. The project does not include a cul-de-sac.

Goal CT-2: Enhance pedestrian, bicycle and transit connectivity between land use types.

All public right-of-way's will contain pedestrian sidewalks. Further the proposal includes sidewalks throughout the project and a Class I pedestrian and bicycle path, within a 50-foot wide Linear Park, along the eastern property line. Further, the area is served by mass transit (Routes 7, 9 and 20), which allows users to reach goods and services that are further away.

Policy CT-2.1: Integrate pedestrian access into the circulation system of the urbanized area of the Ukiah Valley.

The proposal includes sidewalks throughout the project and a Class I pedestrian and bicycle path, within a 50-foot wide Linear Park, along the eastern property line. Further, the area is served by mass transit (Routes 7, 9 and 20), which allows users to reach goods and services that are further away.

Policy CT-2.1b: Pedestrian Walkways – To the extent allowed under state law, require private development projects provide pedestrian walkways that provide direction access between key destinations.

The proposal includes sidewalks throughout the project and a Class I pedestrian and bicycle path, within a 50-foot wide Linear Park, along the eastern property line. Further, the area is served by mass transit (Routes 7, 9 and 20), which allows users to reach goods and services that are further away.

Policy CT-2.2b: Bicycle Route Requirements – Require that roads linking residential areas with schools, shopping, services and employment be designed to include bicycle lanes.

The proposal includes sidewalks throughout the project and a 8-foot wide Class I pedestrian and bicycle path, within a 50-foot wide Linear Park, along the eastern property line. Further, the area is served by mass transit (Routes 7, 9 and 20), which allows users to reach goods and services that are further away.

Goal WM-3: Promote reclamation and conservation of water.

The Project Description outlines several measures that are incorporated into the project including the use of low and medium use plants in the landscape, mulch, drip irrigation systems that will be placed on timers. Within the home, Energy Star certified appliances will be utilized including the dish washer and water heater. The proposal includes utilizing low flow faucets and toilets, which will further reduce water usage.

Goal HS-1: Consider natural and human-made hazards when planning development and minimize potential conflicts.

The construction of the project will be subject to existing development standards found in the Mendocino County Municipal Code, State Laws and the California Building Code. These standards will ensure that any hazards to natural or human-made will be minimized.

Policy HS-1.1c: Geotechnical Evaluations – Where projects are proposed within designate risk zones, require professionally prepared geotechnical evaluation prior to site development. If a discretionary permit is required, the geotechnical report shall be submitted with the permit application.

The project site is relatively flat and does not pose any geological risk. A geotechnical report was submitted with the application and concluded that project is feasible and does not pose a risk to human fire, life or safety.

Goal PR-1: Meet the community's need for recreation, cultural resources, and on-going education.

The project has 2.2 acres of park land that will have both passive and active uses. The spaces will be activated with a pedestrian trail, fitness stations and a playground. Further, the Project Description notes the installation of educational panels within the Linear Park. The panels will highlight historic and current agricultural practices and will identify helpful plants that attract bees and other animals that keep pest populations under control.

Policy PR-1.1: Provide a geographically balanced network of parks and community facilities.

The project has 2.2 acres of parkland that will have both passive and active uses. The spaces will be activated with a pedestrian trail, fitness stations, education panels and a playground. Nearest parks to the project site are 3/4 of a mile to the south (Low Gap and Vinewood Parks).

Policy PR-1.2: Provide a comprehensive trail network, along with pedestrian and bicycle connections, to recreational destinations throughout the Valley.

The Linear Park along the western property line will have a Class I pedestrian and bicycle facility within that is over 1/3 of a mile long. A Class I pedestrian and bicycle path is completely separated from the right-of-way and is for exclusive use of bicycles and pedestrians.

Goal PR-2: Work with the City and other entities to ensure that there are a variety of parks, recreational facilities and point of river access.

The project has 2.2 acres of park land that will have both passive and active uses. The spaces will be activated with a pedestrian trail, fitness stations, educational panels and a playground.

Policy PR 2.2b Park Land Dedications – Require that new development provide park land for new residences. In lieu of developing on-site recreational facilities, the developer may compensate the County by providing a fee per acre of required land.

The Mendocino County General Plan (Policy DE-179) requires 2 acres of parks for every 1,000 individuals. The project contains amenities that support a healthy community in that the 2.2 acres of park area will have a Class I bicycle path way that is approximately 1/3 of a mile in length, fitness stations, educational panels and a playground structure.



Policy PR 2.2d – Ongoing Park Operations and Maintenance – Provide for ongoing funding of park operations and maintenance through assessment districts, homeowner associations or other means.

The proposal includes the development of a maintenance assessment district which will provide for the long term up keep and maintenance of the parks, public right-of-way and lighting.