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CHAPTER 3: DEVELOPMENT ELEMENT



Introduction

3-1 Land Use System

Mendocino County contains 2,246,000 acres, or 3,510 square miles, and is the 15th largest county in California in terms of land area. **Table 3-A** shows a breakdown of land ownership in the county. A map of land ownership is provided in **Figure 3-1**.

About one-fifth of the land in Mendocino County is in public ownership, controlled by a variety of federal, state, and local government agencies, including ten Indian reservations or rancherias. The rest of the land in



the county (almost 80 percent) is in private ownership; about three-fourths of all privately held land is committed to long-term agricultural or timber uses.

TABLE 3-A
LAND OWNERSHIP IN MENDOCINO COUNTY

Ownership Agency	Acres	Percentage of Total
Federal	360,597	16.1
U.S. Forest Service	174,000	7.7
Bureau of Land Management	120,730	5.4
Native American	22,297	1.0
Other	43,570	1.9
State, County, and Cities	102,000	4.5
Incorporated Cities	7,394	0.3
State Parks	30,336	1.4
County Parks	567	0.1
Other	48,497	2.7
Private	1,783,403	79.4
Agricultural Preserves	497,143	22.1
Timber Production Zones	854,383	38.0
Other	431,877	19.2
Total All Land	2,246,000	100.0

Notes: Percentages may not add to totals due to rounding. Timber Production Zones exclude 50,700 acres in the Jackson State Forest.

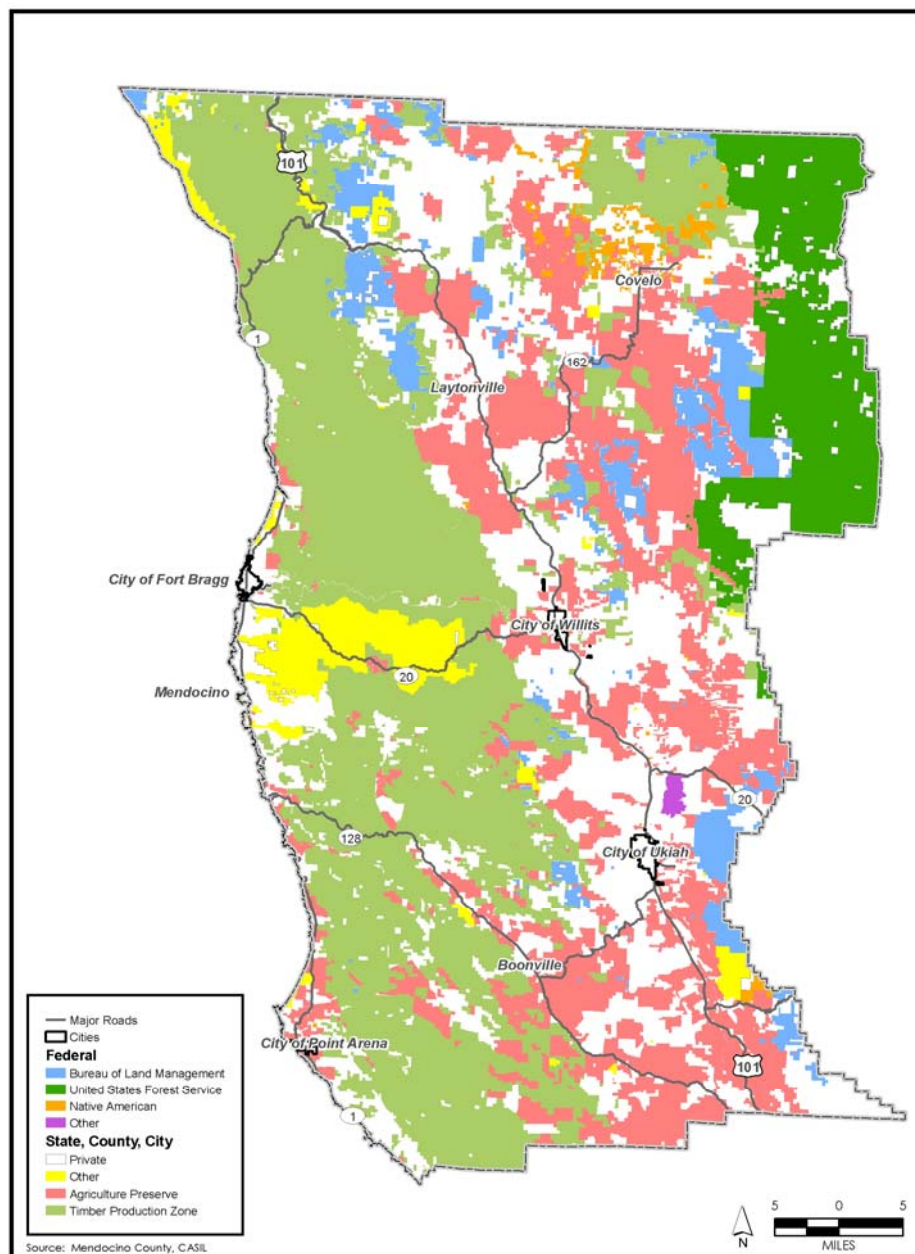
Sources: Bureau of Land Management and U.S. Forest Service, 2007; Mendocino County Assessor's Office, Subvention Reports, 2002-2003 Assessment Year ; Mendocino Department of County Planning and Building Services, Potential Development Reports, 2002

Mendocino County's diverse geographic regions have affected land use and settlement patterns. The **coastal terrace** and **inland river valleys** contain the major population centers, rural residential settlements, and agricultural uses. Timber, grazing, and rural residential development characterize the **Coast Range**. Other inland areas are largely mountainous and forested with limited population centers.

Today, Mendocino County remains mostly rural, with about 69 percent of the population living outside of incorporated cities. The remaining population lives in the four incorporated cities in the county; of these, Ukiah is by far the largest, with a population larger than the other three cities combined.



FIGURE 3-1
LAND USE OWNERSHIP





City of Ukiah (incorporated 1876)

Area: 4 square miles

Est. 2007 population: 15,876

City of Fort Bragg (incorporated 1889)

Area: 2 square miles

Est. 2007 population: 6,917

City of Willits (incorporated 1888)

Area: 3 square miles

Est. 2007 population: 5,049

City of Point Arena (incorporated 1908)

Area: 2 square miles

Est. 2007 population: 496

Land Use Terms

Agricultural Preserves are lands enrolled under the California Land Conservation Act of 1965, commonly referred to as the Williamson Act. Through the Williamson Act, local governments enter into contracts with private landowners to restrict the use of land to agricultural or related open space use in return for lower property tax assessments.

Timber Production Zones are areas designated by the County which, because of their general soil types, location and timber-growing capabilities, are suited for and therefore are devoted to the growing, harvesting and production of timber and timber-related products.

Sources: California Department of Conservation, Division of Land Resource Protection; Mendocino County Zoning Ordinance.

There were no established cities or towns in Mendocino County until 1859. Due to its large physical size but small population, Mendocino County was administered by the government of Sonoma County until 1859, when the county government was established in a small building on Main Street in Ukiah.

Historically, most settlements in Mendocino County were located along streams or rivers for access to a dependable water supply. Early development patterns were dispersed, reflecting the dependence of the communities on timber and agricultural resources. Communities with economies focused on the timber industry included Willits, Fort Bragg, Laytonville, Mendocino, Covelo, and Philo.

The communities of Ukiah, Redwood Valley, Calpella, Potter Valley, Hopland, Boonville, and Point Arena developed around agriculture and related industries.

The greatest population increases and development have occurred in the Ukiah Valley, where the City of Ukiah now serves as the County seat.

3-2 Population Trends

The county has undergone cycles of population boom followed by periods of slower growth. For example, the county population increased by approximately 25 percent between 1950 and 1960, but barely grew from 1960 to 1970. Between 1990 and 2000, the population of Mendocino County increased 7.4 percent, a much slower rate of growth than the 20 percent increase from 1980 to 1990. Similar growth rates were experienced by the unincorporated county area (7.3 percent) and incorporated cities (7.5 percent) during that time period. Population growth slowed further from 2000 to 2007, increasing only 4.6 percent. During that time, the unincorporated areas of the county experienced significantly more growth than incorporated cities. The



population of Ukiah, the county seat, grew only 2.4 percent, and Willits and Fort Bragg experienced slight declines in population.

TABLE 3-B
MENDOCINO COUNTY POPULATION GROWTH, 1950-2007

Jurisdiction	1950	1960	1970	1980	1990	2000	2008
Fort Bragg	3,826	4,433	4,455	5,019	6,078	7,026	6,890
Point Arena	372	596	424	425	407	474	493
Ukiah	6,120	9,900	10,095	12,035	14,599	15,497	15,758
Willits	2,691	3,410	3,091	4,008	5,027	5,073	5,032
Total Cities	13,009	18,339	18,065	21,487	26,111	28,070	28,173
Unincorporated	27,845	32,720	33,036	45,251	54,234	58,195	61,990
Total County	40,854	51,059	51,101	66,738	80,345	86,265	90,163

Sources: U.S. Census 1950-2000; California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark, May 2007.

The California Department of Finance (DOF)¹ projects the county's total population will increase to 93,166 persons by the year 2010, and then increase an average of 9.5 percent every 10 years to a population of 134,358 in 2050².

Land use planning in Mendocino County has had a long history. Key milestones in county planning history include:

- 1850** Mendocino County is formed, one of the original 27 California counties
- 1876** City of Ukiah incorporates
- 1888** City of Willits incorporates
- 1889** City of Fort Bragg incorporates
- 1908** City of Point Arena incorporates
- 1956** County adopts first Zoning Ordinance
- 1967** County adopts first Land Use Element

¹ California Department of Finance, *Population Projections for California and its Counties, 2000-2050* (July 2007). 106-15

² Note: These are projections by the state and are not mandates or targets.



1967-77	County adopts collection of elements as its General Plan
1981	County adopts comprehensive update of General Plan
1985	California Coastal Commission certifies Land Use Plan portion of County's Local Coastal Plan
1992	Coastal Commission certifies total Local Coastal Plan
2001	County initiates comprehensive update of General Plan

Land use, density, and intensity are critical components of this General Plan, because they prescribe how and where land may be developed in the county. The intent is to provide a range of flexibility in how the General Plan is implemented, through updates to the Zoning Ordinance and other development codes. Similarly, flexibility in development standards helps implement the Housing Element. The policies in this section specify how legal, non-conforming lots may be developed and when discontinuance of a non-conforming use will be sought.

3-3 Community and Growth Area Boundaries

This General Plan identifies community planning areas in which local land use patterns and themes are emphasized for communities that have experienced or are anticipated to experience the greatest change or growth during the planning period. While some of these areas surround incorporated cities, all of them cover only unincorporated lands. The community planning areas include:

- Anderson Valley/Boonville
- Covelo
- Fort Bragg area (with the exception of the City of Fort Bragg and the area addressed by the Local Coastal Plan)
- Hopland
- Laytonville
- Potter Valley
- Redwood Valley
- Willits area (the Brooktrails area of Willits is addressed by a detailed County-adopted plan; this General Plan does not apply to the City of Willits)
- Ukiah Valley area, including Calpella, The Forks, and Talmage (this area is addressed in the Ukiah Valley Area Plan; this General Plan does not apply to that area, or to the City of Ukiah)



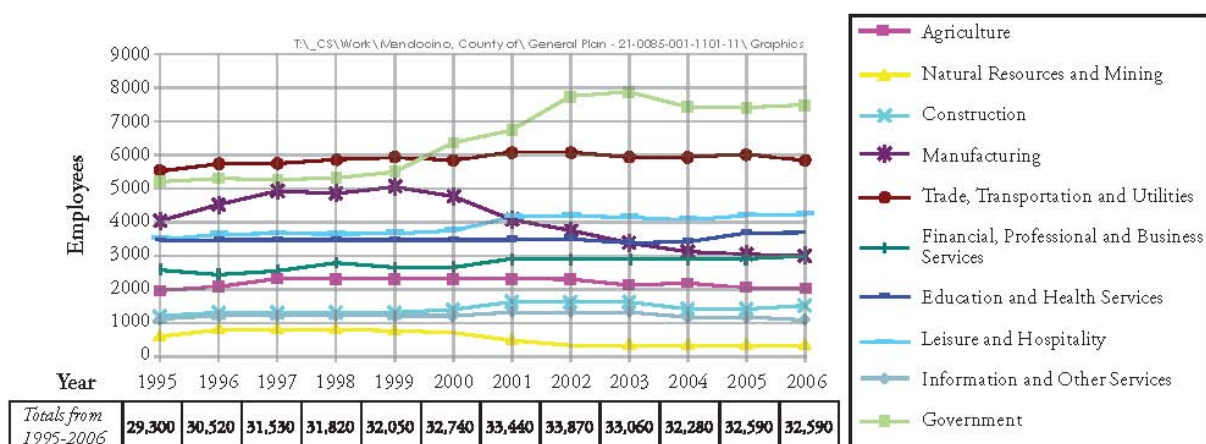
The development pattern policies provide for new development in the county's community planning areas, where infrastructure and public services are available. In these areas, compact forms of development will be emphasized, using infill and redevelopment of underutilized sites. This approach will create better-defined urban boundaries, minimizing urban sprawl and preserving the predominantly rural character of the county.

3-4 Commercial, Industrial and Mixed-Use Development

Mendocino County's economy and work force are changing. In the past, county residents have counted on seasonal crops, the timber and fishing industries, and tourism for most of their jobs. With the significant decline in natural resource extraction over recent years, the county workforce has responded by becoming increasingly more diversified. The government sector was the largest employer by industry in Mendocino County in 2006, comprising 22.8 percent of industry employment. Other large employers were the trade, transportation and utilities industry and the leisure and hospitality industry.

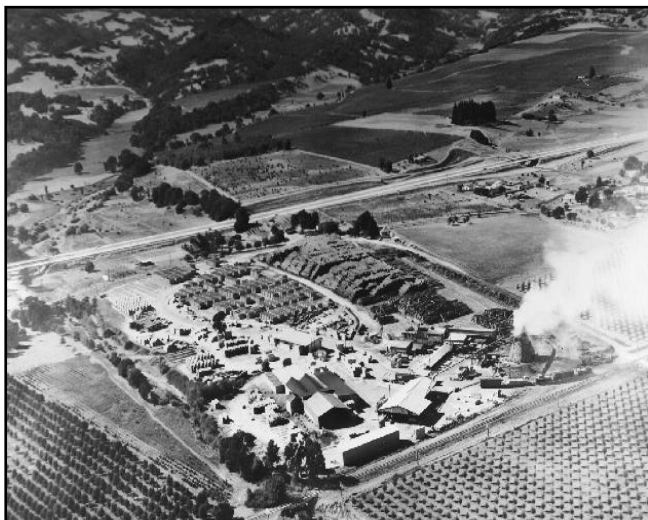
Figure 3-2 shows employment trends by major economic sector from 1995 to 2006. The most notable declines in employment during this time were in the natural resources and manufacturing sectors. The government sector had the most notable increase in employment, while other sectors in general experienced steadier growth.

FIGURE 3-2
EMPLOYMENT IN MENDOCINO COUNTY BY INDUSTRY,
1995-2006



Source: California Employment Development Department, Division of Labor Market Information.

For additional information on employment, income levels, and other demographic information, please see the Housing Element of this General Plan.



Cranford Mill (now Mendo Mill) on North State Street north of Ukiah, photo undated.

According to projections prepared by the Mendocino Council of Governments (MCOG),³ the county's total employment is expected to grow by approximately 21 percent between 2000 and 2010, and then by 21 percent again between 2010 and 2020. The highest growth is forecast in sales and related occupations, followed by education, library, and training occupations. Retail, food service, and construction occupations are also expected to grow significantly. According to MCOG, approximately 69 percent of the job growth through 2020 is expected to occur in the Ukiah/Highway 101 Corridor, an area that includes Ukiah and vicinity.

This General Plan seeks to create opportunity for new commercial development by designating sufficient lands for commercial use, including an emphasis on mixed-use development.

Additionally, policies call for business retention, expansion and diversification. This General Plan also emphasizes compatibility between new industrial development and adjoining land uses by requiring the use of buffers and setbacks, reducing the potential for environmental and other impacts and protecting natural resources. Lands planned for industrial use would not be allowed to convert to other uses unless there is an adequate regional supply of industrial lands. This General Plan also promotes diversified employment opportunity in the industrial sector and agricultural processing operations. In all instances, the General Plan promotes and encourages industrial uses that incorporate environmentally sound practices.

3-5 Community Areas and Urban Spaces

Planning efforts will emphasize local culture, reflecting the historic, physical, and social values of each community. This will be accomplished, in part, through the eventual adoption of community design guidelines for physical factors such as site planning, resource protection, architecture, use of mixed housing types and multi-story buildings, landscaping, screened parking areas, sign control, viewshed preservation, and incorporation of green building and other sustainable development practices. The policies also emphasize development of walkable communities.

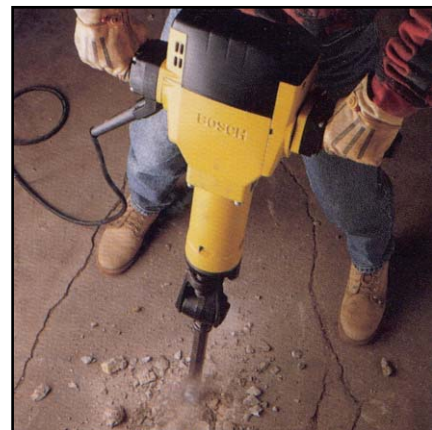
³ Mendocino Council of Governments, *Wine Country Interregional Partnership Final Report*, June 30, 2004. 106-18



3-6 Noise

Noise—which is, simply put, any unwanted sound—is a known health problem, not only because it causes actual physiological damage such as hearing impairment, but also because it inhibits general well-being and contributes to stress and annoyance. The health effects of noise arise from interference with activities such as sleep, speech, recreation, and tasks demanding concentration or coordination.

Noise can come from two types of sources: mobile and stationary. Mobile source noises are generally associated with transportation, such as cars, trucks, trains and aircraft. Stationary sounds can be pinpointed and do not move; examples include machinery and construction sites.



Major noise sources in Mendocino County consist of highway and local traffic, railroad operations, airports, commercial and industrial uses, and recreation and community facilities. Highways with traffic that generates significant noise include U.S. Highway 101 and the State Routes (1, 20, 128, 162, 175, and 253). The only active railroad operation in Mendocino County is the Skunk Train passenger line, which runs between the cities of Fort Bragg and Willits. Public use airports are located in or near Ukiah, Willits, Covelo, Boonville, Gualala, and Little River. Major industrial noise sources are primarily lumber mills and timber products facilities.

Other noise sources in the county include:

- General service commercial and light industrial uses
- Paving companies
- Agricultural operations, including wind machines and irrigation pumps
- Solid waste, recycling and salvage sites
- Surface mining operations
- Portable mills and batch operations
- Wind turbines and other energy facilities
- Bus and truck terminals, truck stops, and truck or heavy equipment repair shops
- Fairgrounds
- Specialty recreational facilities such as gun clubs, racetracks, BMX tracks
- Entertainment events



- Industrial uses, including lumber mills, concrete batch plants, rock and aggregate extraction and processing, and ship maintenance and repair.
- Sports stadiums

In the mid 1970s, the State of California decided that noise issues were significant enough to warrant new laws. In 1976, the Department of Health issued the first guidelines for acceptable noise levels—guidelines which are today maintained by the Office of Noise Control in the State Department of Health Services. Soon thereafter, local governments were required to include Noise Elements in their general plans. Noise Elements were intended then, as now, to establish policies and programs which direct the distribution of land uses to “minimize the exposure of community residents to excessive noise.”

Generally speaking, land uses considered noise-sensitive are those in which noise can adversely affect what people are doing on the land. For example, a residential land use, where people live, sleep, and study, is generally considered sensitive to noise because noise can disrupt these activities (the passing train, for instance, whose warning sounds may disrupt sleep). Churches, schools, and certain kinds of outdoor recreation are also usually considered noise-sensitive. Most communities handle noise issues through taking care to put compatible uses near each other and avoid placing noisy uses next to noise-sensitive uses. Mendocino County relies principally on standards in its Noise Element, its Zoning Ordinance and other County ordinances, and the Mendocino County Airport Comprehensive Land Use Plan to evaluate noise-related impacts of development.

Noise policies are intended to protect county communities from excessive noise generation from stationary and non-stationary sources. Land uses would be controlled to reduce potential for incompatible uses relative to noise. Residential and urban uses will be restricted near agriculture lands to prevent incompatible uses being placed near inherently noisy agricultural operations. Noise-sensitive environments, including schools, hospitals, and passive recreational use areas, would be protected from noise-generating uses. Structural development would be required to include noise insulation and other methods of construction to reduce the extent of excessive noise.

Table 3-6 and **Figures 3-3 – 3-8** show future noise conditions in Mendocino County for two major sources of noise: **roadways** (based on future traffic levels) and **airports** (based on the approved master plans for the airports). Airports for which projected noise levels are shown are (in order):

- Ukiah Municipal Airport
- Willits Municipal Airport (Ells Field)
- Round Valley Airport, near Covelo
- Little River Airport, near the community of Little River
- Boonville Airport
- Ocean Ridge Airport, northeast of Gualala



TABLE 3-C
PROJECTED NOISE LEVELS ON MAJOR ROADWAYS

Segment Descriptions			Projected 2030 Noise Levels		
Road Name	Segment Limit North / East	Segment Limit South / West	Distance to 70 dBA CNEL contour (feet)	Distance to 65 dBA CNEL contour (feet)	Distance to 60 dBA CNEL contour (feet)
SR 1	Fish Rock Road	--	0.0	104.3	224.5
	--	Pt. Arena North City Limits	0.0	58.9	126.3
SR 1	--	Mountain View Road	0.0	70.8	152.1
SR 1	--	SR 128	65.0	139.6	300.4
SR 1	SR 20	--	101.2	217.7	468.7
SR 1	Cypress Avenue	--	118.4	252.6	543.1
SR 1	--	Ft. Bragg North City Limits	83.1	178.7	384.7
SR 1	--	Rockport	0.0	0.0	107.3
SR 20	--	Summers Lane	0.0	80.3	172.5
SR 20	Chamberlain Creek	--	0.0	82.8	178.1
SR 20	Willits West City Limits	--	0.0	93.4	200.9
SR 20	--	Redwood Valley Road	163.5	352.0	758.1
SR 20	Lake County Line	--	171.0	367.1	790.3
US 101	--	Sonoma County Line	150.8	323.0	694.9
US 101	--	SR 175	163.9	352.8	759.9
US 101	Muir Mill Road	--	310.5	668.6	1440.2
US 101	--	Willits North City Limits	167.2	360.1	775.5
US 101	Cummings Road	--	215.9	463.4	997.3

Chapter 3: Development Element



Segment Descriptions			Projected 2030 Noise Levels		
Road Name	Segment Limit North / East	Segment Limit South / West	Distance to 70 dBA CNEL contour (feet)	Distance to 65 dBA CNEL contour (feet)	Distance to 60 dBA CNEL contour (feet)
US 101	Reynolds at SR 271	--	170.6	365.8	787.2
US 101	Humboldt County Line	--	140.9	303.2	653.0
SR 128	--	SR 1	58.7	125.9	270.9
SR 128	--	Philo West Limits	75.3	161.8	348.2
SR 128	--	Mountain View Road	71.4	153.3	330.1
SR 128	--	SR 253	59.5	127.7	274.9
SR 128	--	Yorkville West Limits	72.0	72.0	154.8
SR 162	--	Dos Rios Road	0.0	0.0	82.3
SR 175	--	Eastside Road	0.0	89.6	192.7
SR 175	Lake County Line	--	0.0	0.0	82.0

About this table: The distances to contours show how far from the centerline of the roadway a given noise contour is. A lower number means that the noise levels associated with the roadway are lower; higher numbers correspond to more roadway noise.

For instance, on SR175 at the Lake County Line, the 60dBA contour is located 82 feet from the roadway centerline. Because noise decreases as one moves farther from the source (in this case, traffic on the roadway), areas more than 82 feet from the roadway will be quieter than 60 dBA. This information is helpful to anyone planning to place a noise-sensitive use near a roadway, since it provides a general indication of how noisy a proposed building site will be.



FIGURE 3-3
UKIAH MUNICIPAL AIRPORT PROJECTED NOISE CONTOURS

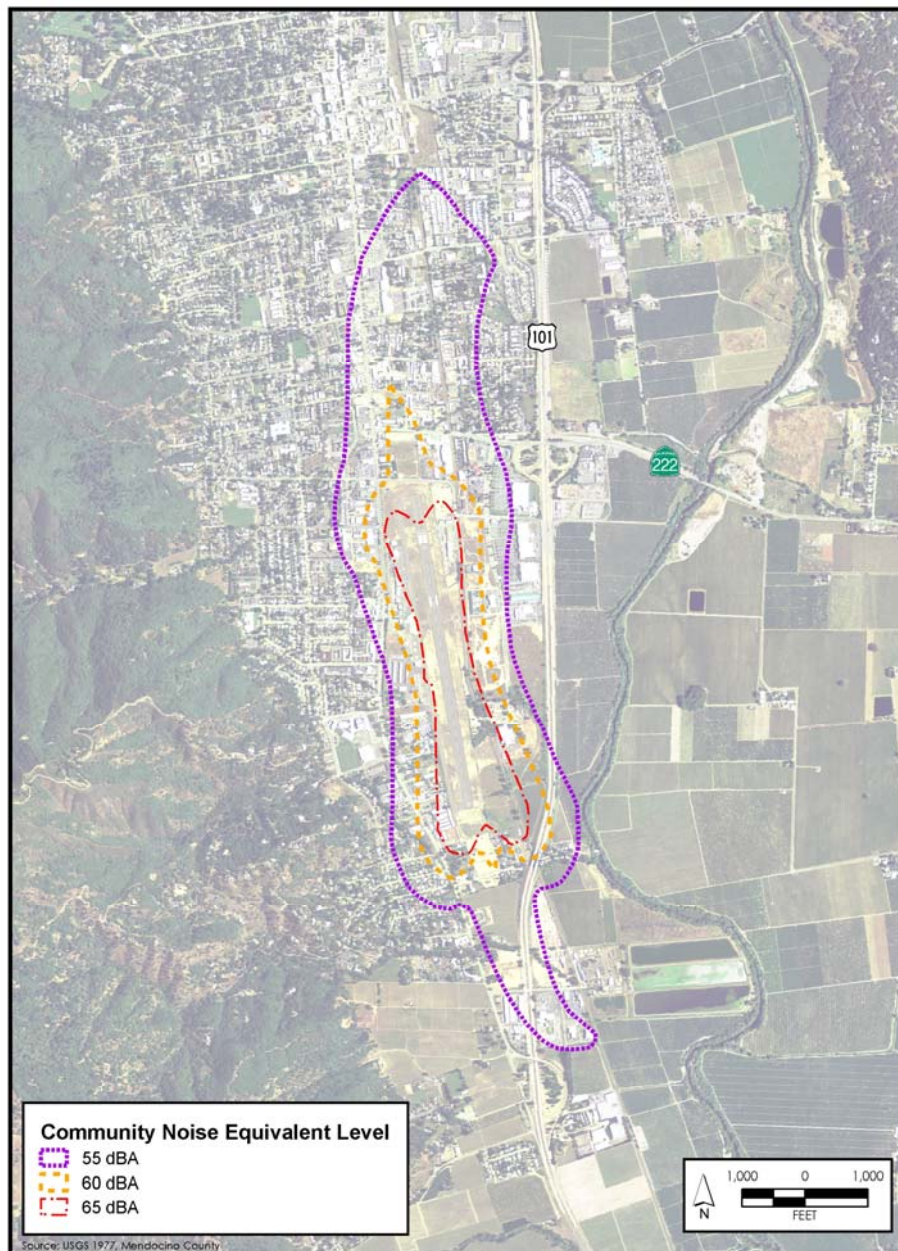




FIGURE 3-4
WILLITS MUNICIPAL AIRPORT (ELLS FIELD)
PROJECTED NOISE CONTOURS

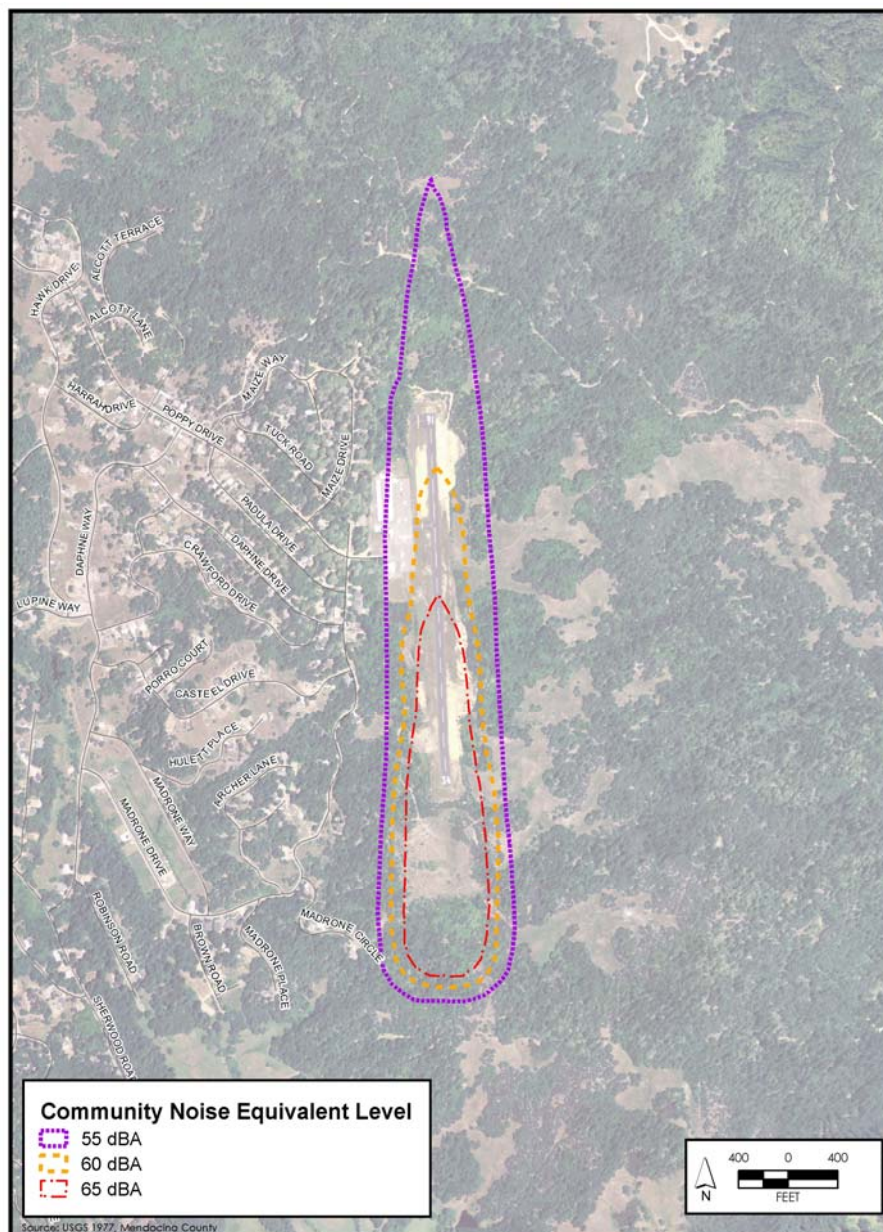




FIGURE 3-5
ROUND VALLEY AIRPORT PROJECTED NOISE CONTOURS

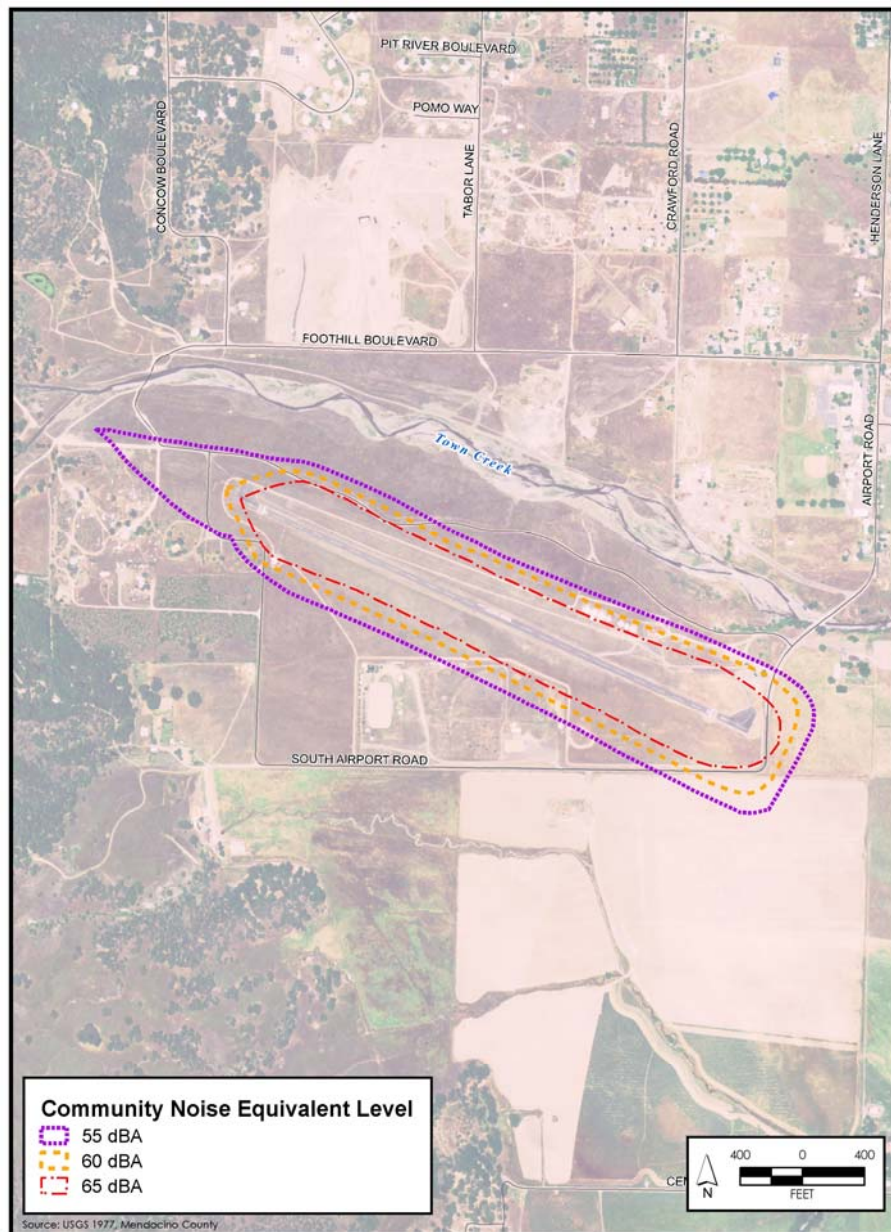




FIGURE 3-6
LITTLE RIVER AIRPORT PROJECTED NOISE CONTOURS

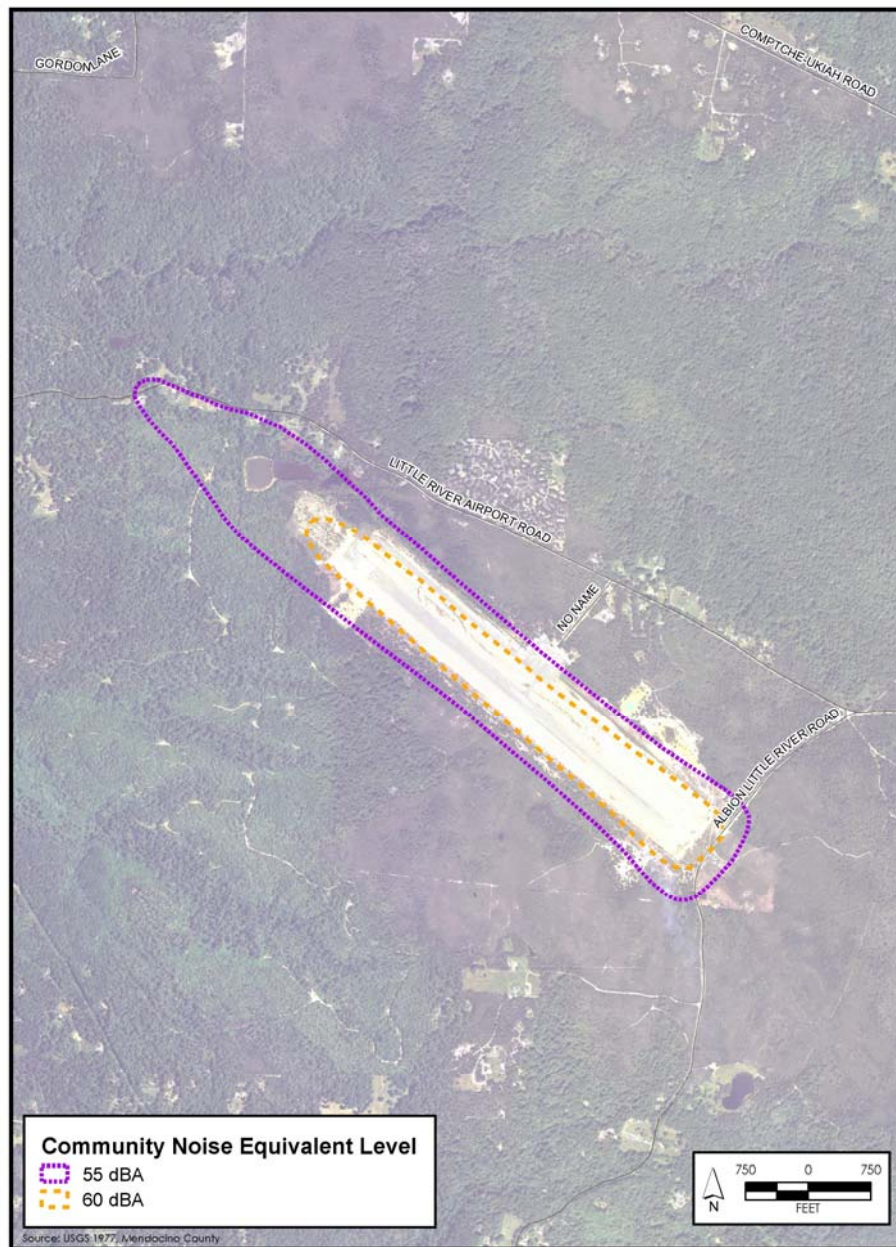




FIGURE 3-7
BOONVILLE AIRPORT PROJECTED NOISE CONTOURS

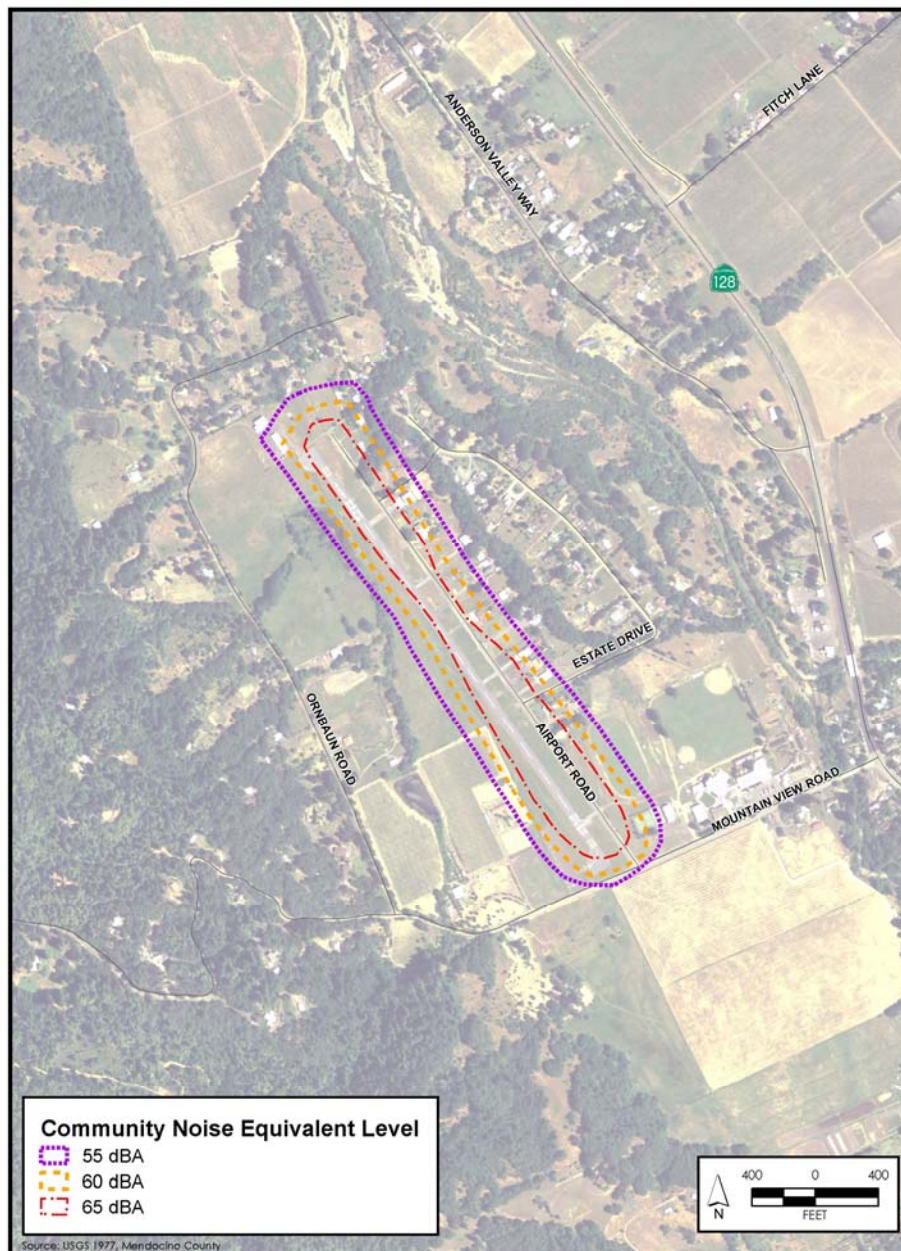
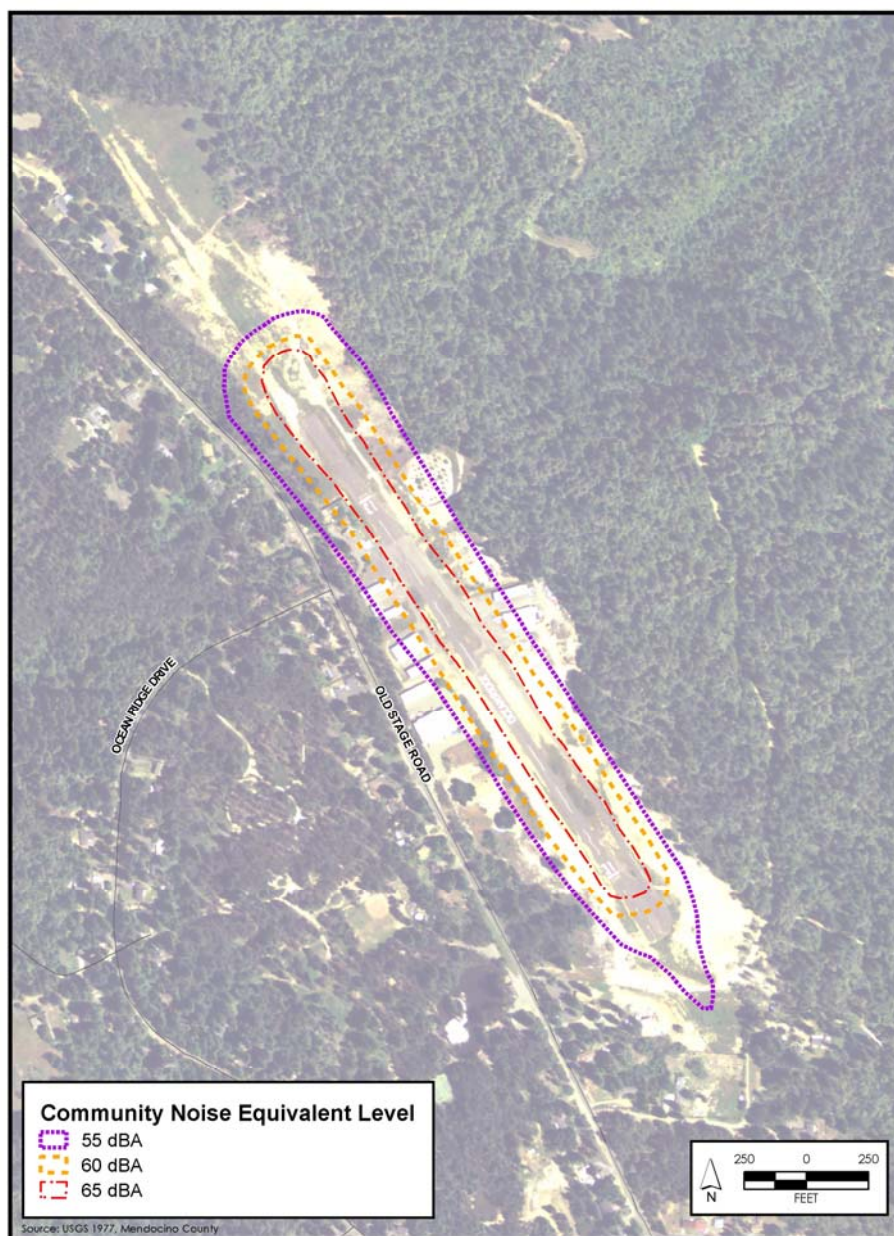




FIGURE 3-8
OCEAN RIDGE AIRPORT PROJECTED NOISE CONTOURS





3-7 Cultural Resources

The term “cultural resources” refers to archaeological sites and features of the built environment (e.g., buildings, landscape elements) that have importance to the community, providing connections to pre-historic and historic peoples and events. As used in this General Plan, “archaeological” refers to any site containing a mound, midden, settlement location, burial ground, or similar feature containing evidence of previous human activity. “Cultural” refers to any heritage or social history of a group or community, and “historical” refers to a site or structure which is generally considered significant in the nation’s, state’s, or community’s history, architecture, or culture.

Generally, the prehistory of Mendocino County is not well known. Native American tribes known to inhabit the county area concentrated mainly along the coast and along major rivers and streams. Mountainous areas and the county’s redwood groves were occupied seasonally by some tribes. Ten Native American tribes had territory in what is now Mendocino County. As European-American settlement occurred in the county, most of these tribes were restricted to reservations and rancherias. During the 19th century, other tribes from the interior of California were forced to settle on the Round Valley Reservation in the northeastern county. Today, there are ten reservations and rancherias in Mendocino County, most of which are inhabited by tribes native to the area.



Vichy Springs Resort, a State Historic Landmark

As mentioned in the Introduction chapter of this General Plan, the first permanent non-native settlers came to Mendocino County in the middle of the 16th century, exploring and establishing small outposts. It was almost 300 years before the first permanent non-Spanish settlements in the county were established on the Mendocino coast north of Big River in April of 1852. Mendocino County’s modern development was tied to the vast stands of coast redwood trees. Timber and agriculture were the mainstays of the county’s economy from the 19th century into the 20th century. As previously discussed, many of the county’s cities and towns were founded around these activities.

Several historical resources have been identified in Mendocino County, many of which have been placed on various federal and state historical registers. Some of these historical resources include:

- Town of Mendocino and Headlands
- Point Cabrillo Light Station
- Lovejoy Homestead, Branscomb



- Milano Hotel, Gualala
- Manchester Schoolhouse, Manchester
- Con Creek School, Anderson Valley
- Round Valley Flour Mill, Covelo
- Vichy Springs Resort, east of Ukiah

Several historical organizations and museums exist in Mendocino County, but the County has not adopted an inventory of local historical resources. The County has not designated any historical sites or buildings, but has adopted an Archaeological Ordinance designed to protect Native American sites. The ordinance establishes a County Archaeological Commission that evaluates the potential impacts of proposed projects on archaeological resources and recommends measures to reduce or eliminate impacts on these resources.

The County will protect its wide range of historic, cultural, and archaeological resources through a variety of actions, including working closely with the County Museum, Native American Tribes, organizations, and agencies. New development projects will be evaluated for potential impact to cultural resources. The County will consider adoption of a historical review code as an additional means of ensuring protection of historic resources.

Native Peoples in Mendocino County

The entire southern third of Mendocino County was the home of groups of **Central Pomo**. To the north of the Central Pomo groups were the **Northern Pomo**, who controlled a strip of land extending from the coast to Clear Lake.

The **Coast Yuki** claimed a portion of the coast from Fort Bragg north to an area slightly north of Rockport. They were linguistically related to a small group, called the **Huchnom**, living along the South Eel River north of Potter Valley. Both of these smaller groups were related to the **Yuki**, who were centered in Round Valley.

At the far northern end of the county, several groups extended south from Humboldt County. The territory of the **Cahto** was bounded by Branscomb, Laytonville, and Cummings. The **North Fork Wailaki** was almost entirely in Mendocino County, along the North Fork of the Eel River. Other groups in this area included the **Shelter Cove Sinkyone**, the **Eel River**, and the **Pitch Wailaki**.



3-8 Infrastructure Overview

Infrastructure generally includes facilities designed to provide water supply, wastewater collection and treatment, storm drainage collection, and transportation. This discussion focuses on the first three services. Transportation facilities are discussed in a separate section.



Lake Ada Rose, water source for Brooktrails Township northeast of Willits

Water Infrastructure

Compared to other parts of California, major development of water resources has not occurred in Mendocino County. The existing water projects in the county consist of some 300 surface water diversions, numerous small dams and reservoirs, and many small stock watering ponds. No major surface water storage exists in Mendocino's coastal streams. The County normally receives substantial wintertime precipitation, but relies on groundwater during the hot summer months. A number of its communities are built over "fractured hard rock," which stores groundwater in limited amounts, making residents especially susceptible to water shortages in dry years. The coast is another area susceptible to groundwater shortages during dry years.

There are many water service providers in Mendocino County, including the cities, special districts, and private water purveyors. Most of the latter were formed to serve specific land development projects. The California Department of Public Health has 123 public water systems on record in Mendocino County as of January 2007. Of these, 41 were community systems ranging in number of connections from a low of 15 to 5,486 in the City of Ukiah. The City of Fort Bragg provides water (and sewer) service to existing uses in Noyo Harbor and to scattered residences on the periphery of the city.

Many residents of Mendocino County live outside of water and wastewater districts. Water supply in the remainder of the county is generally supplied by onsite methods such as wells or springs that are recharged annually by winter rains. The yield from these sources may vary from year to year. Deficiencies may occur, especially during years of low rainfall.

In some areas of the county, water infrastructure has imposed limits on development. The Redwood Valley County Water District has had a court-ordered moratorium, since 1989, on new water connections due to concerns about the reliability of its water sources. In 2003, the California Department of Health Services (DHS) issued a Compliance Order preventing the Brooktrails Township Community Service District from adding any more water connections to its existing system. DHS found that Brooktrails did not have enough



water supply to serve more than half of its then-current population of about 1,500 homes in a drought year. Similar constraints have been identified in Hopland and portions of the Ukiah Valley.

A map of water agencies in the county that serve more than 100 customers is shown in **Figure 3-8A**

Sewer Infrastructure

Public sewer systems in Mendocino County are provided by cities, special districts, and some private water purveyors. There are 13 major wastewater systems in the county, four of which primarily serve the incorporated cities, but also serve some unincorporated areas (for instance, the City of Fort Bragg provides sewer service to the MacKerricher State Park). Sewage collected by the Brooktrails Township Community Services District and Meadowbrook Manor Sanitation District is treated at the City of Willits Wastewater Treatment Plant. The City of Ukiah's Wastewater Treatment Plant also processes wastewater collected by the Ukiah Valley Sanitation District. Sewage disposal in the remainder of the county is generally handled by private onsite facilities, primarily septic tank and leach field systems, although alternative engineered wastewater systems may be used. The County Division of Environmental Health cites the lack of sites for disposal of wastewater pumped from onsite systems as a countywide issue.

Wastewater infrastructure, or lack thereof, has also imposed potential limits on development in some areas. The community of Laytonville is currently served by individual septic systems, but a high water table and high annual rainfall are contributing to septic system problems. Laytonville is currently studying the feasibility of installing a wastewater treatment system. The Willits Wastewater Treatment facility has problems with high infiltration, lack of effluent storage area, exceedance of 75 percent of design flow, and winter irrigation runoff. The City of Willits is currently pursuing an upgrade of its treatment plant. Septic system constraints are an issue in the Anderson Valley.

Storm Drainage

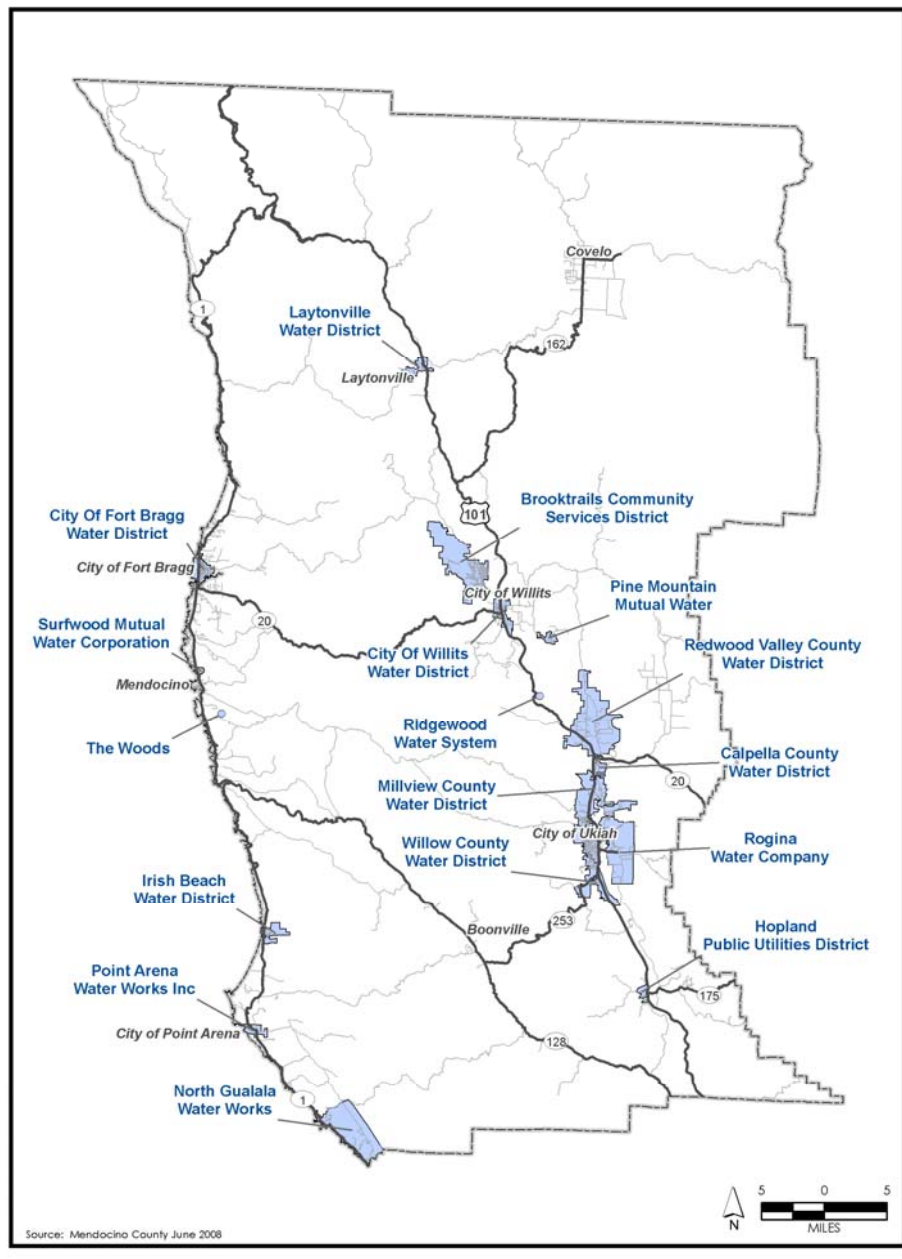
Storm water drainage is an important issue in Mendocino County, due to the high amount of rainfall, the county topography and stream patterns, settlement patterns favoring river valleys and hillside environments, and widespread discharge of pollutants to surface and ground water systems. Changes to drainage patterns and runoff volumes and speeds, as well as discharges associated with human activities and development, can affect surface and ground water quality, flood control structures, human health, and property.

Localized flooding occurs in many areas of the county. Major flood areas include lands adjoining waterways, such as the Russian River and its tributaries in the south Ukiah and Hopland areas, and low-lying lands east of Willits. Highway 128 between Philo and Navarro is regularly closed due to flooding caused by winter storms.

New development often results in the introduction of impervious surfaces that act to limit percolation of rain to the soil, thereby increasing the amount of runoff. Development projects in the unincorporated County are required to construct improvements that either retain storm drainage for a short time or detain it for longer periods of time to reduce potential flooding impacts. In some instances, storm drainage may be sent to a stream or river, typically through the use of pipes, culverts, or open channels.



FIGURE 3-8A
WATER AGENCIES





Roads contribute to and channel runoff in open ditch and culvert systems or in contained urban storm water systems. The California Department of Transportation maintains drainage systems for state highways. The Mendocino County Department of Transportation (MCDOT) maintains over 5,513 stream crossings and culverts, including those in the Russian River watershed. Ongoing maintenance operations indicate that many culverts may be inadequately sized or subject to local flooding during periods of extreme weather. Roadway grades lower than local flood elevations or the placement of culverts may also result in flooding. These conditions exist along portions of State Route 1 near Gualala, Point Arena, and Elk; State Route 101 north of Willits; State Route 128 west of Navarro; State Route 175 between State Route 101 and Old Hopland; and State Route 222 near Talmage. The County does not maintain a list or map of planned storm drainage improvements for its roads. Drainage improvements are typically identified in construction plans for specific road improvement projects. Local storm drain improvements may also be implemented at particular points in rural areas.

3-9 Transportation Systems Overview

As with most California communities, transportation is an important issue in Mendocino County. Residents need to travel to work, school, or shopping. Businesses rely on the transportation system to move workers, products, and services. The movement of workers to their jobs is especially important. **Table 3-D** shows a summary of transportation modes to work for both California and Mendocino County, based on 2000 U.S. Census data. Most Mendocino County commuters use the automobile, which is typical of the rest of California. Public transportation use is significantly lower than the statewide percentage. However, bicycling, walking, and working at home percentages are higher than those for the remainder of the state. While spreading demand among the various modes can lessen the demand on the highway system, the county's small population, rural nature, and distances between population centers often limit the availability and efficiency of transportation modes other than the automobile outside of the county's urban areas. Within the major population centers, there are additional opportunities to improve pedestrian, bicycle, and transit options.

TABLE 3-D
WORK COMMUTE TRAVEL CHOICE

Transportation Mode	California		Mendocino County		Unincorporated Mendocino County	
	Workers	Percent	Workers	Percent	Workers	Percent
Drive alone	10,432,462	71.8	26,959	71.6	18,542	72.0
Carpool	2,113,313	14.5	5,302	14.1	3,520	13.7
Public transportation	736,037	5.1	218	0.6	144	0.6
Bicycle or walk	535,148	3.7	2,238	5.9	1,245	4.8



Transportation Mode	California		Mendocino County		Unincorporated Mendocino County	
	Workers	Percent	Workers	Percent	Workers	Percent
Work at home	557,036	3.8	2,588	6.9	2,107	8.2
Other	151,326	1.0	358	1.0	203	0.8
Total	14,525,322	100.0	37,663	100.0	25,761	100.0

Notes: Workers are age 16 and older. Percentages may not equal totals due to rounding.

Source: U.S. Census, 2000

Roadways

The unincorporated areas of Mendocino County are served by state highways, county roads, and private roads. City streets are under the jurisdiction of the cities of Ukiah, Fort Bragg, Willits, and Point Arena. The state highway network, under the jurisdiction of the California Department of Transportation (Caltrans), provides interstate, interregional, and intra-county linkages. Highways in the state system include U.S. Highway 101 and State Routes (SR) 1, 20, 128, 162, 175, 222, 253, and 271. The County-maintained road system augments the state highway system to serve the unincorporated areas of the county. The system is primarily a network of two-lane roads for vehicular movement of goods and people and to provide facilities (such as sidewalks and bicycle lanes) for non-motorized traffic. Roads in the County road system include prescriptive rights or property offered to the County for public road purposes. Not all public roads are in the County-maintained road system; unless the County accepts responsibility for maintenance, these roads are maintained by property owners or other entities.

An extensive private road network serves a wide variety of uses throughout Mendocino County, from logging and ranching to residential subdivisions. While many private roads were adequate for their original uses, development generated by certificates of compliance and minor subdivisions in particular has resulted in increased traffic on roads with uncoordinated improvements and maintenance and limited circulation patterns. Conflicting road names and ambiguous or unmapped road locations hamper emergency services in some areas. Substandard design and

Transportation Modes



Mendocino Transit Authority provides public transit in the county.

Transportation is a way to move people and goods from one place to another. A transportation mode refers to the way in which people and goods are moved, including:

- Private vehicles
- Public or private transit systems
- Bicycling on roadways or off-street paths or trails
- Taxis, shuttles, paratransit, and other similar types of transport
- Walking
- Rail
- Air
- By water on rivers and other waterways

All of these travel modes are found to some extent in Mendocino County.

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construction standards to serve increased development, especially excessive grades in California Department of Forestry and Fire Protection (CAL FIRE) responsibility areas, restrict emergency vehicle access and raise questions of safety for daily travel. Lack of adequate drainage systems and inadequate ditch and culvert maintenance contribute to road deterioration and down slope flooding and water quality problems. Roads that are not properly maintained are a major source of sedimentation in the county's rivers and streams.

Public Transportation

The Mendocino Transit Authority (MTA) provides public transportation services to residents of Mendocino County and its incorporated cities. The MTA offers fixed route and demand responsive service to residents of the county. As of August 2007, MTA operated 12 fixed routes, serving areas along SR 128 from SR 1 to Ukiah, the Ukiah Valley area, the U.S. 101 corridor between Hopland and Laytonville, and along SR 1 between SR 128 and Fort Bragg, as well as limited connections on the South Coast from SR 128 to Gualala. Other routes extend from SR 1 and U.S. 101 to Bodega Bay and Santa Rosa in Sonoma County. Demand responsive service is available in the Willits, Fort Bragg, and Ukiah areas.

The MTA has consistently made efforts to coordinate with private transportation in Mendocino County. Through this arrangement, service is provided between the North Coast and inland areas. A contract with Sonoma County Transit provides a transit link between the South Coast area and Santa Rosa.

MTA also provides services to individuals with special needs, such as the elderly, disabled, or others who cannot drive. Greyhound, a private company, provides interregional bus service.

Railroads

Rail service in Mendocino County is limited for both passengers and freight. During the summer, the Sierra Railroad operates the Skunk Train, a 40-mile passenger excursion route between Willits and Fort Bragg. The CWR also provides mail service along the line. The CWR line is an essential means of transportation for some small communities between Fort Bragg and Willits. However, the line is susceptible to weather and geologic events.

The Northwestern Pacific Railroad (NWPRR) extends from the Arcata/Eureka area in Humboldt County to the San Rafael area in Marin County. The railroad was heavily damaged in storms over a number of years and has not been in operation since 1998. The NWPRR segment in Mendocino County is



Skunk Train, between Fort Bragg and Willits



managed by the North Coast Rail Authority (NCRA), formed by the State Legislature in 1989 to ensure the continuation of railroad service in northwestern California. The NCRA is responsible for implementing passenger rail service north of the Sonoma County line.

Although passenger rail service does not currently exist on the NWPRR in Mendocino County, the NCRA in 1995 signed an agreement with the California Redwood Coast Company to operate service between Healdsburg and Willits.⁴ Excursion rail service to Mendocino County has not been programmed, but could begin by 2012. In 2008, voters in Marin and Sonoma Counties approved a measure to establish a rail transit district from Cloverdale to San Rafael and impose a ¼-cent sales tax for 20 years to fund the district. Successful rail service in these counties may make it more feasible to start such service in Mendocino County.

Aviation

The aviation system is composed of the airports, privately owned aircraft of various types, privately operated aircraft service facilities, and publicly and privately operated airport service facilities. Most aircraft are privately owned, small single or twin-engine planes flown primarily for personal business. Six public use airports in Mendocino County provide for regional and interregional needs of commercial and general aviation:

- Ukiah Municipal Airport
- Willits Municipal Airport (Ells Field)
- Round Valley Airport, near Covelo
- Little River Airport, near the community of Little River
- Boonville Airport (shown below)
- Ocean Ridge Airport, northeast of Gualala



Boonville Airport, near the community of Boonville.

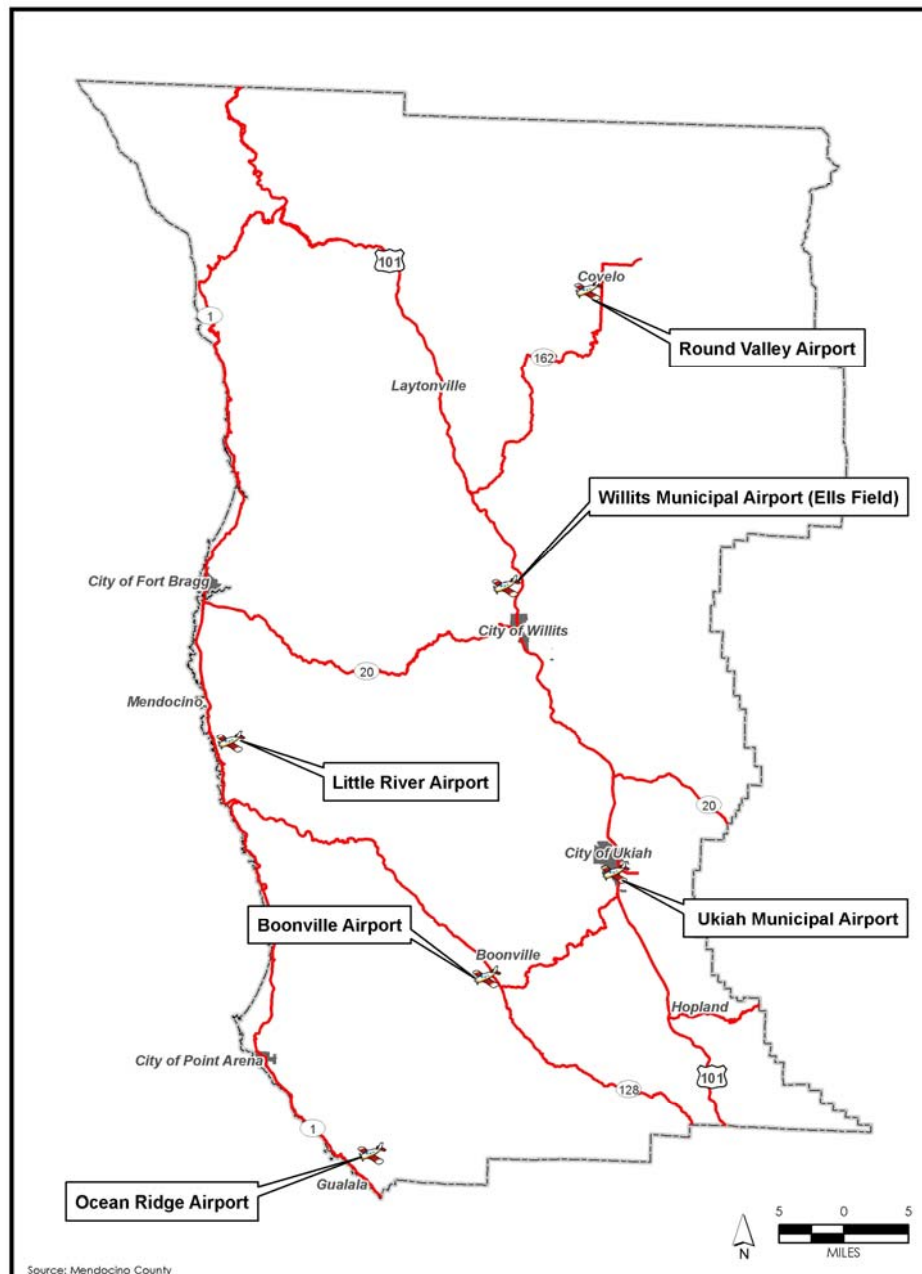
A map showing the locations of these airports is provided in **Figure 3-9**.

In addition to the public use airports, there are three private use airfields in Mendocino County: Fort Bragg Airfield, Lofty Redwoods Airfield north of Anchor Bay, and Wilson's Field in Gualala. The airports play a vital role in the county's emergency service network and several are important to the economy of the areas served. The potential for commuter service in the county by private carriers has been discussed from time to time.

⁴ For information on this and other aspects of the NCRA, please see their web site, at www.northcoastrailroad.org



FIGURE 3-9
PUBLIC USE AIRPORTS IN MENDOCINO COUNTY





Harbors

Mendocino County has three harbors of significance. Noyo Harbor, located south of Fort Bragg, is a well-established public marine facility. It has three ramps and numerous support facilities for the commercial fishing fleet. The Point Arena Harbor provides marine facilities, including the Arena Cove Pier used by the commercial fishing industry. The pier features a 10,000-pound hoist and two hoists for unloading boats. The Albion Harbor is the port for the Albion fishing community.

Bikeways

The greatest concentration of bicycle lanes, which are generally Class II or III, in Mendocino County is in the City of Ukiah. Bicycle travel does occur within communities such as Mendocino, between the outlying areas and communities such as the eastern hills of the Ukiah Valley and Ukiah, and along various sections of State Route 1. All state routes in the county are open to bicycle traffic. SR 1 is legislatively designated as the Pacific Coast Bike Route, although safety is a major concern. **Table 3-E** lists major existing bikeways (bicycle facilities separated from roadways) in the county.

Mendocino County is a predominantly rural county, which limits the opportunity for bikeways to serve large segments of the population or to provide a practical means of transportation for commuting purposes. Intercity routes are impractical because of low demand, distances between cities, and corridor limitations due to topography. The 2006 Mendocino County Regional Bikeway Plan, adopted by MCOG and the Board of Supervisors, identifies projects for funding. The cities of Ukiah and Willits have adopted Bicycle and Pedestrian Plans. The County's Local Coastal Plan and some community plans adopted by the County also include bicycle components. However, the Regional Transportation Plan for Mendocino County notes that these various systems have not been integrated into a countywide master plan.

Types of Bicycle Facilities

Class I Bike Paths are facilities specifically designated for the exclusive use of bicycles and pedestrians. Class I bike paths are separate from streets, although they may cross roadways.

Class II Bike Lanes are striped lanes on a street or highway, designated for use by bicycles. Vehicle parking and vehicle pedestrian cross-flows are permitted at designated locations.

Class III Bike Routes are usually designated by pavement markings to indicate the use of bicycles within the vehicular travel lane of a roadway.



TABLE 3-E
BIKEWAYS IN MENDOCINO COUNTY

Jurisdiction	Bikeway Location	
City of Willits	East Commercial Street	
City of Fort Bragg	Harrison Street Harold Street Lincoln Street Oak Street	Fir Street Maple Street South Franklin Street
City of Ukiah	Low Gap Road Bush Street Dora Street	Grove Avenue Gobbi Street Despina Drive
Mendocino County	Hensley Creek Road (Ukiah Valley, Mendocino College) Simpson Lane (near Fort Bragg) Little Lake Road (Mendocino area) Lake Mendocino Drive (Ukiah Valley) Vichy Springs Road (Ukiah Valley) A portion of the former Georgia Pacific haul road, north of the City of Fort Bragg	

Sidewalks and Pedestrian Paths

Sidewalks and pedestrian paths are located in communities in the county. The downtowns of Ukiah, Willits, Fort Bragg, and the Town of Mendocino experience the most significant amount of pedestrian traffic. Downtown areas with moderate pedestrian travel include Hopland, Gualala, Boonville, and Point Arena. Some areas in the unincorporated county with minimal walkways or intermittent walkways could attract more pedestrian trips with enhanced pedestrian facilities. These areas are generally on the edge of incorporated areas, such as the State Street corridor north and south of Ukiah and the Fort Bragg/SR 1 corridor south of the Noyo River. The Gualala Town Plan emphasizes upgrading its pedestrian facilities. For pedestrian activity to continue as the county grows, it may be necessary to construct curbs, gutters, and sidewalks along existing and future roadways as areas are developed and provide connections for continuous, accessible pathways.

Summary

This General Plan incorporates a wide range of policy approaches addressing transportation needs. Primary among these is an emphasis on multiple modes of transportation, rather than focusing solely on vehicular transportation, while stressing community livability. The County's capital improvement budget and related funding would be required to maintain consistency with overall General Plan policies relative to development and desired transportation system improvements.



Emphasis is placed on improving and maintaining existing roadway systems and bridges, unless needed to improve circulation or emergency access. This emphasis is in keeping with other General Plan policies that focus new development in the county's community areas. The County will also support programs intended to reduce the number and extent of vehicle trips by working with major employers, supporting carpool and vanpool facilities and incentive programs reducing single-occupant vehicle use.

This General Plan supports use of public transit systems to meet community needs. Development standards and land use actions by the County will recognize transit options focused on community planning areas and multi-modal transportation.

This General Plan supports continued rail uses and places more emphasis on compatible rail corridor uses. Airports are recognized as providing important economic development and transportation options for the county and are therefore protected by limiting encroachment of non-compatible uses. Actions involving areas around airports will continue to be evaluated for consistency with the County's Airport Comprehensive Land Use Plan and applicable federal regulations. Development of harbors in Mendocino County is guided primarily by policies in the County's Local Coastal Plan. Thus, this General Plan has relatively few policies for harbor development.

Policies in this Element provide for expanded pedestrian and bicycle systems in support of improved community livability and to reduce vehicle emissions. Connecting or expanding the county's system of pedestrian, bicycle, and trail routes is emphasized, as is providing improved linkages between modes of transportation. New development will be required to construct or support pedestrian and bicycle systems.

3-10 Parks and Recreation

Mendocino County is a predominantly rural County, rich in lands and waters that provide a variety of recreational opportunities. The county's recreational system encompasses many levels of park and recreational facilities.

Federal lands include recreation resources that are used by visitors and county residents. The Mendocino National Forest, which occupies approximately 81,000 acres in Mendocino County, offers an array of recreation opportunities including fishing, camping, picnicking, boating, hiking, horseback riding, wildlife viewing, hang-gliding, off-road vehicle riding, winter snow play, hunting, wilderness experiences, and mountain biking. The Cow Mountain Recreation Area, located in the eastern hills of the Ukiah Valley, is managed by the Bureau of Land Management. The northern



Redwood grove in Hendy Woods State Park



portion of this area is managed for primarily non-motorized activities, such as hunting, hiking, horseback riding, mountain bicycling, and camping. The southern portion emphasizes off-highway vehicle use. The Lake Mendocino Recreation Area, located in the northeastern Ukiah Valley, offers a multi-purpose reservoir, day-use facilities, and overnight campground facilities operated by the U.S. Army Corps of Engineers.

Many state parks and recreation lands contain unique or scenic natural and historical resources that attract visitors from across California and the United States, as well as county residents. Many of the state parks are located along the coast, including:

- Van Damme State Park
- MacKerricher State Park
- Manchester State Park
- Russian Gulch State Park
- Mendocino Headlands State Park
- Navarro River Redwoods State Park
- Sinkyone Wilderness State Park
- Point Cabrillo Light Station and Preserve
- Jug Handle State Reserve
- Westport-Union Landing State Beach
- Caspar Headlands State Beach and Reserve
- Greenwood State Beach
- Schooner Gulch State Beach

State parks located inland include:

- Hendy Woods State Park
- Mendocino Woodlands State Park
- Admiral William H. Standley State Recreation Area
- Standish-Hickey State Recreation Area
- Smythe Redwoods State Reserve
- Montgomery Woods State Reserve
- Mailliard Redwoods State Reserve



In addition, the Jackson Demonstration State Forest, approximately 50,700 acres in size, is located in Mendocino County. Although its primary use is as an experimental forest for forest management techniques, it also provides recreational opportunities for the general public.

Figure 3-10 shows County, State, and Federal parks in Mendocino County.

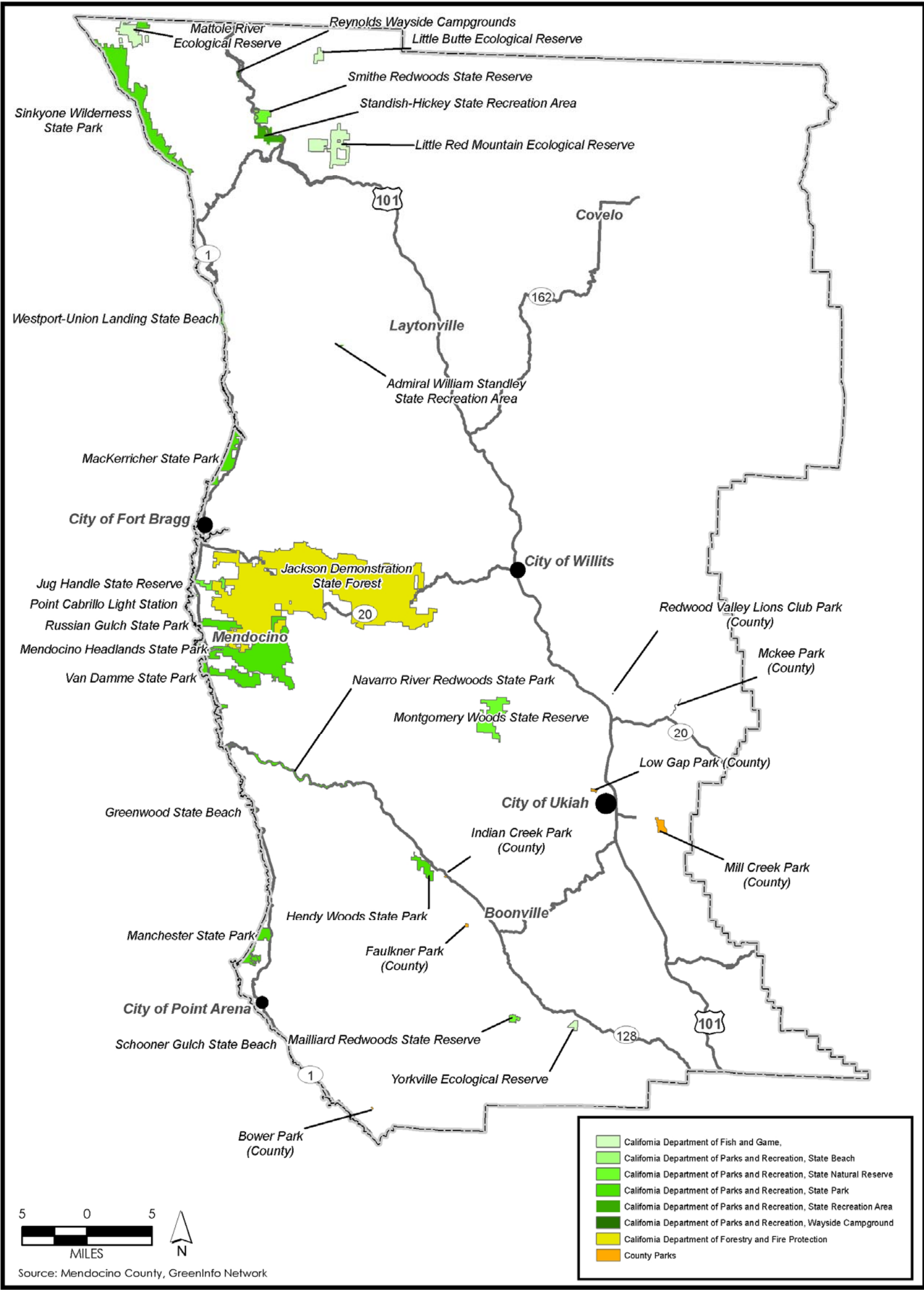
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FIGURE 3-10
COUNTY, STATE, AND FEDERAL PARKS





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County parks typically serve residents of local communities or neighborhoods, depending on the size of the park, improvements, and programs. The Mendocino County parks system consists of seven parks, operated and maintained by the County General Services Department, Buildings and Grounds Division. **Table 3-F** lists County parks and their facilities. In addition, the County manages two public access areas: the Mariposa Swimming Hole in Redwood Valley and the Vichy Springs Bridge Fishing Area in Ukiah.

**TABLE 3-F
MENDOCINO COUNTY PARKS**

Park	Location	Acres	Facilities
Bower Park	NE of Gualala	50	Group picnic area, ball field, play area, nature trail, fitness course, tennis courts, basketball court, multipurpose community services room, outdoor theater
Faulkner Park	W of Boonville	40	Trails, picnic and play areas
Indian Creek Park	SE of Philo	10	Overnight camping facilities, nature trail
Low Gap Regional Park	Ukiah	80	Covered picnic area, tennis courts, playgrounds, softball field, horseshoe pits, fitness course, volleyball courts, basketball courts, archery range, disc golf course, nature/hiking trails, amphitheater
McKee Parkway	Potter Valley	N/A	Portage trail, Russian River access
Mill Creek Park	E of Ukiah	400	Picnic area, volleyball court, nature trails, barbeque and horseshoe pits
Redwood Valley Lions Club Park	Redwood Valley	3	Basketball court, volleyball court, softball field, picnic area, barbeque pit, playground

County residents also have access to parks managed by the incorporated cities. Facilities owned or managed by local districts (such as those addressing recreation, fairs, community services, community colleges, or school districts) generally focus on active recreation programs. Communities along the Mendocino Coast are served by the Mendocino Coast Recreation and Parks District, which serves the coast from Westport to Gualala.

Policies in this Element seek to establish a wide range of parks and recreational opportunities for county residents. The policies call for a needs assessment of parks and recreation, followed by actions to provide needed facilities incorporating multiple uses of parks and school facilities and open spaces in urban communities. The County will work closely with local agencies and school districts in developing its parks



and recreation plans and programs. With an emphasis on community livability, policies call for development of trails and bicycle lanes and paths throughout the county.

3-11 Solid Waste and Hazardous Waste and Materials Management

Solid waste management in Mendocino County has undergone a significant transformation from waste disposal in landfills supplemented by transfer stations to a focus on transfer stations and waste stream diversion. These changes have responded to rigorous water quality and environmental laws, particularly the California Integrated Waste Management Act of 1989 (AB 939). The Act required each city and county to divert 50 percent of its waste stream from landfill disposal by the year 2000 through source reduction, recycling, composting, and other programs. As of 2004, Mendocino County complied with the waste diversion requirements of AB 939.

Currently, there are no remaining operating landfills in Mendocino County. Solid waste generated in the county is exported for disposal to the Potrero Hills Landfill in Solano County.

Mendocino County's solid waste disposal system has shifted to a system of eight small volume transfer stations and two large volume transfer stations that receive waste for export. The two large volume transfer stations in Ukiah and Willits are privately owned and operated under agreements with local government. The County owns and operates the small volume transfer stations at Albion, Boonville, Potter Valley, and the South Coast (Gualala). A transfer station at Caspar is jointly owned and operated by the County and the City of Fort Bragg. The small volume transfer stations in Covelo, Laytonville, and Westport are privately operated under agreements with Mendocino County. In addition to these transfer stations, as of 2009 the County and the City of Fort Bragg are investigating the possibility of a new long-haul commercial transfer station to serve the northern coastal areas of the county.

The Mendocino Solid Waste Management Authority (MSWMA), a Joint Powers Agency formed in 1990 by the County and cities of Ukiah, Willits, and Fort Bragg, identifies transfer stations, recycling processing facilities, and composting facilities necessary to implement each jurisdiction's waste diversion goals. The Source Reduction and Recycling Element, jointly adopted by the County of Mendocino and cities of Ukiah, Fort Bragg, and Willits, sets forth a strategy to minimize the volume of solid waste requiring land disposal. The Nondisposal Facility Element addresses the variety of new and expanded nondisposal facilities necessary to implement the Source Reduction and Recycling Element, including transfer stations with extensive drop-off recycling, composting facilities, and recycling processing facilities.

Mendocino County has adopted a Hazardous Waste Management Plan to guide future decisions by the County and the incorporated cities about hazardous waste management. Policies in this General Plan emphasize source reduction and recycling of hazardous wastes, and express a preference for onsite hazardous waste treatment over offsite treatment. The Hazardous Waste Management Plan proposed a number of hazardous waste programs and set forth criteria to guide the siting of new offsite hazardous waste facilities. However, to date, no facilities have been sited in the county. In 1997, the County Division of Environmental Health assumed responsibility for administering hazardous waste generation and treatment regulations.



According to the US Environmental Protection Agency, one contaminated “Superfund” site is located in Mendocino County. The Coast Wood Preserving company has since 1971 used chemicals to treat wood; these chemicals have contaminated the soil and groundwater both on- and off-site.⁵ Maps of this and other sites in the county known to be contaminated are available at the County offices.

3-12 Utility Systems

Most residents and businesses in Mendocino County, except those in Ukiah, receive electric service from Pacific Gas and Electric (PG&E). PG&E maintains transmission lines throughout the county. PG&E’s Potter Valley Project is located primarily on the Eel River; the Potter Valley Powerhouse is adjacent to Adobe Creek. In addition to power generation, the Potter Valley project provides irrigation and domestic water, recreational opportunities, and fish habitat. Ukiah Public Utilities, the only municipal utility in Mendocino County, provides electricity to approximately 15,000 residential and business customers within the City of Ukiah, including County facilities in the city. The City of Ukiah also owns a hydroelectric power facility at Coyote Dam/Lake Mendocino designed to produce three megawatts (about 10% of the City’s load) of power when water flows are adequate. The utility purchases the remainder of its power through the Northern California Power Association, a Joint Powers Agency comprised of thirteen municipal and other public agencies.

PG&E also provides natural gas in southeast Mendocino County served by their pipeline, along the U.S. 101 corridor from the Sonoma County line to Willits. Throughout the county, a number of private businesses maintain large-volume propane gas containers to supply households and businesses.

In addition to these sources, some homes and businesses in Mendocino County are self-powered through solar electricity or other means. Some of these may generate enough electricity to return power to the utility system grid. Microwave systems are used by the County and others. There are several cable television providers in Mendocino County, including Comcast and Central Valley Cable. Many households subscribe to Satellite TV as well.

Major telecommunications providers in Mendocino County include AT&T and Telecom Services Company in Ukiah. Residents and businesses in the county also have access to cellular phone services supplied by various providers, although service in some areas is not available.

Internet access via telephone lines, digital subscriber line (DSL), satellite, and television cable is available to Mendocino County residents and businesses. Some Internet providers include Esplanade.us, Mendocino Community Network, Pacific Internet, and Sabernet. DSL service is available in some of the more urban areas of the county. Internet service via cable and satellite is available from Hughes Net, Comcast, and others, although it can be more expensive than DSL or dialup service and is therefore often not a viable option.

⁵ Coast Wood Preserving is EPA #CAD063015887. For more information:
<http://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/vwsoalphanumeric/Coast+Wood+Preserving?OpenDocument> 106-39



3-13 Hazard Reduction and Emergency Response

The Mendocino County Office of Emergency Services (OES) is responsible for disaster planning, assistance, and coordination of all jurisdictions in the Mendocino Operational Area, which encompasses Mendocino County. The OES Director administers the Mendocino County Emergency Operations Plan for the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies occurring in or affecting the county. The plan accomplishes the following:

Establishes the emergency management organization required to mitigate any significant emergency or disaster affecting the emergency operational area.

Identifies the responsibilities, policies, and procedures required to protect the health and safety of the population, public and private property, and the environmental effects of natural and technological emergencies and disasters.

- Establishes the operational concepts and procedures associated with field response to emergencies, County Emergency Operations Center (EOC) activities, and the recovery process.

The OES identifies the predominant single or multiple hazard events as:

- *Natural Hazards:* earthquakes, floods, wildland fires, extreme weather/storm, tornados/high winds, landslides, tsunami
- *Technological Hazards:* dam failure, hazardous materials, transportation emergencies, train accident, major truck accident, airplane crash, nuclear materials emergencies
- *National Security Threats:* civil unrest, terrorism

Underlying all discussions concerning hazards is the concept of “risk.” Risk is the probability that something will cause harm, multiplied by the potential severity of the harm. In analyzing the risk of a potential event, two main factors are considered: the probability of the occurrence of the event and the severity of the consequences of the event. Hazard planning revolves around risk management, which includes preventive activities that reduce the likelihood of an event, mitigating activities that reduce the severity of the consequences of an event, or both.

Policies in this Element are designed to reduce potential loss and risk to life, property, and the environment from both natural and manmade hazards. They do so through the land use process, limiting the types and locations of uses relative to the potential for hazardous events, in the construction of key infrastructure and in requiring use of emergency plans and evacuation routes for communities.



3-14 Fire Protection

Many areas of the county are at risk from wildland fires. “Wildlands” can be defined as undeveloped lands or lands with limited urban development. Many, but not all, wildlands are predominantly covered with vegetation, such as forests or grasslands. Population increases and the migration of people from the urban centers to the wildlands have presented challenges to fire protection agencies.

One of the growing fire risk problems in California is the “wildland/urban interface,” where development encroaches on wildlands. Forests and grasslands are located throughout the county, side by side with residences and small communities. Even some of the more urban areas, such as of the lands surrounding Ukiah, are at risk from wildland fires. The potential fire hazard is exacerbated by the hot, dry summers typically experienced throughout most of the county and by the mountainous terrain. Frequently occurring drought conditions have also added to the potential for wildland fires.



Flames advance on a home threatened by wildfire—an unfortunate consequence of placing development near or in wild or forested areas.

Development has continued to occur in areas outside the boundaries of legally defined fire districts and departments. This development is primarily minor subdivisions and residential construction. The county’s fire departments are continually requested to respond to fire and medical emergencies in these areas, but there is currently no mechanism to fund fire protection and emergency medical services outside the boundaries of fire districts and cities.

Fire protection in Mendocino County is provided by local districts, the cities of Ukiah and Fort Bragg, the California Department of Forestry and Fire Protection, and the U.S. Forest Service. **Table 3-G** lists all fire protection agencies in the county and their service areas. **Figure 3-11** depicts service boundaries for fire protection agencies. Fire agencies have mutual aid agreements to assist each other in handling fire and other emergency calls. The County of Mendocino Office of Emergency Services coordinates emergency response in Mendocino County through the Fire and Rescue Mutual Aid Coordinator. The Fire and Rescue Mutual Aid Coordinator functions within the California Fire Service and Rescue Emergency Mutual Aid System. Several private companies provide air ambulance service, vital to many of the county's remote areas.

Most of the first responders for local fire service agencies - excluding the City of Ukiah, CalFire, and the US Forest Service - are volunteers, with relatively few paid staff. Most local fire stations are staffed by volunteer firefighters. With only limited funding through property taxes and/or local assessments, local fire suppression operations in Mendocino County require continual fundraising. Other general problems faced



by the county's community fire districts, as identified by the Mendocino County Fire Chiefs Association Prevention Officers Committee in 2002, include:

- The continuing ability and availability of service providers to provide high-quality, timely transport of the sick and injured, including indigent care. Several ambulance services have reduced services, gone out of business, or face the possibility of one or the other in the near future.
- County fire and emergency service agencies, along with the County itself, have endured financial difficulties in providing funding necessary to maintain the joint dispatch system.
- Fire protection districts serve large areas of the county outside their boundaries, without financial compensation. Long response times and commitments of personnel and apparatus make these lands expensive to serve.
- Lack of private, and in some cases public, road signs and confusing address systems.
- Inadequate or inconsistent fire access road widths.
- Lack of water for structural and wildland firefighting.

**TABLE 3-G
FIRE SERVICE AGENCIES IN MENDOCINO COUNTY**

Fire Service Agency	Area Served
Local Fire Service Agencies¹	
Albion Little River Volunteer Fire Department	Albion-Little River area
Anderson Valley Fire Department	Yorkville, Boonville, Philo, Navarro
Brooktrails Fire Department	Brooktrails township subdivision
Comptche Volunteer Fire Department	Comptche and environs
Covelo Fire Department	Covelo and environs
Elk Fire Department	Elk area
Fort Bragg Rural Fire Protection District	Fort Bragg area (The City of Fort Bragg and the District together operate the City of Fort Bragg Fire Department, which provides service to the City and surrounding areas)
Greenwood Ridge Fire Department	Greenwood Ridge/ Elk area



Fire Service Agency	Area Served
Hopland Fire District	Hopland area
Leggett Valley Fire Protection District	Restricted to state highway corridor area
Little Lake Fire Protection District	Little Lake Valley and surrounding area including the City of Willits
Long Valley Fire Protection District	Laytonville area
Mendocino Fire Protection District	Mendocino area
Piercy Fire Protection District	Piercy area
Potter Valley Fire Department	Potter Valley area
Redwood Coast Fire Department	Point Arena area, City of Point Arena, Manchester
Redwood Valley-Calpella Fire Department	Redwood Valley and Calpella areas
South Coast Fire Protection District	Gualala and Anchor Bay areas
Ukiah Valley Fire District	Ukiah Valley, Talmage
Westport Volunteer Fire Department	Westport and immediate environs
Whale Gulch Volunteer Fire Department	Whale Gulch and environs
City Fire Departments	
Fort Bragg Fire Department (City)	City of Fort Bragg (The City of Fort Bragg and the District together operate the City of Fort Bragg Fire Department, which provides service to the City and surrounding areas)
Ukiah Fire Department	City of Ukiah
State and Federal Fire Service Agencies	
California Department of Forestry and Fire Protection (CAL FIRE)	State responsibility areas (designated by the state)
U.S. Forest Service	Mendocino National Forest

¹ Note: Individual fire departments may be part of a County Service District."

Source: Mendocino County Department of Planning and Building Services



3-15 Law Enforcement

The Mendocino County Sheriff's Office is responsible for providing law enforcement services to the unincorporated areas of the county. The Sheriff's Office also provides contract law enforcement services to the City of Point Arena, the Bureau of Land Management (Cow Mountain Recreation Area), U.S. Army Corps of Engineers (Lake Mendocino), and contract police dispatching services for the City of Fort Bragg. The main sheriff's station, including dispatch and detention facilities, is located at the Mendocino County Administration Center complex in the City of Ukiah. Substations are located in the cities of Willits and Fort Bragg. The cities of Ukiah, Fort Bragg, and Willits have their own police departments. The California Highway Patrol (CHP) is responsible for traffic enforcement services on state highways and county roads. A CHP office is located in Ukiah.



The number of reported crimes in Mendocino County has remained fairly consistent in recent years. From 2000 to 2006, the average number of reported crimes in the county was 1,510. The highest number was 1,731 in 2002, and the lowest number was 1,305 in 2006. For several years, the Sheriff's Corrections Division suffered from chronic staffing shortages and turnover. However, in May 2007, the Corrections Division had nearly achieved full staffing with 45 of its 46 allocated positions filled.

Policies in this General Plan recognize the need and importance of providing adequate law enforcement services for the county, calling for regulation of development patterns and designs as a means of ensuring public safety, working with law enforcement agencies as part of the development process, and maintaining adequate development codes enforcement capabilities.

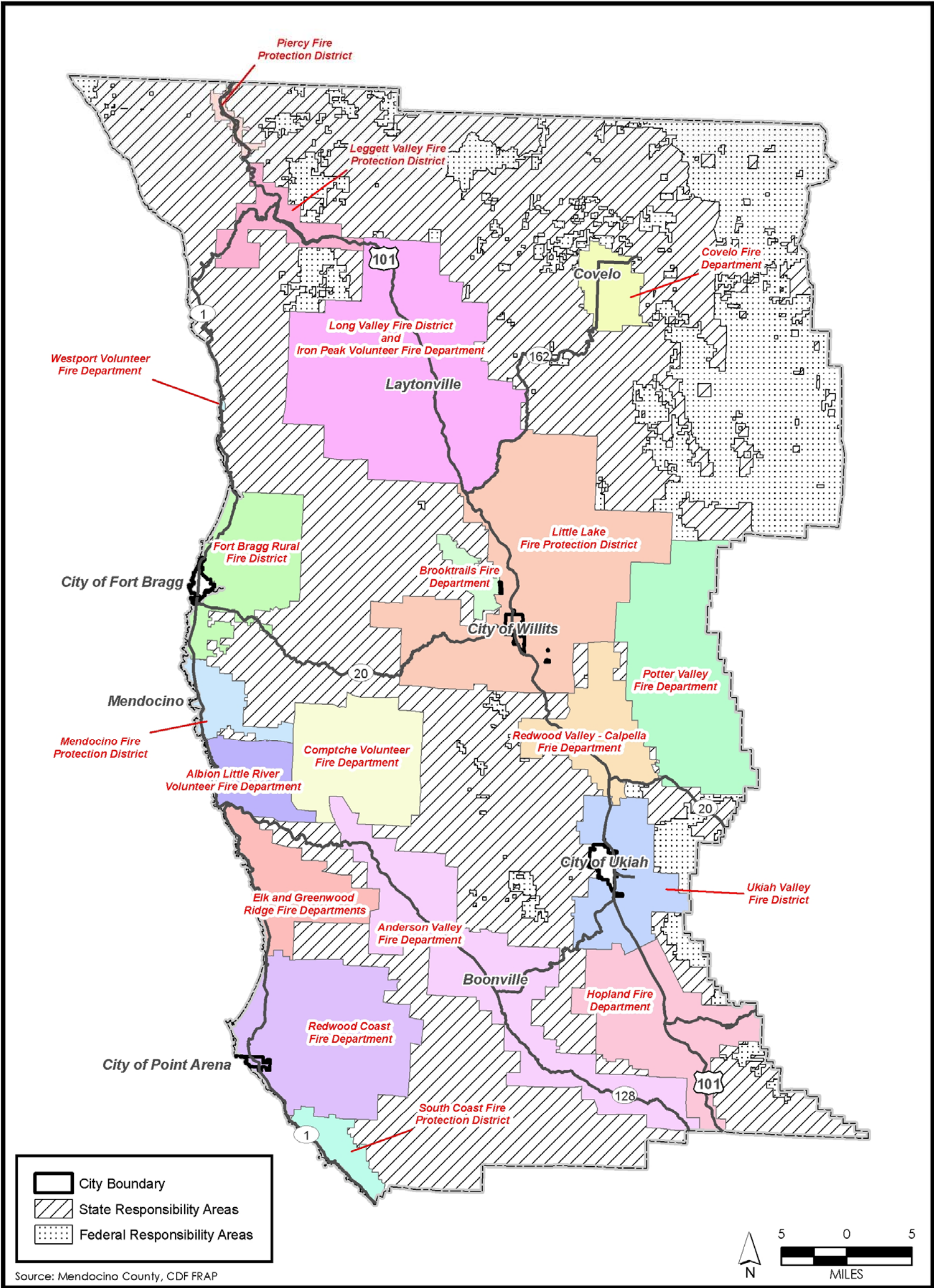
3-16 Education

Thirteen school districts and two community college districts serve Mendocino County. Each school district comprises various numbers of traditional public schools, charter schools, preschools, adult education, and special training opportunities. **Table 3-H** lists schools operated by each district. Some children in the northwestern part of the county may attend schools operated by the Southern Humboldt Unified School District in Humboldt County.

Some school districts have experienced static or declining enrollment in recent years, such as Anderson Valley, Fort Bragg, Mendocino, and Willits. Others, such as Laytonville and Ukiah, are dealing with growth in their student populations. Throughout the county, changes in demographics and an increase in the number of children who are not fluent in English has posed new challenges for school districts and teachers.



FIGURE 3-11
FIRE PROTECTION AGENCIES



Note: Most of the territory of the rural fire districts is also in the State Responsibility Area.



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**TABLE 3-H
PUBLIC SCHOOL DISTRICTS IN MENDOCINO COUNTY**

School District	Schools Operated by District	
Anderson Valley	Anderson Valley Adult Education Anderson Valley Charter Network Anderson Valley Junior/Sr. High School Anderson Valley Agriculture Institute (part of Anderson Valley High School)	Peachland Preschool Rancheria High School Anderson Valley Elementary
Arena Union Elementary	Arena Union Elementary Arena Union Home Study	Pacific Community Charter School
Fort Bragg	Dana Gray Elementary School Fort Bragg Adult Education Fort Bragg High School Fort Bragg Independent Study Fort Bragg Middle School	Lighthouse Community Day School Noyo High School Redwood Elementary School Shelter Cove Community Day School Westport School M-7 5-4
Laytonville	Branscomb School Laytonville Adult Education Laytonville Community Day School Laytonville Continuation High	Laytonville Elementary/Middle School Laytonville High School Spy Rock School
Leggett Valley	Leggett Valley Elementary School Leggett Valley Junior/Senior High School Redwood Continuation High School	Whale Gulch Elementary School Whale Gulch High School
Manchester Union Elementary	Manchester Union Elementary School	

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School District	Schools Operated by District	
Mendocino	Albion School Comptche Elementary School Greenwood Elementary School Mendocino Academy Mendocino Community High School	Mendocino Community Network Mendocino Grammar School Mendocino High School Mendocino Independent Study Mendocino Middle School
Point Arena Joint Union High	Point Arena Joint Union High School South Coast High School	
Potter Valley Community	Centerville High School Potter Valley Elementary Potter Valley Jr. High School	Potter Valley High School Potter Valley State Preschool Potter Valley Community Day School
Round Valley	Eel River Charter School Round Valley Community Day School Round Valley Continuation School	Round Valley Elementary School Round Valley High School
Ukiah	Accelerated Achievement Academy Black Oak Charter School Calpella School Eagle Peak Middle School Frank Zeek School Hopland School La Vida Independent Charter School Nokomis School Oak Manor School Pomolita Middle School Preschool Village	Redwood Academy of Ukiah South Valley High School Tree of Life Montessori School Ukiah Adult School Ukiah English Language Learners Ukiah High School Ukiah Independent Study Program Ukiah Special Services Yokayo School Yokayo Valley Charter High School



School District	Schools Operated by District	
Willits	Baechtel Grove Blosser Lane Elementary Brookside Elementary New Horizons School for Independent Study Program San Hedrin High School Sherwood School	Willits Adult Education Willits Charter School Willits Community Day School Willits High School Willits Secondary Community Day School Willits Special Education

Source: School Districts websites, September 2007. <http://www.localschooldirectory.com/>.

The College of the Redwoods Community College District was founded in Humboldt County. Later, coastal Mendocino County and Del Norte County joined to form the current district. The College of the Redwoods District has three campuses, one of which is located in Fort Bragg. The Mendocino-Lake Community College District serves inland Mendocino County and Lake County. The main campus, Mendocino College, is located in the Ukiah Valley north of Ukiah, with satellite campuses in Willits and Lakeport. In 2006, voters passed Measure W, a \$67.5 million facilities bond for building improvements in the Mendocino-Lake Community College District. A projected enrollment increase of 3 percent annually over the next five years can be accommodated with existing facilities and a planned expansion of the Willits campus. There is a significant immediate need for student housing in both college districts. A portion of the county is also within the Santa Rosa Junior College District.

3-17 Seismicity and Geologic Conditions

Seismic and geologic hazards in Mendocino County include earthquakes, tsunamis (so-called “tidal waves”), landslides, and asbestos. These issues are summarized below.

Earthquake Hazards

Mendocino County is in an active **earthquake** area. Five known faults or fault zones traverse Mendocino County and are considered potentially active or active.

- The *San Andreas Fault* traverses the southwest corner of the county and continues offshore north of Manchester. It is capable of generating very strong earthquakes. The last major earthquake on this portion of the San Andreas Fault was the 1906 San Francisco earthquake, which was estimated at a magnitude (M) of 7.9. This earthquake caused severe shaking in Mendocino County and extensive structural damage, particularly along the southern coast of the county. Ground rupture associated with this earthquake occurred from Santa Cruz to Manchester and offshore. It is reported that the lateral displacement across the fault was as much as 25 feet at Manchester during the 1906 earthquake. Since the 1906 earthquake, very little seismic activity has been recorded on the San Andreas Fault from San Francisco north.



- Associated with the San Andreas Fault is the *Whale Gulch Fault*, which extends from Shelter Cove southward into the northwesternmost corner of Mendocino County. In Mendocino County, the Whale Gulch Fault is located a few miles west of the offshore San Andreas Fault. It is considered to be potentially active.
- The *Maacama Fault* extends from northern Sonoma County to north of Laytonville in Mendocino County. Historically, the Maacama Fault has generated only a few moderate earthquakes. However, an abundance of micro-earthquakes (less than magnitude 3) are clearly associated with the fault. A magnitude 5.6 earthquake was reported to have occurred in the Ukiah area in 1869. Additionally, several earthquakes in the magnitude range of 4, with the strongest at M 4.9, were recorded in the Ukiah area in 1977-78. Surface fault creep, very slow movements across known fault locations, has been documented along the Maacama fault at locations east of Willits and Ukiah.
- The *Round Valley Fault* traverses the northeastern corner of Mendocino County. The Round Valley Fault has not been found to exhibit activity more recently than 1.6 million years ago, although study has been very limited. A few micro-earthquakes have been recorded in the vicinity of the fault, particularly at the southern end. The Round Valley Fault is considered potentially active.
- Located in the remote northeastern corner of Mendocino County, the *Etsel Ridge Fault* is the easternmost potentially active fault in Mendocino County. This fault has been the subject of very little study, but is believed to have experienced movement approximately 1.6 million years ago. Micro-earthquakes in the vicinity are scattered and limited. The Etsel Ridge Fault has been classified as potentially active.

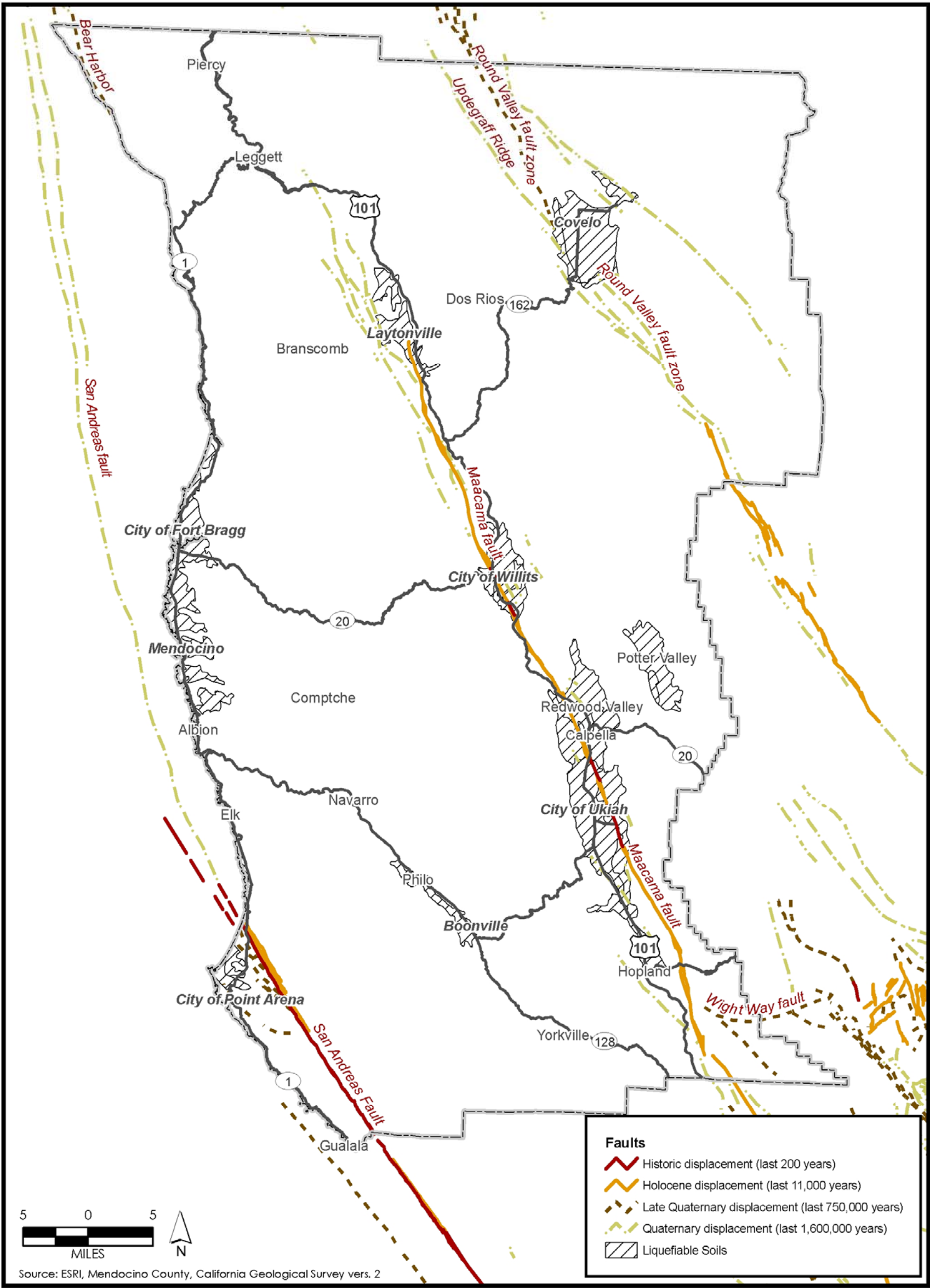


Collapsed building in Willits, after the Great 1906 San Francisco Earthquake.

In addition to the San Andreas and Maacama faults, the most significant seismic source is located about 30 miles northwest of Mendocino County and offshore. The Cascadia Subduction Zone is an area where several tectonic plates converge. It is considered capable of generating greater earthquakes than any other seismic source in the western United States. The most recent major earthquake associated with the Cascadia Subduction Zone occurred on January 26, 1700, and was estimated to have been M 9.0. In recent years, movement along the Cascadia Subduction Zone's margins in Northern California have generated magnitude 6.0-7.2 earthquakes, including a M 7.2 earthquake on April 25, 1992, and a M 6.4 earthquake on June 17, 2005. **Figure 3-12** depicts major faults within the county.



FIGURE 3-12
SEISMIC FAULTS





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Liquefaction is a condition that occurs during an earthquake when some soils behave more like a liquid than a solid, often with catastrophic results for buildings built on these soils.

There are several alluvial basins in Mendocino County where the subsurface conditions are locally conducive to liquefaction. These include the alluvial basins in the Willits, Ukiah, and Covelo areas. Fine-grained alluvial deposits along river systems (e.g., the mouth of the Garcia River at Manchester) also are susceptible to liquefaction. There are other, smaller alluvial deposits in the county that may have conditions conducive to liquefaction as well.

Tsunamis

Tsunamis are ocean waves generated by earthquakes, submarine volcanic eruptions, or large submarine landslides. As a tsunami enters shallow water near the coastline, the wave height increases. If the trough of the wave reaches land first, the arrival of a tsunami is preceded by receding coastal waters. The large waves that follow can crest at heights of more than 50 feet and strike with devastating force. Three tsunamis have caused property damage along the Mendocino County coastline in the past 65 years:

- In 1946, Noyo Harbor experienced damage in the dock areas, with an estimated 100 fishing boats thrown about as a result of a tsunami generated by an earthquake in the Aleutian Islands.
- In 1960, six fishing boats in Noyo Harbor were lost as a result of a tsunami generated by an earthquake in Chile.
- In 1964, a tsunami generated by the Alaska earthquake struck Noyo Harbor, causing damage estimated at \$250,000-\$1,000,000, sinking 10 boats and damaging more than 100 fishing boats.

The Pacific Tsunami Early Warning Center, unlike with earthquakes, provides enough warning that protective measures can be taken.

Landslides

Landslides in Mendocino County have been a major part of the natural erosion process for tens of thousands of years. The rainy wet winters and relatively dry summers, the mountainous terrain, and commonly weak bedrock conditions all contribute to the development of landslides. Seismic shaking can also be a triggering mechanism. Activities of man that affect vegetation, slope gradients, and drainage processes can also contribute to landsliding and erosion. In general, most rock formations in Mendocino County are associated with the Franciscan Formation, which is known to have poor slope stability characteristics. Slope stability characteristics in the Maacama fault zone are typically very poor as well. Along the coast, undercutting of the coastal bluffs by wave action makes the bluffs particularly susceptible to rock fall and slope failures. In many areas, landslides along roadways create traffic hazards following winter storms (and delays during the summer months when repairs are made).



Asbestos

Naturally occurring asbestos is an issue of concern in Mendocino County, which contains areas where asbestos-containing rocks are found.

Asbestos is the general name for a group of rock-forming minerals that consist of extremely strong and durable fibers. When asbestos fibers are disturbed, such as by grading and construction activities, they are released into the air where they remain for a long period of time. These fibers pose a serious health threat if inhaled, as they can become permanently lodged in body tissues. Exposure to asbestos has been shown to cause cancer of the lung and stomach and other cancers, as well as asbestosis. The presence of ultramafic rocks indicates the possible existence of asbestos mineral groups. Ultramafic rocks contain 90 percent or more of dark-colored, iron-magnesium-silicate minerals. Ultramafic rocks may be partially or completely altered to a rock known as serpentinite, more commonly called serpentine.

Serpentine and ultramafic rocks are common in the eastern belt of the Franciscan Formation in Mendocino County. Small localized areas of serpentinite do occur in the coastal belt of the Franciscan Formation, but they are significantly less abundant.

The Mendocino County Air Quality Management District enforces state regulations to reduce the effects of development projects involving construction sites and unpaved roads in areas tested and determined by a state-registered geologist to contain naturally occurring asbestos.

3-18 Flooding and Inundation

Flooding can be a major problem in almost any part of the county. In Mendocino County, two types of flooding occur: overbank flooding due to excessive rainfall and coastal flooding due to wave run-up. Localized flooding may occur outside of recognized drainage channels or floodplains, due to a combination of locally heavy precipitation, increased surface runoff, and inadequate facilities for drainage and stormwater conveyance. Such events frequently occur in flat areas and in urbanized areas with large impermeable surfaces.

In general, major floods in Mendocino County have resulted from extended periods of winter rainfall produced by winter storms from the Pacific Ocean. Years with strong El Niños can often produce the most significant flood events. Historical records from 1911 through 2006 indicate that flooding, landsliding, embankment failures, and high winds were experienced in portions of Mendocino County during the following periods: November 1912, December 1937, December 1955, December 1964, April 1965, January 1966, January 1974, January 1978, February, 1983, February 1986, January 1995, March 1995, January 1997, February 1998, and December 2005-January 2006. While most of the identified floodplains are located in relatively undeveloped areas, infrastructure and other nonresidential and residential development susceptible to flooding include:

- State Route 175 at the Russian River Bridge
- State Route 1 at the Garcia River



-
- State Route 128 between Philo and Navarro
 - Talmage Court – east side of the Ukiah Valley
 - Ukiah – eastern side along/near the Russian River
 - Little Lake Valley near Willits wastewater treatment plant
 - Confluence of Anderson, Rovernsin, and Mill Creeks near Boonville
 - Tenmile Creek near Laytonville
 - Town Creek near Covelo
 - South Fork of the Eel River
 - Felize Creek and Russian River near Hopland
 - Mill Creek in the Talmage area

Based on previous occurrences, Mendocino County can expect a serious flood event to occur every 3-4 years, and in particular, during strong El Niño years (every 7-8 years). **Figure 3-13** identifies flood zones in areas susceptible to flooding.

The county's numerous rivers and streams present potential flooding and inundation hazards. Policies call for recognition of flooding and inundation hazards in considering land use actions, and reducing potential for exposure of persons and structures to flooding. New development is also subject to review relative to impacts caused by placement of fill and structures in the floodplain. The County will continue to implement FEMA flood insurance program requirements.

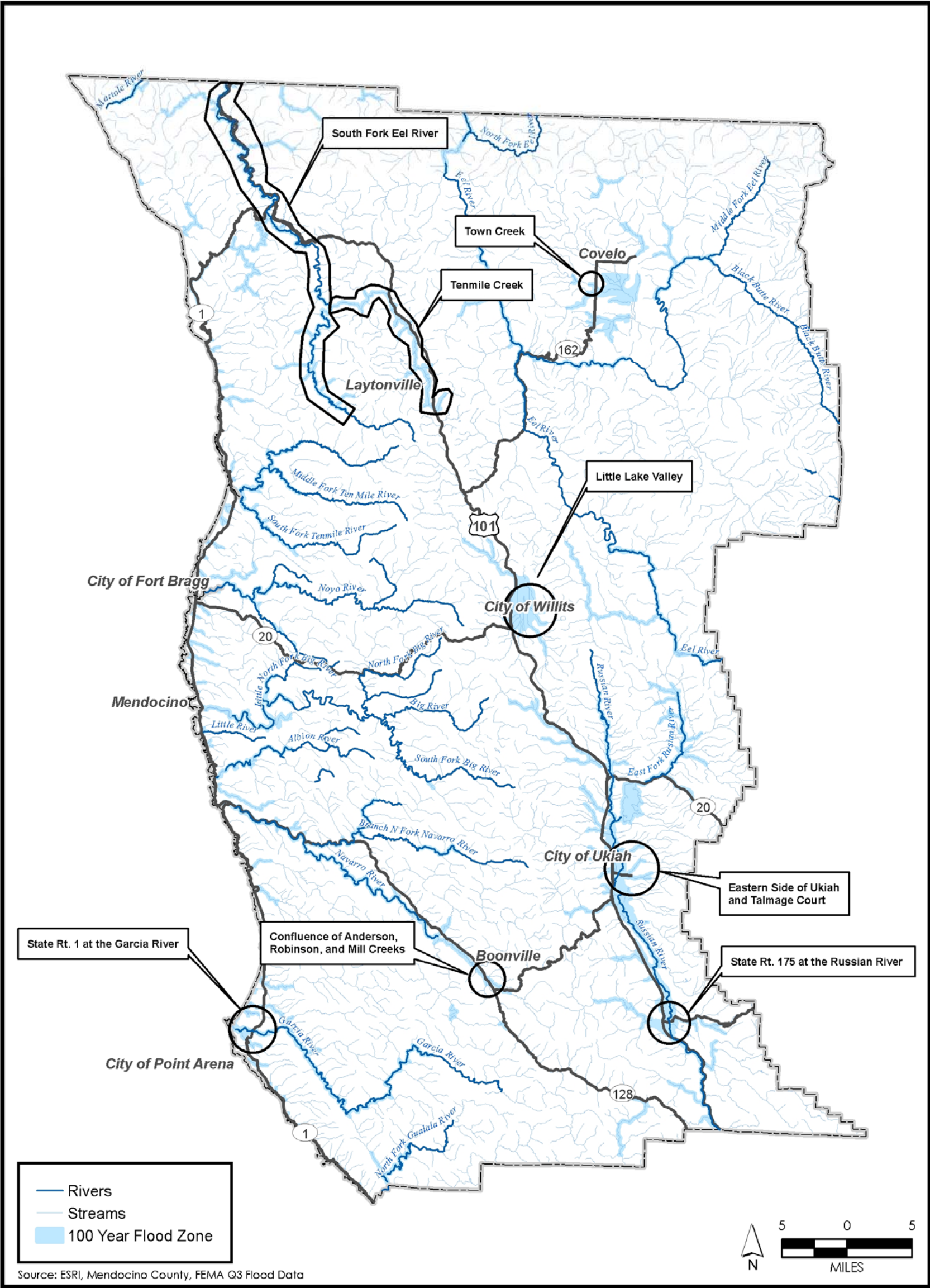
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FIGURE 3-13
FLOOD ZONES





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Development Goals

The following are the County of Mendocino's Goals related to the various topics addressed in this Development Element. These Goals are based on the Planning Principles contained in Chapter 2 of this General Plan; all of the Policies and Objectives in this Development Element are in turn based on these Goals.

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.
Goal DE-2 (Land Use)	Compact and cohesive commercial centers to foster commercial growth, create communities which are pleasant to live in, which encourage walking, and which allow the provision of cost-effective services and facilities.
Goal DE-3 (Land Use)	Industrial sites and uses (including resource-based industries) located and designed to minimize conflicts with surrounding land uses, minimize environmental degradation and risk from natural and man-made hazards, and protect natural resources.
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.
Goal DE-5 (Noise)	A county in which existing residential and other sensitive uses are protected from excessive noise and in which noise-intensive uses are protected from encroachment by residential and other noise-sensitive uses.
Goal DE-6 (Cultural Resources)	Protection and preservation of the county's significant historical, archaeological and cultural resources.
Goal DE-7 (Infrastructure)	Basic infrastructure—roadways, water and sewer service, schools, libraries, internet access, etc.--sufficient to support existing and future development, in place when needed, and fully funded both initially and on an ongoing basis.
Goal DE-8 (Transportation)	A balanced and coordinated transportation system that: <ul style="list-style-type: none">• Is an integrated and attractive part of each community.



- Is functional, safe and pleasant to use, and supports emergency services.
- Provides a choice of modes accessing and connecting places frequented in daily life.
- Promotes compact development and infrastructure efficiencies.
- Is consistent with principles of sustainability and conservation of resources.
- Is not solely dependent on the continuation of fossil fuel resources.
- Can be maintained, used, and justified if available energy sources change during the duration of the General Plan.

Goal DE-9 (Road Systems)

A countywide road system that provides safe, efficient and attractive access, coordinated with interstate, state, local and area-wide systems.

Goal DE-10 (Pedestrian & Bicycle)

Functional, safe and attractive pedestrian and bicycle systems coordinated with regional and local transportation plans and other transportation modes.

Goal DE-11 (Transit Systems)

A transit system responsive to transit-dependent populations and to local and regional needs.

Goal DE-12 (Rail)

Viable rail service for freight and passenger movement, and tourism; compatible ancillary uses of railway rights-of-way; and protection of the rail right-of-way from encroachment by incompatible uses.

Goal DE-13 (Airports)

Viable public airports which meet community and regional general aviation, economic, and emergency services needs.

Goal DE-14 (Harbors)

Harbors which meet the needs of Mendocino County businesses and residents for commercial and sport fishing and the shipping and receiving of products, raw materials, and passengers.

Goal DE-15 (Parks/Recreation)

Diverse recreational, leisure and cultural opportunities and community spaces to serve regional, community and neighborhood needs.

Goal DE-16 (Water/Sewer)

Efficient and adequate public water and sewer services.



Goal DE-17 (Drainage)	To protect residents and businesses from hazards caused by flooding.
Goal DE-18 (Flooding/Inundation)	To protect life and property while also protecting and managing natural drainage ways, floodplains and flood retention basins.
Goal DE-19 (Flooding/Inundation)	To maintain flood carrying capacity in harmony with environmental, recreational and open space objectives.
Goal DE-20 (Solid Waste)	To reduce risks to human and environmental health posed by solid, hazardous and toxic materials and wastes.
Goal DE-21 (Solid Waste)	To reduce solid waste sent to landfills by reducing waste, reusing materials, and recycling waste.
Goal DE-22(Other Utilities)	Utility systems that are readily available and support a viable economy, safeguard health, and do not detract visually from the area.
Goal DE-23 (Internet)	To encourage access to affordable broadband internet service for all residents and businesses in the county.
Goal DE-24 (Safety)	To reduce, to the extent possible, the risk and exposure of life, property and the environment to hazardous conditions and events such as earthquakes, landslides, wildfires, floods, inundation, energy emergencies, and toxic releases.
Goal DE-25 (Fire)	To protect life, property and natural resources by ensuring that development is compatible with fire protection capabilities.
Goal DE-26 (Law Enforcement)	To coordinate planning activities and development proposals with law enforcement capabilities to create communities, neighborhoods and conditions that enhance community health, safety and effective law enforcement.
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.
Goal DE-28 (Education)	Schools that provide adequate facilities and sustain a safe, healthy and peaceful learning environment.



Goal DE-29 (Health)

A healthy population which has access to health care.

Goal DE-30 (Emergency Medical Services)

To ensure that all citizens and visitors to the county have access to quality emergency medical services and that the EMS providers in the county are supported through County policy and budgeted.

Development Policies

The following are the County of Mendocino's Development policies related to the various topics addressed in this Development Element. These policies implement the Goals shown earlier in this Element, and are accompanied where necessary by specific actions to implement the policy. Policies in this Element address the following general topics:

Land Use

General Land Use Policies	3-63
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Commercial and Mixed Use Development Policies.....	3-83
Industrial Development Policies	3-83

Community Character

Community Character Policies	3-85
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Infrastructure (Facilities and Services) Policies.....	3-95
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Transit Systems Policies.....	3-102
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Airports Policies	3-103
Harbors Policies	3-104
Parks and Recreation Policies	3-104

Water Supply and Sewer (Wastewater Treatment)

Water Supply and Sewer (Wastewater Treatment) Services Policies	3-107
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Solid Waste and Hazardous Waste and Materials Management Policies.....	3-108
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Safety

Hazard Reduction and Emergency Response Policies	3-110
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Law Enforcement Policies	3-113
Geologic Conditions Policies	3-114
Seismicity Policies	3-114
Education Policies	3-115
Health Policies	3-116

General Land Use Policies

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.

Action Item DE-1.1: The County will coordinate and partner with the cities in Mendocino County to develop appropriate land use patterns at the city/county interface, minimize environmental and economic impacts, and maximize environmental and economic benefits.

Policy DE-2: **Figure 3-14**, "Land Use Map," depicts the land use policy of the County of Mendocino. The standards shown or contained in this General Plan shall apply to the land use categories shown on the Land Use Map. All discretionary approvals shall be in conformance with these standards unless explicitly stated otherwise in this General Plan.

Policy DE-3: The Land Use Map is presented as a general illustration of the policies of the General Plan and is not intended to reflect every policy direction. Specific review of applicable policies may be necessary to determine the precise land use potential of any site. Further, the information shown on the map is not intended to be parcel-specific and should not be interpreted as such. Information should be interpreted at a printed or displayed scale of one inch = 1,000 feet to ensure that the intended level of specificity is maintained.

Policy DE-4: Zoning shall be consistent with this General Plan. **Table 3-I**, "General Plan and Zoning Consistency," shall be used to determine consistency for rezoning applications.

Action Item DE-4.1: Amend the Zoning Code to include a "Mixed Use" zoning district.



TABLE 3-I
GENERAL PLAN AND ZONING CONSISTENCY

General Plan Land Use Category	Appropriate Zoning Designations
Rural Community	R-C: Rural Community S-R: Suburban Residential R-1: Single-Family Residential R-2: Two-Family Residential R-3: Multiple-Family Residential C-1: Limited Commercial C-2: General Commercial I-1: Limited Industrial I-2: General Industrial P-F: Public Facilities O-S: Open Space
Mixed Use	R-2: Two-Family Residential R-3: Multiple-Family Residential C-1: Limited Commercial C-2: General Commercial Public Facilities <i>Plus any specific Mixed Use zoning categories created during the revision of the County's zoning ordinances.</i>
Suburban Residential	S-R: Suburban Residential R-1: Single-Family Residential R-2: Two-Family Residential R-3: Multiple-Family Residential C-1: Limited Commercial P-F: Public Facilities O-S: Open Space



General Plan Land Use Category	Appropriate Zoning Designations
Rural Residential (RR-1, RR-2, RR-5, RR-10)	RR: L: 1 Rural Residential; 40,000 SF Minimum RR: L: 2: 80,000 SF Minimum RR: L 5 Rural Residential: 5 acres Minimum RR: L: 10 Rural Residential: 10 acres Minimum P-F: Public Facilities O-S: Open Space
Remote Residential (RMR:20 ACRES, RMR:40 Acres)	U-R: L: 20 Upland Residential: 20 acres Minimum U-R: L: 40 Upland Residential: 40 acres Minimum AG: Agricultural R-L: Rangeland F-L: Forestland T-P: Timberland Production P-F: Public Facilities O-S: Open Space
Industrial	I-1: Limited Industrial I-2: General Industrial P-F: Public Facilities
Commercial	C-1: Limited Commercial C-2: General Commercial P-F: Public Facilities
Agricultural Lands	AG: Agricultural P-F: Public Facilities O-S: Open Space
Rangelands	R-L: Rangeland F-L: Forestland T-P: Timberland Production O-S: Open Space

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General Plan Land Use Category	Appropriate Zoning Designations
Forest Lands	F-L: Forestland T-P: Timberland Production R-L: Rangeland O-S: Open Space
Remote Resource Lands	R-L: L: 640 Rangeland: 640 acres Minimum F-L: L: 640 Forestland Production: 640 acres Minimum T-P: L: 640 Timberland Production: 640 acres Minimum O-S: Open Space
Public Lands	P-F: Public Facilities O-S: Open Space
Open Space	O-S: Open Space
Public Services	P-F: Public Facilities O-S: Open Space

Policy DE-5: Designate sufficient land to accommodate the projected commercial, industrial, residential, and infrastructure needs of each community, compatible with General Plan policies, site planning constraints, and local community objectives.

Policy DE-6: Land use classifications shall be broad enough to allow flexibility in implementation, but specific enough to provide sufficient direction for carrying out General Plan objectives.

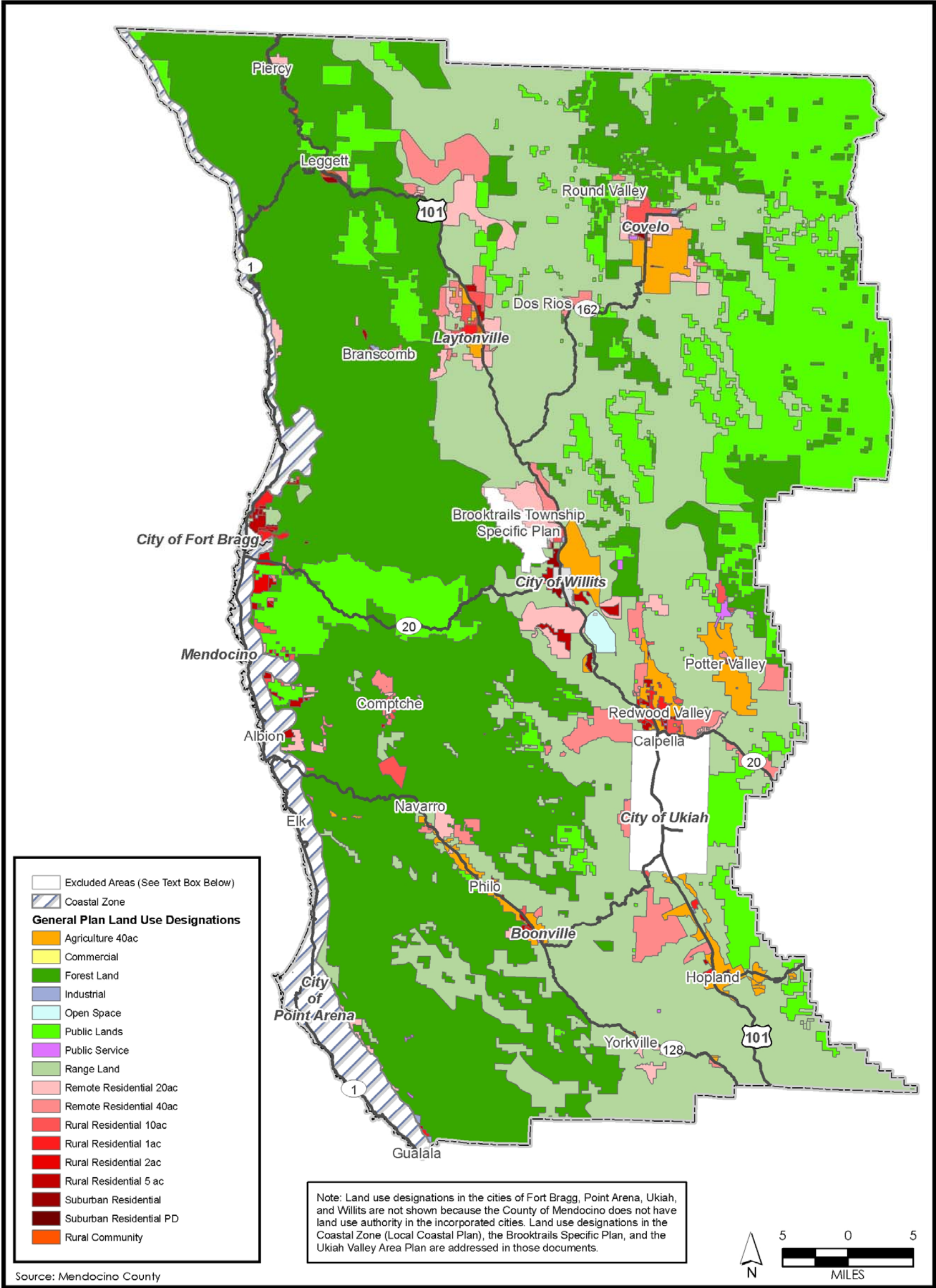
Policy DE-7: The minimum parcel size for each classification is appropriate only when all conditions are favorable. The presence of various constraints may result in larger minimum parcel sizes established through more restrictive zoning or actions on proposed subdivisions. In some cases, the minimum parcel size or maximum dwelling density may be increased under the terms of the County's Housing Element.

Policy DE-8: The minimum parcel size stated for each classification only applies to new divisions of land. Parcels legally created prior to adoption or amendment of the General Plan smaller than the stated minimum are afforded the same uses enjoyed by a parcel of the minimum size.

Action Item DE-8.1: The County will consider a program to encourage consolidation of rural parcels through density bonuses (allowing more units in exchange for preserving open space and/or providing larger lots) or other incentives.



FIGURE 3-14
LAND USE POLICY MAP





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Land Use Classifications

The following are the land use categories designated by the County:

I-Industrial	page 3-69
C-Commercial.....	page 3-70
RC-Rural Community	page 3-70
MU-Mixed Use.....	page 3-72
SR-Suburban Residential	page 3-73
RR-Rural Residential	page 3-74
RMR-Remote Residential.....	page 3-75
AG-Agricultural Lands.....	page 3-75
RL-Range Lands.....	page 3-76
FL-Forest Lands.....	page 3-76
PL-Public Lands.....	page 3-77
OS-Open Space.....	page 3-77
PS-Public Services.....	page 3-78
T-Tribal Lands.....	page 3-78

Note to the Reader: The descriptions of land use classifications in the policies in this Element should be interpreted along with goals and policies in other Elements of the General Plan. Land use classifications include a statement of intent and the major types of uses that can be conducted. The County's Zoning Ordinance and other development Codes provide more detail about the distribution, location, type and intensity of land uses within each classification.

Policy DE-9: Land Use Category: I-Industrial

Intent: The industrial classification is intended to be applied to lands suited for major industrial uses, where necessary services such as transportation systems and utilities exist or can be efficiently provided, where disruption of proximate uses will be least, and where the potential for environmental disruption is minimal or can be adequately controlled. This classification is intended to protect these lands from the pressures of development and preserve them for future use as designated.

General Uses: Processing and manufacturing, industrial public utilities, industrial public facilities, compatible commercial uses, utility installations.

Minimum Parcel Size:

- Within water and sewer districts: none.
- Within water or sewer districts: 12,000 square feet.
- Not in a water or sewer district: 40,000 square feet.

Maximum Dwelling Density: Residential use shall be limited to a single caretaker dwelling per legally created parcel or employee housing not exceeding one unit per 6,000 square feet or three units total, except on the Pinoleville Rancheria where one single family residence and one second unit per parcel may also be allowed.

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Policy DE-10: Land Use Category: C-Commercial

Intent The Commercial classification is intended to be applied to lands appropriate for a variety of commercial uses. Lands classified Commercial should be within or contiguous to developed areas, such as near the boundaries of cities and in Community Planning Areas, and should be served by the publicly-maintained circulation network and should be situated in locations where future growth is anticipated. Residential uses in the commercial classification shall require County findings that the site need not be reserved for future commercial uses, and that the residential use is compatible with existing or anticipated commercial uses.

General Uses: General commercial, mixed uses, public facilities, public services, public assemblies, residential developments, utility installations.

Minimum Parcel Size:

- Within water and sewer districts: None for commercial uses; 6,000 square feet for residential use.
- Within water or sewer districts: 12,000 square feet.
- Not in a water or sewer district: 40,000 square feet.

Maximum Dwelling Density: One single family dwelling per legally created parcel, unless otherwise noted. County review and approval required for more than one dwelling per legally created parcel.

- Within water and sewer districts: 1 multiple family dwelling unit per 1,500 square feet of lot area.
- Within water or sewer districts: 1 multiple family dwelling unit per 12,000 square feet of lot area.
- Not in a water or sewer district: multiple family dwelling units not permitted. Consistent with Housing Element Action 4.3, consider reduced lot sizes when subdivision design, use of clustering and other site planning and service-provision techniques may support increased residential density.

Policy DE-11: Land Use Category: RC-Rural Community

Intent: The Rural Community classification designates areas which are logical, planned centers for future growth.



The Rural Community classification is intended to be applied to small, unincorporated towns and community centers (including areas in the Community Planning Areas) and to areas near City boundaries, which provide a variety of community and tourist-oriented goods and services but may not have well-defined or identifiable commercial or residential districts. This classification may also be appropriate around a central commercial or industrial nucleus.

The Rural Community designation anticipates multiple land uses on any given lot, consistent with and supportive of a higher intensity of development in the community area core that will further define each of these town centers. Preference shall be given to those projects providing affordable housing, consistent with policies of the County's Housing Element, and infill development.

Lower residential density and intensity of development is planned away from the town centers, near the peripheries of the Community Planning Areas, in order to ensure a transition to outlying resource lands and open space areas. New development shall only be permitted when provisions are made for construction or expansion of public service facilities, such as schools, recreation facilities, fire stations, water systems, sewer systems, storm drainage and solid waste disposal facilities.

General Uses: Residential developments of varying densities (with development of affordable multi-family residential units to be classified in the Zoning Ordinance as a permitted use), mobile home parks, community commercial, tourist commercial, cottage industries, light industrial, public facilities, public services, public assemblies, utility installations.

Minimum Parcel Size:

- Within water and sewer districts: None for commercial use; 4,000 square feet for mobile home subdivisions and manufactured home subdivisions; 6,000 square feet for single-family residential use.
- Within water or sewer districts: 12,000 square feet.
- Not in a water or sewer district: 40,000 square feet.

Maximum Dwelling Density: One single family dwelling per legally created parcel. County review and approval required for more than one dwelling per legally created parcel, except as provided below:

- Within water and sewer districts: 1 single family dwelling per 4,000 square feet of lot area in mobile home parks, mobile home subdivisions and manufactured home subdivisions. 1 single family dwelling per 6,000 square feet of lot area. 1 multiple family dwelling unit per 1,500 square feet of lot area.



- Within water or sewer districts: 1 single family dwelling per 12,000 square feet of lot area, or 1 multiple family dwelling unit per 12,000 square feet of lot area. Higher residential densities (up to one dwelling unit per 2,000 square feet) may be allowed where alternative sewage disposal is provided to the satisfaction of the County.
- Not in a water or sewer district: 1 single family dwelling per 40,000 square feet, multiple family dwelling units not permitted. Consistent with Housing Element Action 4.3, consider reduced lot sizes when subdivision design, use of clustering and other site planning and service-provision techniques may support increased residential density.

Higher residential densities, up to 20 units per acre, may be permitted in the town centers of Community Planning Areas and combined with commercial or other uses, with demonstration of availability of necessary public services, particularly public water and sewer systems.

Consistent with Housing Element Action 6.8, provide for administrative approvals of subdivisions of four or fewer units supporting multi-family residential development.

Policy DE-12: Land Use Category: MU-Mixed Use

Intent: The Mixed Use classification is a new category for future use that would allow two to three story mixed-use development with commercial uses encouraged at street level. Uses are encouraged to be mixed vertically (stacked or linearly) on the site. This classification is intended for the core of Community Planning Areas and along important transportation corridors near City boundaries, provided those areas have water and sewer service (or equivalent). The intent of this classification is to provide for true pedestrian and transit-capable urban development. Preference shall be given to those projects providing affordable housing, consistent with policies of the County's Housing Element, and infill development.

New development shall only be permitted when provisions are made for construction or expansion of public service facilities, such as schools, recreation facilities, sidewalks, bike lanes or shared use paths, fire stations, water systems, sewer systems, storm drainage and solid waste disposal facilities. Shared parking facilities that serve commercial areas during peak hours and residential uses at other times of day in mixed-use areas are encouraged.

General Uses: Residential developments of higher densities (with development of multi-family residential units to be classified in the Zoning Ordinance as a permitted use), community commercial, tourist commercial, combined residential and commercial structures, light industrial and cottage industries, live-work, public facilities, public services, public assemblies, utility installations.



Minimum Parcel Size:

- Within water and sewer districts: None.
- Within water or sewer districts: None.
- Not in a water or sewer district: Not permitted.

Maximum Dwelling Density:

- Within water and sewer districts: One (1) multiple family dwelling unit per 1,500 square feet of lot area.
- Within water or sewer districts: Not permitted unless an alternative to sewage disposal is provided (County approval required) which would permit a maximum residential density of one (1) dwelling unit per 2,000 square feet.
- Not in a water or sewer district: Not permitted.

Other Requirements:

- Single-family residential dwellings are to be discouraged in the MU category.
- Consistent with Housing Element Action 6.8, provide for administrative approvals of subdivisions of four (4) or fewer units supporting multi-family residential development.
- Design review for landscaping, parking and lighting will be required at time of application.

Policy DE-13: Land Use Category: SR-Suburban Residential

Intent: The Suburban Residential classification is intended to be applied to transitional lands adjacent to cities or towns, including in portions of Community Planning Areas where only residential activities are considered desirable, which lands are appropriate to accommodate future growth. Lands within the Suburban Residential classification should have moderate to light constraints for residential development, should be served by the publicly-maintained road network, and should be located within public service districts or the logical extensions thereof. Portions of lands within the Suburban Residential classification will be appropriate for development of residential subdivisions. Such areas should be developed as major subdivisions, not minor subdivisions; or retained in parcels of sufficient size to be economically developed as subdivisions at some future time.

General Uses: Residential developments, mobile home parks, community commercial, mixed uses, cottage industries, public facilities, public services, public assemblies, utility installations.

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Minimum Parcel Size:

- Within water and sewer districts: 4,000 square feet for mobile home subdivisions and manufactured home subdivisions; 6,000 square feet for standard single-family residential lots.
- Within water or sewer districts: 12,000 square feet
- Not in a water or sewer district: 40,000 square feet. Consistent with Housing Element Action 4.3, consider reduced lot sizes when subdivision design, use of clustering and other site planning and service-provision techniques may support increased residential density.

Maximum Dwelling Density: One single family dwelling per legally created parcel. County review and approval required for more than one dwelling per legally created parcel, except as provided below:

- Within water and sewer districts: 1 single family dwelling per 4,000 square feet of lot area in mobile home parks, mobile home subdivisions and manufactured home subdivisions. 1 single family dwelling per 6,000 square feet of lot area. 1 multiple family dwelling unit per 1,500 square feet of lot area.
- Within water or sewer districts: 1 single family dwelling per 12,000 square feet of lot area, or 1 multiple family dwelling unit per 12,000 square feet of lot area. Higher residential densities (up to one dwelling unit per 2,000 square feet) may be allowed where alternative sewage disposal is provided to the satisfaction of the County.
- Not in a water or sewer district: 1 single family dwelling per 40,000 square feet, multiple family dwelling units not Permitted.

Consistent with Housing Element Action 6.8, provide for administrative approvals of subdivisions of four or fewer units supporting multi-family residential development.

Policy DE-14: Land Use Category: RR-Rural Residential

Intent: The RR classification is intended to encourage local small scale food production (farming) in areas which are not well suited for large scale commercial agriculture, defined by present or potential use, location, mini-climate, slope, exposure, etc. The Rural Residential classification is not intended to be a growth area, and residences should be located as to create minimal impact on agricultural viability.

General Uses: Residential uses, agricultural uses, cottage industries, residential clustering, public facilities, public services, conservation and development of natural resources, utility installations.



Minimum Parcel Size:

- RR-1: 40,000 square feet.
- RR-2: 80,000 square feet.
- RR-5: Five acres.
- RR-10: Ten acres.

Maximum Dwelling Density: One dwelling per 40,000 square feet, 80,000 square feet, five acres or ten acres, as designated on the land use map. County review and approval required for more than one dwelling per legally created parcel.

Policy DE-15: Land Use Category: RMR-Remote Residential

Intent: The RMR classification is intended to be applied to lands having constraints for commercial agriculture, timber production or grazing, which are well suited for small scale farming and low density agricultural/residential uses by the absence of such limitations as inadequate access, unacceptable hazard exposure or incompatibility with adjoining resource land uses. The classification is also applied to some areas which might not otherwise qualify except for the fact that the land has been divided and substantial development has occurred.

General Uses: Residential uses, agricultural uses, cottage industries, residential clustering, public facilities, conservation and development of natural resources, and recreation, utility installations.

Minimum Parcel Size: Twenty acres, or forty acres, as designated on the Land Use Map.

Maximum Dwelling Density: One dwelling per 20 acres or 40 acres as designated on the Land Use Map. County review and approval required for more than one dwelling per legally created parcel.

Policy DE-16: Land Use Category: AG-Agricultural Lands

Intent: The Agricultural Lands classification is intended to be applied to lands which are suited for and are appropriately retained for production of crops. The classification should include lands presently under Type I agricultural preserve contracts, land having present or future potential for significant agricultural production, and contiguous or intermixed smaller parcels on which non-compatible uses could jeopardize the agricultural use of agricultural lands. Permitted non-agricultural uses, to the greatest extent possible, should not occur on lands that might otherwise be devoted to crop production. The policy of the County and the intent of this classification shall be to protect these lands from the pressures of development and preserve them for future use as designated.



General Uses: Residential uses, farmworker housing, agricultural uses, processing and sale of agricultural products, cottage industries, residential clustering, uses determined to be related to and compatible with agriculture, conservation, processing and development of natural resources, utility installations.

Minimum Parcel Size: Forty (40) acres

Maximum Dwelling Density: One dwelling per forty (40) acres, except farmworker housing which may be permitted at higher densities. County review and approval required for more than one dwelling per legally created parcel.

Policy DE-17: Land Use Category: RL-Range Lands

Intent: The Range Lands classification is intended to be applied to lands which are suited for and are appropriately retained- for the grazing of livestock. The classification should include land eligible for incorporation into Type II agricultural preserves, other lands generally in range use, intermixed smaller parcels and other contiguous lands, the inclusion of which is necessary for the protection and efficient management of range lands. The policy of the County and the intent of this classification shall be to protect these lands from the pressures of development and preserve them for future use as designated.

General Uses: Residential uses, agricultural uses, forestry, cottage industries, residential clustering, uses determined to be related to and compatible with ranching, conservation, processing and development of natural resources, recreation, utility installations.

Minimum Parcel Size: One hundred sixty acres.

Maximum Dwelling Density: One dwelling per 160 acres, County review and approval required for more than one dwelling per legally created parcel.

Policy DE-18: Land Use Category: FL-Forest Lands

Intent: The Forest Lands classification is intended to be applied to lands which are suited for and are appropriately retained for the growing, harvesting and production of timber and timber-related products. The classification should include lands eligible to be zoned Timberland Production; intermixed smaller parcels and other contiguous lands, the inclusion of which is necessary for the protection and efficient management of timber resource lands. The policy of the County and the intent of this classification shall be to protect these lands from the pressures of development and preserve them for future use as designated.

General Uses: Residential uses, forestry, timber processing, agricultural uses, cottage industries, residential clustering, uses determined to be related to and compatible with



forestry, conservation, processing, and development of natural resources, recreation, utility installations.

Minimum Parcel Size: One hundred sixty acres.

Maximum Dwelling Density: One dwelling per 160 acres, County review and approval required for more than one dwelling per legally created parcel.

Policy DE-19: Land Use Category: PL-Public Lands

Intent: The Public Lands classification is intended to be applied to land in public ownership not appropriately included in some other classification. The classification is also intended to be applied to lands held and managed for public recreation or appropriate for acquisition for public purposes.

General Uses: Agricultural uses, forestry, conservation and development of natural resources, public facilities, recreation, utility installations.

Minimum Parcel Size: Not applicable.

Maximum Dwelling Density: No dwellings permitted except where required to meet the Public Lands intent.

Policy DE-20: Land Use Category: OS-Open Space

Intent: The Open Space classification is intended to be applied to lands not suited for development or to lands most valuable in their undeveloped natural state. Factors limiting the development potential of land would include such constraints as unstable soils, high fire hazard, remote location, poor access and susceptibility to flooding. Valuable natural areas could include rare and endangered species and habitat, riparian vegetation zones, or wild and scenic rivers.

General Uses: Agricultural uses, forestry, conservation and development of natural resources, recreation, utility installations.

Minimum Parcel Size: No division permitted unless it can be demonstrated that the division furthers the intent of the Open Space classification.

Maximum Dwelling Density: No dwellings permitted except to further the Open Space intent.

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Policy DE-21: Land Use Category: PS-Public Services

Intent: The Public Services classification is intended to be applied to lands presently being used for major public service facilities and to lands appropriately reserved for expansion of or construction of new public serving facilities.

General Uses: Sanitary landfills, cemeteries, airports, corporation yards, electric generating plants, power substations and other support facilities, schools, hospitals, civic centers, fairgrounds, utility installations, caretaker's dwelling unit.

Minimum Parcel Size:

- Within water and sewer districts: None
- Within water or sewer districts: 12,000 square feet.
- Not in a water or sewer district: 40,000 square feet.

Maximum Dwelling Density: Residential use shall be limited to a single caretaker dwelling per ownership.

Policy DE-22: Land Use Category: T-Tribal Lands

Intent: The Tribal Lands classification is intended to be applied to lands owned by a Federally Recognized Tribe or Tribally Sponsored Organization when a Tribe requests the designation. The Tribal Lands designation provides for flexibility in the range of uses permitted, while requiring detailed planning and environmental analysis (as defined below) prior to development.

Detailed Planning: "Detailed planning" may include a Specific Plan or another type of comprehensive plan addressing land use, infrastructure, and other topics negotiated between the Tribe and the County for the proper planning of the land in question. A detailed plan shall be subject to negotiated application of applicable County of Mendocino requirements, including but not limited to those that relate to plan content, noticing, approval, amendment, and environmental analysis.

Voluntary Designation: The Tribal Lands designation shall only be placed on lands at the request of the Federally Recognized Tribe or Tribally Sponsored Organization which owns the land. Applying the Tribal Lands designation shall be a negotiation similar to a General Plan Amendment process and shall be subject to requirements for an analysis of potential environmental effects. Removal of the designation shall be considered a General Plan Amendment and subject to all the requirements for an Amendment to this General Plan.



A General Plan Amendment to remove the Tribal Lands designation may be initiated by the owner if the Tribe wishes to place the lands into Federal Trust Status.

The County may initiate a General Plan Amendment to remove the Tribal Lands designation if the designated lands are sold by the Federally Recognized Tribe (FRT) or Tribally Sponsored Organization (TSO) to any private or public entity which is not a FRT or TSO.

General Uses: The following land use categories may be applied through the detailed planning process to lands with the Tribal Lands designation:

I-Industrial
C-Commercial
RC-Rural Community
SR-Suburban Residential
RR-Rural Residential
RMR-Remote Residential
AG-Agricultural Lands
FL-Forest Lands
RMR-Remote Resource Lands
PL-Public Lands
OS-Open Space
PS-Public Services

Special Use Requirements: The following shall apply to the designations applied through the detailed planning process:

Residential development shall be subject to all locational, buffering, parcel size, and other requirements imposed by this General Plan to protect adjacent Agricultural and Range Lands.

Industrial development may not be placed adjacent to residential development or residentially designated lands outside the boundaries of the Tribal Lands areas.

Prohibited Uses: Casinos or other monetary or revenue-based gambling uses are specifically prohibited in the Tribal Lands designation.

Minimum Parcel Size: Minimum parcel sizes shall be as defined in this General Plan for the land use categories proposed to be applied through the detailed planning process.



Maximum Dwelling Density: Residential density shall be as defined in this General Plan for the land use categories proposed to be applied through the detailed planning process.

Land Use Policies for Clustering, Density Transfer, Density, Nonconformance, and Other Issues

Policy DE-23: The County encourages clustering, density transfers and density bonuses or incentives to achieve General Plan, environmental and housing objectives.

Action Item DE-23.1: Amend the development codes, including the Zoning Ordinance, to implement parcel and dwelling unit clustering, density transfers, density averaging, density bonuses and similar programs, consistent with the General Plan.

Policy DE-24: Allow density transfers between land use classifications, especially in support of an action to preserve resource lands, subject to the following:

- Density may be transferred from any classification to any classification with an equivalent or higher base density; except that density may not be transferred to any of the following categories:
 - Land zoned Agricultural, Open Space, or Timberland Production;
 - Land within Resource Preserves pursuant to the Mendocino County Code;
 - Land within conservation or open space easements or other development-restricted areas; or
 - Environmentally sensitive or hazardous areas.
- Areas from which density is transferred (i.e., donor sites) shall be protected from future division or density increases in perpetuity by a legal mechanism acceptable to the County.
- The area to which density is transferred (i.e., receptor sites) must be located and designed to protect resources, minimize site disturbance, maintain compatibility with surrounding areas, have adequate infrastructure and services, access to public roads, and comply with the General Plan, development codes and environmental policies.

Policy DE-25: Allow a density bonus not exceeding 50 percent,⁶ in lieu of density that would be allowed if the property were subdivided and second units were placed on each parcel, provided parcels

⁶ For example, the allowed density bonus in lieu of a 10-lot subdivision with 10 second units is a 15-lot subdivision (no second units) or 15 units on one parcel, provided parcels or dwellings are clustered and at least 75 percent of the site is protected from future development.



or dwellings are clustered and at least 75 percent of the site is protected from future development.

Action Item DE-25.1: Review the density bonus over time to assess its effectiveness and its impact on local services and facilities.

Policy DE-26: Allow increased and flexible land use density and intensity to implement the Housing Element.

Action Item DE-26.1: Revise development standards for residential densities and intensities to accommodate the development of affordable housing and housing for special need populations consistent with the Housing Element.

Policy DE-27: Until General Plan, zoning and other regulations are revised consistent with the Housing Element, regulations and decision making shall conform to Housing Element policies to the maximum extent possible.

Policy DE-28: Single-family residential density shall include one accessory unit per legal parcel as defined in the development code. Development codes shall define accessory and temporary residential use regulations.

Policy DE-29: Legal parcels split by General Plan or zoning lines shall not be subdivided along those lines unless each resulting parcel conforms to minimum parcel size requirements in the General Plan and Zoning Ordinance.

Policy DE-30: Protect natural resources and promote orderly development by enforcing the County's Resource Preserves Merger Ordinance.

Policy DE-31: Legally created parcels (including certificates of compliance) that do not comply with development requirements shall only be developed conditional to the satisfaction of basic requirements for health, safety, access and orderly development.

Policy DE-32: Allow development of legal nonconforming lots, structures and uses that are consistent with General Plan, environmental and community objectives and seek the discontinuance of those which are not consistent. The following standards shall apply:

- Legal nonconforming lots may be developed, subject to current development standards, legal nonconforming structures may be used, and legal nonconforming uses may continue when basic health and safety are provided.
- Discontinued or destroyed legal nonconforming uses and structures must be reestablished within a reasonable time, as established in the Development Code, or future uses must conform to applicable regulations.

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Policy DE-33: Legal nonconforming structures and uses may be expanded compatible with General Plan, environmental and community objectives, and the regulations contained in the County Zoning Code.

Policy DE-34: Locate development and infrastructure in community areas planned for growth.

Policy DE-35: Encourage compact development patterns, infill, redevelopment and reuse in community areas to protect natural resources and maximize the efficient use of infrastructure and services.

- Land use and development standards shall encourage intensive uses, infill and reuse projects within community areas.
- Encourage and facilitate mixed-use development in appropriate zoning designations.
- Maintain compact development patterns and limit sprawl by directing commercial, residential and community use into community areas.

Policy DE-36: Encourage farmers to develop onsite housing for farmworkers and their families.

Action Item DE-36.1: Develop an incentive program to encourage farmers to provide farmworker housing.

Policy DE-37: Work with LAFCO and other agencies to reduce suburban sprawl, promote efficient service delivery, and protect agricultural, timber and open space areas from unintended conversion to urban uses.

Policy DE-38: Create defined boundaries for each community area, separating suburban or urban land uses from adjoining resource and rural landscapes.

Policy DE-39: Development limits and long-term phased growth boundaries may be established for the various community areas taking into account community objectives. Phased growth boundaries shall not result in premature expansion of community areas or infrastructure.

Policy DE-40: Maintain communities as distinct places with visual separation.

Policy DE-41: Maintain transitional open space boundaries between commercial and residential community core areas and open space/resource space lands.

Policy DE-42: Limit commercial strip development along highway corridors on the outskirts of communities by setting community-appropriate design standards and promoting infill, multi-story construction and compactness.

Policy DE-43: Maximize land use compatibility between community areas and the surrounding lands.



Commercial and Mixed Use Development Policies

Policy DE-44: Designate adequate land to meet neighborhood and community growth demands for a broad range of commercial, residential and mixed uses.

Policy DE-45: Focus commercial and mixed-use development in community areas.

Action Item DE-45.1: Incorporate the UVAP-defined mixed use category as a compatible zoning district into the Zoning Code for use in the County's community planning areas.

Policy DE-46: Encourage mixed-use development where compatible with surrounding uses and supported by services and infrastructure, including mixed retail and office uses with multi-family residential development in urban settings.

Policy DE-47: Mixed commercial, employment and residential uses, including, day care centers should be designed and located to reduce vehicle trips.

Policy DE-48: Support business creation, expansion, retention and redevelopment to serve local and regional needs, consistent with General Plan objectives.

Policy DE-49: Expand economic opportunities that respect the individual character of each community area.

Action Item DE-49.1: Work with local interest groups and businesses to identify concerns relative to the long-term viability of retaining businesses, encouraging expansion, and attracting new businesses.

Policy DE-50: Prioritize funding options, streamline development processes, and undertake similar actions to assist retention and expansion of existing businesses.

Policy DE-51: Encourage home occupations and cottage industries in conjunction with residential uses when limited in scope and compatible with residential or neighborhood character. Cottage industries and home occupations that grow beyond site or building limitations or become incompatible with the neighborhood should be relocated to appropriately zoned properties.

Industrial Development Policies

Policy DE-52: Designate and maintain an adequate supply of land to meet growth demands for a broad range of industrial uses, consistent with General Plan and community objectives, and environmental and infrastructure constraints and opportunities.

Policy DE-53: Discourage conversion of lands designated for industrial use.

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- Policy DE-54: Protect industrial and commercial lands adjacent to existing railroads and harbors so that current and future industrial users have access to more energy-efficient means of goods movement.
- Policy DE-55: Promote the development of existing industrial lands to utilize the natural resources which are under-utilized and/or presently exported to other countries for value added processing.
- Policy DE-56: Discourage the establishment of residential uses adjacent to freight rail lines.
- Policy DE-57: Locate and design industrial sites and uses in a manner that protects natural resources and minimizes environmental degradation and risk from natural or manmade hazards.
- Policy DE-58: Protect industrial areas and investments from future conflicts by designating surrounding lands for compatible uses and incorporating appropriate land use buffers.
- Action Item DE-58.1: Adopt buffer provisions designed to limit incompatibilities between industrial and non-industrial operations.
- Policy DE-59: Promote a diversified industrial sector.
- Policy DE-60: Promote an agricultural sector with sustainable practices that minimize environmental impacts and provides safe, decent, affordable housing for agricultural workers both on individual farms and in the local community.
- Policy DE-61: Allow the consolidation of agricultural processing operations in areas with existing processing facilities and supporting infrastructure, in addition to location on industrial lands.
- Policy DE-62: Reuse or redevelopment of closed resource-based processing sites in rural areas (i.e., timber, mineral processing) should be compatible with the surrounding area, environment and supporting infrastructure.
- Policy DE-63: Oppose development that undermines agricultural and timber-based operations.
- Policy DE-64: Promote and encourage environmentally sound industries and practices that achieve or promote General Plan objectives.
- Action Item DE-64.1: Create incentive programs to attract or expand progressive, environmentally sound businesses and industries.
- Action Item DE-64.2: Investigate state and national programs and funding sources that can promote and create sustainable “green” business practices.



Action Item DE-64.3: Work cooperatively with all industries to identify greenhouse gas impacts from their operations and develop a long-term plan for reducing emissions.

Policy DE-65: Encourage the location of different uses where resource inputs can be shared or cascaded and waste products from one could become the raw material for another.

Policy DE-66: Promote activities (such as waste-to-energy) that process, use, recycle or reduce locally generated wastes or materials.

Policy DE-67: New and expanding industries should incorporate clean technology to the extent possible, and existing industries should work toward this objective.

Policy DE-68: Require that new applications for discretionary projects state their energy, water, and waste stream requirements at the time of application. As part of the review of the development application, distribute this information to the service providers and compare the capacity of existing and planned systems with the demand created by the proposed project.

Community Character Policies

Policy DE-69: Emphasize local community character and culture in community planning and development.

Action Item DE-69.1: Work with other local, state and federal agencies to coordinate community enhancement programs with transportation, utility and other public improvements.

Policy DE-70: The County shall consider any local Community Action Plan to be the preferred plan for communities which have prepared them.

Policy DE-71: Create attractive and economically viable community 'core' areas.

Action Item DE-71.1: Encourage communities to create downtown plans creating attractive and economically viable community 'core' areas.

Policy DE-72: Encourage mixed-use development such as ground-floor commercial and upper-story residential or office uses in the core area.

Policy DE-73: Encourage infill development in the core area through increased densities, reduced setbacks, increased building heights, and joint-use parking.

Policy DE-74: Focus new commercial development in the community areas in the 'core' area of each community.



Policy DE-75: Ensure that industrial uses in commercial areas do not create blight or disrupt commercial and pedestrian continuity.

Policy DE-76: Encourage improvement to existing structures.

Policy DE-77: Encourage use of design, themes and materials to create a sense of place, such as constructing attractive crosswalks in the core areas, outdoor murals, facilities to facilitate outdoor community activities such as farmer's markets or cultural fairs, and community signboards.

Policy DE-78: Site planning and design shall adhere to resource protection standards in order to integrate and complement the natural ecology and environmental setting. The emphasis shall be on creation of livable communities, function of scale, and land use pattern and intensity.

Action Item DE-78.1: Consider developing community design guidelines. Issues addressed in the guidelines should include :

- Site planning, including setbacks and building envelop,
- Circulation and multi-modal access,
- Streetscapes,
- Landscaping (including the use of native and drought tolerant plants),
- Parking,
- Lighting,
- Utility placement,
- Signage, and
- Use of green building principles in the planning, construction, and operation of new and renovated structures.

Action Item DE-78.2: Review and revise the County's Zoning Ordinance to incorporate standards and planning incentives for development projects that adhere to the US Green Building Council's LEED (or similar) standards or Build It Green's GreenPoint rated standard (or similar standard) for commercial and residential development.

Action Item DE-78.3: Work with the incorporated cities to develop coordinated green building policies and programs to encourage development that complies with LEED and GreenPoint or similar programs.



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

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

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.

Policy DE-82: Encourage new commercial, office and industrial developments to include attractive and varied building materials, building designs that break or reduce the massing of large walls, building and rooflines, and landscaping plans.

Policy DE-83: Parking lots should be located and designed to: 1) appear subordinate to the uses served, 2) be visually attractive, 3) meet normal, not maximum single day expected vehicle demand, and 4) provide for on-site treatment of stormwater.

Action Item DE-83.1: Update parking standards in the zoning code to implement Policy DE-83.

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

Action Item DE-84.1: Revise County codes to incorporate green building principles and raise energy efficiency standards.

Action Item DE-84.2: Streamline permitting for projects that meet LEED or similar environmental standards.

Policy DE-85: Viewshed preservation shall be considered when development is located in a highly scenic environment, adjacent to or atop a ridgeline or hill, and in similar settings.

Policy DE-86: Avoid tall, solid fences, sound walls or similar barriers in and adjacent to the downtown areas and along State Routes visible from the downtown areas.

Policy DE-87: Signage should enhance the visual appearance of developments, unify streetscapes, and reduce visual clutter often associated with multiple, single-purpose signs.

Policy DE-88: Limit billboards by emphasizing multiple-business and community highway signs, and reduction in existing billboards through amortization provisions.

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

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

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.

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

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

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

Action Item DE-93.2: Develop standards for pedestrian and bicycle access.

Policy DE-94: Promote infill, reuse, redevelopment and brownfield redevelopment supported by existing or improved infrastructure.

Policy DE-95: Encourage restoration and reuse of buildings and spaces, especially those with community significance, over new construction.

Policy DE-96: The County will create attractive and multifunctional public places that enhance the communities of Mendocino County.

Policy DE-97: The County and other agencies should design, restore, reuse, and maintain public buildings and facilities in a manner that enhances community character and meets or exceeds design guidelines.

Action Item DE-97.1: Explore joint-use of existing facilities to meet community needs.

Action Item DE-97.2: Work with communities to reduce the impacts of publicly owned or managed corporation yards, parking lots, transfer stations, airports, and other public uses on local communities through landscaping, operational, and other feasible measures.

Noise Policies

Policy DE-98: The County will protect residential areas and other noise-sensitive uses from excessive noise by doing the following:



- 1) Requiring that new land uses, new roadways, and other new noise sources do not create unacceptable noise levels on adjacent parcels.
- 2) Allowing homes or noise-sensitive uses to be developed only in places where existing and projected noise levels will meet the exterior noise guidelines and standards shown in Policies DE-100 and DE-101.
- 3) Requiring that County decisions which would cause or allow an increase in noise created by stationary or mobile sources (such as development of noise-generating land uses or the construction of new or wider roadways) be informed by a noise analysis and accompanied by noise reduction measures to keep noise at acceptable levels.

Policy DE-99: To implement Policy DE-98, the following shall apply:

- 1) No new use regulated by the County shall be permitted to generate noise that would cause the ambient noise on any adjacent parcel to exceed the “completely compatible” 24-hour guidelines shown in Policy DE-101 or the 30-minute noise standards in Policy DE-100.
- 2) The County shall ensure that noise mitigation to achieve a “completely compatible” 24-hour exterior noise level and conformance with the 30-minute exterior noise standard is provided in conjunction with any decision⁷ it makes that would cause a violation of item 1) above.
- 3) Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise that exceeds the “completely compatible” guidelines in Policy DE-101 shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.
- 4) The County shall ensure that roadway projects include mitigation measures to maintain at least “tentatively compatible” noise levels as shown in Policy DE-101. Mitigation for roadway noise may be deferred where “tentatively compatible” noise guidelines would be exceeded on vacant lands, but shall be installed as part of the roadway project where the noise would affect existing homes. Deferred mitigation shall be the responsibility of the project which places residential units on vacant lands.
- 5) Developers of new noise-creating uses shall be responsible for implementing noise reduction techniques either at the source or at the residential use to achieve acceptable exterior and interior noise levels.
- 6) The County shall be responsible for providing noise mitigation required as the result of County decisions to increase transportation noise standards.

⁷ Examples of decisions include: Roadway construction projects, public park construction, General Plan amendments, changes of zone, conditional use permits, and site plan review approval.



- 7) The County shall seek to obtain noise mitigation from other agencies (including the State of California) required to address the noise impacts of decisions made by those agencies (including, but not limited to, roadway widenings).

Action Item DE-99.1: Apply the State Noise Insulation Standards, zoning and building controls, buffers, sound barriers, traffic controls, and other effective measures to reduce exposure to unsafe and undesired noise sources.

Action Item DE-99.2: Require acoustical studies for:

- 1) Significant new noise generators,
- 2) New noise-sensitive uses in noise-impacted areas or near noise generators, or
- 3) New uses which are proposed to be developed in areas which do not meet the “completely compatible” exterior noise guidelines contained in Policy DE-100 or Policy DE-101.

If information on the noise environment at a project site is not available, a measurement of the noise environment by a qualified acoustical engineer may be needed to make a determination whether a proposed project complies with the guidelines and standards in Policy DE-100 or DE-101.

Action Item DE-99.3: The County will seek to obtain noise mitigation from other agencies (including the State of California) required to address the noise impacts of decisions made by those agencies (including, but not limited to, roadway widenings and railroad operations).

Policy DE-100: The following are the County’s standards for maximum exterior noise levels for residential land uses.

TABLE 3-J
EXTERIOR NOISE LEVEL STANDARDS (LEVELS NOT TO BE EXCEEDED MORE THAN 30 MINUTES IN ANY HOUR)

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single-Family Homes and Duplexes	10 p.m. to 7 a.m.	50
	7 a.m. to 10 p.m.	60
Multiple Residential 3 or More Units Per Building (Triplex +)	10 p.m. to 7 a.m.	55
	7 a.m. to 10 p.m.	60



- Where existing ambient noise levels exceed these standards, the ambient noise level shall be the highest allowable noise level as measured in dBA Leq (30 minutes).
- The noise levels specified above shall be lowered by 5 dB for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or for recurring impulsive noises (such as pile drivers, punch presses, and similar machinery).
- The County may impose exterior noise standards which are less restrictive than those specified above, provided that:
 - 1) The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis,
 - 2) A finding is made by the approving body stating the reasons for accepting a higher exterior noise standard, and
 - 3) Interior noise standards will comply with those identified in Policy DE-103.

Policy DE-101: The following are noise compatibility guidelines for use in determining the general compatibility of planned land uses:

**TABLE 3-K
NOISE COMPATIBILITY GUIDELINES (EXPRESSED AS A 24-
HOUR DAY-NIGHT AVERAGE OR LDN)**

Land Use	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
Residential	Less than 55 dBA	55-60 dBA	60-75 dBA	Greater than 75 dBA
Commercial	Less than 65 dBA	65-75 dBA	75-80 dBA	Greater than 80 dBA
Industrial	Less than 70 dBA	70-80 dBA	80-85 dBA	Greater than 85 dBA

See Policy DE-102 for the definitions of these levels of compatibility.

- These guidelines apply to land designated by this General Plan for these uses. Residential, retail, or public parks which have been developed on land designated for other uses shall be subject to the exterior noise guidelines for the land on which they are located.
- Non-residential uses located on residentially designated land shall be subject to the exterior noise guidelines for residential lands.
- All uses on Commercial lands, including non-commercial uses, shall be subject to the standards for Commercial land.



- Land use designations not listed above do not have exterior noise compatibility standards. Land use designations with no exterior noise compatibility standard include office and industrial.
- Standards for public schools are set and enforced by the State of California and are not regulated by the County. Therefore, no standards for public schools are shown in Table 3-K.

Policy DE-102: The following definitions shall be used in combination with the standards in the Noise Compatibility Guidelines shown above.

- “Transportation Noise” consists of noise generated by motor vehicles, trains, and airports.
- “Completely Compatible” means that the specified land use is satisfactory and both the indoor and outdoor environments are pleasant.
- “Tentatively Compatible” means that noise exposure may be of concern, but common building construction practices will make the indoor living environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant.
- “Normally Incompatible” means that noise exposure warrants special attention, and new construction or development should generally be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. Careful site planning or exterior barriers may be needed to make the outdoor environment tolerable.
- “Completely Incompatible” means that the noise exposure is so severe that new construction or development should generally not be undertaken.

Policy DE-103: The following are the County’s standards for acceptable indoor intermittent noise levels for various types of land uses. These standards should receive special attention when projects are considered in “Tentatively Compatible” or “Normally Incompatible” areas, and new uses shall incorporate design features to ensure that these standards are met.



**TABLE 3-L
MAXIMUM ACCEPTABLE INTERIOR NOISE LEVELS
CREATED BY EXTERIOR NOISE SOURCES**

Land Use Type	Acceptable Noise Level (dBA Ldn or CNEL)
Residential Living and Sleeping Areas, Daytime	45 dBA
Private School Classrooms	55 dBA
Commercial, Educational, Office, Light and Heavy Industrial, Warehousing	Conform with applicable state and federal workplace safety standards

- Standards for public schools are set and enforced by the State of California and are not regulated by the County.
- Noise created inside a residential home, classroom, or library shall not count toward the acceptable noise levels to be maintained in accordance with this policy.

Policy DE-104: New or expanded uses shall comply with adopted noise standards to ensure minimal impact on established noise-sensitive uses.

Policy DE-105: A 5 db increase in CNEL or Ldn noise levels shall be normally considered to be a significant increase in noise.

Action Item DE-105.1: Adopt standards and requirements for acoustical studies to ensure consistent identification of noise impacts.

Policy DE-106: Individual property owners constructing their own home may decide not to meet exterior or interior noise levels, provided they certify that they are aware of existing and future noise levels and their potential effects.

Action Item DE-106.1: Develop and implement a property owner certification system that includes recordation of certificates with other property records.

Policy DE-107: Distance and landscaping are the preferred methods for address noise created by roadways, railways, and similar sources.

Policy DE-108: Noise barriers should be considered only if proven effective by accompanying noise studies.

Policy DE-109: Noise barriers should be visually attractive, complement the surroundings, and require a minimum of maintenance.

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Policy DE-110: Noise barriers along major roadways are generally discouraged to avoid the appearance of 'walled' roadways.

Cultural and Paleontological Resources Policies

Policy DE-111: Encourage collaboration among the Archaeological Commission, County Museum, historical societies, and Native American peoples and others in inventorying and protecting Mendocino County's significant cultural resources.

Policy DE-112: The Department of Planning and Building Services shall be the County's 'lead agency' for technical advice and coordination of work on historical sites and issues.

Policy DE-113: The County and other public agencies are encouraged to protect, maintain and restore historical, archaeological and cultural resources under their ownership or management.

Policy DE-114: Fully evaluate and protect historical, archaeological and cultural resources through the development process, including resources of national, state or local significance.

Action Item DE-114.1: Evaluate development proposals for potential impact to historical and cultural resources that contribute to the character of the various community areas.

Action Item DE-114.2: Increase historical preservation through expanded review or adoption of an historical review code.

Action Item DE-114.3: Adopt a cultural resources section in the Zoning Ordinance to address effective inventory, preservation, protection and management of prehistoric and historic resources and to establish cultural and historic review procedures.

Action Item DE-114.4: Preserve Mendocino County's architectural heritage by adopting the State Historic Building Code and adhering to the Marks Historical Rehabilitation Act of 1976 (Health and Safety Code).

Policy DE-115: Cultural resources evaluations (i.e., archaeological and historical investigations) shall be conducted at the County's determination for project applications, where it is determined that cultural resources may occur. The evaluations should identify cultural resources (i.e., prehistoric sites and isolated artifacts and features) in a project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in a project area that cannot be avoided. Cultural resources evaluations shall be completed by a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history.



- If, during the course of implementing County-approved projects, cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered, all work shall be halted immediately within 50 feet of the discovery, the County Planning and Building Services Department shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology shall be retained to determine the significance of the discovery.
- The County and project applicant shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology for any unanticipated discoveries. The County and project applicant shall consult and agree upon implementation of a measure or measures that they deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project applicant will implement the agreed upon mitigation measures necessary for the protection of cultural resources.

Policy DE-116: Paleontological resources studies shall be conducted at the County's discretion for all project applications. The studies should identify paleontological resources in a project area and provide mitigation measures for any resources in a project area that cannot be avoided.

- If, during the course of implementing County-approved projects any paleontological resources (fossils) are discovered, all work shall be halted immediately within 50 feet of the discovery, the County Planning and Building Services Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery.
- The County and project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The County and project applicant shall consult and agree upon implementation of a measure or measures that they deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project applicant will implement the agreed upon mitigation measures necessary for the protection of paleontological resources.

Infrastructure (Facilities and Services) Policies

Policy DE-117: Deliver programs and services to communities in an integrated, coordinated and equitable manner, reflective of local conditions.

Policy DE-118: The County shall discourage the extension of sewer and water service outside of areas designated by this General Plan or any city's General Plan for urban uses.

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Action Item DE-118.1: Work with the Local Agency Formation Commission and service providers to coordinate service capabilities with this General Plan's land use designations.

Policy DE-119: Consider infrastructure capabilities, spheres of influence and master service elements adopted by the Local Agency Formation Commission, and city rezoning when adopting or revising General Plan elements.

Policy DE-120: General Plan changes to increase density or intensity should not be granted when basic infrastructure deficiencies are identified unless there is a program in place for timely resolution of the problem.

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 level of service standards.

Policy DE-122: When committing to serve new development, the County will encourage service providers to grant priority to allocation of available and future water resources to lower income housing developments that help meet the regional housing need.

Policy DE-123: Plans for completion of basic infrastructure should be made concurrent with discretionary development entitlement actions.

Policy DE-124: Plan for the expansion of commercial and industrial uses and sites for affordable housing when planning and designing community spaces and infrastructure.

Policy DE-125: The County supports the extension of affordable broadband internet access to all areas of the county, particularly rural areas which currently (2009) do not have broadband access.

Transportation Policies

Policy DE-126: Provide for multiple transportation modes and functions within transportation corridors and rights-of-way constructed by project developers or using appropriate grants funding.

Policy DE-127: The County's transportation policies and funding priorities shall emphasize use of multiple transportation modes with the acknowledgment that general transportation operation and maintenance funding is barely adequate for existing roadway safety maintenance. Emphasis should be placed on securing additional grant funds to support multimodal improvements in the right-of-way.

Policy DE-128: Ensure that transportation infrastructure accommodates the safety and mobility of motorists, pedestrians, bicyclists, and persons in wheelchairs.

Action Item DE-128.1: Establish public works standards to implement policy DE-128.



Action Item DE-128.2: Develop and implement standards to ensure that roadways and other transportation infrastructure are restored to a safe condition after repair work, utility installation, or other activity.

Policy DE-129: Connect highway, rail, aviation, and marine components with inter-modal terminals for freight or passenger services as appropriate.

Policy DE-130: The County will coordinate with state and local agencies to ensure that transportation plans, standards and improvements are consistent and compatible across jurisdictional lines.

Action Item DE-130.1: The County will work with Caltrans and MCOG to project future growth on roadways in the county, and will work cooperatively to plan for future roadway needs and mitigation for impacts resulting from growth in the unincorporated area.

Policy DE-131: Development impact fees, assessments, and other secured funding sources may be required to fund transportation improvements to provide an adequate transportation system or offset transportation impacts.

Action Item DE-131.1: Maintain short and long-term capital improvements programs for transportation facilities, consistent with adopted plans.

Action Item DE-131.2: Use the 2008 Ukiah Valley Area Transportation Impact Fee Nexus Study to develop and implement transportation impact fees in the Ukiah area.

Policy DE-132: Ensure priority County transportation and multimodal improvements are reflected in updated Regional Transportation Plans and other transportation planning documents. Encourage new project development proposals to include multimodal improvements, and the funding mechanisms needed to maintain those improvements.

Policy DE-133: Consider community objectives in prioritizing transportation improvements funding.

Policy DE-134: Facilitate the increased use of electric vehicles by providing opportunities for vehicle charging at County facilities and investigate methods to develop them at other locations as well.

Policy DE-135: Evaluate and work to reduce the air quality impacts of all proposed transportation projects.

Policy DE-136: The County will ensure that development projects which propose direct access to a state highway have legal entitlements for such access.



Action Item DE-136.1: The County will refer to Caltrans all development applications which propose direct access to a state highway. Affected roadways that need to meet the most current Caltrans requirements include all or portions of the following:

- State Route 1
- State Route 20
- Hwy 101
- State Route 128
- State Route 253
- State Route 162

Road Systems Policies

Policy DE-137: Develop and improve a roadway system that facilitates orderly development and serves the multiple needs of existing and future development. The following are the roadway types defined by the County. A listing of roadways in each classification is included in **Appendix A** to this General Plan; this listing serves as the Circulation Plan for the County.

- 1) Principal Arterial System. The principal arterial system consists of a connected network of continuous routes having the following characteristics:
 - Serve corridor movements having trip length and travel density characteristics indicative of substantial state wide or interstate travel.
 - Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.
 - Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise, such as to connections to coastal cities and inter-governmental boundaries.
- 2) Minor Arterial System. The minor arterial road system should, in conjunction with the principal arterial system, form a network having the following characteristics:
 - Link cities, and towns above 5,000 population (and other traffic generators, such as major recreational areas with equivalent capacity for generating and attracting travel over long distances) and form an integrated network providing interstate and intercounty service.
 - Be spaced at such intervals, consistent with population density, so that all developed areas of the County are within a reasonable distance of an arterial.



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- Constitute routes whose design should be expected to provide for relatively high overall travel speeds with minimum interference to through movement.
- 3) Connectors.
- They provide connections between the higher order systems serving those corridors that have low-volume/long-trip length characteristics.
 - Connectors provide service to any county seat not on a higher system and to the larger towns not directly served by the higher order systems.
 - They provide service to mining, agricultural, or recreational areas having State or regional importance not served by the higher order systems.
 - Connectors will be found more predominately in the very sparsely developed areas where there are relatively few local roads; e.g., in the desert areas, mountainous and heavily timbered portions of the State, and where there are large public land holdings.
- 4) Collector Road System. The collector routes generally serve travel of primarily regional importance rather than Statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes.
- Major Collector Roads
 - Provide service to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-regional importance, such as consolidated schools, shipping points, county parks and important mining and agricultural areas.
 - Link the above places with nearby larger towns or cities, or with routes of higher classification.
 - Serve the more important intra-regional travel corridors.
 - Minor Collector Roads.
 - Spaced at intervals, consistent with population density, to collect traffic from local connectors and local roads and bring all developed areas within a reasonable distance of a collector road.
 - Provide service to the remaining smaller communities.
 - Serve to link locally important traffic generators.

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5) Local Connectors.

- Provides access to residential, commercial, and agricultural areas not served by a higher system.
- Provides access to local schools, recreational areas and other community facilities.
- Link the Local Road System with Collector Road System.

6) Local Roads.

- Serve primarily to provide access to adjacent land.
- Provide service to travel over relatively short distances as compared to collectors or other higher systems.
- Constitute the rural mileage not otherwise classified.

Policy DE-138: The County supports the use of traffic calming techniques, where appropriate, to improve safety for motorists, bicyclists, pedestrians, and others. Special attention will be given to safety on roadways which provide access for children to school.

Policy DE-139: Support the construction or improvement of secondary neighborhood routes to alleviate congestion of the arterials.

Policy DE-140: Maximize the use of existing road systems and reduce environmental and community disruption through compatible land use planning.

Policy DE-141: The County encourages development using existing roads with available capacity prior to locating development in areas that require new transportation facilities.

Policy DE-142: Encourage mixed-use, infill and increased density development along multi-modal transportation corridors, focused on community areas.

Policy DE-143: Coordinate land use density and intensity with the functional classifications and capacities of the road system.

Policy DE-144: Prior to allocating funds for road widening projects, consider alternatives, such as enhanced system efficiency and alternative transportation.

Policy DE-145: Maximize the compatibility of major highway and road realignments, extensions and capacity-increasing projects with community objectives, and minimize impacts on commercial areas, neighborhoods, and resources.

Policy DE-146: The County supports the construction of the Willits and Hopland bypasses consistent with the standards outlined in the community policies section of the General Plan.



Policy DE-147: The County will work to maintain and rehabilitate County roads, bridges and related drainage systems, consistent with Pavement Management System standards and environmental objectives.

Policy DE-148: Land divisions and other discretionary projects shall not be approved until access and road improvements adequate for the intended uses, density or intensity are identified and constructed or funding mechanisms are in place.

Policy DE-149: Major development applications shall include traffic studies to evaluate and mitigate cumulative effects on network level of service and safety.

Policy DE-150: The County supports community programs to reduce traffic volumes and single-occupant vehicles during peak hours.

Policy DE-151: Employers, including the County, are encouraged to reduce peak hour traffic through modified or flexible work schedules and work-at-home programs.

Action Item DE-151.1: Identify and develop car and van-pool parking facilities through a cooperative effort of the Mendocino Transit Authority, Mendocino Council of Governments and California Department of Transportation.

Action Item DE-151.2: Develop a program of incentives, such as preferential car or van-pool parking, to decrease single-occupant vehicles at employment sites.

Action Item DE-151.3: Work with the Mendocino Transit Authority to implement the 2008 Commuter Transportation Study.

See the Resource Management Element for policies related to unpaved roads.

Pedestrian and Bicycle Systems Policies

Policy DE-152: The County shall ensure that bicycle facilities are safe, attractive, and useful for both recreational and commuting cyclists. This shall include:

- Requiring that bicycle facilities be designed in accordance with the State Bikeway Design Criteria.
- Periodically reviewing, and updating if needed, street standards to accommodate bicycle lanes where indicated on the Bikeway Master Plan.
- Designing bridges, over passes, under passes, etc. to be compatible with bicycle travel.
- Considering bicycle safety when implementing improvements for automobile traffic operations.

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- Provide an information/education program to encourage use of the system and to promote safe riding.

Policy DE-153: Provide pedestrian and bicycle ways along public roadway systems consistent with community area goals and policies and where sufficient right of way is available.

Action Item DE-153.1: Prepare a plan identifying future pedestrian and bicycle routes and their implementation, including the use of a portion of traffic impact fees to fund pedestrian and bicycle systems.

Policy DE-154: Include bicycle and pedestrian facilities, where feasible, when County roads, bridges, buildings, and other facilities are renovated or replaced.

Policy DE-155: Connect pedestrian, bicycle and trail routes to form local and regional networks. Link pedestrian, bicycle and trail routes with other transportation modes to maximize local and regional non-motorized transportation.

Action Item DE-155.1: Work with trails groups to promote and construct more trails for walking, bicycling, and pedestrian use.

Policy DE-156: Concentrate pedestrian improvements along school and transit routes, in areas of established pedestrian activity, and adjacent to sites serving senior citizen and/or persons with disabilities.

Policy DE-157: When development occurs, require installation of pedestrian and bicycle systems or, if infeasible, the payment of in-lieu fees to fund improvements to bicycle and pedestrian facilities.

Policy DE-158: Promote bicycle use and safety through development standards, education, promotional activities, incentives, and safe bicycle parking, facility design and maintenance.

Policy DE-159: Preserve abandoned Railroad right-of-way for trail use and investigate the feasibility of co-locating bicycle paths on unused portions of existing rights-of-way.

Transit Systems Policies

Policy DE-160: Increase the attractiveness and use of energy-efficient forms of transportation such as public transit, walking, and bicycling through a variety of means, including promoting transit-oriented development in existing cities and urbanized areas and the use of transit by visitors to the county.

Action Item DE-160.1: Adopt development standards that facilitate public transit and alternative transportation modes in multi-modal transportation corridors.



Action Item DE-160.2: Adopt zoning and development standards allowing increased land use densities and intensities proximate (generally within 0.5 mile) to multi-modal transportation corridors.

Policy DE-161: The County will demonstrate leadership in the implementation of programs encouraging the use of alternative modes of transportation by its employees, as well as the use of alternative fuels. Example programs may include:

- Preferential carpool parking and other ridesharing incentives;
- Flexible working hours or telecommuting where consistent with job duties and customer service needs;
- A purchasing program that favors hybrid, electric, or other energy-efficient vehicles;
- Properly matching trips to the most efficient vehicle to minimize fuel expenditures;
- Encouraging pedestrian/bicycle trips between County facilities where distances and physical ability permit;
- Assisting in the development of demonstration projects for alternative fuel technologies such as ethanol, hydrogen, and electricity;
- Secure bicycle parking; and
- Transit incentives

Policy DE-162: The use of public transit and multi-modal transportation systems in community areas should be emphasized.

Action Item DE-162.1: Work with transit providers to coordinate transit routes, frequency of service and facilities throughout the county.

Rail Policies

Policy DE-163: The County will encourage federal, state and regional funding for rail service and corridor enhancements.

Policy DE-164: Land use planning and development should be compatible with a range of railway and rail rights-of-way uses.

Airports Policies

Policy DE-165: Improve airport facilities and encourage economic development and uses that support airport viability.

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Policy DE-166: Land use decisions and development should be carried out in a manner that will reduce aviation-related hazards (including hazards to aircraft, and hazards posed by aircraft). This could be accomplished through a variety of measures, including the following:

- Maintaining compatible zoning, land uses, densities and intensities within airport influence zones.
- Protecting the viability of existing airport operations and expansion potential.

Policy DE-167: Development in air traffic patterns, corridors, and airport influence zones shall be consistent with the Mendocino County Airport Comprehensive Land Use Plan and California Division of Aeronautics and Federal Aviation Administration regulations.

Action Item DE-167.1: Update the Airport Comprehensive Land Use Plan when changes in the aviation sector or airport use warrant a revision of land use restrictions.

Harbors Policies

Policy DE-168: Encourage the use of water-based freight movement along the coast where applicable.

Policy DE-169: Encourage federal support for the development of the breakwater for Noyo Harbor.

Action Item DE-169.1: Seek funding for the development and maintenance of navigable waterways and harbors.

Policy DE-170: The County supports the maintenance and enhancement of Noyo and Albion harbors.

Parks and Recreation Policies

Policy DE-171: Work with other agencies to provide safe and attractive places for recreational physical activity for all residents. Actively seek out opportunities to provide new park and recreational facilities on unused land such as abandoned rights of way.

Policy DE-172: Establish and maintain a countywide assessment of existing and future park and recreation needs, priorities and funding sources.

Action Item DE-172.1: Work with agencies, land trusts and willing property owners to explore passive recreational opportunities for County residents.

Action Item DE-172.2: Assemble a community-based trail planning committee to assist the County and the incorporated cities in planning for trails routes, route acquisition and trail use. The committee should include balanced representation from interest groups, such as



hikers, mountain bikers (non-motorized), equestrians, land owners, and others affected by potential trail routes.

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

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

Policy DE-175: Emphasize improvement and shared use of existing facilities.

Policy DE-176: Join with cities, school districts, agencies and organizations to effectively manage park and recreation facilities and services.

Policy DE-177: The County shall assume the primary responsibility for the acquisition and development of regional parks and assist in the acquisition and development of neighborhood and community parks to meet County resident needs. Such parks may be provided by cities, school and other special districts, incorporating agreements for use and maintenance.

Policy DE-178: The County will actively pursue federal, state and private grants to fund the construction of parks and trails of all types, including acquiring historical or archeologically significant land for parks.

Action Item DE-178.1: Consider adopting a Quimby Act ordinance requiring new development to dedicate parkland or contribute in-lieu fees.

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

- Regional Parks: 1.5 acres/1,000 population

Regional parks incorporate natural resources such as lakes, creeks, rivers, and serve a region involving more than one community. Regional parks generally range in size from 30 to 10,000 acres with the preferred size being several hundred acres. Facilities may include multi-purpose fields, ball fields, group picnic areas, playgrounds, hard court areas, swimming pools, tennis courts, skate board facilities, amphitheatres, shooting sports facilities, concessionaire facilities, trails, nature interpretive centers, campgrounds, natural or historic points of interest and community multi-purpose centers.

- Community Parks: 1.5 acres/1,000 population

Community parks provide a focal point and gathering place for all age groups of the larger community. Community parks are generally 10 to 50 acres in size, and may include multi-purpose fields, ball fields, hard court areas, playgrounds, swimming pools, tennis courts, skate board facilities, group picnic areas, and community centers.

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- 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.

Policy DE-180: Promote development of a network of pedestrian/hiking, bicycle and equestrian paths or trails linking public parks and recreation facilities to schools, residential neighborhoods, commercial areas and employment centers, and tourist facilities.

Action Item DE-180.1: Update the Equestrian and Hiking Trails Plan coordinating the development, expansion and maintenance of a countywide network of recreational trails connecting communities, recreational opportunities, open space, scenic resources, and other points of interest. The Equestrian and Hiking Trails Plan should:

- Minimize intrusion upon the natural landscape.
- Emphasize trails, trailheads and staging areas on publicly-owned lands or lands voluntarily offered for trail routes.
- Connect to existing trails where feasible, allowing for unconnected segments due to private ownerships, sensitive environmental areas, or public safety.

Policy DE-181: The County shall work with organizations such as groups in charge of trails to seek advice on administration of the County's Equestrian and Hiking Trails Plan.

Policy DE-182: Where possible, adequate rights-of-way shall be reserved to develop facilities for non-motorized uses along new and extended roadways. Rights-of-way shall be reserved for hiking, biking and pedestrian paths identified in adopted plans.

Policy DE-183: Protect parklands and recreational facilities from potential land use conflicts. Locate and design new recreational facilities for compatibility with surrounding land uses.

Policy DE-184: Thorough research and consideration shall be given before Mendocino County supports any further public or nonprofit acquisition of private lands in the county.

Policy DE-185: Safe and sanitary restroom facilities open to the public should be provided by the County, other public agencies, or the private sector in communities and towns throughout the county.



Water Supply and Sewer (Wastewater Treatment) Services Policies

Policy DE-186: Coordinate community water and sewer services with General Plan land use densities and intensities.

Policy DE-187: The County supports efficient and adequate public water and sewer services through combined service agencies, shared facilities, or other inter-agency agreements.

Action Item DE-187.1: Work aggressively with water and sewer service providers to overcome current and projected system and supply deficiencies necessary to serve planned community growth.

Action Item DE-187.2: Support funding applications to improve and expand water and sewer service capabilities in areas planned for future growth or to resolve existing deficiencies.

Action Item DE-187.3: Work with communities and public water and sewer service entities to monitor, manage and/or maintain community-wide or decentralized water or sewer systems.

Policy DE-188: Encourage water and sewer service providers to incorporate water conservation, reclamation, and reuse.

- Encourage the development and use of innovative systems and technologies that promote water conservation, reclamation, and reuse.
- Encourage the development of systems that capture and use methane emissions from their operation.
- Encourage the development and use of innovative systems and technologies for the treatment of wastewater.

Policy DE-189: Oppose extension of water or sewer services to rural non-community areas when such extensions are inconsistent with land use and resource objectives of the General Plan, except where the extension is needed to address a clear public health hazard.

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 use.

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



Drainage and Flooding Policies

Policy DE-192: Encourage compatible uses of flood plain land, such as agriculture, forestry, and recreation.

Policy DE-193: Emphasize land use compatibility and onsite floodwater retention to prevent or manage flooding.

Policy DE-194: To the maximum extent practical, avoid constructing critical facilities within the designated 100-year flood plain areas or areas potentially subject to inundation by dam failures (or other water impoundment facilities) or seiches.

Policy DE-195: Development in the designated 100-year flood plain areas shall be consistent with all applicable federal regulations with regard to flooding.

Policy DE-196: Continue participation in the Federal Emergency Management Agency's National Flood Insurance Program.

Policy DE-197: Collaborate with the Federal Emergency Management Agency and other relevant agencies to update National Flood Insurance Program Hazard Maps.

Policy DE-198: The creation of lots with no flood-free buildable area will not be allowed.

Policy DE-199: Development in floodplains will not be allowed unless mitigation measures are incorporated into the project that protect against the contribution to downstream or upstream flooding.

Action Item DE-199.1: The County shall follow the Federal Emergency Management Agency (FEMA) promoted No Adverse Impact (NAI) Policy and require the following items:

- All flood studies prepared using build-out conditions
- Allow no rise in floodway elevation
- Allow no increase in flood velocity
- Allow no loss in floodplain storage

Policy DE-200: Work with local, state and federal agencies to fund and implement site-specific flood hazard planning, forecasting, and flood proofing measures.

Solid Waste and Hazardous Waste and Materials Management Policies

Policy DE-201: The County will maintain a comprehensive integrated waste management plan consistent with General Plan, environmental, and public health objectives. The County's waste



management plan shall include programs to increase recycling and reuse of materials to reduce landfilled waste.

Action Item DE-201.1: Work with local and regional agencies and enterprises to maintain and enhance integrated waste management programs.

Action Item DE-201.2: Work with state, federal, and other agencies to create and implement systems to eliminate pockets of pollution such as tire dumps, abandoned vehicles, and illegal dump sites.

Policy DE-202: Promote materials recovery programs and facilities, focusing on wastes generated in the Mendocino County region.

Policy DE-203: All development projects shall include plans and facilities to store and manage solid waste and hazardous materials and wastes in a safe and environmentally sound manner.

Policy DE-204: As one of the largest consumers of energy and other resources, the County shall make efficiency and total lifecycle cost accounting a priority for structural, vehicular, and equipment purchases and operation.

Other Utility Systems Policies

Policy DE-205: The County will seek to reduce the impacts of above-ground utilities. Standards and policies to reduce impacts include:

- Promoting the underground installation of utilities to reduce visual impacts to significant scenic resources.
- Locating utility systems in established corridors where possible.
- Ensuring that above-ground utilities are located and designed to minimize visual impact and clutter.
- Avoiding vegetation removal, new road construction, and silhouettes against the sky.
- Pursuing the undergrounding of utility lines in new development, and in the downtown core of community areas.

Policy DE-206: The County will encourage appropriate utility infrastructure necessary to support social and economic needs including wired, wireless and satellite communications.

Policy DE-207: The County will facilitate investment in telecommunications infrastructure by providing clear guidelines for utility systems.



Hazard Reduction and Emergency Response Policies

Policy DE-208: Land uses, densities and intensities shall be designed to reduce human risk and exposure to hazardous conditions and events.

Action Item DE-208.1: Continue to identify and assess risks to life, property and the environment. Incorporate appropriate strategies into emergency response and land use planning.

Policy DE-209: Locate and design critical infrastructure to withstand and operate during hazard events and subsequent recovery phases. Standards and policies include:

- Generally prohibit the construction of public or private structures designed for emergency services or public safety in areas of unacceptable risk, which shall be defined as any location at which an incident capable of either causing the facility to become inoperable has a likelihood of more than 1/1,000,000 per year.
- Facilities and structures owned or used by public entities should be designed or retrofitted, used, and occupied consistent with Uniform Building Code requirements to protect life and property from hazards.
- Noncompliant structures should be upgraded, abated or occupancy changed, with priority based on critical facilities and hazard risk.
- Encourage federal, state, and tribal authorities to evaluate facilities and structures not under County jurisdiction and to implement corrective safety measures as needed.

Action Item DE-209.1: Maintain emergency response plan(s) designed to reduce risk and exposure to hazardous conditions and events, respond to emergencies, and facilitate recovery.

Action Item DE-209.2: Update the emergency response plan on a regular basis to keep pace with the growing population and emergency service capabilities.

Action Item DE-209.3: Identify routes and sites necessary for evacuation, emergency operations and recovery during hazard events.

Action Item DE-209.4: Upgrade critical County services to employ onsite renewable energy systems to provide a basic level of operation, and encourage other agencies in Mendocino County to do the same.

Action Item DE-209.5: Increase the County's fuel storage capacities so as to withstand an extended, but temporary disruption of deliveries.



Action Item DE-209.6: Prepare an Energy Emergency Plan pursuant to the approved California Energy Commission guidelines for local jurisdictions on that subject.

Policy DE-210: Development shall not hinder the maintenance and use of routes and sites critical to evacuation, emergency operations and recovery.

Action Item DE-210.1: Establish and coordinate capital improvement programs and priorities to avoid or mitigate high-risk events.

Action Item DE-210.2: Through the County Office of Emergency Services, the County, and relevant agencies, promote public education and safety programs to reduce risk from geologic, fire, flood, inundation and other hazards related to growth and development.

Policy DE-211: The County supports the efforts of ham radio operators who provide needed communication during times of emergency.

Action Item DE-211.1: Amend the Zoning Code to provide an exemption from height limits for ham radio antennae.

Fire Protection Policies

Policy DE-212: The General Plan Land Use and zoning maps shall limit development potential commensurate with wildland fire hazards.

Policy DE-213: Development, densities, intensities and type shall be consistent with the state wildfire hazard rating system and Fire Safe Guidelines (addressing weather, fuel and slope, access, water and other factors).

Policy DE-214: The County shall deny development proposals that present substantial fire hazard risk to residents and safety providers responding to a wildland fire.

Action Item DE-214.1: Work with CalFire to administer the Fire Safe Guidelines and fire protection programs for State Responsibility Areas and development interfaces.

Policy DE-215: Development shall be located, designed and managed to reduce fire risk to life, property and natural resources, and incorporate adequate fire protection consistent with the General Plan and adopted regulations.

Policy DE-216: Development shall facilitate and integrate the ability for fire protection agencies to access and maintain fuel and firebreaks, water supplies, and emergency access routes.

Policy DE-217: New development in State Responsibility Areas and urban/rural interfaces should incorporate:

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- Fuelbreaks or greenbelts coordinated with water supplies and access providing maximum circulation consistent with topography.
- Adequate and accessible defensible space.
- At least two ingress-egress routes to a public roadway, unless alternative routes accessible to fire equipment are provided.
- Access to publicly maintained evacuation routes at regular intervals.
- Access routes sufficient to accommodate evacuating vehicles, fire equipment and vegetation management zones.
- Primary traffic lanes to all building sites with turnarounds to accommodate fire equipment.
- Water supplies within short distance of fire equipment access.
- Fire flows with adequate duration.
- Develop fire safe plans for communities to assist in qualifying for grants.

Policy DE-218: The County supports effective and economically viable fire protection and emergency response provided by fire protection agencies.

Policy DE-219: Encourage fire protection districts to determine and report capabilities to adequately serve existing and potential development.

Policy DE-220: Developments shall be approved only if sufficient fire fighting resources, such as fire stations, equipment, personnel, hydrants and water supplies, will be available to serve all phases of development.

Action Item DE-220.1: Work with fire protection organizations to achieve funding stability necessary to maintain adequate staffing, facilities and equipment.

Action Item DE-220.2: Collaborate with fire protection authorities, land managers, private landowners, and others to improve fire management strategies for reducing the impacts of wildfires on forest and watershed ecosystems.

Action Item DE-220.3: Work with fire protection providers (i.e., CalFire, U.S. Forest Service, local fire protection districts, and cities) to ensure development is compatible with fire protection capabilities.

Policy DE-221: The County will support viable emergency response and transport services such as emergency medical services.



Policy DE-222: New development not located in a fire protection district should mitigate impacts on first responders to emergency calls, and should be required to contribute its fair share cost of providing emergency services.

Action Item DE-222.1: No later than August 31, 2011, the County shall develop a plan for short- and long-term funding to offset service delivery costs to local fire and emergency response districts for serving areas not within their district boundaries. This may include bonding, assessments, and/or direct fee for service. It is specifically recognized that some funding mechanisms may require voter approval in order to be implemented.

Action Item DE-222.2: Acknowledgement of the lack of fire and emergency services (or the limited availability of such services) shall be recorded with the County Recorder for all developed parcels which are located outside of a fire protection district. This acknowledgement shall be made available to all subsequent purchasers of the property. Proof of recordation shall be a condition of approval of all discretionary permits for projects located outside of a fire protection district.

Policy DE-223: Encourage the Air Quality Management District to coordinate with CalFire when providing public information about “burn” or “no burn” days.

Law Enforcement Policies

Policy DE-224: Create community and development patterns and designs that facilitate safe and healthy communities and law enforcement activities.

Policy DE-225: Work with citizens and community organizations to develop crime prevention programs such as community watch programs, “Eye on the Street,” and gang prevention.

Policy DE-226: The County supports alcohol and drug abuse prevention programs operated by schools, community groups, and other organizations.

Policy DE-227: The County will seek to provide funding for law enforcement and other programs to deal effectively with the issues of gun violence, gang activity, and crime created by drug cultivation, manufacturing and dealing in Mendocino County.

Policy DE-228: Design and maintain public and community spaces to facilitate public safety as well as attractiveness (i.e., place ‘eyes’ on public places such as streets, parks, schools, sidewalks, pathways, trails, etc.)

Action Item DE-228.1: Work with law enforcement agencies, local communities, and other groups to prevent illegal activity.

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Policy DE-229: Increase compliance with regulations intended to protect public, community and environmental health and safety. Measures include:

- Working with law enforcement agencies to improve coordination during the land use and development process.
- Working with affected agencies and interests to find cost effective solutions to significant compliance issues.
- Educating employers and the public, including conducting school programs, about the benefits of regulations intended to protect public, community and environmental health and safety.
- Establish and maintain adequate code enforcement staffing for an effective compliance program.

Policy DE-230: The County will pursue an integrated strategy to reduce street crime and violence.

Action Item DE-230.1: Adopt street design guidelines that incorporate strategies for Crime Prevention Through Environmental Design (CPTED) or SafeScapes, including “defensible space,” “eyes on the street,” and pedestrian-friendly lighting, without creating barriers that disconnect neighborhoods.

Action Item DE-230.2: Limit approvals of new liquor stores in high crime areas and near schools.

Geologic Conditions Policies

Policy DE-231: Prior to recordation, new or reconfigured lots in areas zoned for residential, commercial or industrial use shall demonstrate sufficient areas with acceptable risk of geologic, seismic, slope and soils-related hazards to accommodate the proposed land uses, densities and intensities.

Policy DE-232: All new buildings and structures shall comply with the uniform construction codes and other regulations adopted by the County and State to minimize geologic hazards.

Action Item DE-232.1: Where appropriate, require geologic, seismic and soil engineering information to evaluate, locate and design development, especially critical and high occupancy structures, to minimize seismic and other geologic hazards.

Seismicity Policies

Policy DE-233: Require that structures for human habitation and occupancy, including residential, commercial and industrial uses, incorporate engineering and design measures which reduce



risk to life in areas subject to excessive ground shaking and liquefaction during an earthquake.

Action Item DE-233.1: Continue to administer the Alquist-Priolo Earthquake Fault Zoning Act which defines and mitigates impacts relating to surface fault-rupture hazards.

Action Item DE-233.2: Implement the Seismic Hazards Mapping Act when maps become available for Mendocino County (Public Resources Code, Division 2, Chapter 7.8).

Action Item DE-233.3: Require geologic, seismic, and/or soil engineering reports in areas of known or potential geologic hazards prior to final approval of discretionary permits.

Action Item DE-233.4: Revise County codes to state that geologic, seismic, and soils reports must be prepared by the qualified professionals specified by law.

Policy DE-234: Prohibit structures necessary for public safety or emergency services in areas subject to ground shaking and subsequent failure unless the public benefit outweighs the use of reasonably feasible alternate sites.

Education Policies

Policy DE-235: Promote job skills and community diversity by investing in excellent schools, post-secondary institutions, and opportunities for lifelong education and training available to all persons in all areas of the county, including rural communities.

Policy DE-236: Encourage public and private educational institutions to select school sites that:

- Are compatible with land use plans, infrastructure, and neighborhood character.
- Are located within community areas.
- Are accessible by walking, bicycling, or public transit, generally within ½ mile of concentrated residential populations or public transit.
- Are not impacted by excessive traffic, noise, or hazards.
- Avoid conflicts with agricultural, forestry or industrial uses.
- Facilitate multiple use of public parks and facilities.

Policy DE-237: Encourage the inclusion of child care facilities in commercial and residential areas, near transportation facilities and in or adjacent to public parks and schools to provide a needed service to working parents and a benefit to the community.

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Action Item DE-237.1: Streamline and simplify the permit process to promote and support the development of childcare facilities.

Action Item DE-237.2: Investigate incentives to encourage developers to provide day care facilities in their projects and, if necessary, adopt changes to County codes and procedures.

Health Policies

Policy DE-238: The County will work to promote all aspects of wellness in county populations.

Action Item DE-238.1: Consider establishing a health district to fund preventive health programs and activities.

Action Item DE-238.2: Collaborate with the Community Health Services Branch to:

- Obtain and utilize Geographical Mapping and Community Assessment Tools.
- Involve public health practitioners in land use decisions and development review.
- Ensure that community health criteria, goals and language are included in all major land use plans.
- Conduct Health Impact Assessments on proposed major development projects and plans.
- Model best practices at County offices and County-organized events.

Policy DE-239: Encourage the creation of community gardening spaces near new and existing residential areas.

Policy DE-240: Promote the temporary use of unused urban lots for gardening/food production, with owner's permission, as an alternative to letting them lie vacant.

Policy DE-241: Community gardens, farm stands, and farmers' markets may be permitted on state- and County-maintained public roads in all zoning districts.

Action Item DE-241.1: Amend the Zoning Code to implement Policy DE-242.