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## 7. COMMUNITY FACILITIES AND SERVICES

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The Township, through special legislation and 69 percent of voter approval granted June 2, 1992, is authorized to exercise within its jurisdiction a full range of municipal purposes and powers, inclusive of the following:

- Providing water for domestic, irrigation, industrial, fire protection and other uses.
- Collecting, treating or disposing sewage, waste and storm water.
- Disposing garbage or refuse.
- Providing fire protection, police protection, emergency medical services, and any other service to protect life and property.
- Providing parks and recreation facilities.
- Opening, widening, extending, straightening and surfacing streets, subject to the consent of the Mendocino County Board of Supervisors, including the construction of bridges, curbs, drains and related items.
- Providing street lighting, and placing overhead electric and communication facilities underground.
- Providing mosquito abatement.

This chapter of the Specific Plan describes the existing and planned provision of facilities and services of the Brooktrails Township to accommodate buildout. Certain improvements to infrastructure are necessary to accommodate up to 4,000 units as described and illustrated herein. Some services are provided by other governmental agencies or private businesses exclusively (i.e., the County of Mendocino, the State of California, the Mendocino Transit Authority, Pacific Gas and Electric Company (PG&E).

## **7.1 TRANSPORTATION AND CIRCULATION**

One of the biggest challenges facing Brooktrails is the management of traffic on local streets, which is projected to increase up to four times current volumes, without changing the rural to semi-rural character of the community. The other challenges include providing emergency evacuation options for residents, maintaining and expanding the network of trails, and coordinating growth and required circulation improvements with Willits and Mendocino County.

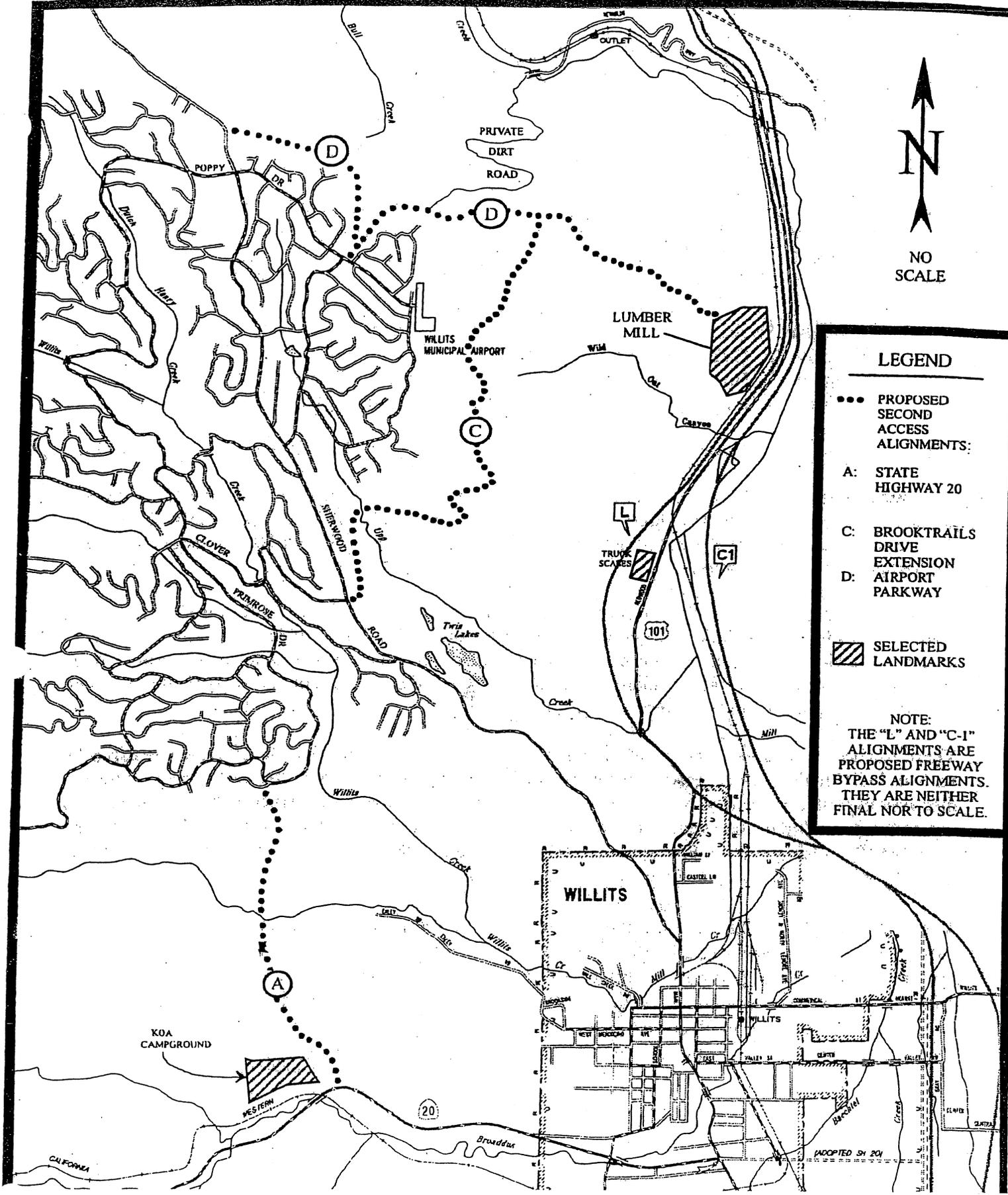
The Township street network was constructed at the time the initial subdivision was created with the result that some streets (Sherwood Road) do not meet current Mendocino County code requirements for street width or shoulders. The internal street system, comprised primarily of two-lane roads, conforms to the rugged topography of the area, and consists of nine local streets that connect to Sherwood Road, and winding residential streets that feed from various low density neighborhood areas.

Sherwood Road provides the only connection from Brooktrails to U.S. 101 and the town of Willits. A two-lane county maintained facility, Sherwood Road meets U.S. 101 (Main Street), at a signalized intersection on the northern edge of the City of Willits. Aside from being the only access route into Brooktrails, Sherwood Road is characterized by its winding alignment, relatively steep gradients, tight geometries, lack of shoulders and passing lanes, lack of left turn pockets, and poor sight distances at several intersections. Unlike the other (newer) streets in Brooktrails, Sherwood Road evolved out of an old wagon road and is currently a typical rural facility. Consequently, Sherwood Road is the major constraint to future growth and already operates over capacity for a rural facility in the PM peak hour.

On-street parking may not be allowed in Brooktrails in certain instances due to insufficient clearances which would not allow vehicles to pass without crossing over road center lines. Limits upon on-street parking are applied to specific sections of County-maintained roadways on a case by case basis per Mendocino County Code administered by the County Department of Transportation and/or the BTCSD Fire Department.

The roadway network within Brooktrails Township would not change substantially with additional development, with the exception of intersection improvements, paving portions of unimproved roadways, shoulder improvements, and two new access roads for public safety and to accommodate additional traffic that would be associated with Township growth.

The ultimate roadway system in Brooktrails at buildout would consist of a system of residential, collector, and arterial streets, plus new external connections outside the Township. The future roadway classification system is shown below in Table 7-1 and on Figure 7-1, Circulation System.



NO SCALE

**LEGEND**

- PROPOSED SECOND ACCESS ALIGNMENTS:
- A: STATE HIGHWAY 20
- C: BROOKTRAILS DRIVE EXTENSION
- D: AIRPORT PARKWAY

SELECTED LANDMARKS

**NOTE:**  
 THE "L" AND "C-1" ALIGNMENTS ARE PROPOSED FREEWAY BYPASS ALIGNMENTS. THEY ARE NEITHER FINAL NOR TO SCALE.



Not to Scale

Source: Fehr & Peers Associates

BROOKTRAILS TOWNSHIP SPECIFIC PLAN

**Figure 7-1**  
 Circulation System



## **Goals and Implementation Policies**

**TRANSPORTATION AND CIRCULATION GOAL FS-7.1-1:** Improve vehicular access/egress to/from the Township and ensure adequate circulation within the Township.

### **TRANSPORTATION AND CIRCULATION POLICY FS-7.1-1A**

Construct a new second Brooktrails Township access road from Sherwood Road to the Highway 101 bypass.

A second access road into Brooktrails Township is a recognized need at this time (see Chapter 8, Public Safety, Public Safety Policy PS-8.2A). In a series of continuing traffic and transportation studies prepared for the Township, the following was noted:

" ... Route #3 is selected as the preferred third access route largely because it provides immediate relief to Sherwood Road., bypasses the most congested part of Willits, and would provide a good third evacuation route for residents. A new signalized intersection would be required at the junction with S.R. 20, and the S.R. 20/Main St. intersection would require phasing adjustments. The new southern access route would be approximately 1.4 miles long and be designed as a two-lane divided arterial with shoulders, left turn lanes, and possibly passing lanes all within a 100 foot wide right-of-way. Peak hour capacity would be 1,360 vehicles per hour at Level of Service C, or roughly twice the capacity of Sherwood Rd."

A second connection to Brooktrails was studied by Mendocino County in 1991, with four alternative alignments subject to consideration. It was concluded that a Southern Access Route from Brooktrails to State Route (S.R.) 20 was the preferred alternative unless a U.S. 101 Willits Bypass was constructed. Caltrans has previously proposed constructing a U.S. 101 Bypass to the City of Willits to address existing and future traffic congestion. Six Bypass alignments are being studied. With the U.S. 101 Bypass, a direct connection to U.S. 101 north of Willits was the preferred alternative.

The Mendocino County Department of Transportation has prepared a draft Second Access Study analyzing alternative alignments for the proposed Brooktrails Second Access. The preferred alternative would connect Sherwood Road with US. 101 near the northern interchange planned in association with the Willits bypass. The second access alignment may be modified in the future depending upon factors including the selected highway bypass alignment, interchange locations and construction costs.

At two lanes, the new Second Access Route would begin to reach capacity as the Township begins to reach buildout at 4,000 units. A third access route would then be required to relieve traffic on Sherwood Road.

Given the long-term nature of implementing a second access route (approximately four to six years), the Township should begin proceeding with implementation immediately. Some of the first steps are to (a) come to an agreement with the City of Willits and Mendocino County on the need for, location of, and timing of the access route, (b) have the route adopted as part of each jurisdiction's general plan process, (c) and work with Caltrans in the implementation, funding, and coordination with the U.S. 101 Bypass project. Environmental review will be required under the provisions of the California Environmental Quality Act.

#### Implementation

Year: Begin planning studies for a second access route in 1997. Third access route required at about 3,300 to 3,500 dwelling unit count.

Implementing Agency/Entity: Brooktrails Township in collaboration with the County of Mendocino, Department of Public Works.

At buildout, Brooktrails will be one of the largest communities in Mendocino County. Almost all traffic destined to or coming from Brooktrails will travel through Willits unless the U.S. 101 Bypass is constructed. While some shopping trips will be reduced by the presence of commercial land uses within the Township, virtually all other work related and discretionary trips will be via U.S. 101 and S.R. 20. Coordination of improvements between Brooktrails and Willits is critical. Without improvements in Willits and the County, Brooktrails will not be able to reasonably accommodate future growth.

The U.S. 101 Bypass project profoundly impacts the preferred second access route. At the current time, the Bypass project is in its final DEIS/DEIR preparation stage. The District prepared comments as required by this Specific Plan, which are now of public record as part of any final Willits 101 Bypass project.

**TABLE 7-1  
Future Roadway Classification**

<u>Arterial Streets</u>	
Sherwood Rd.	Poppy Dr. to U.S. 101
Southern Access Route	Primrose Dr. to S.R. 20
<u>Major Collector</u>	
Primrose Dr.	Southern Access Route to Sherwood Road (new facility)
Clover Road	Primrose Dr. to Birch St.
Daphne Way	Sherwood Rd. to Poppy Dr.
Brooktrails Dr.	Primrose Dr. to Sherwood Rd.
Birch St.	Brooktrails Dr. to Sherwood Rd.
Poppy Dr.	Primrose Dr. to Daphne Way
<u>Minor Collectors</u>	
Lilac Rd.	Clover Rd. to Primrose Dr.
Tulip Dr.	Primrose Dr. to Lilac Rd.
Primrose Dr.	Southern Access Route to Tulip Dr.
Goose Rd.	Ridge Rd. to Primrose Dr.

**TRANSPORTATION AND CIRCULATION POLICY FS-7.1-1B**  
***Construct improvements at the Sherwood Road/Birch Street intersection.***

Intersection geometries vary widely in Brooktrails due to the rugged topography, and there are few true 90-degree intersection approaches. Due to the low traffic volumes and speeds at the present time this is generally not a problem, except at a few locations. The intersection of Sherwood Road/Birch Street/Birch Terrace is problematic because of the poor visibility and merge of two residential streets into one street at the intersection (see Figure 7-2). The intersection must be redesigned to enhance safety.

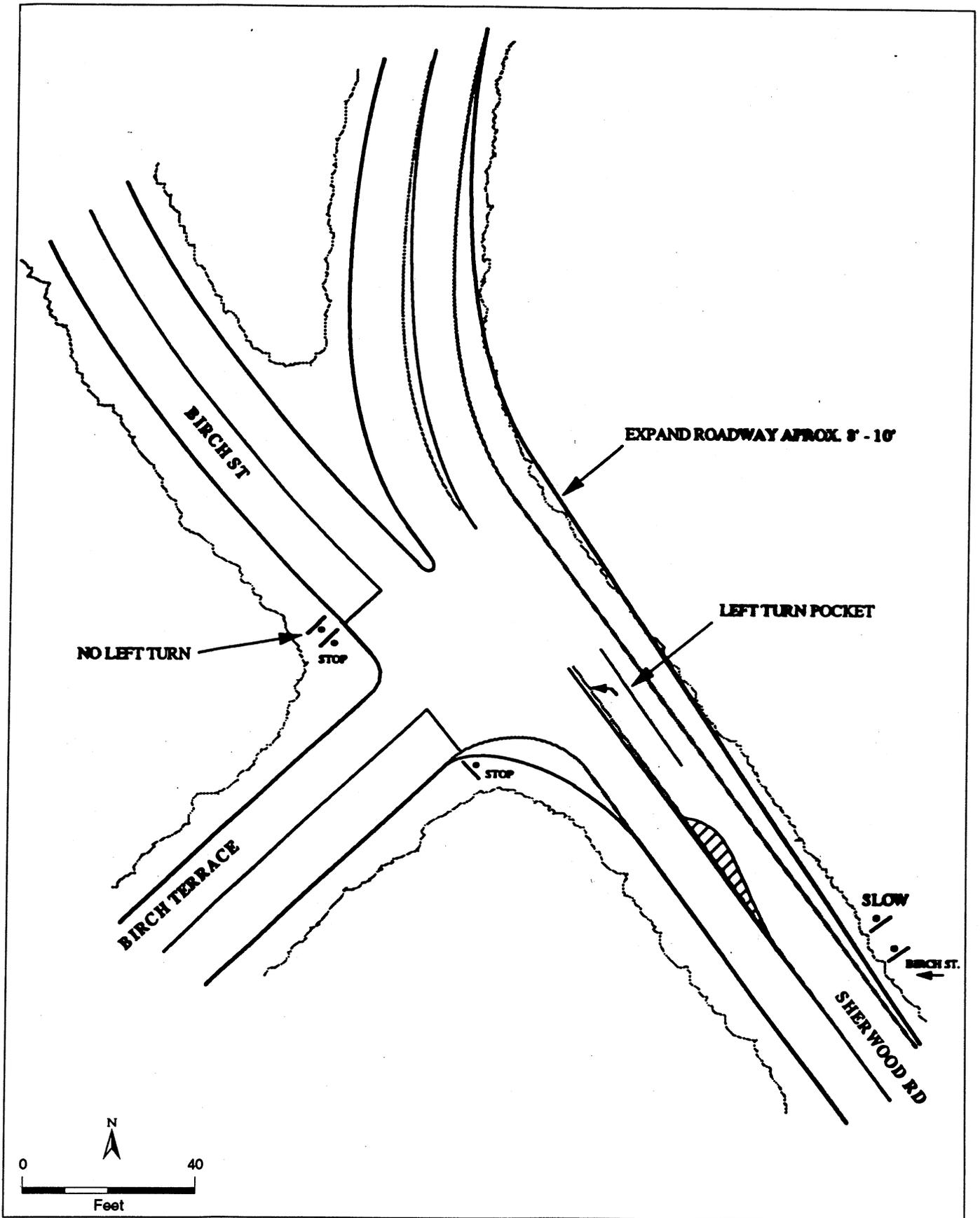
**Implementation**

- Year: Initiate intersection redesign in 1997; construct design improvements immediately thereafter.
- Implementing Agency/Entity: Brooktrails Township in collaboration with the Mendocino County, Department of Public Works and the City of Willits.

**TRANSPORTATION AND CIRCULATION POLICY FS-7.1-1C**  
***Construct improvements along Sherwood Road to enhance safety and vehicular movement.***

Sherwood Road is classified as a Major Collector according to the County's criteria: It "*provides service to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intraregional importance (County General Plan,*" Page III-8). Sherwood Road currently operates over capacity during the PM peak hour between U.S. 101 and Birch Street (Level of Service D), despite the fact that the preceding intersection of Sherwood Road and U.S. 101 operates at Level of Service B with little delay. Sherwood Road also does not meet current County standards in terms of shoulders or, in some locations, lane width. Planned improvements should include adding paved shoulders (4-foot minimum width), and left-turn pockets between U.S. 101 and Poppy Drive. This will increase capacity sufficiently to maintain Level of Service C until approximately 1998-1999.

A pedestrian pathway should be provided along the entire length of Sherwood Road (see Figure 7-3). In general, given the rural nature of Brooktrails, pedestrian paths need not conform to standard suburban sidewalk guidelines. Pedestrian pathways on one side of the roadway should have a minimum 4-foot wide asphalt surface, with gradients over 5 percent minimized to the extent possible. The pathways should be constructed within the public right-of-way, and not necessarily directly abutting the roadway. In some cases it may be necessary to secure an easement where topography does not permit an acceptable pathway within the right-of-way. Pathways should be provided along Sherwood Road, Primrose Drive, Daphne Way and the Southern Access Route.



Source: Fehr & Peers Associates

BROOKTRAILS TOWNSHIP SPECIFIC PLAN  
 Figure 7-2B  
 Sherwood Birch Intersection  
 Option Two



### **Implementation**

- Year: Initiate Sherwood Road redesign studies in 1998; construct design improvements as soon as practicable thereafter.
- Implementing Agency/Entity: Brooktrails Township in collaboration with the County of Mendocino, Department of Public Works.

#### ***TRANSPORTATION AND CIRCULATION POLICY FS-7.1-1D***

***Construct a trail from the Township to the City of Willits for walking and bicycling.***

The Brooktrails Township existing trail network is shown on Figure 7-1. The Township was originally planned with an extensive network of trails which permits relatively good internal circulation by pedestrians off of the street system, along with opportunities for recreation and exercise. The preservation and expansion of this approximate 7.5-mile trail network are essential to encouraging alternate forms of movement.

The lack of street shoulders or sidewalks for pedestrians and bicycles is an issue on Sherwood Road, where any non-motorized movement must take place within the travel lane (refer to the above discussion under *Transportation and Circulation Policy FS-7.1-1C*).

### **Implementation**

Implement *Transportation and Circulation Policy FS-7.1-1C*.

- Year: Initiate Sherwood Road redesign studies in 1998; construct design improvements as soon as practicable thereafter.
- Implementing Agency/Entity: Brooktrails Township in collaboration with the County of Mendocino, Department of Public Works.

#### ***TRANSPORTATION AND CIRCULATION POLICY FS-7.1-1E***

***Develop improved vehicular access to the Ells Field airport.***

Sherwood Road, Brooktrails Township's major access road, also is the major access road leading to the vicinity of Ells Field. However, direct access to Ells Field from Sherwood Road must be gained using local neighborhood streets (see Figure 7-1). Thus, traffic not directly associated with Brooktrails Township is required to use local streets to gain access to the Airport. It is preferable that non-Brooktrails traffic use other than local neighborhood streets. However, given the existing circulation network and location of Ells Field with respect to the Township, a new road to the airport does not appear feasible. Therefore, the overall internal circulation improvements as described in this chapter would improve vehicular access to the airport.

Fig-7-3

In addition to providing a new access road (*Transportation and Circulation Policy FS-7.1-1A*), constructing improvements at the Sherwood Road/Birch Street intersection (*Transportation and Circulation Policy FS-7.1-1B*), and constructing improvements along Sherwood Road (*Transportation and Circulation Policy FS-7.1-1C*), the following additional improvements would be required to improve vehicular movement and access to the airport prior to buildout.

- 1) Clover Road/Primrose Drive: Signalize the intersection of Clover Road and Primrose Drive.

#### **Implementation**

- Timing: At 3,500 to 3,800 dwelling unit count.
  - Implementing Agency/Entity: Brooktrails Township in collaboration with the County of Mendocino, Department of Public Works.
- 2) Primrose Drive/Sherwood Road: Signalize the intersection of Primrose Drive and Sherwood Road.

#### **Implementation**

- Timing: At 3,500 to 3,800 dwelling unit count.
  - Implementing Agency/Entity: Brooktrails Township in collaboration with the County of Mendocino, Department of Public Works.
- 3) State Route 20: While entirely outside Brooktrails, S.R. 20 between the Southern Access route and Main Street in Willits (U.S. 101), will need to be widened to a four-lane arterial by buildout. In addition, modifications will need to be made to the Main Street/S.R. 20 intersection (possibly dual northbound left turn lanes), to reflect increased traffic from the second access route into Brooktrails.

#### **Implementation**

- Timing: At 3,000 to 3,300 dwelling unit count.
  - Implementing Agency/Entity: Caltrans in collaboration with the City of Willits and Township.
- 4) Main Street/Sherwood Road: Modifications will be necessary at the Main Street/Sherwood Road intersection (signal phasing changes).

### Implementation

- Timing: At 2,500 dwelling unit count.
  - Implementing Agency/Entity: Caltrans in collaboration with the City of Willits and Township.
- 5) **Ridge Road:** As noted in Chapter 8, *Public Safety, Public Safety Policy PS-8.2B*, about 1 mile of Ridge Road which traverses the west portion of the Specific Plan area between Iris Drive in the south and Goose Road in the north is currently unimproved. This section of road will require grading and paving to complete the vehicular circulation system as originally envisioned for Brooktrails. Because the Mendocino County Department of Public Works is responsible for maintaining roads within the Township, the County Board of Supervisors would first need to be petitioned to add the unimproved portions of Ridge Road to the Township street system prior to initiating the improvements. If approved by the Board, Ridge Road would then be accepted into the Township road maintenance system as part of the Brooktrails subdivision. All road improvements would need to be completed to County standards.

### Implementation

- Year: Prior to the year 2000.
  - Implementing Agency/Entity: Brooktrails Township in collaboration with the County of Mendocino, Department of Public Works.
- 6) **Other Streets/Streetscape Program:** The existing streets within the Township are generally capable of accommodating increases in traffic with minor improvements, including striping and signing, and the inclusion of pedestrian pathways and crosswalks. Most streets in Brooktrails were constructed to the same standard, and are between 24 and 30 feet wide with a rolled curb and no sidewalks.

In addition to the street and path improvements discussed in this chapter of the Specific Plan, a program to upgrade the streetscape in Brooktrails will include directional signing geared to visitors, indicating the appropriate route to the Community Center and Golf Course. When the Southern Access Route is completed, directional signing to Brooktrails from U.S. 101 will need to be analyzed, and in particular, through which of the two entrances visitors should be guided. A unique signing system format for Brooktrails, inclusive of signs indicating zones of no parking, may be developed which would help to improve the Township's identity and identify restricted parking locations.

### Implementation

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

- 7) **Crosswalks:** Pedestrian crosswalks should be installed at all signalized intersections and at locations where trails intersect roadways. Bike racks should be installed at commercial outlets.

### **Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

### ***TRANSPORTATION AND CIRCULATION POLICY FS-7.1-F***

#### ***Promote unsubsidized Mendocino County Transit Authority service to the Township.***

Currently, the Mendocino Transit Authority (MTA) provides service ranging from Ukiah to Willits, with the northernmost stop at City Park on Commercial Street. There is also a dial-a-ride service that extends access into Brooktrails, but is limited only to certain areas inside the Township. Residents of Brooktrails who wish to utilize MTA service most likely use the City Park stop on Commercial Street which is with several blocks of the Sherwood Road/Main Street (U.S. 101) intersection.

Transit will play a small but increasing role as an alternative to private vehicles as Brooktrails grows. Transit service for school children, seniors, and others with destinations in Willits and along the U.S. 101 corridor will help to relieve congestion and increase accessibility for those without the use of private vehicles. Dial-A-Ride service should be maintained for those unable to drive from their residences.

At the discretion of the Township, an origination/destination demand survey of Brooktrails Township residents would provide the MTA with the information necessary to review and evaluate the potential for extending service and service frequency into the Township.

In addition, the Township will participate in the Federally funded "Willits and Fort Bragg Transit Service Study" work element of the Mendocino Council of Governments' 1996-97 Overall Work Program.

### **Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

### ***TRANSPORTATION AND CIRCULATION GOAL FS-7.1-2: Recognize the need for a U.S. Highway 101 Willits bypass.***

***TRANSPORTATION AND CIRCULATION POLICY FS-7.1-2A***  
***Coordinate Township growth and development with the California Department of Transportation to ensure the adequacy of U.S. Highway 101 improvements.***

Refer to the discussion of Implementation under Transportation and Circulation Policy FS-7.1-1A regarding the U.S. 101 Bypass project. Coordination with Caltrans will require a system of dialogue between the Township and Caltrans. Resolution No. 1989 16 adopted by the Brooktrails Township Board of Directors on July 27, 1989, in part, authorized the General Manager to establish and maintain a system for communicating in writing to other public agencies, including the State of California and County of Mendocino, the expression of District concerns and concerns of residents regarding matters which are related to the purposes and powers of the District to provide municipal services, including adequate circulation facilities.

### **Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

## **7.2 PUBLIC SERVICES**

### **Fire and Police Protection**

Fire Protection: In Mendocino County, fire protection is provided by 21 fire districts and volunteer organizations, the California Department of Forestry and the U.S. Forest Service. Assistance with inspections and arson investigations is available from the Office of the State Fire Marshall.

The Township maintains a fire department to meet fire suppression needs for the Township and the two nearby subdivisions of Sylvandale and Spring Creek. Local districts, such as Brooktrails, are responsible for the protection of structures, rather than wildfires. By law, the California Department of Forestry (CDF) is responsible for fire suppression for all wild lands, even those that are privately owned; therefore, CDF is responsible for fire suppression located within the 2,500 acres of parkland located in the Brooktrails subdivision, and all other vegetation fires within the Township.

The Brooktrails Fire Department and the CDF cooperate in serving a mutual protection area which includes Brooktrails, Sylvandale and Spring Creek subdivisions and occasionally areas outside these developments.

All fire districts in Mendocino participate in a mutual protection agreement which provides for backup in the case of large fires. During the summer, both the Brooktrails Fire Department and the CDF respond to all fires. During the winter, the Brooktrails Fire Department responds to all fires because CDF has a lower response capability. CDF is manned only in the daytime during the winter.

The Brooktrails Fire Department maintains two stations. The main station is located at 24680 Birch Street in Brooktrails. This station currently employs a full-time fire chief, a part-time office assistant, and approximately 20 volunteers. It also

contains two fire engines, a squad truck, a wild land truck and two duty vehicles. A second station is located at the intersection of Ridge Road and Blue Lake Road. This station is currently for equipment housing only. The Township also has a contract with CDF to dispatch fire calls. Approximately 12 percent of Brooktrails Fire Department responses are mutual aid outside the District.

**Fire Prevention:** The Township takes precautions to prevent firestorms from occurring. Firestorms are a result of the buildup of fuel mixed with the right atmospheric conditions and a fire source. The key is to reduce the buildup of fuel and minimize the number of fire sources within the Township.

During the period of 1983 through 1985, the California Division of Forestry cut several fuel breaks in the Brooktrails Greenbelt area (see Figure 4-1, Existing Zoning Map). Since the late 1980's the Brooktrails Fire Department has taken specific steps toward minimizing the Township's fire exposure. For example the Department began writing Hazard Abatement Notices on vacant parcels, and entered into a Prescribed Burning Agreement with the California Department of Forestry.

Other measures being investigated include developing additional access into the Township (second access route as called for in the Specific Plan), continuation of the present program of enforcement of hazard abatement as described further below, the use of State forces on a limited charge basis, and expanding the fuel reduction program to beyond the Township's borders.

Annually, the Brooktrails Fire Department conducts a 12 hour course on wildland fire fighting and safety for all Brooktrails fire fighters. Areas covered include safety, wildland safety gear, fire behavior, use of the fire shelter, instruction in fire hose and fitting handling, use of hand tools and related fire fighting activities. This training is followed up with drills throughout the spring and summer seasons. The Fire Department also trains extensively in the incident Command System (ICS) which is the Command System used by all progressive fire departments. ICS is the only system that can be used effectively during a large scale disaster.

The Brooktrails evacuation plan would be put into use during a major wildland fire or disaster in Brooktrails (see Chapter 8, Public Safety). New stations and equipment are being planned for by the Fire Department. Class "A" fire rated roofing is now required on all new structures within the Township. Managing the Greenbelt to improve fire safety will be part of the Redwood Park Management Plan update.

**Police Protection:** Law enforcement for Brooktrails Township is provided by the Mendocino County Sheriff's Department and the California Highway Patrol. The County Sheriff is responsible for the enforcement of state laws and county ordinances, crime prevention, public

education and apprehension of criminals in the unincorporated areas of the county. The County Sheriff's Department operates sub-stations in Willits and Fort Bragg.

The Willits substation is located approximately 3 miles from Brooktrails Township, at 125 East Commercial Street. This station serves the area between Ridgewood Grade (south of Willits) to the Humboldt County line. Response times for the County Sheriff's sub-station at Willits are hampered by the size of the patrol area and the terrain. Response times can vary from 10 minutes to an hour depending on officer location and the shift.

### **Goals and Implementation Policies**

**FIRE AND POLICE PROTECTION GOAL FS-7.2-1:** Support and maintain adequate fire protection, police protection, medical response, and other community services.

The Brooktrails Fire Department current 5-year plan calls for the addition of equipment and personnel. A new fire station is planned to be located at the Ells Field airport. Although the station is not planned as a result of growth in Brooktrails, it is planned in conjunction with the City of Willits and nearby community of Little Lake to improve response times within the area. This station would not be manned full time.

A second station is planned for a location north of the Spring Creek subdivision, north of Brooktrails, outside of the Specific Plan area. This station is planned as a result of growth in the area. A third new station, also planned as a result of community growth, will be located in the south-central portion of the Specific Plan area at a site to be determined, and would ultimately be manned. Planned equipment includes a Chief's vehicle, a water tender, three fire engines, utility vehicle and squad vehicle.

#### **FIRE PROTECTION POLICY FS-7.2-1A**

Establish brush reduction and fire abatement programs consistent with the existing ecosystem and accepted forestry management practices.

#### **FIRE PROTECTION POLICY FS-7.2-1B**

Evaluate whether on-going development affords suitable fire protection. Consider weather, fuel and slope in determining the level of fire risk.

The use of Class "A" fire resistant roofing on building structures is discussed in Chapter 8, Public Safety. It should also be noted that the Brooktrails Township Board of Directors adopted Ordinance No. 98 on August 8, 1995, which provides for a procedure for the abatement of conditions constituting a public nuisance on private property. Ordinance No. 98 specifically notes the abatement of hazards respecting fire and wildfire in the Township, inclusive of "... dry grass, stubble, brush, dry or dead shrub, dead tree or limbs or any vegetative material, dead or

alive, which by manner of its size, manner of accumulation, manner of growth or location constitutes a fire hazard, or when dry, will in reasonable probability constitute a fire hazard."

Such hazards are either noted by residents and reported to the Township, or noted by the Brooktrails Fire Department. The Township Board of Directors then, by Resolution of Abatement, authorizes the Fire Chief or his designee, to give notice to the property owner to abate the hazard (nuisance). If the property owner does not comply, the Fire Department may remove the hazard with subsequent costs to be borne by the property owner.

#### Implementation

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Fire Department.

#### **Solid Waste**

Waste Enterprises, Inc., a private hauler of solid waste located in Willits, provides curbside collection and disposal services including recycling for residences in Brooktrails. The company is licensed and permitted by the County of Mendocino as the only hauler in the area, though technically the permit is not an exclusive franchise.

#### **SOLID WASTE GOAL FS-7.2-2: Facilitate efficient solid waste disposal to ensure a safe and sanitary community.**

##### SOLID WASTE POLICY FS-7.2-2A

Promote recycling of consumer and business waste to reduce landfill requirements and lengthen service of existing landfills, and to meet mandatory waste stream reduction requirements established by State law.

The Community Services District is currently in the process of entering into a Solid Waste Franchise Agreement. In addition the Township Board of Directors on February 27, 1996 adopted Resolution No. 1996-12 which specified District policy for waste reduction and directed the General Manager to implement those policies, inclusive of the following:

- 1) Establish waste recycling bins at the following District facilities:

Office Complex  
Summer Meadow  
Lake Emily  
Lake Ada Rose

- 2) Require that future copiers acquired by the District have a two-sided printing option.

- 3) Require that District Offices use recycled content copy paper when it is cost effective.
- 4) Provide for recycling bins at all future multiple-family and commercial units as a part of development.

### **Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

### **7.3 UTILITIES**

Water Supply: The existing Township water supply comes from the Township's Lake Emily and Lake Ada Rose reservoirs; combined storage capacity is approximately 400 acre-feet (AF). Water is distributed to all residents within the Township. The Township also operates a water treatment plant that has the capacity to treat 1.2 million gallons per day (mgd) of water. The Township is responsible for providing sufficient water for fire flow demands at all times. Water mains are located under the existing streets in Brooktrails.

Wastewater: The Township provides wastewater collection for most of its residents as well. It should be noted that there are approximately 660 unsewered lots in Brooktrails, most located at higher elevations within the Township. Of this total, about 616 lots are unimproved and about 44 lots are improved and on septic systems. The number of lots located on slopes 30 percent or greater is 203. Most of these lots are undeveloped and would only be sewered if determined appropriate by the Township. Any costs of sewer improvements would be assessed to individual benefit areas at the appropriate time.

Wastewater collected within Brooktrails Township is treated at the City of Willits Wastewater Treatment Plant. The plant is a secondary treatment facility. The Township's contractual agreement with the City allows the Brooktrails community to use up to 39 percent of the treatment plant's capacity. The Township has purchased a portion of the plant capacity and pursuant to contract, pays a portion of the annual operating cost for the plant. The Township is responsible for providing hookups and maintenance of the system within Brooktrails. The Township also maintains the collection and pumping system within Brooktrails and controls new connections. Brooktrails wastewater is channeled through a meter which measures usage. In August of 2000 the District adopted Ordinance No. 113 allowing graywater systems, in an effort to reduce the flow of wastewater to the treatment plant.

The Township is currently using about 55 percent of the Township's wastewater treatment allocation at the City of Willits Wastewater Treatment Plant. Given the existing contract with the City of Willits, the Township could allow for the development of about 1,000 additional units before reaching its dry-weather wastewater-treatment allotment. The City of Willits will be upgrading their wastewater treatment plant and it is expected that an agreement will be negotiated for additional treatment capacity allocations. Expansion plans were designed in order to meet the requirements of the Regional Water Quality Control Board (RWQCB) criteria which require that excess capacity be maintained for wastewater treatment plants.

**Storm Drainage:** A storm drainage system was constructed for Brooktrails at the time of development. It was accepted by the County of Mendocino for maintenance and is maintained by the County Department of Public Works.

Storm water currently flows from rolled curbs on existing streets into catchments and culverts which drain into Willits Creek and its tributaries, ultimately winding its way through the City of Willits. At the present time, the storm drainage system is adequate, though localized flooding conditions do occur during unusual storms.

### **Utilities Goals and Implementation Policies**

**UTILITIES GOAL FS-7.3-1:** Support and maintain adequate water supply, sewage treatment and disposal, and storm drainage facilities to serve existing and future residents and businesses.

#### **UTILITIES POLICY FS-7.3-1A**

Provide adequate new water storage and upgrade existing treated water storage facilities consistent with growth in a fiscally responsible manner.

Water supply is an immediate constraint facing Brooktrails, with the existing water supply system reaching capacity at about 2,000 residential units. Water infrastructure consists of a new dam capable of storing 1,600 acre-feet of water, plus water treatment commensurate with the level of demand. A new raw water main will connect the new dam (and reservoir) to the existing raw water main at Lake Emily (see Figure 4-2). The existing water treatment plant at Brooktrails will be expanded in its present location to accommodate growth to 4,000 units.

Additionally Brooktrails will investigate the possibility of raising Lake Emily dam by 15 feet. This would approximately double the capacity of the reservoir, thereby providing water for an estimated additional 700 SFRs. Also, an assessment of the potential to develop groundwater wells within the District was conducted in 2003 which provided a list of sixteen potential drill sites (See footnote 1 on page 11.1-2.)

On February 28, 2003 the California Department of Health Services, Drinking Water Field Operations Division (DHS) issued a compliance order to BTCSD prohibiting further water service connections. A Water Conservation Plan was adopted by the Board of Directors, wells are being developed to supplement the existing source supply, and the EIR process has begun for the dredging of the Lake Emily reservoir.

Development beyond about 2,000 units would require the expansion of sewer capacity. A new trunk sewer main will be necessary to replace or parallel the existing trunk main from the Township to the City of Willits (see Figure 4-2).

For additional information regarding additional water supply and the timing of providing additional water supply, see Chapter 11, Capital Improvements and Financing, Section 11.1, Capital Improvements.

### **Implementation**

- Year: Begin design of dam, water main and treatment plant at about 2,000 units. Begin design of the sewer main at about 1,500 units.
- Implementing Agency/Entity: Brooktrails Township.

**UTILITIES POLICY FS-7.3-1B**

***Promote water conservation through the use of water saving devices and incentive rates in residences and businesses.***

A recent study concluded that a typical single-family residence in Brooktrails (or its equivalent), consumes an average of 220 gallons of water per unit per day.<sup>3</sup> This was considerably less than the 300 gallons per day per unit average than was used in the 1981 Water Management Plan. The relatively low water usage is attributed to the fact that Brooktrails residences do not have the extent of managed exterior landscaping as may be found in typical suburban subdivisions, and thus require less water for landscape maintenance. In addition, many Brooktrails residents have installed water-saving devices in their homes.

Assembly Bill (AB) 325 was adopted by the Governor of the State of California in 1990 as a means to minimize the amount of water consumed in new landscapes in California. As a result of AB 325, the State Model Water Efficient Landscape Ordinance became effective on January 1, 1993. This ordinance requires that a Landscape Documentation Package be completed for any public project or private commercial, industrial or residential project with developer-installed landscaping where the landscaped area exceeds 2,500 square feet.

The ordinance does not apply to homeowner-provided landscaping at single-family and multi-family projects. However, the ordinance does include suggestions on how to conserve water on outdoor landscaping which could be made available to Brooktrails residents through the Township office.

At the discretion of the Board of Directors, a series of water conservation guidelines, including the use of low-flow fixtures and a table of incentive rates, may be drafted and distributed to all owners of residences and businesses at Brooktrails, together with the AB 325 guidelines for water conservation in exterior landscaping.

**Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

Energy: PG&E provides electricity to the Township. PG&E distribution and service lines extend throughout the Township. As individual lots are improved, property owners contact PG&E to arrange for hook-ups between their properties and the larger utility lines along the Brooktrails street system. There is presently enough capacity to serve Brooktrails to full buildout. However, upgrades to existing conductors and electrical

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3. Brooks & Vogel, Civil Engineers, *Management Plan Update for Brooktrails Township Community Services District, Water System and Wastewater Collection System*, November, 1993, page 3-1.

substations serving Brooktrails would be required from time to time as the community continues to grow.

Brooktrails residents use several energy alternatives for heating, including wood fuels, propane, heating oil and electricity. At this time, and for the foreseeable future, natural gas is not a viable alternative for Brooktrails because no gas lines exist in the subdivision and gas line installation is not being contemplated.

***UTILITIES GOAL FS-7.3-2: Conserve energy within the Township.***

***UTILITIES POLICY FS-7.3-2A***

***Actively support energy conservation and the use of local renewable energy sources which are environmentally sound.***

***UTILITIES POLICY FS-7.3-2B***

***Make energy efficiency a major consideration in land use and transportation planning decisions.***

Energy is the capacity for doing work. Most convertible energy comes from fossil fuels that are burned to produce heat. However, there are means available to conserve energy in the use of fossil fuels, and alternative energy sources to fossil fuels. A few methods to conserve energy are illustrated as follows:

*Design and Operation*

- ▶ Design site plans and buildings to make use of solar energy.
- ▶ Provide for solar access in the placement, orientation and design of buildings.
- ▶ Include passive solar design in buildings.
- ▶ Incorporate in buildings energy conserving programs such as:
  - Keeping thermostats set at low temperatures in winter and high temperatures in summer.
  - Using appliances at off-peak hours.
  - Recycling materials.
  - Using energy-efficient lighting.

*Construction*

- ▶ Minimize idling time for all construction equipment.
- ▶ Encourage an inspection and maintenance schedule of construction equipment to maximize efficiency of operation.
- ▶ Minimize grading and earthmoving.

*Transportation*

- ▶ Increase the use of car and vanpools.
- ▶ Increase the use of mass transit.
- ▶ Encourage fewer and shorter trips.
- ▶ Increase the use of bicycles.
- ▶ Provides trails for pedestrian use.

Implementing the goals and policies contained in this Specific Plan would conserve energy. For supplemental information see Section 7.1 of this Chapter, *Transportation and Circulation*, and Chapter 10, *Community Design*). At the discretion of the Township, the District could make available to residents at District offices, various brochures and pamphlets published by PG&E providing advice on methods to conserve energy.

**Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township.

**7.4 PUBLIC INVESTMENTS**

**Goals and Implementation Policies**

**PUBLIC INVESTMENTS GOAL FS-7.4-1: Maintain existing public infrastructure investments.**

***PUBLIC INVESTMENTS POLICY FS-7.4-1A***

***Provide for infrastructure maintenance investments through the Five Year Capital Improvement Plan and budget.***

**PUBLIC INVESTMENTS POLICY FS-7.4-1B**

Charge appropriate fixed fees for Township fire protection, water service, sewer service and related capital improvements for developed and vacant parcels on an equitable basis.

The Township Board of Directors, on June 20, 1995, through Resolution No. 1995-22 approved a 5-year Capital Improvement Plan for the 1995 to 2000 period. The Capital Improvement Plan contains a list of proposed infrastructure projects (sewer and water projects), fire equipment acquisitions, maintenance items, professional services and other items, together with budgets for each fiscal year up to the year 2000. In addition, the Township Board of Directors, on June 20, 1995, through Resolution No. 1995-21 adopted the Appropriations Budget for the 1995-1996 fiscal year. Each year, the Township prepares a Budget for the upcoming fiscal year for review and adoption by the Board of Directors. This detailed document contains listings of projected revenues and expenditures for the programs and services the District provides and is available for inspection at the District Headquarters located at 24860 Birch Street, Willits, California 95490.

Water and sewer rates and charges were last reviewed by the District in May of 1995 for the 1995 to 1996 Fiscal Year. All budgeted items are subject to the approval of the Brooktrails Township Board of Directors at public meetings.

**Implementation**

The scale of public improvements needed to serve the projected growth in Brooktrails will require an expanded financing program from what exists today. At present, the District's capital needs are implemented through the District's 5-year Capital Improvement Plan and are paid through charges for service, connection fees, and standby charges. The projects currently in the Capital Improvement Plan are also small enough that they can be financed on a "pay-as-you-go" basis without seeking outside sources of capital. Some capital improvements in the future can be expanded incrementally, such as water storage tanks, fire vehicles, or Brooktrails' contribution to the Willits Sewage Treatment Plant expansion. These would be financed on a pay-as-you-go basis from ongoing revenues principally from development impact fees. Initially, however, the District may choose to levy impact fees on the basis of 100 percent pay-as-you-go financing until voter authorization for the proposed bond assessments can be secured.

Several projects needed for growth however, exceed what can be financed on a pay-as you-go basis. The new 1,600 acre-foot reservoir and access routes will require several one-time expenditures, such that a financing plan oriented toward the demands of growth will require some measure of bond financing to spread the one-time costs over several years (refer to the Financing Plan in Chapter 11, Section 11.4 for additional information). These bonds are expected to be funded through assessments levied on new development, and in some cases, existing developed parcels in the Township. The first bond, to be issued by the County, will be needed in the near-term to finance the second access road. As engineering studies for the

second access road are being completed, the County would conduct the following activities as the County prepares to issue assessment bonds, as follows:

- Complete the necessary engineering studies.
- Hire a financing team including underwriter and bond counsel.
- Determine cost allocation among property owners.
- Submit the assessment to a vote.
- Conduct assessment district formation proceedings according to authority under which the assessments are to be levied.

The Township will construct a financing plan to be implemented in stages, responding to the level of growth and other circumstances at such time as the capital improvements are needed. At each stage, the Township will make the appropriate adjustments to the facilities planned and financing arrangements in response to the needs at the time. New development will pay for its share of the facilities required for growth, with charges taking the form of both fees and annual debt service assessments.

For long-term improvements such as the proposed 1,600 acre-foot reservoir, the Township, at the direction of the Board of Directors, would commission refined cost estimates and engineering studies at the appropriate times in the future to keep the documentation of capital requirements current, and to allow timely funding and construction as the capital expansions are needed. Bonds for reservoir construction would be issued by the Township.

- Year: Ongoing.
- Implementing Agency/Entity: Brooktrails Township/Mendocino County.

## **7.5 RECREATION**

The Brooktrails 2,500-acre Greenbelt area (Redwood Park), is a major open space and recreational resource for the community. This subject is discussed in Chapter 6, Environmental Resources, Environmental Stewardship Policy ER-6.1C. The Redwood Park Master Plan provides conceptual ideas for 14 neighborhood miniparks with facilities to be used by residents of each neighborhood; these facilities were never developed. The Township currently maintains a nine-hole golf course and children's recreation area, par course and picnic area at Summer Meadow. Approximately 9 miles of hiking trails exist within the Greenbelt (see Figure 7-1).

## Goals and Implementation Policies

**RECREATION GOAL FS-7.5:** Enhance recreation opportunities and resources within Brooktrails Township.

### **RECREATION POLICY FS-7.5-1**

Develop a Brooktrails Township Community Services District Recreation Plan and fund an associated budget to initiate and maintain recreational activities/facilities.

### **RECREATION POLICY FS-7.5-2**

Encourage the development of recreational amenities consistent with the scale and character of existing development within the community in recognition of the desires of non-resident property owners to enjoy Brooktrails Township.

### **RECREATION POLICY FS-7.5-3**

Plan and budget for the following: (a) par course maintenance; (b) trail system; (c) vista points; (d) community center; (e) Summer Meadow improvements; (f) Chapter 3 of the Redwood Park Master Plan.

Refer to the discussion above under Public Investments Goal FS-7.4-1 regarding budgeting and funding for community facilities, which includes recreation facilities. At the discretion of the Board of Directors, Community Services District Staff may be assigned to collect data and report on the recreation needs and desires of the Brooktrails Community. Reports to the Board would be prepared and filed on a schedule to be determined. Reports to the Board may contain an inventory of existing facilities and their condition, needed maintenance activities, new equipment and/or facilities needed for the community, possible funding sources for new equipment and/or facilities, recommended recreation programs, and user demand projections.

Currently, Chapter III of the Redwood Park Master Plan, entitled The Master Plan, is out of date and needs to be amended. Amending the Master Plan, Chapter III, would be coordinated through District staff for adoption by the Board, consistent with the overall recommendations of District staff regarding recreation facilities in the first (annual) report.

Recommendations regarding the community center (item d above), should also include the District Headquarters building. The building's condition and potential life span should be assessed and a replacement structure of adequate size and location convenient to the majority of Brooktrails residents considered in light of those findings. Sites for a new District Headquarters Building being considered by the District include the following:

- The southeast corner of Brooktrails Drive and Primrose Road. There is space for an office building and some parking;

- The southwest corner of Brooktrails Drive and Sherwood Road;
- The real estate building at the corner of Brooktrails Drive and Birch Street;
- The east side of Brooktrails Drive and Sherwood Road;
- Near the bus stop in the Community Center area.

The above sites are potential sites at this time. Locating a new Headquarters Building in the community Center area is being given priority. Emphasis will be given to locating the structure outside of the dam failure inundation zone, consistent with Chapter 8, *Public Safety, Public Safety Policy PS-8.1B*.

### **Implementation**

- Year: Ongoing.
- Implementing Agency/Entity: Recreation -- Township Board of Directors.

