CHAPTER 6: COMMUNITY-SPECIFIC POLICIES

Introduction

This section of the General Plan provides policies specific to a number of community areas in Mendocino County (shown in **Figure CP-1** on the following page):

- Anderson Valley (see page 6-3)
- Covelo (see page 6-~~13~~11)
- Fort Bragg (see page 6-~~17~~15)
- Hopland (see page 6-~~23~~21)
- Laytonville (see page 6-~~28~~26)
- Potter Valley (see page 6-~~34~~32)
- Redwood Valley (see page 6-~~38~~36)
- Willits (see page 6-41)

The purpose of this section of the General Plan is to document those features that make each of these areas unique and to provide policies specific to the area.

Each section below includes a brief description of the community, including any specific community characteristics or features which are of particular importance in the area, and policies specific to the area.

The following general policies apply to all of the community areas:

Policy CP-A: All policies in this General Plan apply to the community areas, except where a policy for a community area is provided that may conflict with or be more specific than countywide policies. In the event of a conflict between policies specific to a geographic area and other policies, the area-specific policies shall supersede.

Policy CP-B: The County shall ensure that the special features in each community area shown in this General Plan shall be retained or enhanced, and shall consider these features in its review of any proposed development project.

Policy CP-C: The County will support grant applications that implement local community goals, policies, or plans.

FIGURE CP-1: COMMUNITY AREAS

ANDERSON VALLEY COMMUNITY PLANNING AREA

The Anderson Valley community planning area lies along the State Route 128 corridor, extending generally from Yorkville to Boonville, Philo, and Navarro. Tourists visiting the valley travel on State Route 128, one of the principal routes to State Route 1 and the Mendocino Coast.

Boonville, the largest community in Anderson Valley, encompasses a mix of land uses, including residential, commercial, offices, and lodging. The Boonville Airport is situated near Anderson Valley High School. The Mendocino County fairgrounds are also located in Anderson Valley in Boonville.

Anderson Valley is shaped and defined by the Navarro River drainage, the largest coastal river basin in the County, as well as by the geology, geography, climate, and natural resources of the westernmost Coast Range. The area is tectonically active with some of the most easily eroded soils in the world. With its unique topography, major river system, and a climate strongly influenced by proximity to the ocean, Anderson Valley's natural beauty and rural character are its major assets.

Anderson Valley has seen change throughout its history and the last 20 years have been no exception. Historically, sheep ranching and other types of farming (including pear and apple orchards) formed the basis for the Valley's economy. In recent years, those agricultural activities have been replaced by a new crop: wine grapes, grown in the three official "appellations" of Anderson Valley, Mendocino Coast, and Yorkville Highlands. According to the Mendocino County Agriculture Commissioner, in 1981 there were an estimated 610 acres of grapes planted in Anderson Valley; by 1990 the figure was around 1,340 acres. By 2007, at least 2740 acres were planted, not including the vineyards on Greenwood Ridge and Fish Rock Road.

Boonville in the 1960s. The town is changing, but many of these buildings remain in 2008.

Timber production, while less prominent than in the past, remains important, with two mills located in Philo and several portable mills in operation. Dense stands of coast redwoods and Douglas fir dominate much of the south face of the Valley, and a large industrial timberland owner has extensive local holdings.

Recreation in the Anderson Valley centers on outdoor activities like kayaking, hiking, biking, horseback riding, fishing, and camping. Campgrounds at Hendy Woods State Park (S.P.), Dimmick S.P., Indian Creek County Park (C.P) and Faulkner C.P. augment private visitor-serving facilities. Wine tasting rooms and special wine events are a major focus of visitor-serving activity. A mid-sized brewery makes a variety of beers and hosts a large annual event. The annual three-day Mendocino County Fair and Apple Show, the Wool and Fiber Festival, and, increasingly, various annual music-related events bring large numbers of people into the community on weekends throughout the year.

Art and craft galleries, plant nurseries, a newly expanded Health Center, the all-volunteer AV Ambulance Service, the Community Park, a well-known weekly paper, a public radio station, the Anderson Valley Historical Society Museum, a lending library, farmers' market, cafes, stores, and other small businesses serve locals and visitors alike. For a relatively small community of approximately 4000 people, the economy and the available services are very diversified.

The Anderson Valley Unified School District serves (in 2008) more than 634 students at facilities in and near Boonville. The Anderson Valley Adult School and Mendocino Community College both offer courses regularly. The County Bookmobile stops regularly in several locations. The Anderson Valley Cemetery District, a special district of Mendocino County, operates and maintains cemeteries in Yorkville, Boonville, and Philo. Mendocino County runs the Solid Waste Transfer Station outside Boonville.

Fire protection is provided by the Anderson Valley Community Services District (CSD), which operates a volunteer fire department that provides both fire protection and emergency response for medical incidents, rescue, and hazards within the District's boundaries and, through mutual aid agreements, to neighboring areas outside the District. The California Department of Forestry and Fire Protection maintains a station in Boonville that is staffed for fire protection during the fire season, approximately six months of the year. The Mendocino County Fairgrounds serve as a base of operations during major emergencies.

Police protection is provided by the County Sheriff and the California Highway Patrol.

The Anderson Valley CSD also owns and operates the Boonville airport, owns the land and facilities of the Historical Museum, and maintains small lighting districts in Boonville and Philo. Its recreation committee supports a youth activities program, a teen center, and some adult sport and music classes.

The U.S. Post Office has staffed offices in Boonville, Philo, and Yorkville, and maintains a block of boxes in Navarro.

Boonville Airport

Boonville has a mix of land uses, including residential, commercial, agricultural, and civic facilities. Philo contains mixtures of residential, commercial, agricultural, and industrial uses. Yorkville includes residential, limited commercial, and agricultural uses. Navarro contains residential and limited commercial uses, with much of the property in and around the community owned by a large industrial timber company. Floodgate, south of Navarro, is a long-established commercial area. Significant pockets of residential development lie in the hills east and west of Boonville; along Greenwood Road and at Sky Ranch near Cold Springs Mountain; between Philo and Navarro on the Holmes Ranch and Nash Ranch subdivisions; at the Yorkville Ranch; and in Rancho Navarro, a large subdivision located west of Navarro.

State Highway 128 is a primary route from U.S. 101 to the central Mendocino Coast, which is a population center and major tourist destination. It is the main road to Anderson Valley and virtually the only route for travel within Anderson Valley's communities. With the closure of lumber mills on the Coast, Highway 128

has become a major route for trucks hauling logs to mills in Ukiah and Cloverdale. It is the key transportation corridor for shipment of lumber and wood products milled in Philo and for other products such as grapes, apples and wine originating in Anderson Valley.

Anderson Valley Goals and Policies

The following goals, policies and actions are specific to the Anderson Valley, and supplement the countywide goals and policies found elsewhere in this General Plan.

Anderson Valley Community Goals

Goal CP-AV-1: Maintain and enhance the Anderson Valley's rural, agrarian character.

Goal CP-AV-2: Expand economic and housing opportunities in Anderson Valley consistent with the desired rural agrarian character of the valley.

Goal CP-AV-3: Focus development and community services within and around the four existing communities – Yorkville, Boonville, Philo, and Navarro - in a manner compatible with physical features and natural resources.

Goal CP-AV-4: Enhance the aesthetic appeal and economic viability of towns along the State Route 128 corridor.

Goal CP-AV-5: Preserve and enhance the historic character of Anderson Valley.

Goal CP-AV-6: Retain and restore historic buildings and sites throughout Anderson Valley.

Goal CP-AV-7: Provide adequate police protection to help create a community free of drug and alcohol abuse.

Goal CP-AV-8: Expand and diversify existing economic ventures.

Goal CP-AV-9: Restore the Navarro River watershed system to a healthy, unimpaired status.

Anderson Valley Community Area Policies

Policy CP-AV-1: The County shall concentrate new development in the four towns in Anderson Valley (Yorkville, Boonville, Philo, and Navarro) and their immediate vicinities, and discourage new retail development outside of the four towns.

Policy CP-AV-2: The County encourages the State of California to maintain ~~Hwy~~ State Route 128 as a two-lane, rural roadway.

Action Item CP-AV-2.1: Work with ~~CalTrans~~Caltrans to create and maintain additional paved turnouts sufficient to facilitate passing.

Action Item CP-AV-2.2: Work with ~~CalTrans~~Caltrans to provide left turn lanes that do not diminish pedestrian safety.

Action Item CP-AV-2.3: Request ~~CalTrans~~Caltrans to work with the Community Services District to consider and, if appropriate, implement traffic calming measures in Anderson Valley communities to create a more pedestrian- and bicycle-friendly environment.

Policy CP-AV-3: Establish places and facilities that create a sense of community, including small public gathering areas and benches in the towns of Anderson Valley.

Policy CP-AV-4: Building designs shall reflect and incorporate the historic character of downtown Boonville.

Policy CP-AV-5: Retain and expand downtown Boonville as the commercial and social center of the community.

Policy CP-AV-6: If desired by the community, the County will facilitate the development of a regional plan for Anderson Valley or individual town plans for Yorkville, Boonville, Philo, and Navarro.

Policy CP-AV-7: Continue to promote diverse agribusiness as well as wine production and sales.

Policy CP-AV-8: The County will encourage diverse agricultural endeavors, including sustainable local food production.

Policy CP-AV-9: Support Anderson Valley in developing a plan to coordinate and enhance efforts, including agriculture and tourism, to expand the Anderson Valley economy.

Policy CP-AV-10: Establish and expand commercial uses suitable to meet the needs of residents and visitors.

Action Item CP-AV-10.1: The County will maintain, improve, and ensure public access to Faulkner and Indian Creek parks.

Action Item CP-AV-10.2: The County will encourage and work with the Anderson Valley Community Services District to identify new recreational opportunities and ways to expand and enhance recreation in the Valley.

Policy CP-AV-11: Services and infrastructure in Anderson Valley should be available to serve the level of development planned for the area, and to reduce costs and preclude unplanned growth should be sized to accommodate only the level of development shown in the Development Management Element and described in these Community Policies.

Action Item CP-AV-11.1: The County will assist the Yorkville, Boonville, Philo, and Navarro communities in their efforts to provide small, decentralized water and wastewater treatment services deemed necessary to support growth consistent with the land use patterns and densities established in the General Plan.

Policy CP-AV-12: The County encourages the Anderson Valley Community Services District to pursue the provision or management of water and/or wastewater treatment services.

Policy CP-AV-13: The County supports community fire hydrant systems in Yorkville, Boonville, Philo, and Navarro to facilitate economic development and public safety.

Policy CP-AV-14: The County encourages the Sheriff to provide a minimum of two resident Deputies in the Anderson Valley.

Policy CP-AV-15: The County encourages the California Highway Patrol to conduct adequate, regular patrols on the state highways in the Anderson Valley.

Policy CP-AV-16: The County supports efforts to protect sustainable, reliable water supplies for residential, commercial and agricultural uses without detracting from a healthy ecosystem.

*Note: Please see the **Water** policies in the **Resource Management Element** of this General Plan for additional countywide policies related to this issue.*

Policy CP-AV-17: The County encourages the Community Services District to maintain the current Master Plan for Boonville Airport, but supports upgrades to the airport to accommodate economic development and emergency services.

*Note: Please see **Noise** and Airports policies in the **Development Element** of this General Plan for additional policies related to Boonville Airport and other airports.*

Policy CP-AV-18: The Navarro River watersheds should be protected to maintain Anderson Valley's agricultural, timber, and other resources.

Action Item CP-AV-18.1: Working with local and state agencies, the County will expand efforts to implement the Navarro River Restoration Plan.

Action Item CP-AV-18.2: Increase support for community organizations that promote watershed restoration through the Mendocino County Resource Conservation District.

Policy CP-AV-19: Agricultural and resource zoning should be retained throughout Anderson Valley, consistent with policies in the Development Element of this General Plan which identify appropriate zoning districts for General Plan land use classifications.

Policy CP-AV-20: Encourage conservation easements or similar mechanisms to protect outstanding natural and scenic resources and agricultural and open space uses.

Note: Please see the ***Agricultural Resources Policies*** *in the* ***Resource Management Element*** *of this General Plan for additional policies related to agriculture.*

Policy CP-AV-21: Hillside development that results in excessive grading, removal or disturbance of native vegetation in Anderson Valley shall be limited to the extent possible.

Action Item CP-AV-21.1: The County will work with property owners possessing Certificates of Compliance on rural resource lands and land trusts to encourage the transfer of development rights to community areas, clustering, or conservation easements as a means of conserving open space and resource lands.

Policy CP-AV-22: On non-agricultural lands, encourage property owners to minimize fencing that blocks natural wildlife movement while maintaining control and protection of domestic animals.

Note: the map on the following page, ***Figure CP-2****, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-2: ANDERSON VALLEY COMMUNITY MAP

COVELO COMMUNITY PLANNING AREA

The Covelo community planning area in Round Valley is accessed by State Route 162 and Round Valley Airport. This remote planning area borders the Mendocino National Forest.

Round Valley encompasses the town of Covelo with commercial, residential, and limited industrial uses. The core area of Covelo retains the historic character embodied by its older commercial buildings and residences. Most of the surrounding valley is devoted to agricultural uses (grazing lands, orchards) and rural residential home sites. The Round Valley Indian Reservation encompasses much of the north end of Round Valley, with forest and rangelands extending further to the north.

Residents have expressed interest in retaining Covelo's historic nature and the rural character of the valley, while increasing economic development and affordable housing opportunities. Some factors affecting community growth include limited vehicular access, distance to employment centers such as Willits and Ukiah, lack of a public water system, and limited wastewater capacity provided by the Covelo Community Services District.

Covelo Goals and Policies

The following goals, policies, and actions are specific to Covelo, and supplement the countywide goals and policies elsewhere in this General Plan.

Covelo Community Goals

Goal CP-C-1: Conserve Round Valley's natural, visual and historical resources while maintaining agricultural operations including grazing lands.

Goal CP-C-2: Expand economic opportunities in Round Valley consistent with the desired rural character of the valley.

Goal CP-C-3: Maintain compact development patterns by focusing commercial, residential and community uses in Covelo.

Covelo Community Area Policies

Policy CP-C-1: Preserve and enhance the established historic character of downtown Covelo.

Action Item CP-C-1.1: Enhance Covelo's downtown and incorporate beautification improvements through circulation, streetscapes, signage, landscaping and other means.

Policy CP-C-2: Retain and restore historic buildings and sites.

Policy CP-C-3: The design of new development should reflect the rural character of the Covelo community.

Policy CP-C-4: Discourage subdivision activity in the outlying Rural and Remote Residential lands, including transitions to Rangelands and Forest Lands.

Policy CP-C-5: Encourage higher density residential uses, including affordable housing units, in or near the commercial centers as part of a mixed-use strategy.

Policy CP-C-6: Encourage improvements to existing residential structures.

Policy CP-C-7: Establish places and facilities that create a sense of community.

Action Item CP-C-7.1: Revitalize the commercial core of Covelo as the focal point of the community, with mixed-use potential for convenience retail, office and residential uses, focusing on the State Route 162 (Covelo Road) corridor and Greely Street.

Action Item CP-C-7.2: Consider installation of a central plaza or gazebo in the downtown.

Policy CP-C-8: Expand and diversify economic ventures.

Policy CP-C-9: The County encourages the expansion of commercial uses in Covelo.

Policy CP-C-10: Commercial uses should be focused near the established core areas along State Route 162.

Policy CP-C-11: Actively pursue light industrial manufacturing employers for Round Valley.

Action Item CP-C-11.1 Consider placement of a community signboard along ~~State Route~~US 101 at the State Route 162 intersection advertising services and special events in Round Valley.

Action Item CP-C-11.2 Designate the mill site northwest of the town center as a study area to consider a range of future land uses, including industrial, light industrial, commercial and other uses supporting jobs creation for local residents.

Policy CP-C-12: Increase economic and social ties with the Round Valley Indian Tribes.

Policy CP-C-13: Encourage joint-use opportunities with Round Valley Indian Reservation.

Policy CP-C-14: Support a community fire hydrant system to facilitate economic and public safety.

Policy CP-C-15: Encourage the Covelo CSD to plan for the provision of a public water system.

Action Item CP-C-15.1: Assist the Covelo Community Services District (CSD) in its efforts to serve future growth with water capacity consistent with the land use patterns and densities established in the General Plan.

Policy CP-C-16: Consider upgrades to the Round Valley Airport to support economic development and emergency services.

*Note: the map on the following page, **Figure CP-3**, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-3: COVELO COMMUNITY MAP

FORT BRAGG COMMUNITY PLANNING AREA

The Fort Bragg community planning area includes the greater Fort Bragg area, which includes surrounding unincorporated areas. Areas in the Coastal Zone are addressed in the County's Local Coastal ~~Plan~~ Program and in the Coastal Element of this General Plan. State Routes 1 and 20 provide the backbone circulation system.

Although most of the Fort Bragg area is in the Coastal Zone, two areas of residential development (Simpson Lane south of the city and Pudding Creek north of the city) are located outside of the Coastal Zone.

The Mendocino Coast is very popular with tourists, who seek its coastal views and small town charm. The unincorporated areas around the City of Fort Bragg exhibit a mix of local and tourist-oriented commercial,

residential and rural uses along with scattered commercial uses (primarily local service, highway-oriented, and tourist-related businesses).

Noyo Harbor, an "island" of unincorporated land surrounded by the City of Fort Bragg, remains a working harbor supporting the fishing industry and tourism.[1]

Major factors affecting the future of the broader community include reuse of the closed Georgia-Pacific Mill site in the City of Fort Bragg, the desire to protect agricultural uses that provide a sense of open space, pressure to develop housing and infrastructure to support development (especially given growth restrictions in the Coastal Zone), and limitations on water supply and wastewater systems.

While land use and resource protection of areas within the Coastal Zone are addressed within the County's Local Coastal Plan, development in the adjoining areas also affects coastal resources. Some of these areas of concern include impacts to State Route 1, watersheds and water resources, fisheries, habitats, and resource corridors.

Fort Bragg Community Goals and Policies

The following goals, policies, and actions are specific to Fort Bragg, and supplement the countywide goals and policies elsewhere in this General Plan.

Fort Bragg Community Goals

Goal CP-FB-1: Coordinate planning and development of the areas around the City of Fort Bragg in a manner that is comprehensive and recognizes the City's sphere of influence.

Goal CP-FB-2: Maintain compact development forms around the City of Fort Bragg and in the larger community planning area to help maintain the desired rural character and to prevent the many impacts associated with urban sprawl.

Goal CP-FB-3: Work with the City of Fort Bragg and other community partners to help strengthen and diversify the economy of the Fort Bragg area.

Goal CP-FB-4: Continue to promote tourism and support visitor-serving facilities, but not at the expense of quality of life or coastal resources.

Goal CP-FB-5: Coordinate with the City of Fort Bragg, the Mendocino County Community Development Commission, and other community partners to facilitate the production, retention, and rehabilitation of affordable housing for the local workforce.

[1] The Todd Point subdivision, like Noyo Harbor, is unincorporated land surrounded by the City.

Goal CP-FB-6: Support the City of Fort Bragg's efforts to redevelop the former Georgia-Pacific Mill site for the economic benefit of the Mendocino coastal community and the entire region.

Goal CP-FB-7: Work with Noyo Harbor property owners, the Noyo Harbor District, and the City of Fort Bragg to develop a long-term plan for the economic enhancement of the Noyo Harbor fishing village through land use planning, infrastructure improvement, and other public and private investments.

Fort Bragg Community Area Policies

Policy CP-FB-1: The County shall coordinate planning and development with the City of Fort Bragg to create a unified strategy for urban development and the provision of services within and adjacent to the City.

Action Item CP-FB-1.1: Work with the City of Fort Bragg to develop a specific plan for the Georgia Pacific Mill Site. Ensure that the specific plan addresses existing and future housing needs and contributes to the revitalization of the regional economy through the development of quality jobs and visitor amenities.

Action Item CP-FB-1.2: Adopt planning policies to govern new development along State Route 1 south of Fort Bragg and along State Route 20 east of Fort Bragg. These policies should address the following:

- Consolidation of vehicle access points to increase traffic safety.
- Installation of facilities to support bicyclists and pedestrians.
- Design guidelines for commercial signage.
- Development standards for commercial parking areas.
- Prohibition of the installation of new off-premise signs (billboards) and a sign amortization program to eliminate existing billboards.
- Elimination of visual blight and protection of scenic views.
- Opportunities to encourage mixed use and infill development.

Action Item CP-FB-1.3: The County shall work with the City of Fort Bragg to ensure that new development in unincorporated areas in proximity to the City's three municipal water sources shall not adversely impact water quality or quantity. The three water sources are: Waterfall Gulch in the Simpson Lane area; Newman Reservoir off Summers Lane; and Madsen Hole on the Noyo east of Fort Bragg.

Action Item CP-FB-1.4: Work with the City of Fort Bragg to develop an Economic Development Strategy for the Noyo Harbor fishing village to create economic enhancement of the Noyo Harbor fishing village. Ensure that the economic development strategy addresses existing and future coastal dependent and coastal related uses and contributes to the revitalization of the regional economy through the development of quality jobs and visitor amenities.

Action Item CP-FB-1.5: Adopt planning policies to govern new development in the Noyo Harbor fishing village as necessary to implement the Economic Development Strategy.

Policy CP-FB-2: The County encourages logical annexations of land to the City of Fort Bragg and shall work with the City to ensure the orderly extension of urban services.

Action Item CP-FB-2.1: Work with the City to improve water and sewer service capabilities within the City's sphere of influence to facilitate the production of higher density housing through annexations or other organizational means.

Action Item CP-FB-2.2: Refer applications for new development on lands in the City's sphere of influence to the City's community development department for review and comment prior to discretionary action by County decision-makers.

Action Item CP-FB-2.3: Work with the City of Fort Bragg to establish an equitable tax sharing agreement for future annexations and to ensure that the County receives credit, as appropriate, for the transfer of its share of the regional housing needs.

Policy CP-FB-3: Circulation patterns in the Fort Bragg area should be improved to facilitate local, through, and tourist traffic and to provide adequate emergency access.

Action Item CP-FB-3.1: Encourage the City of Fort Bragg to define an alternate north-south route through the specific plan process for the Mill Site to alleviate congestion from local traffic on State Route 1.

Action Item CP-FB-3.2: Investigate the feasibility of providing an alternative access route for the residential community located just east of State Route 1 in the Simpson Lane area.

Action Item CP-FB-3.3: Work with the City of Fort Bragg to define an alternative emergency access route into and out of the north side of Noyo Harbor.

Policy CP-FB-4: The County supports improved pedestrian and bicycle access in the Fort Bragg area, including improved bicycling and walking routes for Fort Bragg north to Westport and south to Mendocino.

Policy CP-FB-5: The County shall work to reduce impacts to State Route 1 from development outside the Coastal Zone.

Policy CP-FB-6: The coastal environment and coastal resources should be protected through improved coordination of the Local Coastal Plan with other elements of the General Plan.

Policy CP-FB-7: New development should be located in less sensitive areas near the Coastal Zone as a strategy to reduce development pressure in the Coastal Zone.

Action Item CP-FB-7.1: Consider and mitigate impacts of development in areas outside the Coastal Zone that are oriented to coastal attractions and services.

Policy CP-FB-8: Coastal Element policies for environmentally sensitive habitat areas (ESHAs) shall be applied to all portions of development proposals which are entirely or partially in the Coastal Zone.

Policy CP-FB-9: Encourage the development of a long-term plan for the economic enhancement of the Noyo Harbor fishing village.

Action Item CP-FB-9.1: Seek federal, state, and other funding for the development of an Economic Development Strategy and long-term planning for the economic enhancement of the Noyo Harbor fishing village.

*Note: the map on the following page, **Figure CP-4**, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-4: FORT BRAGG COMMUNITY MAP

HOPLAND COMMUNITY PLANNING AREA

The Hopland community planning area lies within the Sanel Valley along the ~~State Route~~US 101 corridor, the primary transportation link between Sonoma County to the south and the remainder of Mendocino County to the north. Hopland consists of a mix of residential, commercial, and light industrial uses. The center of the community is situated adjacent to ~~State Route~~US 101, and consists of several historic commercial structures. "Old Hopland" is located along State Route 175 east of the Russian River.

Hopland is a community in transition, evolving from a primarily agricultural area to a community that now emphasizes the wine industry and encourages tourism. The core area of the community retains the historic character embodied by its older residences and commercial buildings.

Hopland residents desire to retain Hopland's downtown and historic theme as a focal point, direct growth toward established communities where services and infrastructure are available, and protect the area's rural character. Maintaining these values will be a significant challenge as the Hopland area experiences increased growth pressures as a bedroom community for employment centers in Sonoma County, regardless whether the ~~State Route~~US 101 Hopland Bypass is constructed.

Other major factors affecting future community growth include physical constraints posed by the narrow

confines of the valley, the Russian River system and associated floodplain, ~~State Route~~US 101 and the North Coast Railway, a desire to protect agricultural lands, and potential limitations on availability of public water and wastewater services provided by the Hopland Public Utilities District.

Hopland Goals and Policies

The following goals, policies, and actions are specific to Hopland, and supplement the countywide goals and policies elsewhere in this General Plan.

Hopland Community Goals

Goal CP-H-1: Promote the Hopland area as a tourist-oriented community while enhancing its agrarian and historic character.

Goal CP-H-2: Focus development and community services within and around Hopland and Old Hopland in a manner compatible with physical and cultural features.

Goal CP-H-3: Maximize the compatibility of ~~State Route~~US 101 Hopland Bypass with Community Objectives.

Hopland Community Area Policies

Policy CP-H-1: The Council shall support established commercial and social centers in downtown Hopland and Old Hopland through the use of land use planning, circulation, and economic development activities.

Policy CP-H-2: Downtown Hopland should be retained and expanded as the commercial and social center of the community.

Policy CP-H-3: Enhance Hopland's downtown and expand beautification improvements through circulation, streetscapes, signage, landscaping and other means.

Action Item CP-H-3.1: Create a downtown plan that expands upon and integrates the concepts in the Development Element.

Policy CP-H-4: To preserve the existing commercial areas, new commercial development opportunities along the new ~~State Route~~US 101 corridor outside of the community of Hopland will be discouraged.

Policy CP-H-5: Preserve and enhance the established historic character and architectural themes of the Hopland communities.

Policy CP-H-6: Building designs shall reflect and incorporate the historic character of downtown Hopland and Old Hopland.

Policy CP-H-7: Historic buildings and sites shall be retained and restored.

Policy CP-H-8: Residential uses (including multi-family uses) shall be focused within Hopland and Old Hopland.

Policy CP-H-9: The land use densities and patterns of Hopland's outlying rural and remote residential lands shall be retained as shown on the Land Use Map of this General Plan.

Policy CP-H-10: The County supports the establishment of places and facilities in Hopland that create a sense of community.

Policy CP-H-11: The County supports expanded and diversified economic ventures in Hopland and the surrounding areas.

Action Item CP-H-11.1: Continue to promote agribusiness through wine production and sales as a key tourist draw to Hopland.

Policy CP-H-12: The County supports the establishment and expansion of commercial uses to meet the needs of residents and visitors alike.

Policy CP-H-13: To preserve the visual character of the area, the County shall limit the visual impacts of signs along roadways and in the community. Potential strategies for reducing the impact of signs include:

- Consolidate signs at community gateways.
- Encourage community signboards advertising multiple businesses, especially in the downtown.

Policy CP-H-14: The County shall prohibit the installation of new billboards along US 101 in Sanel Valley.

Action Item CP-H-14.1: Establish a sign amortization program to reduce existing billboards.

Policy CP-H-15: The County supports joint-use opportunities with the Hopland Sho Ka Wah Casino to increase economic and social ties with the Pomo Indian community.

Policy CP-H-16: The County supports the use of the North Coast Railway as part of the community's transportation system for rail-to-trail, passenger, or freight service.

Policy CP-H-17: The County shall seek to maximize the compatibility of the US 101 Hopland Bypass with community identity, convenient access to the downtown, and protection of economic ventures and agricultural resources. The design of the Bypass should provide on-off ramps for convenient access to commercial areas.

Action Item CP-H-17.1: The County shall actively plan for changes in circulation and associated effects that will accompany the Bypass.

Policy CP-H-18: Maintain the existing land use patterns around the Bypass interchanges unless contiguous to the existing communities.

Note: the map on the following page, ***Figure CP-5****, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-5: HOPLAND COMMUNITY MAP

LAYTONVILLE COMMUNITY PLANNING AREA

The town of Laytonville and surrounding lands are located in Long Valley along US 101 in northern Mendocino County. The community of Laytonville encompasses a central business district (town center) with service commercial, public and residential uses. Long Valley is approximately five miles in length, and includes primarily rural residential and agricultural uses. Rolling hills in timberland production and large residential parcels surround the valley.

The Laytonville Area Municipal Advisory Committee (LAMAC) has identified a number of short- and long-term community goals, addressed below. Among the key goals is the construction of a public wastewater treatment system (replacing widespread use of septic systems) and provision of a stable public water supply through the Laytonville County Water District.

In January 2008, the "Laytonville Traffic Calming and Revitalization Plan" (prepared with grant funding from Caltrans) was adopted to address longstanding issues affecting the main roadway through this community.

Laytonville Goals and Policies

The following goals, policies, and actions are specific to Laytonville, and supplement the countywide goals and policies elsewhere in this General Plan.

Laytonville Community Goals

Goal CP-L-1: Retain the rural atmosphere and natural resources of Long Valley.

Goal CP-L-2: Promote Laytonville as a sustainable and livable community while retaining its unique rural character.

Goal CP-L-3: Enhance the aesthetic appeal of Laytonville along the US 101 corridor.

Goal CP-L-4: Focus development and community services in proximity to the town center of Laytonville.

Laytonville Community Area Policies

Policy CP-L-1: The County will maintain the open, rural atmosphere of Long Valley and facilitate infill of the existing community by restricting the US 101 business district of Laytonville to the established town center.

Policy CP-L-2: The County shall support, encourage, and facilitate community planning in Laytonville.

Action Item CP-L-2.1: Continue to refer discretionary projects to, and consider recommendations of, the Laytonville Area Municipal Advisory Commission prior to taking action on the proposal.

Policy CP-L-3: The County supports improvements to the safety, efficiency, and appearance of the ~~State Route~~US 101 corridor through downtown Laytonville. Potential strategies include:

- Reducing traffic hazards associated with pedestrian crossings of ~~State Route~~US 101 in and around the downtown area.
- Establishing public parking areas with easy access to, but visually screened from, ~~State Route~~US 101.

- Accommodating highway visitor travel through visually enhanced on-street parking and streetscapes.
- Prohibiting tall solid fences, sound walls or similar barriers along ~~State Route~~US 101 in downtown Laytonville.
- Working with local businesses and Caltrans in planting native trees along ~~State Route~~US 101 in the commercial district of Laytonville.
- Working with Caltrans to install a public restroom facility or rest stop along ~~State Route~~US 101 near Laytonville, with adequate on-site public parking.

Action Item CP-L-3.1: Aggressively enforce zoning and other development standards as a means of improving community image and reducing blight in Long Valley.

Policy CP-L-4: The visual impacts of signs along roadways and in the Laytonville community shall be reduced to the extent possible. Potential strategies include:

- Consolidating signs at community gateways.
- Encouraging community signboards advertising multiple businesses, especially in the downtown.

Policy CP-L-5: The installation of new billboards along ~~State Route~~US 101 in Long Valley is prohibited.

Action Item CP-L-5.1: Establish a sign amortization program to eliminate existing billboards.

Policy CP-L-6: The County supports local industries which maintain Laytonville and Long Valley's unique and rural character.

Policy CP-L-7: Laytonville and Long Valley shall be maintained as a community with businesses that are unique or local to Mendocino County which entice people to get out of their vehicles; and provide a community scale and context compatible with surrounding uses (including building size restrictions).

Action Item CP-L-7.1: Establish building size restrictions to implement Policy CP-L-7.

Policy CP-L-8: The County will encourage and support locally owned businesses seeking public and private sources of funding.

Policy CP-L-9: The County encourages job creation and economic development through local sustainable, non-polluting light industries.

Action Item CP-L-9.1: Consider creation of a light industrial park, factoring in aesthetics, proximity to the town center, infrastructure and resource availability, access, and environmental constraints.

Policy CP-L-10: The County encourages new commercial uses to incorporate designs and provisions for generating their own renewable energy.

Policy CP-L-11: The County encourages the use of 'green' building practices for new development in the town center.

Policy CP-L-12: The County supports and will work with agencies and local organizations to improve community services and amenities, including:

- Supporting youth activities and facilities, such as a skate park and after-school programs.
- Working with agencies and organizations to expand the range of programs available to seniors, including meals-on-wheels and medical services.
- Exploring beneficial community uses of the old Laytonville High School campus facilities and multiple uses of classroom and playfield facilities to meet the needs of the Long Valley community.

Policy CP-L-13: The County will work cooperatively with the Long Valley community to plan open spaces, parks and public gardens.

Policy CP-L-14: Alternative modes of access in the valley (e.g., walking, bicycling, and public transit) should be expanded and enhanced.

Action Item CP-L-14.1: Provide bicycle access improvements to allow movement through the town center, to the High School and other areas in Long Valley, including along Branscomb Road. Where practical, install Class I bicycle paths, or Class II bike lanes.

Action Item CP-L-14.2: The County shall prepare a trails plan that provides for pedestrian access to key locations and features in the town center, and for trails to access key points in Long Valley.

Policy CP-L-15: The County supports construction efforts to provide necessary water storage to meet community fire-fighting needs and required fire flows.

Policy CP-L-16: The County will assist the Laytonville County Water District in its efforts to serve existing development and future growth consistent with the land use patterns and densities established in the General Plan, including the District's efforts to provide long-term, reliable water supplies.

Policy CP-L-17: The County supports the use of a domestic wastewater treatment system for Laytonville. A decentralized system with components managed and maintained by a public district is preferred by the County over other alternatives.

Policy CP-L-18: The County encourages the Laytonville County Water District to pursue the provision or management of a decentralized wastewater system and shall facilitate this process and support funding applications consistent with technical studies and General Plan objectives.

Action Item CP-L-19.1: Pursue study, design and construction of a wastewater treatment system serving Laytonville.

Action Item CP-L-19.2: The County shall continue to monitor the Laytonville Landfill and fully mitigate any impacts to groundwater resources, air quality and related environmental resources.

Note: the map on the following page, ***Figure CP-6,*** *is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-6: LAYTONVILLE COMMUNITY MAP

POTTER VALLEY COMMUNITY PLANNING AREA

The Potter Valley community planning area lies north of State Route 20 and is accessed via Potter Valley Road. The East Fork of the Russian River bisects the valley. A downtown area located along Main Street includes commercial operations, a school, a post office, a health clinic, and other uses. A "Central Park" is currently being developed off Main Street to invite travelers to stop, rest, and visit the town, and provide a central gathering point for community festivals and events.

The remainder of the area is mainly agricultural, with grazing lands, vineyards and orchards covering most of the valley floor. The Potter Valley Irrigation District (PVID) serves agricultural uses in the District. Residential ranchettes of 5 to 10 acre lots are situated in and around these farm sites. The valley floor rapidly transitions to upland forests and rural grazing lands.

Potter Valley Goals and Policies

The following goals, policies, and actions are specific to Potter Valley, and supplement the countywide goals and policies elsewhere in this General Plan.

Potter Valley Community Goals

Goal CP-PV-1: Expand economic opportunities in Potter Valley consistent with desired rural character of the valley.

Goal CP-PV-2: Recreate the sense of community that has been eroded with the loss of jobs and lack of affordable housing opportunities in Potter Valley.

Goal CP-PV-3: Maintain compact development patterns by focusing commercial, residential and community uses within the established community area.

Potter Valley Community Area Policies

Policy CP-PV-1: The County shall encourage mixed-use, commercial and public uses to locate within the Potter Valley community core area.

Policy CP-PV-2: The County encourages mixed-use and infill development in the core area.

Policy CP-PV-3: The County shall discourage subdivision activity in the outlying Rural and Remote Residential lands, including transitions to Rangelands and Forestlands.

Policy CP-PV-4: Higher density residential uses, including affordable housing units, are encouraged in the commercial center as part of a mixed-use strategy.

Policy CP-PV-5: The County supports the creation of economic opportunity, places and facilities that support a sense of community in Potter Valley.

Action Item CP-PV-5.1: The County shall create a strategy to revitalize and expand economic opportunity in Potter Valley, including evaluation of commercial expansion and consolidation on Main Street.

Policy CP-PV-6: Planned land uses in Potter Valley should accommodate expansion of commercial, light industrial and resource uses to meet the needs of local residents and businesses.

Policy CP-PV-7: The County supports the expansion and diversification of agricultural operations, including orchards, grazing lands and vineyards.

Action Item CP-PV-7.1: The County shall actively pursue light industrial and manufacturing employers for locations on the periphery of the town center, near convenient access and services.

Action Item CP-PV-7.2: Investigate the placement of a community signboard along State Route 20 at Potter Valley Road advertising services and special events in Potter Valley. If determined to be warranted, install the signboard.

Action Item CP-PV-7.3: Install gateway landscaping as an indication of entry into the town from the south at the intersection of Main Street and Eel River Road.

Policy CP-PV-8: The County supports improved accessibility to and from State Route 20 by upgrading and maintaining Potter Valley Road.

Policy CP-PV-9: The County encourages the Potter Valley Community Services District to pursue the provision or management of water and/or wastewater treatment services.

Action Item CP-PV-10.1: The County will assist the community in efforts to provide water and wastewater treatment services to support future growth consistent with the land use patterns and densities established in the General Plan.

Action Item CP-PV-10.2: Pursue efforts to redevelop the old bridge on the north end of Main Street, including efforts to maintain its historical character.

Action Item CP-PV-10.3: Investigate undergrounding power lines on the south side of Main Street, and replacing the lights currently on the poles with attractive, unobtrusive street lights that reflect the cultural heritage of the community.

Note: the map on the following page, ***Figure CP-7****, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-7: POTTER VALLEY COMMUNITY MAP

REDWOOD VALLEY COMMUNITY PLANNING AREA

The Redwood Valley community planning area encompasses the town of Redwood Valley and the area north of State Route 20 ~~via~~ from East Road to the East Fork of the Russian River at Lake Mendocino, approximately eight miles northeast of Ukiah. Bisected by the Russian River ~~and State Route 101~~, Redwood Valley maintains a modest commercial downtown area located at the intersection of East Road and School Way. South of downtown Redwood Valley is another strip of commercial shops. The remainder of the valley is mainly agricultural with residential ranchettes of 5 to 10 acres, as well as clusters of smaller parcels, situated in and around the valley. An elementary and middle school are located west of the core commercial area, ~~a~~ one half-mile north of US 101.

Redwood Valley Goals and Policies

The following goals, policies, and actions are specific to the Redwood Valley area, and supplement the countywide goals and policies elsewhere in this General Plan.

Redwood Valley Community Goals

Goal CP-RV-1: Focus new commercial development in the established downtown Redwood Valley area near the intersection of ~~(along~~ East Road and School Way~~)~~, and new commercial and industrial development north and south of School Way. All new development should be located where public services and infrastructure are available

Goal CP-RV-2: Maintain a transition buffer between the existing commercial, industrial, and residential uses surrounding the downtown Redwood Valley core as generally described above, and resource lands outside this core area.

Goal CP-RV-3: Maintain the agricultural nature of the valley by retaining Agricultural zoning and avoiding incremental increases in rural residential densities.

Redwood Valley Community Area Policies

Policy CP-RV-1: The County supports and promotes "Smart Growth" planning techniques and principles for the Redwood Valley.

Policy CP-RV-2: Mixed-use, commercial and public uses are encouraged to locate in the Redwood Valley downtown core area.

Policy CP-RV-3: The County shall promote economic infill opportunities that support infill and improve the aesthetic character of the Redwood Valley downtown core.

Action Item CP-RV-3.1: Consider redeveloping the commercial building façades on the buildings located on East Road.

Action Item CP-RV-3.2: Improve the aesthetics of areas surrounding the downtown, extending to State Route 20. Potential strategies include:

- Planting screening landscaping to reduce the visual impacts of the electric substation southeast of the downtown.
- Establishing a consistent architectural theme, compatible with the character of Redwood Valley, for commercial development south of the downtown.

Policy CP-RV-4: New industrial development in Redwood Valley should be located outside the downtown core in locations that minimize negative visual impacts and are compatible with existing and planned land uses.

Policy CP-RV-5: The County encourages redevelopment of the ~~northwest corner of East Road and School Way, such as with a mixed retail commercial/residential project.~~old Redwood Valley Middle School for use as a recreation and community center.

Policy CP-RV-6: Encourage streetscape improvements to the East Road street frontage to improve appearance and aesthetics, potentially including landscaping, pedestrian access, lighting, or other features on private property and in the public right of way.

Action Item CP-RV-6.1: Work to develop and implement a plan to provide pedestrian improvements in the core downtown area along School Way and East Road in the public right-of-way, as funding opportunities allow that will not add a financial burden to the County.

~~Policy CP-RV-6:~~Policy CP-RV-7: Parking to be relocated off of the East Road street frontage to improve aesthetics.

Policy CP-RV-8: The County encourages the Redwood Valley County Water District to evaluate the merits of a water conservation program for all customers.

Policy CP-RV-9: The County encourages the Redwood Valley County Water District ~~and~~ to pursue the provision or management of sewage treatment facilities. The County shall facilitate this process and support funding applications consistent with technical studies and General Plan objectives.

Policy CP-RV-10: The County supports the development of agro- and eco- tourism in conjunction with existing and proposed agricultural operations within agricultural zones.

Policy CP-RV-11: The use of locally "native" species and the targeted removal of "invasive" species as defined by the California Invasive Plant Council (Cal-IPC)[2] is encouraged for landscaping in new development.

Policy CP-RV-12: The use of dwelling groups and/or cluster development that would provide for the protection and long-term viability of agricultural lands while allowing development of additional housing units is encouraged.

Policy CP-RV-13: Commercial cannabis cultivation shall prioritize protection of existing residential uses (odor and light pollution). To preserve the existing agricultural character of the community, outdoor, sun-grown cannabis cultivation is more desirable than mixed-light cultivation.

[2] www.cal-ipc.org

Policy CP-RV-14: The use of green and renewable energy sources is encouraged in the design and construction of new commercial development, including solar arrays and EV charging stations.

Policy CP-RV-15: The County will encourage and support locally owned businesses seeking public and private sources of funding.

Policy CP-RV-16: The County encourages job creation and economic development through local sustainable, non-polluting businesses.

~~Policy CP-RV-7:~~Policy CP-RV-17: The County will work cooperatively with the Redwood Valley community to plan open spaces, parks, and public gardens.

*Note: the map on the following page, **Figure CP-8**, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-8: REDWOOD VALLEY COMMUNITY MAP

WILLITS COMMUNITY PLANNING AREA

The Willits community planning area is located around the incorporated city limits of Willits in the Little Lake Valley. Much of the development in the Willits area is located along the ~~State Route~~US 101 and State Route 20 corridors, with the exception of the approximately 6,000-lot Brooktrails Township development northwest of the City. Commercial services are located along US 101 within the City limits with industrial operations on outlying parcels. The remaining areas of Little Lake Valley are primarily used for agricultural and rural residential pursuits.

Major factors affecting future community growth include physical constraints posed by flooding in the Little Lake Valley, the Earthquake Fault Zone, ~~the planned State Route 101 bypass of the City of Willits~~, limitations on public water or sewer services in Brooktrails, lack of water and sewer to serve other areas outside the City limits, and second access and other concerns associated with continued build-out of the Brooktrails Township, which was originally planned as a vacation home subdivision. Plans for the future development and provision of services to Brooktrails are detailed in the Brooktrails Township Specific Plan administered by the Brooktrails Township Community Services District in association with the County.

Willits Goals and Policies

The following goals, policies, and actions are specific to the Willits area, and supplement the countywide goals and policies elsewhere in this General Plan.

Willits Community Goals

Goal CP-W-1: Coordinate planning and development of the areas around Willits in a manner that complements the City of Willits' role as the local center for services and civic life.

Goal CP-W-2: Plan for the development of the Brooktrails Township through implementation of the Brooktrails Township Specific Plan and resolution of infrastructure issues.

Goal CP-W-3: Adopt planning policies to govern new development opportunities along the ~~State Route~~US 101 Willits Bypass route east of the City in advance of development demand.

Goal CP-W-4: Maintain the rural character of Little Lake Valley using "smart growth" principles including defining a stable limit to urban growth and avoiding a proliferation of rural ranchettes.

Willits Community Area Policies

Policy CP-W-1: Places and facilities that create a sense of community should be established in the Willits area.

Policy CP-W-2: The County will work with the City of Willits to create a unified community encompassing urban development both within and adjacent to the City.

Policy CP-W-3: Residential uses in the unincorporated area should be focused in areas south of the City of Willits and, as supported by necessary water and sewer service connections, in the Brooktrails Township.

Policy CP-W-4: The County supports expanded and diversified economic ventures for the Willits area. Potential strategies include:

- Accommodate State Route 20 and US 101 tourist-based traffic by establishing, expanding and redeveloping commercial uses suitable to meet the needs of residents and visitors.
- Support operation of the Skunk Train as a significant tourist feature for the Willits area.

Policy CP-W-5: The County shall seek to maximize the compatibility of the ~~State Route~~US 101 Willits Bypass with community identity and the protection of economic ventures and agricultural resources.

Policy CP-W-6: The County shall actively plan for changes in circulation and associated effects that ~~will~~ accompany the US 101 Willits Bypass. The following concepts shall be included in the County's plans for the Willits area:

- Maintain land use patterns as they existed in 2007 around the Bypass interchanges unless contiguous to the City.
- Bypass ramp design should provide convenient access to downtown commercial areas while minimizing impacts on residential neighborhoods.
- New development should be focused on the western side of the Bypass.
- The side of the Bypass closest to the City should develop first before permitting development to the "outside" of the Bypass.
- Create substantial green space buffers around the Bypass ramps reflecting a rural perspective and mitigating the visual impacts of new development where allowed.
- Avoid locating highway commercial uses (gas stations, fast food, convenience store, etc.) within green space buffers around the Bypass ramps.

Policy CP-W-7: The County supports improvements to the State Route 20 and US 101 corridors in the suburban areas around the Willits City limits.

Action Item CP-W-7.1: Work with Caltrans to evaluate and support measures to reduce traffic hazards associated with pedestrian crossings of US 101.

Action Item CP-W-7.2: Establish public parking areas with easy access to, but substantially screened from State Route 20 and US 101.

Policy CP-W-8: Minimize the visibility of parking areas, utilities and similar improvements.

Policy CP-W-9: Highway visitor travel should be accommodated through visually enhanced parking and streetscapes.

Policy CP-W-10: The County shall collaborate with the City of Willits in providing services, housing and economic opportunity to support a healthy community.

Action Item CP-W-10.1: Work with the City of Willits in planning for the efficient extension of water and wastewater services and annexation to facilitate compact development patterns, efficient service delivery, and affordable housing, consistent with County goals.

Action Item CP-W-10.2: Negotiate an equitable property tax revenue sharing agreement between the County and the City of Willits to facilitate annexations, ensuring that the County receives credit for the transfer of its regional housing needs allocation.

Policy CP-W-11: The County will support the Brooktrails Township Community Services District in its efforts to implement the Brooktrails Township Specific Plan, including the District's efforts to resolve major services and infrastructure problems and reduce the risk of wildfire in the urban-rural interface.

Action Item CP-W11.1: Organize an annual meeting with the City of Willits and the California Department of Forestry and Fire Protection (CAL FIRE) to ensure continuity of action and address planning issues of mutual concern.

Note: the map on the following page, ***CP-9****, is an excerpt from the Land Use Map contained in the Development Element and is provided for informational purposes only. The Land Use Map in the Development Element should be consulted to determine the official land use policy of the County for this area.*

FIGURE CP-9: WILLITS COMMUNITY MAP