



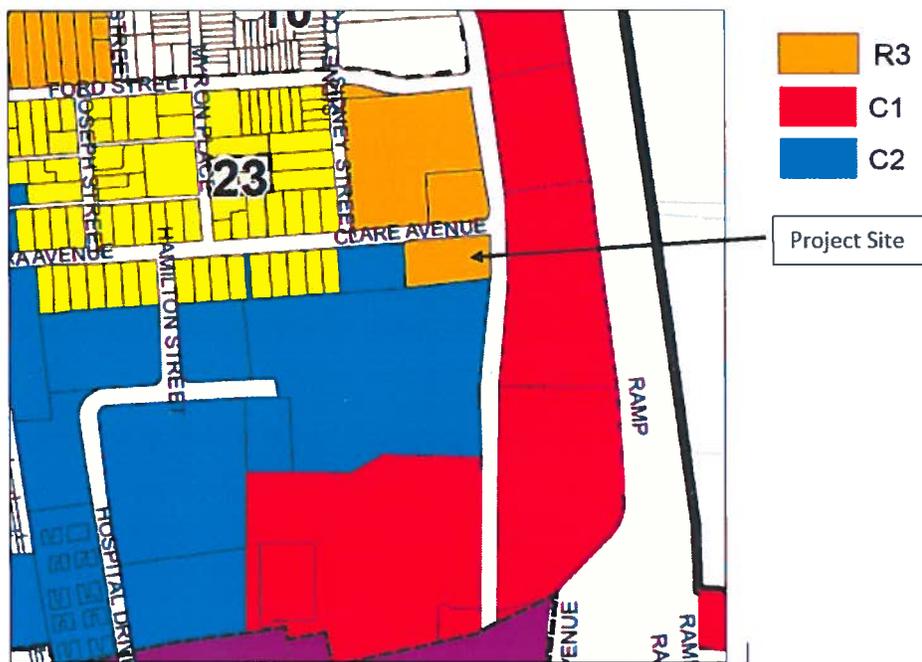
Initial Environmental Study
and
Negative Declaration

Project Information:

Project Title:	Thomas General Plan Amendment and Rezone (Application #2044 REZ)
Lead Agency:	City of Ukiah, Planning and Community Development
Project Location:	350 North Orchard Avenue
Project Sponsor and Address:	Dan Thomas, 135 W Gobbi Street, Ukiah Ca. 95482
General Plan Designation:	High Density Residential
Zoning:	R3 High Density Residential
Surrounding Zoning:	South and East: C2 (Commercial) West: C1 (Commercial) North: R3 (High Density Residential)
Surrounding General Plan Designation:	South and East: Commercial West: Medium Density Residential North: High Density Residential
Assessor's Parcel No.	002-370-270
Contact Person:	Kevin Thompson, Interim Planning Director
Phone Number:	(707) 463-6207
Date Prepared:	December 19, 2016

Project Description

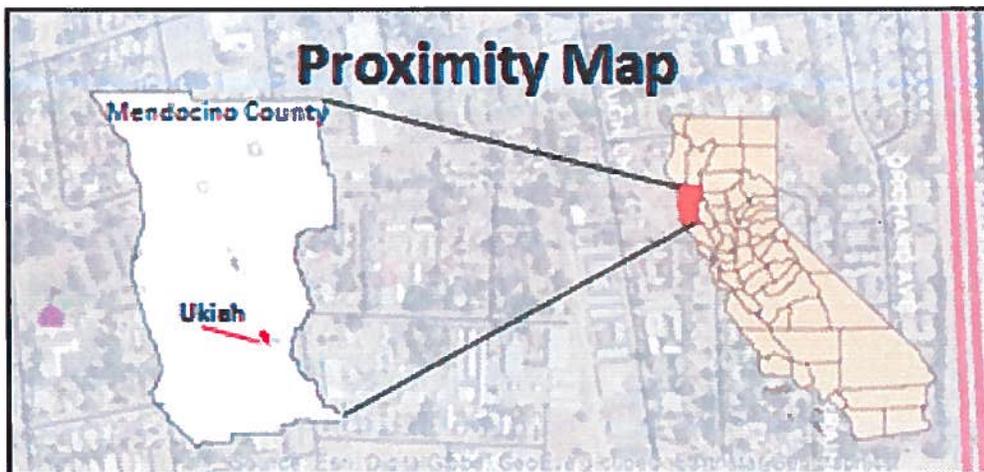
The project proposes a General Plan Land Use Amendment and rezoning of a .66 acre parcel located at the corner of Clara Avenue and Orchard Avenue at 350 Orchard Avenue. The parcel is situated in the northeast corner of the existing Home Depot parking lot. The current zoning is R3 (High-Density Residential) the proposed zoning is C1 (Commercial). The current General Plan designation is HDR (High-Density) and the proposed General Plan Designation is C (Commercial). The site is fully improved with curb, gutter, sidewalk, fully improved access off of Orchard Ave., and 36 parking spaces on-site, with an additional 10 parking spaces available through an agreement with the Home Depot. All the parking was installed as a part of the previously constructed K-mart, now the Home Depot. The purpose of the rezone is to bring the site into conformance with existing land uses surrounding the property.





Environmental Setting

The Project is located in the City of Ukiah, Mendocino County, California. The City of Ukiah is located approximately 110 miles north of San Francisco, and is situated along US 101 in southeastern Mendocino County. US 101 freeway traverses the City of Ukiah in a north/south direction. State Route (SR) 222, also known as Talmage Road, is a short east/west state highway that intersects US 101 in the southern portion of the City of Ukiah. US 101 connects Ukiah to Santa Rosa and San Francisco, providing major regional access to the City. SR 253, located at the south end of Ukiah, begins at US 101 and travels in an east/west direction connecting Ukiah with SR 1 along the coast.



Environmental Checklist

The Project's potential level of impact is indicated as follows:

Potentially Significant	Potentially significant environmental impacts.
Potentially Significant and Mitigable	Potentially significant impacts which can be mitigated to less than significant levels.
Less than Significant	Impacts which are considered less than significant and do not require mitigation.
No Impact	No impacts related to the project.

Environmentally Factors Potentially Affected

None of the environmental factors would be potentially affected by this project. The environmental factors below are discussed in this document.

1. Aesthetics	X	10. Land Use Planning	
2. Agricultural Resources		11. Mineral Resources	
3. Air Quality	X	12. Noise	X
4. Biological Resources		13. Population and Housing	
5. Cultural Resources		14. Public Services	
6. Geology and Soils		15. Recreation	
7. Greenhouse Gas Emissions		16. Transportation and Circulation	
8. Hazardous Materials		17. Utilities and Service Systems	
9. Hydrology and Water Quality		18. Mandatory Findings of Significance	

Determination (Completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Purpose of this Initial Study

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, may have a significant effect upon the environment. Based upon the finding contained in this report, the Initial Study will be used in support of the preparation of a negative declaration.

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project fall outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g.

the project will not expose sensitive receptors to pollutants, based on the project-specific screening analysis).

2. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant with mitigation or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analysis" may be cross-referenced.
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEAQ process, an effect had been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of an adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based in the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated." Describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to previously prepared or outside document should, where appropriate, include a reference to the page where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

<u>I. AESTHETICS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
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Significance Criteria: Aesthetic impacts would be significant if the project resulted in the obstruction of any scenic view or vista from the public right-of-way, damage to significant scenic resources within a designated State scenic highway, creation of an aesthetically offensive site from the public right-of-way, substantial degradation to the existing visual character or quality of the site and its surroundings, or new sources of light or glare that would adversely affect day or nighttime views in the area, including that which would directly illuminate or reflect upon adjacent property or could be directly seen by motorists or persons residing, working or otherwise situated within sight of the project.

Discussion: The proposed General Plan land use amendment and rezoning does not propose the construction of a project. Potential indirect impacts, such as damage or degradation of scenic resources or visual character, effects on scenic vistas, and new sources of light and glare will be considered at the time site specific projects are proposed. However, the following analysis applies to the project:

- a. The project is located in an established residential / commercial neighborhood any subsequent development as resulting from this rezoning will be consistent with other development in the surrounding neighborhood, both in terms of use and intensity.
- b. The project is not located within a scenic area; and therefore, would not damage scenic resources including but not limited to trees, rock outcroppings, and historic buildings. Furthermore, the rezone is not located in or visible from a scenic highway.
- c. Any subsequent development resulting from this rezoning will be reviewed by the Design Review Board (DRB). The applicant will be encouraged to incorporate the recommendations of the DRB into the project. Therefore, the rezone would not degrade the existing visual character or quality of the site and its surroundings and any proposed development would be consistent with existing development in the area.
- d. The project would establish zoning that could lead to development of a new source of substantial light or glare which might impact neighboring residential uses. In order to ensure a less than significant impact from light and glare resulting from a potential new project, the standard mitigation measure listed below will be imposed on any future project.

Mitigation Measures:

- a. All outdoor light fixtures shall be located, aimed, and shielded so as to minimize light trespassing over property lines and avoid directing light towards motorists and pedestrians. Fixtures shall be nighttime friendly and International Dark Sky Association (IDA) approved or equivalent. Prior to installation of the exterior lighting, any project will be subject to review and approval at time of building permit. Should any development occur on this site, lighting shall be positioned in a manner that it will not result in light being spilled to the north thus not impacting the residential uses.

Impact Significance After Mitigation: Less than Significant

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Significance Criteria: Significant impacts would occur to agricultural resources if the proposed project would hamper existing agricultural operations or convert agricultural land to urban uses. Significant impacts would occur to agricultural resources and non-farmland to non-agricultural.

The proposed project may encourage the development of commercial uses within walking distance to established residential neighborhoods. The General Plan contains policies that encourages infill growth where infrastructure and service capacity is available to support growth. Furthermore, the City of Ukiah has no agriculture within its boundaries.

No Impact

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X

d) Expose sensitive receptors to substantial pollutant concentrations?				x
e) Create objectionable odors affecting a substantial number of people?				x

Significance Criteria: Air Quality Impacts would be significant if the project results in any of the following:

- Conflicts with or obstructs implementation of any applicable Air Quality Plan;
- Violates any air quality standard or contributes substantially to an existing or project air quality violation, including a cumulatively considerable net increase of any criteria for which the region is in nonattainment as defined by Federal or State regulations. For the Mendocino County Air Quality Management District, the applicable daily thresholds for criteria pollutants would be significant if they exceed any of the following:
 - Reactive organic gases (ROG) 220 lbs.
 - Nitrogen oxides (Nox) 220 lbs.
 - Sulfur oxides (Sox) 220 lbs.
 - Particulates (PM10) 80 lbs.
- If carbon monoxide (CO) exceeds 550 lbs./day, dispersion modeling is recommended to determine the significance of the impact upon Federal or State standards.
- Exposes sensitive receptors to substantial pollutant concentrations; or
- Creates objectionable odors affecting a substantial number of people.

Discussion: The project does not involve construction that would violate air quality standards, result in a net increase in pollutants, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors. Furthermore, the rezoning does not conflict with applicable air quality plans. However, the rezoning could facilitate commercial or residential development on site. This may result in additional pollutants and a cumulative increase in criteria pollutants. A project that involves construction will be subject to project-specific environmental review. At such time, determination will be made as to whether that project will result in potentially significant impacts to air quality. Standard mitigations that would be imposed on any project proposed as a result of this rezoning will include:

Mitigation Measures:

1. All activities involving site preparation, excavation, filling, grading, road construction, and building construction shall institute a practice of routinely watering exposed soil to control dust, particularly during windy days.
2. All inactive soil piles on the project site shall be completely covered at all times to control fugitive dust.
3. All activities involving site preparation, excavation, filling, grading, and actual construction shall include a program of washing off trucks leaving the construction site to control the transport of mud and dust onto public streets.
4. Low emission mobile construction equipment, such as tractors, scrapers, and bulldozers shall be used for earth moving operations.

5. All earth moving and grading activities shall be suspended if wind speeds (as instantaneous gusts) exceed 25 miles per hour.

Impact Significance After Mitigation: Less than Significant After Mitigation

<u>IV. BIOLOGICAL RESOURCES:</u> Would the project	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				x
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				x
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x

Significance Criteria: Project impacts to biological resources would be significant if any of the following resulted:

- Substantial direct or indirect effect on any species identified as a candidate, sensitive, or special status species in local/regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service or any species protected under provisions of the Migratory Bird treaty Act;
- Substantial effect upon sensitive natural communities identified in local/regional plans, policies, or regulations or by the agencies listed above;

- Substantial effect (e.g., fill, removal, hydrologic interruption) upon Federally protected wetlands under Section 404 of the Clean Water Act;
- Substantially interfere with movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies/ordinances that protect biological resources (e.g., tree preservation policy or ordinance).

Discussion: The proposed rezoning or subsequent development will not adversely impact biological resources, special status habitat, wetlands, wildlife movement, local policies protecting biological resources, or conflict with an adopted habitat conservation plan or state habitat conservation plan based on the following:

- a. The project site is surrounded by existing residential and commercial development and is not known to contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service and therefore, the project would have no impact on candidate, sensitive, or special status species.
- b. There are no riparian areas or riparian habitat on the subject parcels or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service. Therefore, the project would have no impact on these resources.
- c. There are no wetlands, marshes, vernal pools, or other water courses on the parcels included in the project. Therefore, the project would have no impact on these resources.
- d. No migratory path for wildlife species, no connection with any wildlife habitat, no water courses are located on the parcels included in this project. No trees would be removed as part of this project.
- e. The City does not have a tree preservation ordinance that applies to this project, furthermore the project site does not contain any trees and no trees would be removed as part of this project.
- f. The parcels included in the project are not subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- g. Environmental review procedures (CEQA and the City's Environmental Review Guidelines) currently in place and administered by the City will ensure that adequate mitigation measures will be identified for future projects that will achieve "no net loss" of sensitive habitat acreage, values, and function.

There is not physical development of the site proposed as a part of the project.

No Impact:

<u>V. CULTURAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				x
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				x
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				x
d) Disturb any human remains, including those interred outside of formal cemeteries?				x

Significance Criteria: A significant impact to historic and cultural resources would occur if implementation of the project would:

- Cause a substantial change in the significance of a historical or cultural resource;
- Result in the removal or substantial exterior alteration of a building or structure or district that may be eligible for listing in the National Register or California Register;
- Result in the removal or substantial exterior alteration of a building or structure so that it results in the loss of a designated county landmark in the City of Ukiah;
- Result in the destruction of a unique paleontological resource, site or unique geological feature, or disturbs any human remains.

Discussion: The proposed project does not involve any construction. Future development will be consistent with the City's General Plan and is not expected to negatively impact land that has historical, archaeological or paleontological significance as described in the General Plan. Future discretionary projects will be subject to environmental review, specific projects will be evaluated for the possibility of the disturbance of any archaeological or historical resources, including human remains associated with these resources. As a result, no impacts to cultural resources will occur.

The Historic and Archaeological Element of the General Plan Update includes four policies for the protection of cultural resources: Policy HA-1.2, HA-5 and HA-7. The General Plan Update and implementation of these policies reduces the potential impacts to cultural resources.

No Impact

<u>VI. GEOLOGY AND SOILS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			x	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other			x	

substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?			x	
iii) Seismic-related ground failure, including liquefaction?			x	
iv) Landslides?			x	
b) Result in substantial soil erosion or the loss of topsoil?			x	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			x	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			x	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			x	

Significance Criteria: A significant geologic impact would occur if a project exposed people or structures to major geologic features that pose a substantial hazard to property and/or human life, or hazards such as earthquake damage (rupture, groundshaking, ground failure, or landslides), slope and/or foundation instability, erosion, soil instability, or other problems of a geologic nature that cannot be mitigated through the use of standard engineering design and seismic safety design techniques.

A significant geologic impact would occur if a project exposed people or structures to major geologic features that pose a substantial hazard to property/or human life, or hazards such as earthquake damage.

Discussion: While the rezoning does not propose new development, it does introduce zoning that could lead to additional construction and development. Future projects will have a less than significant impact on seismic or geological risks based on the following analysis:

Alquist-Priolo Earthquake Fault Zones are mapped within the project area, and applicable state and local regulations will apply. General Plan policies and implementation measures, in conjunction with seismic provisions of the California Building Code (CBC), will minimize the impact of strong seismic shaking. In addition, future development will be evaluated on a project-by-project basis for potential seismic or geological risks. As required by the City Planning and Building Department, specific sites will be reviewed to ascertain whether the soil has the potential for landslides, erosion, subsidence, liquefaction, expansion, and is capable of handling septic tanks or other wastewater disposal systems.

Fault Rupture. No known active fault zones cross the rezone area based on official fault maps. The Macama fault zone is located to the east of the project site and therefore, fault rupture hazard is considered low since research has shown that the Maacama Fault is confined to a limited zone with little or no splaying. Impacts related to fault rupture are less than significant.

Seismic. A future project will be required to comply with the seismic design standards included in the California Building Code. Compliance with these requirements would reduce impacts resulting from strong seismic ground shaking to less than significant.

Liquefaction. According to the Soil Survey of Mendocino County, Eastern Part, and Trinity County Southwestern Part published by the U.S. Soil Conservation Service, the subject property is underlain by an “urban mix” that includes native soils mixed with non-native fill materials that are only partially covered by patches of asphalt and hard-packed gravel. However, the project site is not in an area with any known deposits of soils that are unstable, or that would become unstable as a result of the project, or potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse

Landslide. The project parcel and surrounding area are relatively flat and no new slopes would be created as a result of the project; therefore, there are no impacts related to landslides related to seismic activity.

Soil Erosion. With construction of a future project it is possible that soil erosion and/or loss of topsoil could increase on the site if soils are left exposed to winds or storm waters for any substantial period of time during the construction. Such impacts would generally be short-term in nature, but could cause significant erosion if normal grading and site preparation techniques are not utilized during the development phase of the project. In this case, however, the soil protection measures included as Mitigation Measures 1-5 in the Air Quality discussion, above, will sufficiently reduce soil impacts to less than significant levels.

Future projects will be required to comply with Division 9, Chapter 7, Sediment and Erosion Control of the Ukiah City Code which includes requirements intended to reduce erosion and sedimentation. Implementation of these requirements through the building permit process would reduce impacts to less than significant.

Landslides: A future project would not result in on- or off-site landslide since the site as well as the surrounding area is relatively flat. A future project would not create any new slopes.

Expansive soils: There are no known deposits of expansive soils, as defined in Table 18-1-B of the Uniform Building Code. Additionally, the project site is relatively flat, and it is not anticipated that future development would require extensive grading, cutting or filling, or other site preparation activities that would cause substantial soil erosion or the loss of topsoil.

Wastewater: A future project will not include the use of septic tanks or alternative wastewater disposal systems; therefore, there is no impact.

However, as noted above, the current proposal will not result in any development occurring as part the rezoning request.

Less than significant:

<u>VII. GREENHOUSE GAS EMISSIONS.</u>				
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				x
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				x

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Discussion: While the project does not propose any construction, it does introduce zoning that could lead to additional development. Future development could lead to increased greenhouse gas emissions. The City of Ukiah does not have an adopted climate action plan. Ukiah does have General Plan goals and polices that address energy use which may reduce or minimize GHG emission. The rezoning would not conflict with any plan, policy or regulation adopted for the purpose of reducing the emissions of GHG. However, any future development that is proposed because of this rezone will be evaluated for greenhouse gas emissions. If it is found that a future development will increase greenhouse gas emissions appropriate mitigation measures will be imposed.

No Impact

<u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				x
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				x
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x

Significance Criteria: A significant impact to the environment and the public associated with hazards and hazardous materials would result from a project if any of the following occurred:

- Creation of a significant hazard to the public or environment by routine transport, use or disposal of hazardous materials or from foreseeable upset and accident conditions;
- Emission and/or handling of hazardous, acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school;
- Location of a project on a listed hazardous materials site compiled pursuant to Government Code Section 65962.5;
- Be located within an adopted Airport Land Use Plan and expose people to a safety hazard;
- Be located within the vicinity of a private airstrip and expose people to a safety hazard;
- Impairment/interference with adopted emergency response plan or emergency evacuation plan; or
- Be located in or near a wildland area and expose people to risk due to wildland fire.

Discussion: While the rezoning does not propose any construction, it does introduce zoning that could lead to additional development. Based on the following analysis, no impact is expected for hazardous materials:

- a. Any proposed development resulting from this rezoning, would not involve the use of hazardous material based on the allowed uses in the C1 Zoning District. Therefore, it is anticipated that a proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- b. The parcel included in the rezoning is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- c. The project rezone site is located outside of the Airport Compatibility zone.
- d. The project rezone site is not located within the vicinity of a private airstrip.
- e. The City of Ukiah does not have an adopted emergency response plan or evacuation plan. The project has been reviewed by the Police Department and Fire Marshal and no negative comments were received related to emergency response or evacuation.

- f. The project site is located within an established residential and commercial neighborhood and surrounded by urban development. The project site is not located in or adjacent to a wild land area. Therefore, the project would have no impact related to exposing structures or people to risk related to wild land fires.

No Impact

<u>IX. HYDROLOGY AND WATER QUALITY.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?				x
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				x
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				x
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				x
f) Otherwise substantially degrade water quality?				x
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				x
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
j) Inundation by seiche, tsunami, or mudflow?				x

Significance Criteria: Significant impacts associated with hydrology and water quality would result from a project if water quality standards or waste discharge requirements were violated; groundwater and surface water quality and quantity were substantially altered; drainage patterns were substantially altered that would increase erosion/siltation and increase surface runoff; increase runoff that would exceed capacity of existing or planned drainage systems or add a substantial source of pollution; located on a 100-year floodplain; or expose people to hydrological hazards such as flooding or inundation by seiche, tsunami, or mudflow.

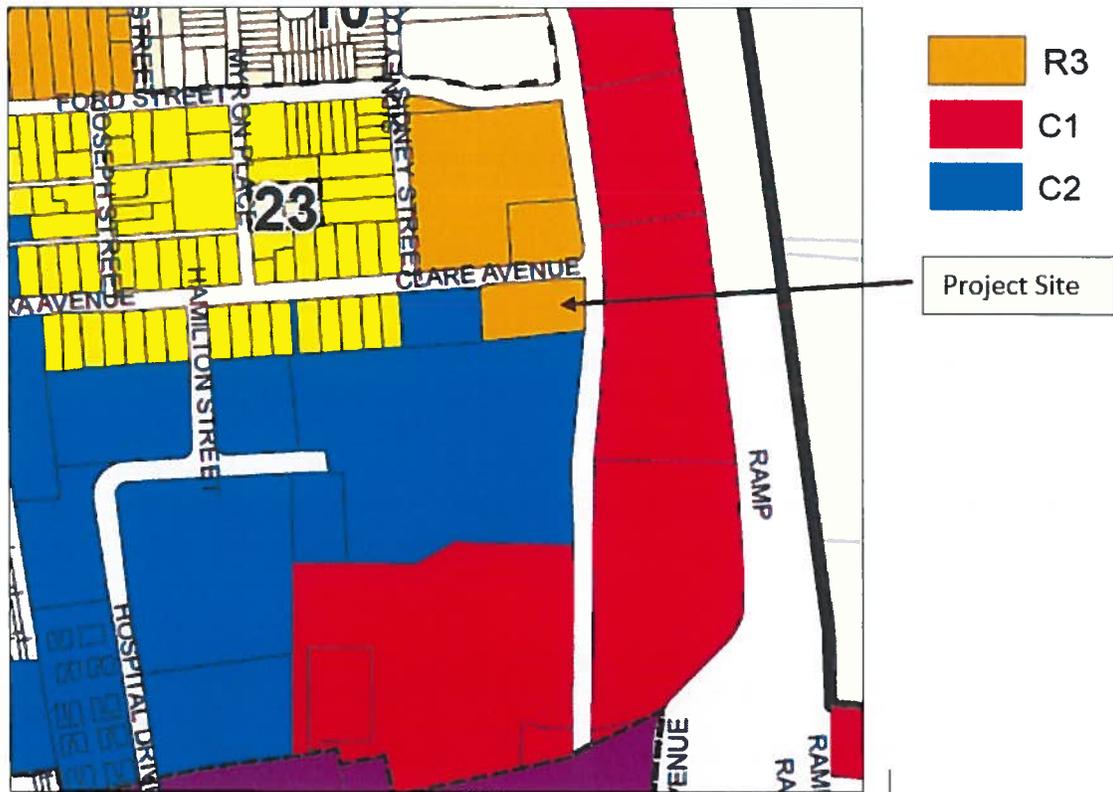
Discussion: While the project does not propose any new development, it does introduce zoning that could lead to additional development. Future project evaluation for hydrology and water quality risks will include: the prevention of toxic materials and other debris from entering the storm drain and waterway systems (section 9704). Based on the following analysis, no impact is expected for hydrology and water quality:

- a. Building permits from the City of Ukiah are required. The permits require compliance with specific standards designed to comply with water quality standards and to avoid illicit discharge. Compliance with these requirements would result in no impact from the project, including Low Impact Development Standards.
- b. Construction associated site improvements would not impact groundwater because new landscaping would be included along with drainage swales that would provide opportunity for groundwater infiltration. The project drainage plan has been reviewed by the Public Works Department.
- c. Orr Creek is ½ block away to the north.
- d. Future projects will be reviewed by Public Works to ensure existing stormwater system has adequate capacity to serve the project.
- e. The rezoning would not degrade water quality. Any future project is subject to compliance with requirements Ukiah City Code. These requirements are intended to protect water quality. Compliance with these requirements would result in no degradation of water quality.
- f. The site is not located within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- g. The project is not located within a 100-year flood zone. The project is located within Zone X (areas determined to be outside of the 0.2% annual chance floodplain) on FEMA Flood Insurance Rate Map (FIRM) #06045C1512F, Panel #1512 of 2100, dated June 2, 2011.
- h. The site is not located within a flood zone. Portions of the Ukiah Valley would be subject to inundation due to the failure of Coyote Dam at Lake Mendocino. In the highly unlikely event of a dam failure, inundation is predicted to occur within most creek channels from the river nearly to the base of the foothills on the west side of the valley. The main channel of flooding is expected to follow State Street or US 101, whichever is furthest west.
- i. The site is located inland and therefore would not be subject to inundation by seiche, tsunami, or mudflow.

No Impact

<p><u>X. LAND USE AND PLANNING.</u></p> <p>Would the project:</p>	<p>Potentially Significant Impact</p>	<p>Less Than Significant with Mitigation Incorporated</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>
<p>a) Physically divide an established community?</p>				<p>x</p>
<p>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>				<p>x</p>
<p>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>				<p>x</p>

Significance Criteria: Significant land use impacts would occur if the project substantially conflicted with established uses, disrupted or divided an established community, or resulted in a substantial alteration to present or planned land uses. Proposed project consistency with the Ukiah General Plan and zoning and any other applicable environmental plans and policies is also evaluated in making a determination about potential land use impacts.



Discussion: The rezoning of the site will not result in the physical division of the community based on the existing surrounding landuses. The site is surrounded on three sides by established commercial and residential uses including the Home Depot to the west, Kohl’s retail to the east, a commercial parking lot to the south and high density residential to the north. Given the surrounding land uses, and the incompatibility between a large-scale retail operation (Home Depot), and residential, this rezoning makes the site more compatible with the surroundings. The site is currently developed with a parking lot and vacant area, the parking lot serves the Home Depot and potential future uses of the site. The proposed rezoning of the site from R3 to C1 will result in a consistent land use pattern for the area. Rezoning the site will result in a more appropriate land use designation given and surrounding uses.

No Impact:

<p align="center"><u>XI. MINERAL RESOURCES.</u></p> <p align="center">Would the project:</p>	<p align="center">Potentially Significant Impact</p>	<p align="center">Less Than Significant with Mitigation Incorporated</p>	<p align="center">Less Than Significant Impact</p>	<p align="center">No Impact</p>
<p>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</p>				<p align="center">x</p>

Significance Criteria: Impacts to Mineral and Natural resources would be substantial if the proposed project resulted in the loss of significant or locally important materials such as minerals, gravel, sand, and heritage trees. Impacts to mineral and natural resources would be substantial if the proposed project resulted in the loss of significant or locally important materials such as minerals, gravel, sand, and heritage trees. Impacts to mineral natural resources would be.

Discussion: The site is currently partially developed with a parking lot and associated improvements, and serves the Home Depot immediately to the south.

- a. The parcel included in the rezone is located in an existing neighborhood. There are no known natural or mineral resources on the site.
- b. The parcel included in the rezone is not delineated as an important natural or mineral resource recovery site on the City’s General Plan Map or on any specific plan or other land use plan.

Based on the above, the rezoning would have no impact on natural or mineral resources.

No Impact.

<p align="center"><u>XII. NOISE</u></p> <p align="center">Would the project result in:</p>	<p align="center">Potentially Significant Impact</p>	<p align="center">Less Than Significant with Mitigation Incorporated</p>	<p align="center">Less Than Significant Impact</p>	<p align="center">No Impact</p>

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				x
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				x
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		x		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		x		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

Significance Criteria: A project will typically have a significant noise impact if it meets any of the following criteria:

- Exposes people to or generate noise levels in excess of standards established in the local General Plan or Noise Ordinance.
- Causes a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Expose people to excessive ground borne vibration or noise levels.
- Causes a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project.
- If located within an airport land use plan or within 2 miles of a public airport, expose people to excessive noise levels.
- If located within the vicinity of a private strip, expose people to excessive noise levels.

Discussion: While the rezoning does not propose the construction of new development, it does introduce zoning that could lead to additional development. Future development will be subject to the following noise standards:

Maximum allowable ambient noise levels:

Sound Level A, decibels		
Zone	Time	Ambient Noise Level
R1 and R2	10 p.m. to 7 a.m.	40 decibels
R1 and R2	7 p.m. to 10 p.m.	45 decibels
R1 and R2	7 a.m. to 7 p.m.	50 decibels
R3	10 p.m. to 7 a.m.	45 decibels
R3	7 a.m. to 10 p.m.	50 decibels
Commercial	10 p.m. to 7 a.m.	60 decibels
Commercial	7 a.m. to 10 p.m.	65 decibels
Industrial	Anytime	70 decibels

Section 6053: Machinery, Equipment, Fans and Air Conditioning: It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient base noise level by more than five (5) decibels between seven o'clock (7:00) P.M. and seven o'clock (7:00) A.M. (Ord. 748, Article 1, adopted 1980)

Section 6054: Construction of Buildings and Projects: It shall be unlawful for any person within a residential zone, or within a radius of five hundred feet (500') therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of 7:00 P.M. of one day and 7:00 A.M. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefore has been duly obtained from the Director of Public works. No permit shall be required to perform emergency work as defined in §6046 of this Article. (Ord. 748, Article 1, adopted 1980).

A future project will be subject to the following noise standards and standard mitigation measures:

Mitigation Measures:

1. Provided the subject site is developed at a future date as a result of the rezone, construction hours are limited to Monday through Friday from 8:00 a.m. to 6:00 p.m. and from 9:00 a.m. to 4:00 p.m. on Saturday. Construction hours are prohibited on Sunday and all holidays recognized by the City of Ukiah. Interior work that generates negligible or no noise at the property line is allowed outside of the construction hours noted above.
2. Approval of additional construction hours may be requested in writing from the Planning and Community Development Director and Public Works Director for extenuating circumstances. The written request must be submitted a minimum of 14 days prior to the date for which the change in construction hours/days is being requested and shall explain the need for the extended construction hours, describe the extenuating circumstances, and identify the additional construction hours requested, including the duration.
3. Signs shall be posted at the project site prior to commencement of construction of the proposed project for the purpose of informing all contractors/subcontractors, their employees, agents, material haulers, and all other persons at the construction site(s) of the basic requirements of mitigation measures for Noise.
4. Signs shall be posted at the construction sites that include the permitted construction days and hours, day and evening contact number for the job site, and a contact number in the event of problems.
5. An onsite complaint and enforcement manager shall be designated for the project and shall respond to and track complaints and questions related to noise.
6. Equipment and trucks used for proposed project construction shall use the best available noise control techniques (e.g. improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically-attenuated shields or shrouds, wherever feasible).
7. Impact tools (e.g. jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools.
8. Stationary construction noise sources shall be located as far from sensitive receptors as possible and they shall be muffled.
9. No outside amplified sources (e.g. stereo "boom boxes") shall be used on site during project construction.

Impact Significance After Mitigation: Less than Significant

XIII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				x
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x

Significance Criteria: Population and housing impacts would be significant if the project induced substantial direct or indirect (e.g., road extensions) population growth in an area and/or displaced substantial numbers of existing houses and/or substantial numbers of people, thus requiring replacement housing elsewhere.

Discussion: The 2014 Housing Element through its “Vacant and Underutilized Land Survey” demonstrated the availability of appropriately zoned parcels needed to accommodate the City’s Regional Housing Needs Allocation (RHNA) (Government Code Sections 65582(a)(3) and 65582.2(a) (See table below). The parcel proposed for this rezoning was among the parcels identified to meet the City’s RHNA. This rezoning represents the loss .66 acres of R3 High-Density residential. Based on the amount of vacant land identified in the survey, this rezone will not result in the City’s ability to accommodate its RHNA. Further, high-density residential is an allowed use with a Use Permit in C1, the proposed zoning for the site. This mean that future development could, even with the C1 zoning designation include high-density residential.

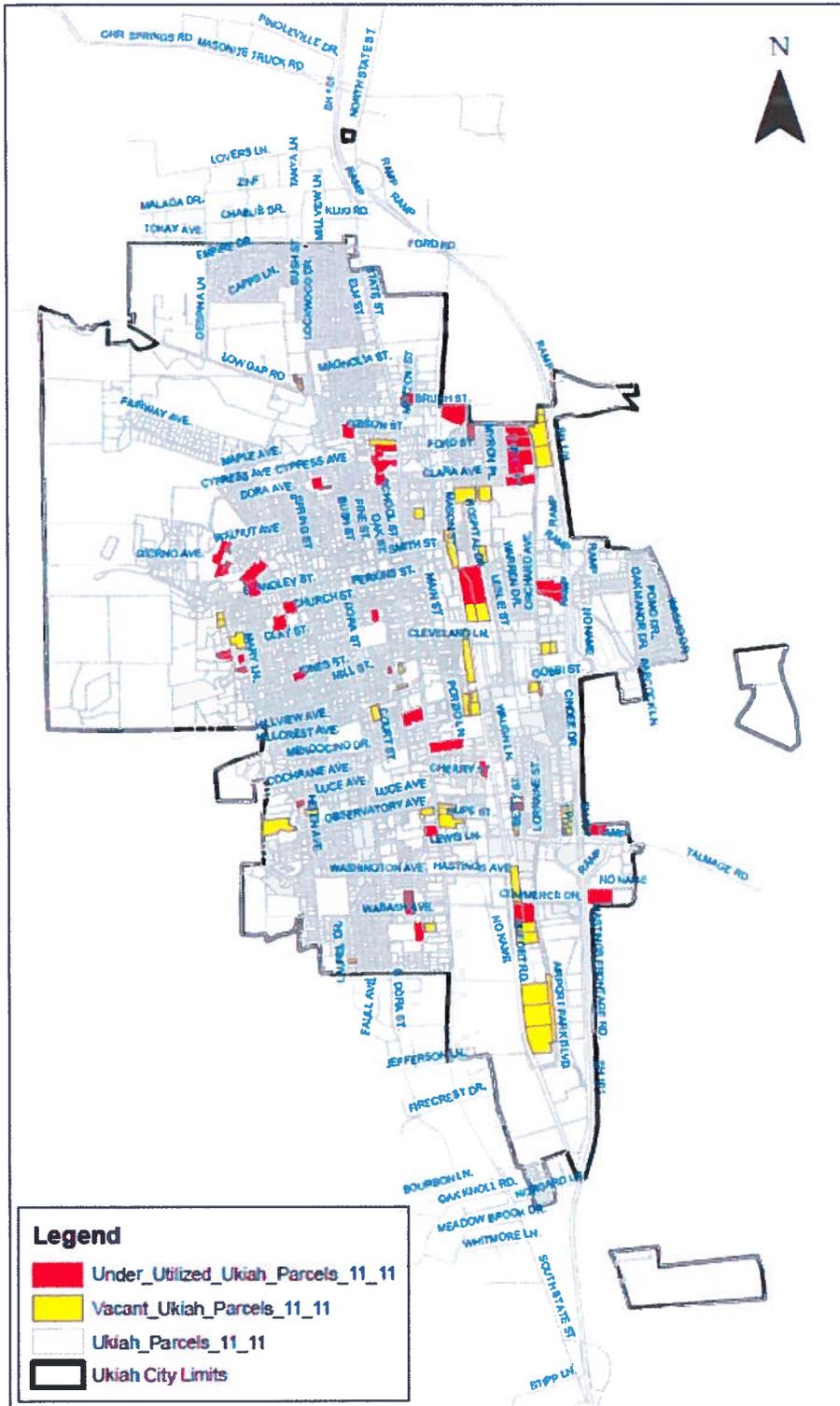
Ukiah Regional Housing Needs as defined in the 2014 Housing Element

Years	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
2014-2019	9	11	7	7	20	46
Total Approved to Date:	5	16	21	0	26	

The proposed project will rezone a total of .66 acres of high-density residential zoned land that could accommodate approximately 17-units of housing. The Vacant and Underutilized Land Survey demonstrated that the City could accommodate a total of 879 units on both vacant and underutilized properties throughout the City. The total housing needs for the City is 46 according to the RHNA. Based on the availability of vacant and underutilized land and the fact that C1, the proposed zoning, allows high-density development, the loss of

.66 acres of high-density (R3) is viewed as having no impact. Given that half the site is currently used for parking for the Home Depot, a rezoning to commercial bring the site into conformance with the surrounding area.

**CITY OF UKIAH
VACANT & UNDERUTILIZED LAND 2014-2019
GENERAL PLAN HOUSING ELEMENT UPDATE**



Vacant	Underutilized
53 (acres)	51 (acres)
533 (units accommodated)	346 (units accommodated)

No Impact.

XIV. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			x	
Fire protection?			x	
Police protection?			x	
Schools?			x	
Parks?			x	
Other public facilities?			x	

Significance Criteria: Impacts to public services would be significant if the project resulted in adverse physical impacts upon capacity that would lead to construction of new public facilities or substantial alteration to existing governmental facilities to maintain acceptable service levels or performance levels.

Discussion: New developments, resulting from the rezoning would be required by existing regulations to provide adequate public services consistent with the City’s General Plan. Future projects will be subject to CEQA review, including potential impacts on public services. As a result, impacts are considered to be less than significant.

No Impact

<u>XV. RECREATION.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			x	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			x	

Significance Criteria: Impacts to recreation would be significant if the project resulted in an impact upon the quality or quantity of existing recreational opportunities or required the creation of new recreational facilities.

Discussion: New developments, resulting from the rezoning would be required by existing regulations to provide adequate recreational facilities consistent with the City's General Plan. Future projects will be subject to CEQA review, including potential impacts on recreational facilities. As a result, impacts are considered to be less than significant.

No Impact

<u>XVI. TRANSPORTATION/TRAFFIC.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			x	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			x	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				x
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x
e) Result in inadequate emergency access?				x
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x

Significance Criteria: According to the Ukiah General Plan Circulation Element, the minimum acceptable level of service (LOS) on City commercial streets/intersections is LOS “D.” Other criteria include whether the project would have substantial effects upon air traffic patterns; whether the project would increase traffic hazards due to design features; whether the project has inadequate emergency access; and whether the project would create conflicts with adopted policies, programs and plans for alternative transportation.

Discussion: The rezoning of the site from R3 to C1 will likely result in an increase in traffic volumes in the area. The Focused Traffic Study (November 16, 2016)(Attachment 1) completed by W-Trans compared various land uses that could be constructed as result of the rezoning, in all cases, the C1 zoning would result in higher traffic volumes. The greatest increase would occur if the site was developed as pharmacy. The traffic study concluded that:

“Under projected the cumulative conditions which include the Ukiah Railroad depot project and the recommended widening at the East Perkins Street/Orchards Avenue intersection, it is anticipated that acceptable operation would be maintained, even upon adding trips associated with the highest trip generator, which is a pharmacy. It is therefore concluded that development of the parcel with any of the C1 land uses listed in this report would cause a less than significant impact as the intersection would continue to operate acceptably under the City standards”.

The rezoning does not increase or change air traffic patterns or substantially increase hazards. Amending the zoning does not involve changes to airports or prompt changes in air traffic patterns. Furthermore, no design features that would substantially increase safety risks are proposed as part of the rezoning.

The rezoning does not propose any changes to emergency access. Any project proposed for the site is subject to environmental review, including review by fire and police to determine adequate emergency access.

Less than significant.

<u>XVII. UTILITIES AND SERVICE SYSTEMS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				x

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				x
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				x
g) Comply with federal, state, and local statutes and regulations related to solid waste?				x

Significance Criteria: Impacts to public services would be significant if the project resulted in adverse physical impacts upon capacity that would lead to construction of new public facilities or substantial alteration to existing governmental facilities to maintain acceptable service levels or performance levels.

Discussion: The rezoning will result in nominal impacts to municipal services, schools, and parks, given the small number of new units. The Project has been reviewed by Public Works, the Police Department, Fire Marshal, and Electric Utility. The Project would not require the need for new city facilities or services as the site is currently developed with utilities. Therefore, the rezoning would have no impact on public services.

No Impact

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				x
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				x
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				x

A. As discussed in the preceding sections, the project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

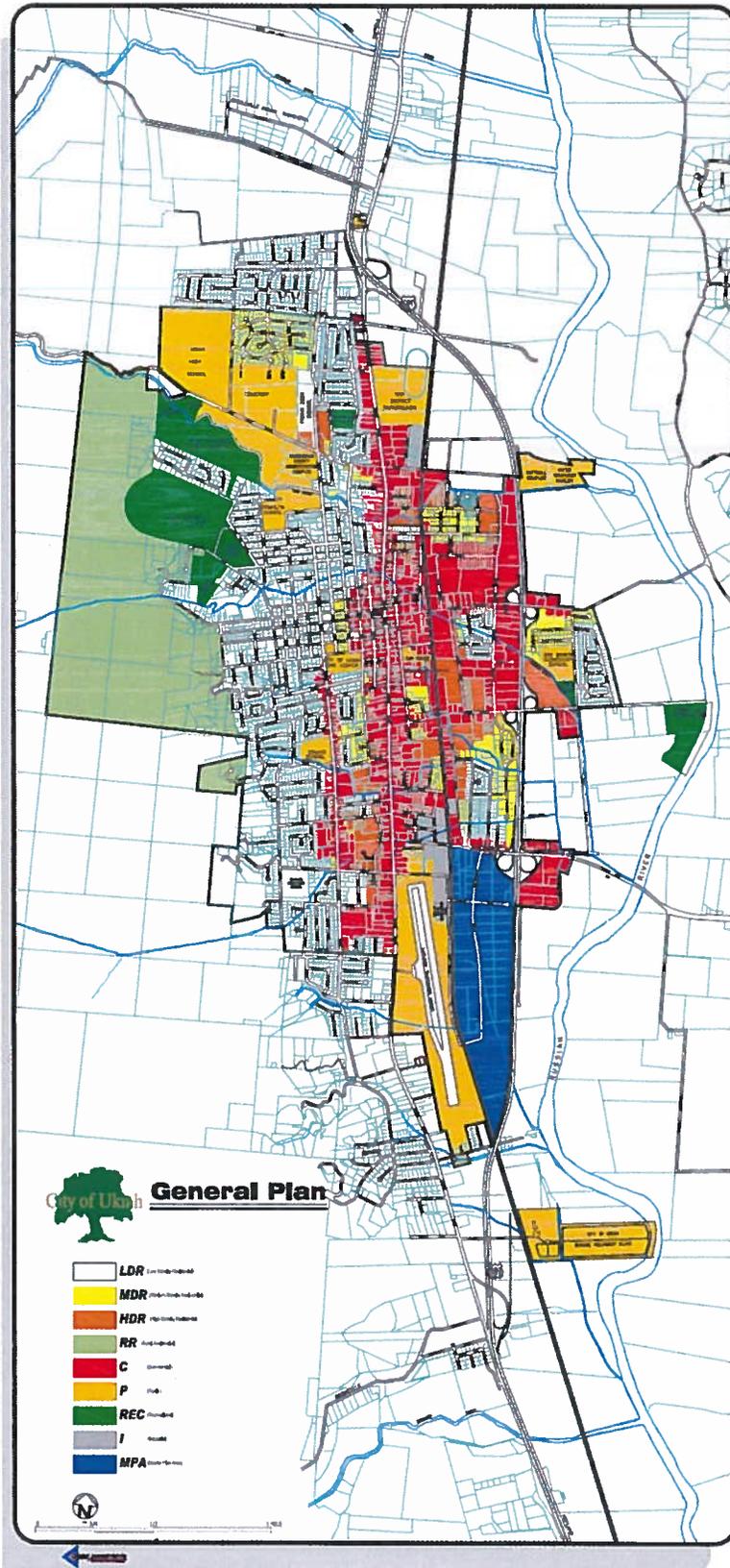
- B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the project will be less than significant.
- C. When impacts associated with the project are considered alone or in combination with other impacts, the project-related impacts are insignificant.
- D. The above discussions do not identify any substantial adverse impacts to people as a result of the project.

No Impact

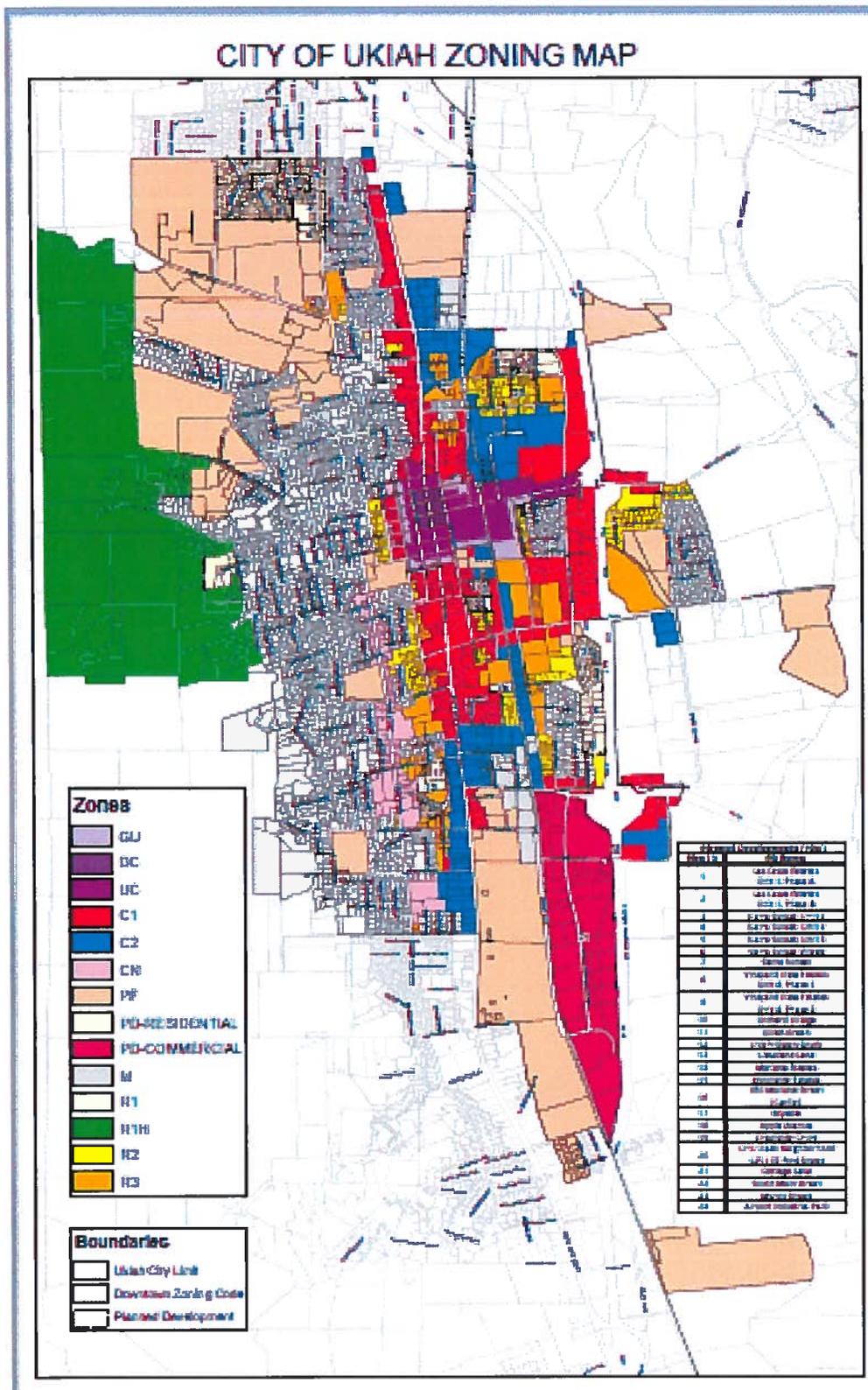
Attachments:

1. Original Subdivision Map dated 12/21/03
2. General Plan Map
3. Zoning Map
4. Focused Traffic Study (November 16, 2016) completed by W-Trans

Attachment 2 General Plan Map



Attachment 3: Zoning Map



November 16, 2016



Mr. Dan Thomas
Moreno and Company
P.O. Box 1028
Ukiah, CA 95482

Focused Traffic Study for Re-zoning 350 North Orchard Avenue

Dear Mr. Thomas;

W-Trans has completed a focused traffic study for the proposed re-zoning of the existing vacant parcel located at 350 North Orchard Avenue in the City of Ukiah. It is understood that the parcel, located on the southwest corner of the intersection of North Orchard Avenue and Clara Avenue, is currently zoned R3 for residential development. Due to the proximity of other commercial uses, it is proposed that the zoning be modified to C1. The purpose of this analysis was to determine the potential impacts associated with any increase in trip generation that might result from the change in zoning.

Study Area and Operational Analysis

The study area includes the signalized intersection of East Perkins Street/Orchard Avenue as the location most likely to be significantly impacted by any additional trips. The analysis presented in the *Railroad Depot Site Traffic Impact Study Report (TIS)*, February 13, 2015, by GHD was used for the basis for evaluating potential impacts associated with the proposed re-zoning.

In the TIS, the East Perkins Street/Orchard Avenue intersection experiences higher delay during the p.m. peak hour under all scenarios analyzed. Since commercial uses typically have much higher trip generations during the p.m. peak period, this time frame was evaluated to capture the highest potential impacts.

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation. The City of Ukiah has adopted LOS D as the minimum acceptable level of service at signalized intersections. For a signalized intersection, the threshold where operation drops to LOS E is at 55 seconds of delay.

Cumulative Conditions

Since the change in land use would require an update to the Ukiah General Plan, and further because there is not a specific project proposed, the potential impacts of the rezoning were evaluated under future conditions to capture the ultimate potential change to conditions from those currently planned at build-out. The cumulative scenario, as detailed in the Railroad Depot traffic study, represents the projected conditions for the year 2034. The cumulative volumes were derived from the population growth data in the *Ukiah Valley General Plan and Growth Management Program* and applied as a growth rate of one percent per year for 20 years. In addition to the projected future volumes, Ukiah's planned roadway improvements were assumed to be complete. At this intersection, these improvements include the coordination of the traffic signal with the new signal planned at East Perkins Street/US 101 South Ramps intersection. The Railroad Depot traffic study reported for the cumulative scenario with the addition of the railroad depot project trips that the intersection is expected to operate deficiently at LOS E, with an average delay of 57.8 seconds. Any increase in trips due to the rezoning of the parcel would result in additional delay at the intersection.

Since the study intersection was identified as operating deficiently at LOS E, the report recommended widening improvements on the west leg of East Perkins Street. The widening of the west leg would change the eastbound lane configuration to include left-turn, through, and through/right-turn lanes. With these improvements under the cumulative volumes in addition to the Railroad Depot project, the intersection was reportedly expected to operate acceptably at LOS D, with 43.0 seconds of delay on average.

Trip Generation

The trip generations for buildout of the study site with its existing zoning as well as with the proposed change in zoning were determined based on standard rates published by ITE in *Trip Generation Manual*, 9th Edition, 2012.

The site as currently zoned could accommodate a maximum of 17 multi-family dwelling units; the ITE rate for "Apartment" (ITE LU#220) was used for this land use zone. The proposed change would be expected to result in a maximum of 15,000 square feet of building area devoted to commercial uses. It is noted that if a restaurant were to be developed, the maximum anticipated size for this use would be about half as much, or 7,500 square feet; the remainder of the site would be devoted to parking and landscaping. Various allowed commercial uses were considered for use in this analysis as listed on the enclosed sheet. The specific uses for which the trip generations were developed are listed below in descending order from the highest p.m. peak hour trip generator to the lowest:

- High-Turnover (Sit-Down) Restaurant (ITE LU#932)
- Pharmacy (ITE LU#880)
- Nursery/Garden Center (ITE LU#817)
- Hardware/Paint Store (ITE LU#816)
- Building Materials and Lumber (ITE LU#812)
- Tire Store (ITE LU#848)
- Shopping Center (ITE LU#820)
- Specialty Retail Center (ITE LU#826)
- General Office Building (ITE LU#710)

The trip generation difference between the site under its current zoning and with the use that would result in the highest trip generating potential, a pharmacy, is 1,238 daily trips including 115 trips during the p.m. peak hour. The lowest difference, which would occur with General Office Building use, would result in a net increase of 52 daily trips, of which 11 would be during the p.m. peak hour. The p.m. peak trip generations for the above land uses are summarized in Table 1.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out
Existing R3 Zoning							
Apartment	17 du	6.65	113	0.62	11	7	4
Proposed C1 Zoning							
Restaurant	7.5 ksf	127.15	954	9.85	74	44	30
Pharmacy	15 ksf	90.06	1,351	8.40	126	62	64
Nursery Garden	15 ksf	68.10	1,022	6.94	104*	52	52
Hardware Store	15 ksf	51.29	769	4.84	73	34	39
Lumber Store	15 ksf	45.16	677	4.49	67	32	35
Tire Store	15 ksf	24.87	373	4.15	62	27	35
Shopping Center	15 ksf	42.70	641	3.71	56	27	29
Specialty Retail	15 ksf	44.32	665	2.71	41	18	23
General Office Bldg	15 ksf	11.03	165	1.49	22	4	18
Maximum Net Difference			1,238		115	55	60
Minimum Net Difference			52		11	-3	14

Note: du = dwelling unit; ksf = 1,000 square feet; * = directional split not provided, 50/50 assumed

Trip Distribution

The pattern used to allocate new project trips to the street network was based on the counts collected September 18, 2014, at Orchard Avenue/East Perkins Street for the Railroad Depot Study. It was assumed that 80 percent of the trips generated by the study site would traverse the study intersection and the remaining trips would use other routes to get to and from the site. The applied assumptions for distribution of trips at the study intersection are shown in Table 2.

Route	Percent
To/From the East via Perkins St	11%
To/From the West via Perkins St	43%
To/From the South via Orchard Ave	26%
TOTAL	80%

Impact Analysis

The potential impact due to the proposed rezoned parcel was analyzed using the volumes from the Cumulative plus Project scenario in the Railroad Depot TIS. The minimum and maximum net increase in trips were added to the Railroad Depot study volumes, assuming completion of the recommended road widening improvement. Upon the addition of trips associated with the highest and lowest generators that might result from the rezoning the study site, the study intersection is expected to continue operating acceptably. These results are summarized in Table 3, and copies of the level of service calculations are enclosed.

Study Intersection	Cumulative PM (Baseline)		Lowest Trip Generation (Office)		Highest Trip Generation (Pharmacy)	
	Delay	LOS	Delay	LOS	Delay	LOS
East Perkins St/Orchard Ave	43.1*	D	43.4	D	49.4	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service;

* = delay differs slightly from value of 43.0 reported in Railroad Depot traffic study

With the recommended road-widening project detailed in the *Railroad Depot Site Traffic Impact Study Report*, the intersection is expected to maintain acceptable operation even with the highest projected trip generation increase associated with a pharmacy. Based on this analysis, development of the study parcel with any of the land uses that could be included in a C1 zone would be expected to result in a less-than-significant impact on operation of the intersection of East Perkins Street/Orchard Avenue. It should be noted that without the widening project, the intersection would be expected to operate unacceptably with or without the rezoning.

Because this analysis was focused on the long-range impacts of allowing rezoning of the study site, it is recommended that a more detailed study be completed at such time as there is a specific project proposal to address potential short-term impacts.

Conclusions and Recommendations

- Based on the current R3 zoning designation, the study site would be expected to generate 113 daily trips, which includes 11 during the p.m. peak hour.

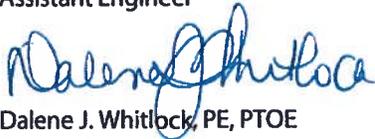
- With the proposed rezoning to C1, the site could generate as many as 1,351 daily trips, including 126 trips during the p.m. peak hour, if developed with a pharmacy. The net increase compared to what is currently anticipated would be 1,238 daily trips (115 p.m. peak hour trips).
- If developed with an Office use the study site would be expected to generate 165 daily trips, with 22 during the p.m. peak hour. This would result in a net increase of 52 daily trips and 11 p.m. peak hour trips compared to the projected trip generation under the site's existing zoning.
- Under projected the cumulative conditions which include the Ukiah Railroad depot project and the recommended widening at the East Perkins Street/Orchards Avenue intersection, it is anticipated that acceptable operation would be maintained, even upon adding trips associated with the highest trip generator, which is a pharmacy. It is therefore concluded that development of the parcel with any of the C1 land uses listed in this report would cause a less-than-significant impact as the intersection would continue to operate acceptably under the City standards.
- If the rezoning is approved, a more detailed traffic study should be conducted at such time as there is a specific project proposal to identify any potential near-term impacts.

Thank you for giving us the opportunity to provide these services.

Sincerely,



Briana Byrne, EIT
Assistant Engineer



Dalene J. Whitlock, PE, PTOE
Principal



DJW/bkb/UKI074.L1

Enclosures: List of Allowed and Permitted Land Uses
Level of Service Calculations

§9081 ALLOWED USES

The following uses are allowed in the Community Commercial (C-1) Zoning District:

Accessory uses to any of the uses allowed in this District.
Community care facility which provides service for six (6) or fewer persons, with the residents and operators of the facility being considered a family.
Condominiums.
Hotels, motels, and bed and breakfast establishments.
Personal improvement and personal service establishments.
Places of religious worship, assembly or instruction.
Professional offices and banks.
Public or private schools.
Restaurants.
Retail stores.
Second dwelling units as allowed in the R-1 districts in section 9016 of this chapter.
Small family child daycare home, which provides care for eight (8) or fewer children, including children under the age of ten (10) years who reside at the home.
Small homeless facilities, pursuant to section 9171 of this chapter. (Ord. 1006, §1, adopted 1998; Ord. 1047, §1, adopted 2003)

§9082 PERMITTED USES

The following uses require approval of a use permit pursuant to the provisions contained in section 9262 of this chapter:

Auto repair shop, auto body and painting shop, car wash, auto service (gas) station, and new and used car sales.
Bar, dance hall, live entertainment establishment and nightclub.
Billiard parlor, amusement arcade, and bowling alley.
Cabinet shop.
Community care facility for more than six (6) persons, but not more than twelve (12) persons.
Large family child daycare home for a minimum of seven (7) to fourteen (14) children inclusive, including children under the age of ten (10) years who reside at the home.
Large homeless facility, pursuant to section 9171 of this chapter.
Machine shop.
Mini/convenience storage.
Mixed residential and commercial land uses on one parcel provided they are found to be compatible.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	640	83	58	437	339	117	227	143	398	218	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	100	646	84	59	441	342	118	229	144	402	220	74
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	773	100	98	786	341	149	517	431	433	814	689
Arrive On Green	0.08	0.25	0.25	0.07	0.30	0.30	0.08	0.28	0.28	0.24	0.44	0.44
Sat Flow, veh/h	1774	3148	409	1774	3539	1535	1774	1863	1553	1774	1863	1577
Grp Volume(v), veh/h	100	363	367	59	441	342	118	229	144	402	220	74
Grp Sat Flow(s),veh/h/ln	1774	1770	1787	1774	1770	1535	1774	1863	1553	1774	1863	1577
Q Serve(g_s), s	5.0	17.5	17.6	2.9	9.5	20.0	5.9	9.1	6.6	19.9	6.8	2.5
Cycle Q Clear(g_c), s	5.0	17.5	17.6	2.9	9.5	20.0	5.9	9.1	6.6	19.9	6.8	2.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	435	439	98	786	341	149	517	431	433	814	689
V/C Ratio(X)	0.72	0.83	0.84	0.60	0.56	1.00	0.79	0.44	0.33	0.93	0.27	0.11
Avail Cap(c_a), veh/h	315	435	439	315	786	341	256	517	431	434	814	689
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	32.2	32.2	40.7	28.0	31.7	40.4	26.8	25.9	33.3	16.2	15.0
Incr Delay (d2), s/veh	6.7	13.1	13.2	3.8	0.6	40.1	9.0	2.7	2.1	26.4	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.2	10.3	1.5	4.7	12.2	3.3	5.1	3.1	12.9	3.7	1.1
LnGrp Delay(d),s/veh	47.1	45.3	45.4	44.6	28.6	71.8	49.4	29.5	28.0	59.7	17.0	15.3
LnGrp LOS	D	D	D	D	C	F	D	C	C	E	B	B
Approach Vol, veh/h		830			842			491			696	
Approach Delay, s/veh		45.6			47.3			33.9			41.5	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.9	29.0	9.0	26.1	11.6	43.3	11.1	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	16.0	16.0	20.0	13.0	25.0	16.0	20.0				
Max Q Clear Time (g_c+I1), s	21.9	11.1	4.9	19.6	7.9	8.8	7.0	22.0				
Green Ext Time (p_c), s	0.0	1.6	0.1	0.3	0.1	3.1	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			43.1									
HCM 2010 LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	640	83	58	437	338	117	226	143	404	222	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	99	646	84	59	441	341	118	228	144	408	224	76
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	772	100	98	786	341	149	517	431	434	815	690
Arrive On Green	0.08	0.25	0.25	0.07	0.30	0.30	0.08	0.28	0.28	0.24	0.44	0.44
Sat Flow, veh/h	1774	3148	409	1774	3539	1535	1774	1863	1553	1774	1863	1577
Grp Volume(v), veh/h	99	363	367	59	441	341	118	228	144	408	224	76
Grp Sat Flow(s), veh/h/ln	1774	1770	1787	1774	1770	1535	1774	1863	1553	1774	1863	1577
Q Serve(g_s), s	4.9	17.5	17.6	2.9	9.5	20.0	5.9	9.1	6.6	20.3	6.9	2.6
Cycle Q Clear(g_c), s	4.9	17.5	17.6	2.9	9.5	20.0	5.9	9.1	6.6	20.3	6.9	2.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	434	438	98	786	341	149	517	431	434	815	690
V/C Ratio(X)	0.71	0.84	0.84	0.60	0.56	1.00	0.79	0.44	0.33	0.94	0.27	0.11
Avail Cap(c_a), veh/h	315	434	438	315	786	341	256	517	431	434	815	690
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	32.3	32.3	40.7	28.0	31.7	40.4	26.8	25.9	33.4	16.2	14.9
Incr Delay (d2), s/veh	6.6	13.3	13.4	3.8	0.6	39.4	9.0	2.7	2.1	28.8	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.2	10.3	1.5	4.7	12.1	3.3	5.1	3.1	13.4	3.7	1.2
LnGrp Delay(d),s/veh	47.1	45.6	45.7	44.6	28.6	71.0	49.4	29.5	28.0	62.1	17.0	15.3
LnGrp LOS	D	D	D	D	C	E	D	C	C	E	B	B
Approach Vol, veh/h		829			841			490			708	
Approach Delay, s/veh		45.8			46.9			33.9			42.8	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	29.0	9.0	26.1	11.6	43.4	11.0	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	16.0	16.0	20.0	13.0	25.0	16.0	20.0				
Max Q Clear Time (g_c+I1), s	22.3	11.1	4.9	19.6	7.9	8.9	6.9	22.0				
Green Ext Time (p_c), s	0.0	1.6	0.1	0.3	0.1	3.1	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			43.4									
HCM 2010 LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	105	640	83	58	437	363	117	241	143	424	234	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	106	646	84	59	441	367	118	243	144	428	236	81
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	784	102	98	786	341	149	509	425	434	808	684
Arrive On Green	0.08	0.25	0.25	0.07	0.30	0.30	0.08	0.27	0.27	0.24	0.43	0.43
Sat Flow, veh/h	1774	3148	409	1774	3539	1535	1774	1863	1553	1774	1863	1577
Grp Volume(v), veh/h	106	363	367	59	441	367	118	243	144	428	236	81
Grp Sat Flow(s),veh/h/ln	1774	1770	1787	1774	1770	1535	1774	1863	1553	1774	1863	1577
Q Serve(g_s), s	5.2	17.4	17.5	2.9	9.5	20.0	5.9	9.8	6.7	21.6	7.4	2.8
Cycle Q Clear(g_c), s	5.2	17.4	17.5	2.9	9.5	20.0	5.9	9.8	6.7	21.6	7.4	2.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	441	445	98	786	341	149	509	425	434	808	684
V/C Ratio(X)	0.73	0.82	0.83	0.60	0.56	1.08	0.79	0.48	0.34	0.99	0.29	0.12
Avail Cap(c_a), veh/h	315	441	445	315	786	341	256	509	425	434	808	684
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	31.9	31.9	40.7	28.0	31.7	40.4	27.3	26.2	33.9	16.5	15.2
Incr Delay (d2), s/veh	6.7	11.9	12.0	3.8	0.6	61.4	9.0	3.2	2.2	39.7	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.9	10.1	1.5	4.7	14.2	3.3	5.5	3.1	15.4	4.0	1.3
LnGrp Delay(d),s/veh	47.1	43.8	43.9	44.6	28.6	93.1	49.4	30.5	28.3	73.5	17.4	15.6
LnGrp LOS	D	D	D	D	C	F	D	C	C	E	B	B
Approach Vol, veh/h		836			867			505			745	
Approach Delay, s/veh		44.3			57.0			34.3			49.5	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	28.6	9.0	26.4	11.6	43.0	11.4	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	16.0	16.0	20.0	13.0	25.0	16.0	20.0				
Max Q Clear Time (g_c+I1), s	23.6	11.8	4.9	19.5	7.9	9.4	7.2	22.0				
Green Ext Time (p_c), s	0.0	1.5	0.1	0.4	0.1	3.3	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				47.6								
HCM 2010 LOS				D								