

## **Air Quality Setting for Environmental Documents**

### **Mendocino County South Coast (Navarro River to Gualala)**

Includes City of Point Arena and communities of Gualala, Elk, Manchester and Anchor Bay

The South Coast primarily consists of low-density residential development and resource lands with significant areas of parklands and a small amount of agricultural land. Highway 1, largely 2 lanes, serves as the main transportation corridor in the area. East-west connections are virtually non-existent on the South Coast so nearly all traffic must use Highway 1. Highway 1 passes through every community on the South Coast and functions as the “main street.” Because of the lack of alternate routes, traffic generated in one community will likely have an impact on the other South Coast communities. The heaviest traffic typically occurs during summer weekends and special events. There is minimal Industrial development on the South Coast.

#### **Air Quality**

The South Coast, along with the rest of Mendocino County is non-attainment for the State PM-10 standard (particulate matter less than 10 microns in size). The primary man-made sources of PM-10 pollution in the area are wood combustion (woodstoves, fireplaces and outdoor burning) and fugitive dust. The District maintains no full time monitoring equipment in the South Coast at this time.

#### **Suggested Mitigations**

- 1.) PM-10. Use of alternatives to woodstoves/fireplaces. Natural gas is not available in the area, but propane is widely available from several dealers. Structure design to allow for solar heating is encouraged, but because of frequent fog and overcast conditions may be of limited usefulness.
- 2.) Fugitive Dust. Use of dust control techniques on construction sites and unpaved access roads. Please contact the District for detailed information.
- 3.) Traffic/trip reduction. Because of the low density of development on the South Coast trips are long and mass transit is rarely a viable alternative. Where possible projects should be designed to reduce trips and encourage ridesharing.

### **Mendocino County North Coast (Navarro River to Humboldt County Line)**

Includes the City of Fort Bragg and the communities of Mendocino, Albion, Westport, Rockport, Inglenook and Casper.

The North Coast area consists of the urbanized area of Fort Bragg/Casper/Mendocino which is an urbanized strip along Highway 1, roughly 15 miles in length and the

Highway 1 corridor north of Fort Bragg and “Lost Coast” area (north of Rockport) which is not accessible by paved road.

Fort Bragg/Casper/Mendocino. Development in this area is typically low to moderate density, visitor serving commercial. Traffic congestion can be extreme during summer weekends, especially when special events are held. Highway 1 is the primary transportation corridor in the area with Highway 20 providing a link to Willits and Highway 101 and Highway 128 (along the Navarro River) providing a link to Boonville, Ukiah and Sonoma County. Few alternatives exist so traffic generated in one area can have an impact on the entire length of Highway 1 in this area. Moderate Industrial development exists in Fort Bragg, including Georgia Pacific West, categorized as a major source under EPA Title V.

Highway 1, North of Fort Bragg. Development in this area is of a much lower density than Fort Bragg and is more typical of the development pattern along the South Coast of Mendocino County. There is no paved east-west access (until Highway 1 turns inland at Rockport) or alternative routes to Highway 1.

“Lost Coast.” (North of Rockport) This area is largely undeveloped park and wild lands. There is no paved road access to the coast in this area and most land is held in large parcels.

### Air Quality

The North Coast, along with the rest of Mendocino County is non-attainment for the State PM-10 standard (particulate matter less than 10 microns in size). The primary man-made sources of PM-10 pollution in the area are wood combustion (woodstoves, fireplaces and outdoor burning), fugitive dust, automobile traffic and industry. The District maintains full time monitoring equipment in Fort Bragg.

### Suggested Mitigations

- 1.) PM-10. Use of alternatives to woodstoves/fireplaces. Natural gas is not available in the area, but propane is widely available from several dealers. Structure design to allow for solar heating is encouraged, but because of frequent fog and overcast conditions may be of limited usefulness.
- 2.) Fugitive Dust. Use of dust control techniques on construction sites and unpaved access roads. Please contact the District for detailed information.
- 3.) Traffic/trip reduction. The Fort Bragg/Casper/Mendocino area is very accessible by bicycle, however the high traffic volume on Highway 1 does create some safety concerns. Installation of bike racks and bike lanes in the Fort Bragg/Casper/Mendocino area is highly encouraged. Mendocino Transit Authority (MTA) provides frequent transit service between Fort Bragg and Mendocino. North

of Fort Bragg bike lanes and public transit are of limited usefulness, other methods of trip reduction should be examined.

### **Ukiah, Willits and surrounding area (inland South)**

Includes the cities of Ukiah and Willits as well as many unincorporated towns from Hopland to Willits. Both Redwood and Potter Valleys are part of this region, however Anderson Valley is not.

The inland urban section of Mendocino County consists of the cities of Ukiah and Willits as well as a large number of unincorporated communities along the main transportation corridors. Highway 101 is the main (in some areas exclusive) north/south roadway and Highway 20 is the main east/west connector. The Northwestern Pacific Railroad runs roughly parallel to Highway 101 and connects Willits and Ukiah. Currently Highway 101 serves as the “main street” for Hopland and Willits however bypasses for both areas are in the planning stages. Highway 101 varies between a divided highway, freeway and 2-lane street in this area.

### **Hopland (and valleys south of Ukiah)**

Hopland is a rural tourist community with severe traffic congestion on summer weekends. Extensive agriculture in the area leads to frequent conflicts, both in land use and traffic accidents. The District has placed temporary monitoring equipment in Hopland in the past. In addition, the extensive agriculture and frequent inversions can lead to air quality problems resulting from outdoor burning. Any large scale development in this area will be closely scrutinized for its air quality impacts relating to traffic congestion.

### **Cities of Ukiah and Willits**

Both Ukiah and Willits are moderate to low density communities with traffic circulation problems. Traffic in Ukiah is hampered by a lack of north/south access and the development of shopping areas far removed from residential areas. Willits is divided by Highway 101, which also serves as the sole north/south access route. Both cities have limited available land for traditional subdivisions, however “infill” development is common in both communities. Ukiah is served by frequent bus service from Mendocino Transit Authority and Willits has several daily round trip buses to Ukiah. Both Ukiah and Willits have a moderate amount of industrial development mainly in the forest products industry.

### **Air Quality**

This area, like the rest of Mendocino County, is non-attainment for the state PM-10 standard. The primary sources of PM-10 are wood combustion emissions, fugitive dust from construction projects, automobile emissions and industry. Some of the automobile emissions are the result of “pass-through” traffic on 101 because of its nature as a major

transportation corridor in the state. The District has full monitoring stations (NOx, Ozone, CO and PM-10) in both Ukiah and Willits. A PM-2.5 monitor has been established in Ukiah. Both Ukiah and Willits have had PM-10 exceedances in the past. Winter cold-air inversions are common in the valleys from November to February.

### Suggested Mitigations

- 1.) PM-10/Woodsmoke. Use of alternatives to woodstoves/fireplaces. Natural gas may not be available in all parts of the area, but propane is widely available for several dealers. Structure design to allow for solar heating is encouraged, but it will need to be balanced with the need for protection from high summer temperatures.
- 2.) PM-10/Fugitive Dust. Use of dust control techniques on construction sites and unpaved access roads. Because of the nature of the soils, the long dry summers and the population of the Ukiah and Willits fugitive dust is a major concern. The District encourages the paving of all access roads in populated areas and the use of dust suppressants on all unpaved roads (excluding roads associated with agricultural operations). Please contact the District for detailed information.
- 3.) Traffic/trip reduction. Both Ukiah and Willits are very bicycle friendly, however the disjointed nature of the streets and the lack of adequate bicycle lanes limits the degree to which bicycles can replace the automobile. Installation of bike racks and bike lanes in both cities should be highly encouraged. Other parts of the inland county are not as bicycle friendly, however bicycle access and circulation should be a part of most developments.

### **Inland Rural Mendocino County (inland North)**

Includes Laytonville, Covelo, Leggett and the remainder of Mendocino County. This area contains no incorporated cities and has a large number of unincorporated communities, areas of very low-density rural development and resource lands. Highway 101 provides the only highway access to this area and varies widely from a full freeway to narrow 2-lane highway. State Highway 162 provides access to Dos Rios and Covelo from 101. Highway 162 becomes a dirt road approximately 20 miles east of Covelo and eventually reaches the Central Valley. State Highway 1, from the Coast, joins US Highway 101 at Leggett.

### Air Quality

This area of the county is designated as a non-attainment area for the state PM-10 standard. Some of the automobile emissions are the result of “pass-through” traffic on 101 because of its nature as a major transportation corridor in the state. The primary man-made sources of PM-10 pollution in the area are wood combustion (woodstoves, fireplaces and outdoor burning), fugitive dust, and automobile traffic. Forest Products and other resource Industries are well established in the region.

### Suggested Mitigations

- 1.) PM-10/Woodsmoke. Use of alternatives to woodstoves/fireplaces. Natural gas is not widely available in this area, but propane is available for several dealers. Structure design to allow for solar heating is encouraged, but it will need to be balanced with the need for protection from high summer temperatures.
- 2.) PM-10/Fugitive Dust. Use of dust control techniques on construction sites and unpaved access roads. Because of the nature of the soils and the long dry summers fugitive dust is a major concern. The District encourages the paving of all access roads in populated areas and the use of dust suppressants on all unpaved roads (excluding roads associated with agricultural operations). Please contact the District for detailed information.
- 3.) Traffic/trip reduction. Mass transit service is very limited in these areas and most trips will have to be made by single occupancy vehicles. Installation of bike racks and bike lanes in developed areas is encouraged.

### **Anderson Valley (Philo-Boonville)**

Anderson Valley is a long relatively narrow valley that extends from southeast of Boonville to the mouth of the Navarro River. While several small, unincorporated communities currently exist in the valley, the majority of the population is in the Philo-Boonville area. Highway 128 runs the length of the valley from the county line to Highway 1; Highway 253 provides a connection to the Ukiah area from Boonville. Traffic flow in the valley is generally very good except in Boonville during special events.

### Air Quality

Anderson Valley, like the rest of Mendocino County, is designated as a non-attainment area for the state PM-10 standard. The primary man-made sources of PM-10 pollution in the area are wood combustion (woodstoves, fireplaces and outdoor burning), fugitive dust (primarily from agriculture), and automobile traffic. Extensive agricultural activities can result in local air quality problems from grading and open burning. The valley is subject to winter cold-air inversions. The District does not currently monitor air quality in Anderson Valley.

### Suggested Mitigations

- 1.) PM-10/Woodsmoke. Use of alternatives to woodstoves/fireplaces. Natural gas is not widely available in this area, but propane is available from several dealers. Structure design to allow for solar heating is encouraged, but it will need to be balanced with the need for protection from high summer temperatures.

- 2.) PM-10/Fugitive Dust. Use of dust control techniques on construction sites and unpaved access roads. Because of the nature of the soils and the long dry summers fugitive dust is a major concern. The District encourages the paving of all access roads in populated areas and the use of dust suppressants on all unpaved roads (excluding roads associated with agricultural operations). Please contact the District for detailed information.
- 3.) Traffic/trip reduction. Mass transit service is very limited in these areas and most trips will have to be made by single occupancy vehicles. Installation of bike racks and bike lanes in developed areas is encouraged.