DRAFT INITIAL STUDY and ENVIRONMENTAL CHECKLIST

FOR

HARTLEY STREET PEDESTRIAN IMPROVEMENT PROJECT

July 2019

Lead Agency:
City of Lakeport

Lead Agency Contact:
Doug Grider, Public Works Director
City of Lakeport
Public Works Department
225 Park Street, Lakeport, California 95453
(707) 263-3578

Prepared by:
LACO Associates
21 W. 4th Street
Eureka, California 95501
(707) 443-5054

LACO Project No. 7184.04

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I. PROJECT SUMMARY

Date: July 2019

Project Title: Hartley Street Pedestrian Improvement Project

Lead Agency: City of Lakeport

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Location: The Hartley Street Pedestrian Improvement Project (project) is proposed within the City of Lakeport, along an approximately 3,000 foot portion of Hartley Street (County Road #408), a two-lane collector street, from approximately 200 feet north of Anastasia Drive, south to the southerly boundary of 20th Street (Site). The project would primarily occur within the City's right-of-way; however, as shown in Figure 1, improvements would also occur within the boundaries of four properties.

Coastal Zone: No

Affected Parcel(s): Assessor's Parcel Numbers (APNs) 026-031-180, 026-052-020, 026-062-010, and 026-321-110, in addition to the City's right-of-way

City of Lakeport General Plan Land Use Designation: Residential (R) and Public and Civic Use (PUB) (see Figure 2)

City of Lakeport Zoning Designation: Low Density Residential (R-1) and Public and Civic Uses (PCU) (see Figure 3)

Anticipated Permits and Approvals:

1) City of Lakeport approval of the Draft Initial Study/Mitigated Negative Declaration
2) City of Lakeport Encroachment Permit
3) California Department of Fish and Wildlife (CDFW) Lake or Streambed Alteration Agreement (LSAA)

Tribal Cultural Resources: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Alta Archaeological Consulting (ALTA), on behalf of the City of Lakeport, contacted the Native American Heritage Commission (NAHC) on April 2, 2019, to request a Sacred Lands File (SLF) search for any resources present within the project area and to request the contact information for the representatives of the Native American Tribes associated with the area. In a letter response dated April 15, 2019, the NAHC indicated the SLF search returned a positive result and provided the contact information for eight (8) local Tribal

representatives. On May 7, 2019, in compliance with Assembly Bill (AB) 52, ALTA sent a consultation letter to each of the eight (8) Tribal representatives. ALTA was contacted by the Scotts Valley Band of Pomo Indians in a letter dated May 28, 2019, in which Hartley Street was noted as contiguous to the Tribe's original assigned federal lands (which were subsequently dissolved again by federal decree). Additionally, the Tribe expresses interest in the project and looks forward to both consultation and the assignment of cultural monitor(s) during any and all ground disturbance undertaken by the project.

As of the date of this Initial Study, no additional responses or other communications have been received from the Native community regarding the project.

CEQA Requirement:

The proposed project is subject to the requirements of the California Environmental Quality Act (CEQA). The Lead Agency is the City of Lakeport. The purpose of this Initial Study (IS) is to provide a basis for determining whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration. This IS is intended to satisfy the requirements of the CEQA (Public Resources Code, Div. 13, Sec. 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387).

CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts (CEQA Section 20180(c) (2) and State CEQA Guidelines Section 15070(b) (2)).

Section 15063(d) of the State CEQA Guidelines states that an IS shall contain the following information in brief form:

1) A description of the project including the project location
2) Identification of the environmental setting
3) Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to provide evidence to support the entries
4) Discussion of means to mitigate significant effects identified, if any
5) Examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls
6) The name of the person or persons who prepared and/or participated in the Initial Study

II. PROJECT DESCRIPTION

The Hartley Street Pedestrian Improvement Project (project) involves roadway widening, paving, and the installation of concrete sidewalk, curb, and gutter, and Americans with Disabilities Act (ADA)-compliant ramps along an approximately 2,800-foot length portion of Hartley Street, within the City of Lakeport (City), from the sidewalk north of Anastasia Drive, south to the southerly portion of 20th Street, then roadway paving only of an approximately 200-foot-long segment of Hartley Street, north of Anastasia Drive (Site or project area). Funding for the project is from a Safe Routes to Schools grant from the Lake County Transportation Commission, awarded in 2017. Hartley Street provides westerly access to the City's three schools, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School. The purpose of the project is to reduce the potential for conflicts between bicyclists, pedestrians, and vehicles utilizing Hartley Street to access the City's schools or the adjoining neighborhoods.

Under the project, an approximately 2,800-foot-long portion of Hartley Street (CR #408), a two-lane collector street, would be widened to provide two 12-foot travel lanes, one in each direction. Additionally, as part of the project, continuous sidewalks would be installed along the same portion of Hartley Street, along the west side. Existing portions of sidewalk along Hartley Street would remain; however, non-compliant ramps would be replaced to meet ADA standards. The concrete gutter along the west side of Hartley Street would be included in the 12-foot lane width of the southerly travel lane. An approximately 200-foot-long span of Hartley Street, within the very northern portion of the Site, would be repaved only. Due to the area's steep hillsides and current inadequate width for sidewalk and roadway, retaining walls and/or structures would be required as part of the project. Furthermore, ancillary work associated with the project would involve installation of safety fencing to protect and prevent pedestrians from accessing steep downhill slopes.

In addition to the proposed improvements, existing power poles and fire hydrants and relief valves may need to be relocated behind the new continuous sidewalk. New storm drain inlets and improvements to existing culverts may also be required, due to the anticipated change in drainage patterns associated with the sidewalk, curb, and gutter installation and roadway widening. An ADA-compliant accessible ramp down to Clear Lake High School, adjacent to the existing crosswalk and concrete stairs along the east side of Hartley Street at Anastasia Drive, would also be installed.

III. PROJECT SETTING AND LOCATION

The Site is located within the northern portion of the City of Lakeport, approximately one-half mile west of Clear Lake and approximately one-half mile east of Highway 29. The project would occur within an approximately 3,000-foot-long stretch of Hartley Street, which runs in a north-south direction and increases in elevation. The Site is located adjacent to both undeveloped and residential areas and is located immediately west of Clear Lake High School, with Lakeport Elementary School and Terrace Middle School located further east (see Figure 1). The project would primarily occur within the City's right-of-way; however, as indicated on Figure 1, project improvements are also proposed to occur within the boundaries of four individual parcels (APNs 026-031-180, 026-052-020, 026-062-010, and 026-321-110), which would require acquisition of these specific areas for use by the City.

The topography of the Site is varied, increasing from approximately 1,350 feet above mean sea level (amsl) in the south portion of the Site, increasing to a maximum of approximately 1,415 feet amsl at the intersection of Hartley Street/Boggs Lane, steadily decreasing to approximately 1,350 feet amsl adjacent to

the field at Clear Lake High School, before steadily inclining up to approximately 1,415 feet at the northernmost Site boundary, at the intersection of Hartley Street/Clearview Drive.

The Site contains portions of existing curb, gutter, and sidewalk (totaling approximately 750 linear feet) along the western side of Hartley Street, with another portion of curb and unpaved sidewalk (totaling approximately 500 linear feet) between Adams Street and Hillcrest Drive. Limited curb, gutter, and sidewalk is currently present along the east side of Hartley Street within the project area, primarily between 19th and 20th Streets, the majority of which is not currently paved.

IV. ENVIRONMENTAL EFFECTS

An environmental checklist follows this section, and addresses all potential adverse effects resulting from the proposed project. No significant adverse effects are expected from any of the proposed activities.

V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a **"Potentially Significant Impact"** or "**Potentially Significant Unless Mitigation Incorporated**" as indicated by the checklists on the following pages.

	Aesthetics		Agriculture and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology/Soils	X	Greenhouse Gas Emissions	X	Hazards & Hazardous Materials
	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
X	Noise		Population/Housing		Public Services
	Recreation		Transportation	X	Tribal Cultural Resources
	Utilities/Service Systems		Wildfire		Mandatory Findings of Significance

An explanation for all checklist responses is included, and all answers take into account the whole action involved and the following types of impacts: off-site and on-site; cumulative and project-level; indirect and direct; and construction and operational. The explanation of each issue identifies (a) the threshold of significance, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. All mitigation measures required for the project are provided in the Mitigation Monitoring and Reporting Program (MMRP) (see Appendix A).

In the checklist the following definitions are used:

"**Potentially Significant Impact**" means there is substantial evidence that an effect may be significant.

"**Potentially Significant Unless Mitigation Incorporated**" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"**Less Than Significant Impact"** means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"**No Impact"** means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the proposed project.

DETERMINATION: (To be 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.
☒	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.

Signature

7/23/2019
Date

Doug Grider, Public Works Director
Name and Title

I. **AESTHETICS**. 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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on aesthetics if it would have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway; substantially degrade the existing visual character or quality of public views of the site and its surroundings (if the project is in a non-urbanized area) or conflict with applicable zoning and other regulations governing scenic quality (if the project is in an urbanized area); or create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

DISCUSSION

The proposed project area is located in a predominately residential area. Most of the land area in the project vicinity is designated as Residential under the City of Lakeport General Plan, with the land encompassing the school sites to the east (Lakeport Elementary School, Terrace Middle School, and Clear Lake High School) designated as Public and Civic Uses, and zoned as Low Density Residential (R-1), and Medium Density Residential (R-2), and Public and Civic Uses (PCU) according to the City of Lakeport Zoning Map. The project area does not contain important visual landmarks or areas of scenic interest. Amenities such as street trees to give rhythm, cadence and shade are notable throughout the project area. Overhead utility lines suspended from numerous vertical utility poles predominate within the field of view along with few eye-level signs to guide and control traffic throughout the area. There are no General Plan designated scenic viewpoints in the project area.

I.a-b) The proposed project is not located within a City- or County-mapped or designated scenic vista; within a scenic resources area; or along a state scenic highway (Caltrans, 2018). Therefore, the project would have no impact.

I.c) The project developments would consist of widening an existing road to include two 12-foot travel lanes (one lane in each direction) and adding a continuous sidewalk along the west side of Hartley Street. Additional proposed improvements include installing a safety fence to protect and prevent pedestrians from accessing steep downhill slopes as well as improvements to existing power poles and fire hydrants and relief valves, which may need to be relocated as a result of the proposed continuous sidewalk. Also, additional paving for a distance of approximately 200 feet north of Anastasia Drive would also occur. The proposed project does not conflict with any local zoning regulations and would not detract from the scenic quality of the area; therefore, the project would have no impact.

I.d) Expected new sources of light would come from the anticipated short-term construction activities. Any outdoor lighting included under the project would comply with all applicable Building and Zoning Codes and would be designed to minimize off-site illumination and glare. The proposed project may increase the level of illumination in the project area above existing levels due to the changing placement of the sidewalk and road construction, however due to the moderate setback areas from the adjacent residential uses, the proposed projects off-site illumination and glare would be minimized. Therefore, the light and glare impacts associated with the proposed project would be less than significant.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Aesthetics.

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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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 PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
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 forestland to non-forest use?	☐	☐	☐	☒

Thresholds of Significance: The project would have a significant effect on agriculture and forestry resources if it would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (hereafter "farmland"), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); Result in the loss of forest land or conversion of forest land to non-forest use; or 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 forestland to non-forest use.

DISCUSSION

The project area is primarily residential in nature, with areas of undeveloped land, and does not currently contain agricultural or forestry uses. The area immediately surrounding the Site is primarily designated as Residential (R), with the area containing the City's three schools, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School, designed for Public and Civic Use (PUB) under the City's 2025 General Plan (see Figure 2), and zoned as Low Density Residential (R-1), Medium Density Residential (R-2), and Public and Civic Uses (PCU) under the City's Zoning Ordinance (see Figure 3). The City's Zoning Map indicates that further to the east of the Site is zoned as Light Retail (C-1), Major Retail (C-2), Resort/High Density Residential (R-5), and Open Space (OS), with areas east of Main Street within the Shoreline Development overlay area. Under the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the Site and surrounding area is designated as "Urban and Built-Up Land" (DOC, 2016). No portion of the Site is under a Williamson Act contract.

II.a-c) The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, conflict with existing zoning for agricultural use or forest land, timberland, or timberland zoned Timberland Production, or conflict with a Williamson Act, as no portion of the Site is designated, zoned, or

utilized for agricultural or forestry use. Additionally, no portion of the Site is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance under the FMMP or currently under a Williamson Act contract. No impact would occur.

II.d) Although the removal of trees and/or other vegetation adjacent to Hartley Street may be required as a result of the project, the project would not result in the loss of forest land or conversion of forest land to non-forest use, as the project area is not designated or zoned as timberland or forest land, but rather designated and zoned as residential. A less than significant impact would occur.

II.e) The project would not 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 forestland to non-forest use. No such uses are located in the vicinity of the Site. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Agricultural and Forestry Resources.

III. AIR QUALITY. 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?	☐	☒	☐	☐
b) 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?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

Thresholds of Significance: The project would have a significant effect on air quality if it would conflict with or obstruct implementation of applicable air quality plans; 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; expose sensitive receptors to substantial pollutant concentrations; or result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

DISCUSSION

The proposed project is located within the Lake County Air Basin (LCAB) and is subject to Lake County Air Quality Management District (LCAQMD) requirements. The LCAB is a federally and State recognized geographical area this is the same as the County boundary. The LCAQMD is responsible for regulating stationary sources of air pollution within the LCAB. The main purpose of the LCAQMD is to enforce local, State, and federal air quality laws, rules, and regulations in order to meet the Ambient Air Quality Standards (AAQSs), and protect the public from air toxins through local regulation, California Air Resources Board (CARB) Airborne Toxic Control Measures (ATCM) and federal Environmental Protection Agency (EPA) National Emission Standards for Hazardous Air Pollutants (NESHAP) specific control regulations. These sources include industrial developments such as the Geysers Geothermal Power Generation as well as commercial businesses with air emissions such as mining operations and gasoline stations (LCAQMD, n.d.). As noted in the City's General Plan, because the County is in an attainment area (or is unclassified) for all criteria pollutants, both federal and State, it is not required to prepare an Air Quality Management Plan. Instead, LCAQMD's focus is on the prevention of significant deterioration in air quality (City General Plan, 2009).

The proposed project involves the widening of Hartley Street to include two 12-foot travel lanes and continuous ADA-compliant sidewalks along the west side of Hartley Street, from the sidewalk north of Anastasia Drive, south to the southerly portion of 20^{h} Street. In addition, an approximately 200-foot-long portion of Hartley Street, north of Anastasia Drive, would be paved, and an ADA-compliant ramp would be installed adjacent to Clear Lake High School, on the east side of Hartley Street.

The project and its emission sources are subject to State and federal standards contained in the most recent version of *Lake County Air Quality Management District Rulebook*. During the construction phase of the project, the contractor would be expected to use heavy construction machinery and temporary air pollutant emissions would be associated with cut and fill, grading, and paving activities within the project area. Water would be utilized as necessary during the construction activities to reduce potential impacts associated with fugitive dust. Once construction is complete, it is anticipated that operational emissions

would be comprised of direct emissions, including exhaust and fugitive dust from the operation of personal vehicles. However, because Hartley Street is currently in operation and utilized by personal vehicles at this time, it is anticipated that emissions would remain similar to what is currently experienced within the project area. Continued compliance with the federal and State emissions standards would be required once the project components have been installed within the project area.

LCAQMD has not formally adopted significance thresholds for use in evaluating project impacts under CEQA, but rather utilizes the State and federal standards on emission rates for stationary sources. LCAQMD does not currently have any thresholds for toxics, but recommends the use of the latest version of the California Air Pollution Control Officers Association's (CAPCOA) *Health Risk Assessments for Proposed Land Use Project* (available at: http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf) to evaluate and reduce air pollution impacts from new development, which includes recommended mitigation measures to help reduce air pollution impacts anticipated under the proposed project.

Lake County, which encompasses the City of Lakeport, was recognized by the American Lung Association in 2018 as being the 4th cleanest county in the nation for annual particulate average concentration (LCAQMD, 2018). In 2012, the CARB released a summary of the estimated annual average emissions rates in the LCAB, including stationary, area wide, and mobile source emissions. Table 1, below, shows a summary of LCAB's emissions by source category and are represented in tons per day. According to the report, the main stationary source of total organic gas (TOG) emissions is electric fuel combustion. The main mobile source was recreational boats, and the main area-wide source was solvent evaporation from consumer products. Carbon monoxide (CO) is mostly coming from managed burning and disposal. Recreational boats, light duty passenger vehicles, off-road equipment, and trucks make up two-thirds of the mobile source CO emissions, and one half of the total CO emissions in the LCAB. Finally, unpaved roads were the largest source of particulate matter (PM) in the County (CARB, 2012).

Table 1. Lake County Air Basin 2012 Estimated Annual Average Emissions (tons/day)

Sources	TOG	ROG	CO	NOx	SOx	PM	PM_{10}	$PM_{2.5}$	NH_3
Stationary Sources									
Fuel Combustion	5.5	0.4	6.0	0.3	0.1	0.3	0.2	0.1	1.7
Waste Disposal	--	--	--	--	--	--	--	--	0.0
Cleaning and Surface Coating	0.2	0.2	--	--	--	--	--	--	--
Petroleum Production and Marketing	0.2	0.2	--	--	--	--	--	--	--
Industrial Processes	0.1	0.1	0.0	0.2	0.2	1.4	0.8	0.2	--
Total Stationary Sources	**6.0**	**0.9**	**6.0**	**0.4**	**0.2**	**1.6**	**1.0**	**0.4**	**1.8**
Area Wide Sources									
Solvent Evaporation	1.3	1.2	--	--	--	--	--	--	0.1
Miscellaneous Processes	6.3	1.7	13.7	0.7	0.1	6.9	4.7	2.2	0.4
Total Area-Wide Sources	**7.5**	**2.9**	**13.7**	**0.7**	**0.1**	**6.9**	**4.7**	**2.2**	**0.5**
Mobile Sources									
On-road Motor Vehicles	1.6	1.4	10.2	2.3	0.0	0.1	0.1	0.1	0.1
Other Mobile Sources	3.3	2.9	11.4	1.2	0.0	0.2	0.2	0.2	0.0
Total Mobile Sources	**4.9**	**4.3**	**21.6**	**3.6**	**0.0**	**0.4**	**0.3**	**0.2**	**0.1**
Grand Total for Lake County Air Basin	**18.5**	**8.1**	**41.2**	**4.6**	**0.4**	**8.8**	**6.0**	**2.8**	**2.3**

Note: Spaces left blank in Table 2 indicate that average emissions could not be quantified in tons per day.
Source: California Air Resource Board (CARB). 2012 Estimated Annual Average Emissions. Lake County Air Basin. 2016 SIP Emission Projection Data. Available at: https://www.arb.ca.gov/app/emsinv/2017/emseic1_query.php?F_DIV=-4&F_YR=2012&F_AREA=AB&F_AB=LC&F_SEASON=A&SP=SIP105ADJ&F_DD=Y.

Air quality impacts anticipated under construction of the proposed project were modeled using the Roadway Construction Emissions Model, developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) (available at: http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/CEQA-Guidance-Tools), to quantify potential criteria pollution and greenhouse gas (GHG) emissions during the different phases of the construction period, including grubbing/land clearing, grading/excavation, drainage/utilities/sub-grade, and paving. The model quantifies direct and indirect emissions from construction activities, including emissions associated with material hauling, worker commutes, water trucks, off-road equipment, in addition to fugitive dust.

Vehicles are known to be a major pollution contributor, producing significant amounts of nitrous oxides (NOx), carbon monoxide (CO), ozone (O_3), and particulate matter ($PM_{2.5}$ and PM_{10}), and must also be considered when evaluating potential air quality impacts of a proposed project. However, the widening of and the installation of continuous ADA-compliant sidewalks along the west side an approximately 2,800-foot-long section of Hartley Street, from Anastasia Drive south to 20th Street, with additional repaving of an approximately 200-foot-long section of Hartley Street, north of Anastasia Drive, would not be anticipated to introduce a significant number of new traffic trips in the area. The Roadway Construction Emissions Model results in their entirety are included in Appendix B. For a conservative analysis of the project, the analysis assumes the anticipated construction would begin in 2019 and be completed over a 3-month period. In addition, it is assumed that up to 5 truckloads (20 cubic yard capacity) of material would be imported and exported daily, although this very likely exceeds the actual amount of material to be imported and exported. To minimize potential fugitive dust, it is also assumed that water trucks would be utilized. The results of the Roadway Construction Emissions Model analysis are shown in Table 2, below. Since Hartley Street is an existing roadway, the proposed project is not anticipated to increase operational emissions.

Table 2. Roadway Construction Emissions Model Results for Construction of the Proposed Project

Pollutant	Anticipated Emissions (tons/construction period)*	Annual Thresholds (tons/year)
Carbon monoxide (CO)	1.28	100
Nitrogen oxides (NOx)	1.84	50
Particulate matter (PM_{10}) (total)	0.16	70
Particulate matter ($PM_{2.5}$) (total)	0.09	70
Reactive organic gases (ROG)	0.16	50
Sulfur oxides (SO_2)	0	50

Note:

** The Roadway Construction Emissions Model Results provide emissions data in tons per construction period (assumed to be a maximum of three months).*

Source: Roadway Construction Emissions Model Results, June 6, 2016, Appendix B.

As shown in Table 2, above, the anticipated emissions associated with the roadway widening and associated improvements would be well-below the State and federal annual thresholds of significance for carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter (PM_{10} and $PM_{2.5}$), reactive organic gases (ROG), and sulfur oxides (SO_2). As noted above, compliance with LCAQMD requirements would be required during construction and operation of the project (see Mitigation Measure AIR-1), which would help minimize potential air quality impacts associated with the project.

There are numerous sensitive receptors located in the vicinity of the Site, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School to the east of the project area, in addition to residences along both sides of Hartley Street. In order to minimize potential air quality impacts associated with the proposed project, limit the generation of fugitive dust, minimize excessive exhaust emissions, and reduce potential impacts to these sensitive receptors, two mitigation measures are required below, including implementing Best Management Practices (BMPs) during project construction in compliance with LCAQMD rules and regulations, in addition to maintaining all equipment in good working condition (see Mitigation Measures AIR-1 and AIR-2, below).

There are a number of mapped areas in Lake County, including the Lakeport Planning Area, that contain serpentine rock and soils, which contain regulated amounts of asbestos. Unless adequately mitigated, the disturbance of serpentine may release asbestos into the air and water. The areas mapped within the Lakeport Planning Area (refer to Figure 19, Serpentine Rock and Soils, in the City's General Plan) are mostly within the southern and central portions of the City of Lakeport, with smaller areas scattered throughout the northern part of the City. The project area is located outside of the mapped areas containing serpentine rock and soils (City General Plan, 2009).

III.a-b) As noted in the discussion above, the City of Lakeport is currently in attainment of all State and federal ambient air quality standards. The proposed widening of Hartley Street and installation of ADA-compliant sidewalks along the east side of Hartley Street within the project area is not anticipated to generate unnecessary airborne particulate matter that would have the potential to create significant project-specific and cumulative effects to air quality, or conflict with or obstruct implementation of the applicable air quality plan. Because the proposed pedestrian improvements and modifications to Hartley Street would be subject to LCAQMD regulations and since the proposed improvements and modification would occur in accordance with these regulations, the proposed project would not obstruct implementation of federal and State standards.

LCAQMD has advised that generally, an activity that individually complies with the State or federal ambient air quality standards would not result in excess emissions or a violation. As shown in Table 2, above, project activities would not be anticipated to substantially increase pollutant concentrations or exceed LCAQMD's ambient air quality standards, which correspond to State and federal emissions thresholds. Although the proposed project would generate temporary emissions during construction and direct and indirect emissions once construction is complete, the project would not include any source of visible emissions, including intentional fire/burning or manufacturing. Hartley Street is an existing roadway and the proposed project, involving roadway widening and anticipated improvements, would not be anticipated to significantly increase use of this roadway. However, with the incorporation of Mitigation Measures AIR-1 and AIR-2, which require compliance with LCAQMD, State, and federal standards and regulations and maintaining all equipment in good working condition such that potential fugitive dust is controlled and exhaust emissions are minimized, the proposed project would not result in substantial adverse air quality impacts, and a less than significant impact would occur.

III.c) Sensitive receptors, as defined by the EPA, include, but are not limited to, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Extra care must be taken when dealing with contaminants and pollutants in close proximity to areas recognized as sensitive receptors. As noted above, numerous sensitive receptors are located in the vicinity of the Site, including three schools (Lakeport Elementary School, Terrace Middle School, and Clear Lake High School) to the east and single-family residential neighborhoods directly to the east and west. The proposed pedestrian and street improvements would be required to comply with LCAQMD rules and regulations, which include measures to protect air quality and reduce emissions.

As provided in Table 2, above, emissions associated with construction and operation of the proposed project would not exceed LCAQMD's ambient air quality standards, which correspond to State and federal emissions thresholds. However, temporary exhaust from construction equipment may, for short periods of time, impact residents and students when school is in session, located near the Site. However, with the incorporation of Mitigation Measures AIR-1 and AIR-2, potential fugitive dust and exhaust emissions associated with construction and operation of the proposed project would be minimized, and a less than significant impact would occur.

III.d) The project would not create substantial emissions (such as odors or dust) adversely affecting a substantial number of people. Temporary objectionable odors, typical of construction sites and equipment use, may be generated during the construction phase of the project, which way impact the residences and schools located adjacent to the Site. However, with the implementation of Mitigation Measures AIR-1 and AIR-2, potential fugitive dust and exhaust emissions, and a less than significant impact would occur.

MITIGATION MEASURES

AIR-1: Construction activities shall be conducted with adequate dust suppression methods, as necessary, including but not limited to watering during construction activities to limit the generation of fugitive dust or other methods approved by the LCAQMD.

AIR-2: At all times, construction equipment shall be maintained in good condition to minimize excessive exhaust emissions.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Air Quality.

IV. BIOLOGICAL RESOURCES. 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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☒	☐	☐

Thresholds of Significance: The project would have a significant effect on biological resources if it would 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; have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; 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; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

DISCUSSION

The project involves roadway widening and the installation of concrete sidewalk, curb, and gutter, and ADA-compliant ramps along an approximately 2,800-foot length portion of Hartley Street, within the City of Lakeport, from Anastasia Drive, south to the southerly portion of 20th Street. Approximately 200 feet of paving would also occur north of Anastasia Drive. The project is located in a predominately low density residential area along Hartley Street, which runs in a north-to-south direction in the northern portion of the

City, services Lakeport homes and is adjacent to Clear Lake High School, with Terrace Middle School and Lakeport Elementary School further to the east.

A *Hartley Street Biological, Wetlands, and Stream Classification Survey* (Biological Report) was prepared by LACO Associates (LACO) on June 17, 2019 (see Appendix C), to identify any potential sensitive or special status species or habitat areas within the Site, including stream drainages, riparian, and wetland areas. One mid-season (April 2019) field survey was conducted by LACO's Senior Environmental Scientist. Prior to and during the survey, a number of resources were consulted to determine potential areas of sensitive plant and wildlife species occurrence in the vicinity of the Project Site, including California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) for the Lakeport quadrangle, U.S. Geological Survey's (USGS) 7.5-minute Lakeport quadrangle topographic map, and aerial photography. The biotic site survey was conducted following protocol developed by CDFW.

Natural features within the vicinity of the Site include blue oak woodland and ruderal grassland habitats. In addition, one Class III drainage/riparian habitat area was observed in proximity of the Project Site, found adjacent to Hartley Street, north of Boggs Lane. The U.S. Fish and Wildlife Service's (USFWS) *National Wetlands Inventory* (2019) shows an additional drainage feature to the north (see Figure 1), that, if present, appears to be underground. Soils as mapped by the Natural Resources Conservation Service (NRCS) include Wappo soils, primarily a deep brown loam originating from alluvial sources (NRCS, 1997).

Based on the species identified in the CNDDB records, the range of habitats present, and the geographical range of the various sensitive species, 8 special status plant species and 8 special status wildlife species, including 3 bird species of special concern, have the potential to occur within the project Site, as provided in Tables 3 and 4, below. No special habitats (such as freshwater ponds, thermal springs, or serpentine outcrops) are present at the Project Site, eliminating the potential for sensitive species specific to those types of habitats to occur within the project area.

Table 3. Sensitive Plant Species Occurring within the Project Vicinity (Including State and Federal Threatened, Endangered, or State Species of Concern)

Plant Species	Status[2]	Habitat	Occurrence at the Project Site[1]
Konocti manzanita *(Arctostaphylos manzanita* ssp. *elegans)*	CNPS 1B.3	Lower montane coniferous forest, volcanic soils (225-1,830m)	Absent. No suitable habitat occurs at the Project Site (obsidian slopes, McMinn, 1939).
Bent-flowered fiddleneck *(Amsinckia lunaris*)	CNPS 1B.2	Often serpentine, open oak/pine woodland (280-1,010m)	Absent. Suitable soils (serpentine) or habitat (open oak/pine woodland) do not occur at the Project Site.
Mayacamas popcornflower *(Plagiobothrys lithocaryus)*	CNPS 1A	Chaparral, cismontane woodland, grasslands (150-1,250m)	Absent. There is no suitable habitat for this species (moist sites), historic record only. There are no known occurrences at the Project Site
Serpentine cryptantha *(Cryptantha dissita)*	CNPS 1B.2	Chaparral, serpentine outcrops (135-735m)	Absent. There is no suitable habitat at the Project Site
glandular western flax *(Hesperolinon adenophyllum)*	CNPS 1B.2	Chaparral, cismontane woodlands, usually serpentine, (425-1,345m)	Absent. No suitable soils occur at the Project Site.
Burke's goldfields *(Lasthenia. burkei)*	FE/CE CNPS 1B.1	Vernal pools, (15-600m)	Absent. No suitable habitat (vernal pools) occurs in the Project Site.
Colusa layia *(Layia septentrionalis)*	CNPS 1B.2	Chaparral, cismontane woodlands, usually serpentine, (100-900m)	Absent. No suitable soils (gravelly or serpentine) occur at the Project Site.
Beaked tracyina *(Tractina rostrata)*	CNPS 1B.2	Chaparral, cismontane woodland (55-855m)	Absent. No suitable native grassland occur at the Project Site.

Source: LACO Associates, Hartley Street Biological, Wetlands, and Stream Classification Survey, June 17, 2019.

[1] OCCURRENCE DESIGNATIONS:
Present: Species observed at the Project site at time of field survey or during recent past.
Likely: Species not observed at the Project site, but it may be reasonably expected to occur there on a regular basis.
Possible: Species not observed at the Project site, but it could occur there from time to time.
Unlikely: Species not observed at the Project site, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed at the Project site, and precluded from occurring there because habitat requirements not met.

[2]STATUS CODES:

FE	Federally Endangered	CE	California Endangered
FT	Federally Threatened	CT	California Threatened
FPE	Federally Endangered (Proposed)	CR	California Rare
FC	Federal Candidate	CSC	California Species of Special Concern
CNPS	California Native Plant Society Listing		
D/FD	Delisted or proposed Federal delisting		

Table 4. Sensitive Animal Species Potentially Present at the Proposed Project Site

Species	Common Name	Fed/State List	Preferred Habitat/Potential Occurrence
Taxidea taxus	American badger	None	Open ground/Limited habitat
Phalacrocorax auritus	Double-crested Cormorant	None	Nests in tall trees on lake margins/Unlikely, few suitable trees
Ardea herodias	Great Blue Heron	None	Nests in tall trees on lake margins/Unlikely, few suitable trees
Agelaius tricolor	Tricolored Blackbird	None	Colonial nester/Unlikely, few suitable trees
Drybates nuttallii	Nuttall's Woodpecker	None	Oak woodlands/IPac BSS, species observed
Baeolophus inornatus	Oak Titmouse	None	Oak woodlands/IPaC BBS, species observed
Pandion haliaetus	Osprey	None	Nests in large tree or snags/Known City nesting species
Chamaea fasciata	Wrentit	None	Diverse dense cover/IPaC BBS, species observed

Source: LACO Associates, Hartley Street Biological, Wetlands, and Stream Classification Survey, June 17, 2019.

The biological survey detected no sensitive plant species within the project area. While bird species observed at the Project Site comprise primarily common occurring species expected in upland habitats near and around Lakeport, three birds of special concern (including Nuttall's woodpecker, oak titmouse, and wrentit) were also observed. Several recommendations are included in the Biological Report to minimize potential impacts to the Class III drainage and special status species, including applying for and obtaining a Streambed Alteration Agreement through CDFW and noting the time of year (outside of the bird nesting season, between August 1-March 1) when any necessary heavy vegetation removal (limbs over 6 inches in diameter) would be the least impactful. However, should heavy vegetation removal be proposed during the bird nesting season (March 1-August 1), it is recommended that a qualified biologist conduct a nest survey to identify the presence of vulnerable nests (within 100 feet for passerines and 300 feet for raptors from the heavy vegetation removal). Recommended protocol is also provided in the event active nests are identified.

IV.a) Construction activities under the proposed project would include the installation of continuous sidewalks and the widening and repaving of a portion of Hartley Street, an existing two-lane collector road. The project setting is located in a primarily low density residential area, however, the area along Hartley Street, between Boggs Lane and the unnamed road south of Jerry Drive, is primarily undeveloped and comprises a mix of grasses, shrubs, and trees. As noted in the Biological Report, prepared by LACO on June 17, 2019, no special habitats, such as freshwater ponds, thermal springs, or serpentine outcrops, are present at the Project Site. As noted above, only ruderal grassland, blue oak woodland habitats, and a Class III seasonal drainage were found to be present on-site, thereby eliminating the potential for sensitive species specific to other types of habitats. While no special status plant species were observed on-site during the field study, three bird species of special concern (oak titmouse, wrentit, and Nuttall's woodpecker) were observed within the project boundaries.

As the removal of vegetation, including a few select trees, may be necessary to accommodate the proposed project, the project has the potential to impact the bird species of special concern previously

observed on-site. As noted in the Biological Report, the nesting season is generally considered March 1 through August 1. In order to reduce the potential for impacts to these and other special status bird species that have the potential to be located on-site, specific recommendations were included in the Biological Report, which recommended any necessary heavy vegetation removal (limbs over 6 inches in diameter) occur during the non-nesting season (August 1-March 1); however, should heavy vegetation be proposed during the nesting season (March 1-August 1), it is recommended that a qualified biologist conduct a survey to determine the presence of vulnerable nests (within a distance of 100 feet for passerines and 300 feet for raptors from the heavy vegetation removal). It is recommended that any active nests be allowed to complete their nesting or until the biologist determines they are no longer active before removal occurs. These recommendations are included as Mitigation Measure BIO-1, below.

Therefore, with mitigation incorporated, the proposed project would not 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 Wildlife or U.S. Fish and Wildlife Service, and a less than significant impact would occur.

IV.b-c) According to the Biological Study, there is a Class III seasonal drainage near the junction of Boggs Lane and Hartley Street (see Figure 1). The drainage flows north on the west side of Hartley Street and borders Hartley Street for approximately 400 feet (see Appendix C, photos 3 through 6). The drainage ultimately passes under Hartley Street through a culvert and proceeds towards Clear Lake. The Class III drainage has a distinct erosional channel approximately 1 to 4 feet wide with an intermittent overstory canopy consisting of interior live oak, blue oak, valley oak, coyote brush, and bitter cherry. No distinct stream bank (riparian) or stream bed (wetland indicators) vegetation was observed, nor were any other natural streams or riparian areas observed within or along the Project Site (although other waterways are present in the vicinity; see Figure 1). Pursuant to Policy LU 7.4 of the City's General Plan and the General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ) (discussed further under Section IX, Hydrology and Water Quality), the project contractor would be required to implement stormwater Best Management Practices (BMPs) such as straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas (including the Class III drainage and other waterways within the surrounding area), limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. An additional recommendation in the Biological Study includes obtaining a Lake and Streambed Alteration Agreement (LSAA) from CDFW. An LSAA is mandatory when a project would:

- Divert or obstruct the natural flow of any river, stream, or lake;
- Change the bed, channel, or bank of any river, stream, or lake;
- Use material from any river, stream, or lake; and/or
- Deposit or dispose of material into any river, stream, or lake.

If the proposed project would do any one or more of these things, then an LSAA would be required through CDFW, as recommended in the Biological Report. With appropriate BMPs utilized and proper permits obtained, the project would have a less than significant impact.

IV.d) The proposed project would not impact the movement of any native resident or migratory fish, as the Site does not contain any waterways that support fish. As noted above, no sensitive plant species were observed during the mid-season biological survey, although three birds of special concern were observed within the project boundaries. Additionally, the Site is not located in a known migratory corridor and contains limited suitable habitat for many species; as a result, the project would therefore not be

anticipated to impede any potential migratory species. The Site already serves as a two-lane road leading to various residential areas and would not create new barriers to wildlife movement. However, as discussed above, the Site contains habitat, although limited, that may be utilized by several special status species, including birds. With implementation of Mitigation Measure BIO-1, which prescribes recommended protocol in the event heavy vegetation removal would occur during the nesting period, a less than significant impact would occur.

IV.e-f) As discussed above, the project consists of a sidewalk expansion and roadway widening of an existing two-lane street. The City of Lakeport's local polices and ordinances protecting biological resources are outlined in the City of Lakeport General Plan Conservation Element and the Zoning Code Chapter 17.21. The ordinances protect native trees, including oak, redwood, willow, and cottonwood (Ord. 796 Att. A(part), 1999).

Development projects involving applications for building permits and land use projects within the City are required to include a tree report which details where existing native trees are located on the site, and would be a condition of approval for the proposed project. The tree report should include information such as the type and number of trees and their size and health. Upon submittal of the tree report, the Director shall review the information and make a recommendation as to the necessity to revise the proposed development project in order to retain the trees or mitigate the impact to the trees. At this time, it is anticipated the project would require the removal of select trees. Any vegetation removal would be required to comply with the City's policies and ordinances, including General Plan Policies C 1.2 and C 1.3; and Lakeport Municipal Code measures 17.21.030 Preservation of native trees, 71.21.040 Land development tree report, and 1721.050 Review and determination. The City recognizes that some trees may have to be removed to facilitate development in accordance with the City's General Plan. Pursuant to Section 17.21.050 of the Lakeport Municipal Code, for those trees that are to be removed, the Director or the Commission shall require a 1:1 replacement with a minimum fifteen-gallon tree in the same or similar species as the tree to be removed. If the trees that are removed are mature and healthy, there shall be a 1:1 replacement with a minimum twenty-four-inch root ball specimen in the species that is the same or similar to the tree removed. Trees planted as replacements shall be continually maintained or replaced if they fail to survive. Replacement trees shall be planted on the site where the preexisting tree was removed or may be planted on a separate site at the discretion of the City.

Additionally, as discussed above, the Biological Survey recommend that any proposed heavy vegetation (limbs over 6 inches in diameter) removal shall be conducted in the non-nesting season (August 1-March 1). However, should any removal of heavy vegetation be proposed during the breeding nesting season, then a qualified biologist shall determine the presence of vulnerable nests (within a distance of 100 feet for passerines or 300 feet for raptors from the heavy vegetation removal). Any active nests within the above-mentioned distances shall be allowed to be complete their nesting or until the biologist determines that they are no longer active before removal (see Mitigation Measure BIO-1). With implementation of Mitigation Measure BIO-1 and compliance with City policies, the proposed project would have a less than significant impact.

MITIGATION MEASURES

BIO-1: Due to the presence of known sensitive bird species within the Site's blue oak woodland, any proposed heavy vegetation (limbs over 6 inches in diameter) shall be conducted in the non-nesting season (August 1-March 1). However, should removal of heavy vegetation be proposed during the nesting season (March 1-August 1), a qualified biologist shall determine the presence of vulnerable nests (within a distance of 100 feet for passerines and 300 feet for raptors from the heavy vegetation removal). Any active nests

within the above-mentioned distances shall be allowed to complete their nesting or until the qualified biologist determines the nests are no longer active before the heavy vegetation shall be allowed to occur.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Biological Resources.

V. **CULTURAL RESOURCES**. 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 pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Thresholds of Significance: The project would have a significant effect on cultural resources if it would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5; cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or disturb any human remains, including those interred outside of formal cemeteries.

DISCUSSION:

An *Archaeological Survey Report* (Archaeological Report) was prepared by Alta Archaeological Consulting (ALTA) on June 6, 2019, to identify and present any archaeological, historical, or cultural resources located within the Area of Potential Effect (APE). ALTA conducted a records search (File Number 18-1696) at the Northwest Information Center (NWIC), located on the campus of Sonoma State University, in Rohnert Park, California, which included a review of all study reports on file within a one-half mile radius of the project area. A total of 16 previous studies have been completed within the records search radius, in which 25 percent of the surrounding half-mile radius has been previously surveyed. One previous study was conducted within the project area (S-44235); however, no cultural resources were identified as a result of the prior investigation. As provided in the Archaeological Report, no cultural resources are documented within the project APE, although four prehistoric cultural resources, including two sites containing lithic scatters and two sites containing midden soils, are present within a half-mile radius of the Site. In addition, review of historic registers and inventories indicate that no historical landmarks or points of interest are present within the project area, nor are there any National Register-listed or eligible properties within a half-mile radius of the project area.

As part of the Archaeological Report, ALTA contacted the Native American Heritage Commission (NAHC) on April 2, 2019, to request a Sacred Lands File (SLF) search for any resources present within the project area and to request the contact information for the representatives of the Native American Tribes associated with the area. In a letter response dated April 15, 2019, the NAHC indicated the SLF search returned a positive result and provided the contact information for eight (8) local Tribal representatives. In compliance with Assembly Bill (AB) 52, on May 7, 2019, ALTA sent a consultation letter to each of the Tribal representatives. ALTA was contacted by the Scotts Valley Band of Pomo Indians in a letter dated May 28, 2019, in which Hartley Street was noted as contiguous to the Tribe's original assigned federal lands (which were subsequently dissolved again by federal decree). Additionally, the Tribe stated they have a "clear interest in the project and looks forward to both consultation and the assignment of cultural monitor(s) during any and all ground disturbance undertaken by the project." As of the date of this Initial Study, no additional responses or other communications have been received from the Native community regarding the project.

Field work was conducted on May 8, 2019, and included a cultural resources inventory of the project area, totaling approximately 3 acres. Ground surface visibility was moderate due to dense grass, landscaping,

imported gravel, and pavement. As noted in the Archaeological Report, the entire project area was surveyed using intensive survey coverage with transects spaced less than 5 meters apart. A total of 46 shovel scrapes were completed (at approximately 10- to 20-meter intervals) to scrape the ground surface to expose mineral soils and inspect sediments for evidence of cultural materials. Field work indicated the natural landform along both sides of the Hartley Street roadway has been extensively altered by historic-era and modern activities, where construction of the roadway and nearby structures resulted in extensive grading and areas of cut and fill. Imported gravel, construction of retaining walls, and landscaping have also affected the altered landscape. However, intact landforms were observed to the north of Sunset Drive on either side of the road as well as the area between Boggs Lane and Adams Street.

Two isolated obsidian flakes from the Mount Konocti geologic source were identified within the APE as a result of the field survey. Both artifacts are unassociated with a cultural resource and were discovered on highly altered landforms within disturbed contexts. Unassociated isolated artifacts generally do not merit formal recordation or protection measures. In addition, a concrete foundation was noted outside the current APE. However, this feature was not recorded because it is located outside of the APE. ALTA, in their report, concluded that the project, as presently designed, is not anticipated to have an adverse effect on cultural resources. The report contains two recommended measures in the event of inadvertent discovery of cultural resources or human remains during project implementation (see Mitigation Measures CULT-1 and CULT-2, below). In response to Scotts Valley Band of Pomo Indians' request for a cultural monitor to be present on-site during any and all ground disturbance to be undertaken by the project, a third mitigation measure (Mitigation Measure CULT-3) has been included, below.

Copies of the NAHC and Tribal consultation request letters and associated responses are included in Appendix C. Due to the confidential nature of the Archaeological Report, a copy is not provided as part of this Initial Study.

V.a) As set forth in Section 5024.1(c) of the Public Resources Code, in order for a cultural resource to be deemed "important" under CEQA and thus eligible for listing on the California Register of Historic Resources (CRHR), it must meet at least one of the following criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California History and cultural heritage; or
2. is associated with the lives of persons important to our past; or
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic value; or
4. has yielded or is likely to yield, information important to prehistory or history (ALTA, 2019).

As provided in the Archaeological Report, prepared by ALTA on June 6, 2019, a total of 16 previous studies have been completed within the records search radius. No cultural resources are documented within the project APE, although four prehistoric cultural resources are present within a half-mile radius of the Site. In addition, review of historic registers and inventories indicate that no historical landmarks or points of interest are present within the project area, nor are there any National Register-listed or eligible properties within a half-mile radius of the project area. The field survey, conducted on May 8, 2019, also did not reveal any historical resources within the project area. No impact would occur.

V.b-c) As discussed above, no cultural resources are documented within the project APE. Four prehistoric cultural resources (including two sites containing lithic scatters and two sites containing midden soils) are present within a half-mile radius of the Site. In addition, two isolated obsidian flakes from the Mount Konocti geologic source were identified within the APE as a result of the field survey; however, both artifacts are

unassociated with a cultural resource, were discovered on highly altered landforms within disturbed contexts, and unassociated isolated artifacts generally do not merit formal recordation or protection measures (ALTA, 2019).

ALTA, in the Archaeological Report, concluded that the project, as presently designed, is not anticipated to have an adverse effect on cultural resources. However, ALTA provides two recommendations in the Archaeological Report, which prescribe protocol to follow in the event of advertent discovery of cultural resources or human remains and are included as Mitigation Measures CULT-1 and CULT-2, below. In addition, Scotts Valley Band of Pomo Indians' request for a cultural monitor to be present on-site during any and all ground disturbing activities to be completed under the project is included as Mitigation Measure CULT-3, below. With mitigation incorporated, a less than significant impact would occur.

MITIGATION MEASURES

CULT-1: If previously unidentified cultural resources are encountered during project implementation, any persons on-site shall avoid altering the materials and their stratigraphic context. A qualified professional archaeologist shall be contacted to evaluate the situation. Project personnel shall not collect cultural resources. [Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.]

CULT-2: If human remains are encountered on-site, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission (NAHC) must be contacted by the Coroner so that a "Most Likely Descendant" can be designated and further recommendations regarding treatment of the remains is provided.

CULT-3: A cultural monitor from the Scotts Valley Band of Pomo Indians shall be present on-site for any and all ground disturbance to be completed under the project. The project contractor shall consult with the Tribe at least three weeks prior to the start of any ground disturbing activities and shall also provide the Tribe with the anticipated construction schedule and plans.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Cultural Resources.

VI. ENERGY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on energy if it would result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; or require or result in the construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

DISCUSSION

On October 7, 2015, Governor Edmund G. Brown, Jr. signed into law Senate Bill (SB) 350, known as the Clean Energy and Pollution Reduction Act of 2015 (De León, Chapter 547, Statutes of 2015), which sets ambitious annual targets for energy efficiency and renewable electricity aimed at reducing greenhouse gas (GHG) emissions. SB 350 requires the California Energy Commission to establish annual energy efficiency targets that will achieve a cumulative doubling of statewide energy efficiency savings and demand reductions in electricity and natural gas final end uses by January 1, 2030. This mandate is one of the primary measures to help the state achieve its long-term climate goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The proposed SB 350 doubling target for electricity increases from 7,286 gigawatt hours (GWh) in 2015 up to 82,870 GWh in 2029. For natural gas, the proposed SB 350 doubling target increases from 42 million therms in 2015 up to 1,174 million therms in 2029 (CEC, 2017).

VI.a-b) The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation, nor would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, the proposed project does not propose the use or consumption of any additional energy except for during construction operations.

The construction phase of the project is anticipated to occur over a 3-month period. Once construction commences on-site, construction workers would be required at the Site. Project construction would be limited to the hours of 7:00AM and 7:00PM Monday through Friday and between 8:00AM and 7:00PM on Saturdays and Sundays; however, the City may allow construction between 7:00PM and 7:00AM on any day if it can be demonstrated that noise would not adversely impact the neighborhood, or in the event of necessity as determined by the Building Official. Since Hartley Street is an existing roadway, construction for the road widening would be limited and is expected to occur in a short 3-month time frame. Therefore, the amount of energy consumption as a result of this project would have a less than significant impact.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Energy.

VII. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
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 substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Thresholds of Significance: The project would have a significant effect on geology and soils if it would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 substantial evidence of a known fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; 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; be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property; have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

DISCUSSION

As previously discussed, the proposed project entails widening an existing two-lane road (Hartley Street) and the addition of a continuous sidewalk.

Seismicity

The City of Lakeport is situated in an active earthquake area and the potential exists for a seismic event in the future. Immediately east of the City, between the city limits and Clear Lake, there is a potentially active rupture zone. Potentially active rupture zones are defined as faults which have been active in the past 200,000 years. No major potentially damaging earthquakes have occurred within the past 200 years along any faults within Lake County.

The majority of faults in Lake County are located in the Cobb Mountain and Hopland Grade areas, running southeasterly to the southern County line. The southeastern portion of the County also appears to have considerable earthquake faults. There are also active faults within the vicinity of the City of Lakeport, including the San Andreas Fault, located approximately 30 miles (48 km) to the west, and the Healdsburg Fault, located approximately 15 miles (24 km) to the west. These faults have been responsible for moderate to major earthquakes in the past. The maximum earthquake magnitudes that can come from these fault lines are 8.25 for the San Andreas fault and 6.75 for the Healdsburg fault (Earth Metrics Inc., 1989).

The largest earthquake to affect the City was the 1906 San Francisco earthquake, which had a magnitude of 8.3. Although shaking was severe, overall damage in Lakeport was minor and generally limited to the fall of decorative masonry and chimneys.

Landslides

Landslides are a notable geologic constraint to development in the Lakeport Planning Area. The landslide potential of an area is a function of the area's hydrology, geology, and seismic characteristics. Clay soils, which underlie many hillsides in Lakeport, are particularly susceptible to sliding. Although landslides generally occur in areas with steep slopes, they may occur on slopes with a grade of 20 percent or less in geologically unstable areas. Since zones of moderate to high landslide potential exist in Lakeport, soils tests carried out by a registered soil engineer or geologist are essential wherever landslide potential is indicated or suspected. Foundations for structures built in areas with steep slopes in excess of 20 percent must be carefully engineered to avoid increasing landslide risk (City General Plan, 2009).

Sediments and Soils

The Lakeport area is located on a sediment-filled valley next to Clear Lake. Exposed materials within the area are limited to serpentinite and quaternary sediments. These sediments are described as poorly consolidated to unconsolidated mixtures of sand, silt, clay, and gravel derived from older rock in the adjacent mountains. Because of the low strength of the quaternary sediments, they are subject to rapid erosion and shallow slumping.

The Lakeport region is composed of a variety of geological features. For example, oak woodlands occur in inland valleys and foothills usually with a hard pan or rocky soil between 4 and 20 feet deep. Additionally, chaparral communities occur in the inland foothills on dry slopes and ridges with shallow soils and are often found on serpentine soils. There are a number of areas in Lake County that contain serpentine rock and soils, including areas within the Lakeport Planning Area. These areas have been mapped and identified to contain regulated amounts of asbestos, and, unless adequately mitigated, the disturbance of serpentine soils will release asbestos into the air and water. The areas mapped within the Lakeport Planning Area (refer to Figure 19, Serpentine Rock and Soils, in the City's General Plan) are mostly within the southern and central portions of the City of Lakeport, with smaller areas scattered throughout the northern part of the City. The project area is located outside of the mapped areas containing serpentine rock and soils (City General Plan, 2009).

VII.a.i) The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the grounds surface. The Site does not overlap a fault line or zone (Bryant, 2017). The nearest mapped fault line is the Big Valley fault, located approximately one-half mile to the east of the Site. Impacts from fault rupture would not be expected to occur within the project area and since the proposed project entails widening an existing two-lane road and the addition of a continuous sidewalk, no impact would occur.

VII.a.ii) The project area is located about 30 miles east of the San Andreas Fault and the Healdsburg Fault is approximately 15 miles west of Lakeport. The proposed project site has a moderate chance of experiencing ground shaking within the next 50 years (Branum et al., 2016). As noted above, the City of Lakeport is situated in an active earthquake area and is vulnerable to seismic activity and the associated secondary impacts of shaking. Given the proximity of significant active faults to the Site, an earthquake shaking potential of 50 to 70 percent, and a shear-wave velocity of 352 meters per second in the upper 30 meters of the surficial geology, the Site would be likely to experience low ground shaking during the economic lifespan of any development on the Site (DOC, 2019). However, all development, including the project, is subject to the latest version of the California Building Code (CBC) standards, which would minimize any potential geological risks. Therefore, a less than significant impact would occur.

VII.a.iii-iv) As shown on the Department of Conservation Data Viewer, the Site and immediate vicinity are not within an area of potential liquefaction or landslides (DOC, 2019). In addition, the Site and immediate vicinity are relatively flat in nature; therefore, the likelihood of liquefaction or landslides to occur on-site is negligible. As a result, the project would not be situated on or within an area of potential liquefaction or landslides, and no impact would occur.

VII.b) The proposed project would require excavation and groundbreaking activities to widen the road and continue the sidewalk placement. Under the proposed project, pursuant to Policy LU 7.4 of the City's General Plan and the General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ) (discussed further under Section IX, Hydrology and Water Quality, below), the project contractor would be required to implement stormwater Best Management Practices (BMPs) such as straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas, limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. With implementation of appropriate BMPs, the proposed project would not result in substantial soil erosion or the loss of topsoil and a less than significant impact would occur.

VII.c) As previously discussed, the Site and immediate vicinity is not within an area of potential liquefaction or landslides and is generally flat in nature (less than 15 percent slope). Additionally, the Site is not located within a mapped Alquist-Priolo special studies zone. While Lakeport is located in a highly active earthquake area, the proposed project development is minimal and would not induce landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the project would have a less than significant impact.

VII.d) The soil type underlying the project Site is a mix of Manzanita loam and Wappo loam, both of which drain moderately well with slow permeability is slow. These soils are often used for homesite development, septic tank absorption fields, and around vineyards (NRCS, 2019). These soils are generally defined as non-expansive. Since the proposed road widening, sidewalk and drainage improvements would be designed

and graded in accordance with the latest version of the CBC, the potential for the project to be susceptible to expansive soils would be minimized and a less than significant impact would occur.

VII.e) Development of the proposed project does not include septic tanks or alternative wastewater disposal systems. The project area contains sewers that can support the minimal amount of wastewater generated by dust control suppression activities. Therefore, no impact would not occur from development of the project.

VII.f) No paleontological resources or unique geologic features have been identified in the project area and the likelihood of them being present in this area is considered very low. However, the potential exists for unique paleontological resources or site or unique geological features to be encountered within the project area, as ground-disturbing construction activities, including grading and excavation, would be required for the proposed project. However, with incorporation of Mitigation Measure GEO-1 below, which provides specific requirements in the event any fossil(s) are encountered during construction of the proposed project, a less than significant impact would occur.

MITIGATION MEASURES

GEO-1: In the event that fossils or fossil-bearing deposits are discovered during project construction, the contractor shall notify a qualified paleontologist to examine the discovery and excavations within 50 feet of the find shall be temporarily halted or diverted. The area of discovery shall be protected to ensure that fossils are not removed, handled, altered, or damaged until the Site is properly evaluated, and further action is determined. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important. The plan shall be submitted to the City of Lakeport for review and approval prior to implementation.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Geology and Soils.

VIII. GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on greenhouse gas emissions if it would generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment; or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

DISCUSSION

The proposed project is located within the Lake County Air Basin (LCAB) and is subject to Lake County Air Quality Management District (LCAQMD) requirements. The LCAQMD is responsible for monitoring and enforcing federal, State, and local air quality standards in the County of Lake.

The Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, is a State law that establishes a comprehensive program to reduce GHG emissions from all sources throughout the State. AB 32 requires the State to reduce its total GHG emissions to 1990 levels by 2020, a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to AB 32, the California Air Resources Board (CARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The following major GHGs and groups of GHGs being emitted into the atmosphere are included under AB 32: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (ARB, 2014). Assembly Bill (AB) 1803, which became law in 2006, made CARB responsible to prepare, adopt, and update California's GHG inventory. The 2020 GHG emissions limit, equal to the 1990 level, is 431 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) (CARB, 2017). Pursuant to Executive Order S-3-05, California has a reduction target to reduce GHG emissions to 80 percent below 1990 levels (CARB, 2014).

As provided in the Conservation Element of the City's General Plan, Lake County is unique in California, since it is the only county in the State which is considered in "attainment" (or unclassified) for all for all federal and State criteria air pollutants. The City's General Plan includes several goals and policies aimed at maintaining a high air quality standard within the City.

The Roadway Construction Emissions Model was utilized to quantify potential criteria pollution and GHG emissions associated with construction of the proposed project. The results in their entirety are included in Appendix B. For a conservative analysis of the project, the analysis assumes the anticipated construction would begin in 2019 and be completed over a 3-month period. In addition, it is assumed that up to 5 truckloads (20 cubic yard capacity) of material would be imported and exported daily, although this very likely exceeds the actual amount of material to be imported and exported. To minimize potential fugitive dust, it is also assumed that water trucks would be utilized. Since Hartley Street is an existing roadway, the proposed project is anticipated to increase operational emissions.

According to the Roadway Construction Emissions Model results for the proposed project, construction of the proposed project would result in approximately 291.77 tons of carbon dioxide (CO_2), 0.06 tons of

methane (CH_4), and 267.24 metric tons of CO_2 equivalent gasses ($MTCO_2e$) over the entire 3 month construction phase. The project's anticipated CO_2e emissions during construction equates to 0.00006 percent of the State's CO_2 emissions (429.4 $MMTCO_2e$) recorded in 2016 (CARB, 2018).

VIII.a) The proposed project would not have a significant impact on GHG emissions. The project area is predominately residential in nature and includes Hartley Street. Since Hartley Street is an existing roadway, the proposed project is anticipated to increase operational emissions. As previously discussed, the project, during the construction phase, would generate approximately 267.24 $MTCO_2e$ over the course of the 3-month construction period, which equates to 0.00006 percent of the State's CO_2 emissions (429.4 $MMTCO_2e$) recorded in 2016 (CARB, 2018).

As described in Section III, Air Quality, above, two mitigation measures (Mitigation Measures AIR-1 and AIR-2) are required in order to reduce potential air quality impacts associated with the project, including requiring compliance with LCAQMD standards and regulations and maintaining all construction equipment in good working condition. With the incorporation of Mitigation Measures, AIR-1 and AIR-2, potential GHG emissions associated with the proposed project would be reduced, and a less than significant impact would occur.

VIII.b) The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Currently, there is no adopted plan or policy in the City specifically related to GHG emissions. While the City's General Plan does not currently contain goals directly related to reducing GHGs and climate change, it does include other relevant policies and goals that would have an effect in reducing GHG emissions, with which the proposed project would comply. Since a significant amount of GHG emissions is not anticipated under the project, as described above, and since the proposed project would not conflict with local, LCAQMD, federal, or State regulations pertaining to GHG emissions, a less than significant impact would occur.

MITIGATION MEASURES

See Mitigation Measures AIR-1 and AIR-2, under Section III, Air Quality.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Greenhouse Gas Emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Thresholds of Significance: The project would have a significant effect on hazards and hazardous materials if it were to 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; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; result in a safety hazard or excessive noise for people residing or working in the project area if 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; or impair the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

DISCUSSION

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or has characteristics defined as hazardous by a federal, state, or local agency. Chemical and physical properties such as toxicity, ignitability, corrosiveness, and reactivity cause a substance to be considered hazardous. These properties are defined in the California Code of Regulations (CCR), Title 22, §66261.20-66261.24. A "hazardous waste" includes any hazardous material that is discarded,

abandoned, or will be recycled. Therefore, the criteria that render a material hazardous also cause a waste to be classified as hazardous (California Health and Safety Code, §25117).

The proposed project involves roadway widening and the installation of concrete sidewalk, curb, and gutter, and ADA-compliant ramps along an approximately 2,800-foot length portion of Hartley Street, with additional paving only within a 200-foot-long portion, north of Anastasia Drive. The two-lane collector street would be widened to provide two 12-foot travel lanes, one in each direction. Additionally, as part of the project, continuous sidewalks would be installed along the west side of Hartley Street. Construction activities would be short-term and limited in nature and may involve limited transport, storage, use, or disposal of hazardous materials. Some examples of hazardous materials handling include fueling and servicing construction equipment on-site, grading, mixing and pouring of concrete and asphalt, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated.

IX.a) Some hazardous materials, such as gasoline, diesel fuel, hydraulic fluids, oils, lubricants, and cleaning solvents would be anticipated to be used at the Site during construction. The transport of hazardous materials by trucks is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The use of such materials would not create a significant hazard to the public. No significant quantities of hazardous materials would be used during construction or after construction of the proposed project. Therefore, impacts would be less than significant.

IX.b) As noted above, the proposed project would require the routine transport, use, or disposal of hazardous materials. During construction, some hazardous materials, such as diesel fuel, would be used. The transport, use, and storage of any hazardous materials at the Site would be required to be conducted in accordance with all federal, State, and local regulations, in order to assure hazardous materials are not released into the environment. The types and quantities of hazardous materials to be used on-site are not expected to pose a significant risk to the public and/or environment. Since the transport, use, and storage of any hazardous materials at the Site would be required to be conducted in accordance with all federal, state, and local regulations, a less than significant impact would occur.

IX.c) As previously discussed, the Site is located adjacent to both undeveloped and residential areas and is located immediately west of Clear Lake High School, with Lakeport Elementary School and Terrace Middle School located further east. Although the construction phase may utilize small amounts of hazardous materials, all hazardous materials utilized on-site would be used and disposed of in accordance with all applicable federal, State, and local regulations. It is not anticipated that hazardous materials to be utilized on-site would be used or stored at the Site in any quantity or application that could interact with these schools. In order to help minimize potential impacts associated with the proposed project, Mitigation Measure AIR-2 is required as described above in the Section III, Air Quality, above, which requires all equipment to be utilized under the project is maintained in good working condition. In addition, use of hazardous materials would be limited to construction which will be conducted in accordance to Best Management Practices (BMPs). Furthermore, when the proposed project commences, all hazardous materials at the Site would be required to be stored, handled, and transported in accordance with federal, state, and local regulations. With mitigation incorporated, a less than significant impact would occur.

IX.d) The location of the proposed project and adjacent properties has been checked against the lists of hazardous materials sites maintained by the State of California (http://www.envirostor.dtsc.ca.gov/public/). The proposed project is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. Therefore, no impact would occur.

IX.e) The proposed project is not included in an airport land use plan, is not within two miles of a public airport or public use airport. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area. Thus, there would be no impact.

IX.f) There are no emergency response plans or evacuation plans that apply to the proposed project area. The proposed project is not anticipated to interfere with an emergency response or evacuation plan pursuant to the General Plan Safety Element. When necessary, a single lane may be temporarily closed along Hartley Street or surrounding streets during construction. Emergency access would be maintained to all properties during construction. Therefore, construction of the proposed project would not physically interfere with an emergency response or evacuation plan pursuant to the General Plan Safety Element. Following construction, the storm drain would not affect emergency or evacuation routes. Impacts would be less than significant.

IX.g) The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The proposed project would entail installation of a continuous sidewalk, widened road, and as a result some replacement of utility poles which would not increase exposure of people or property to wildland fires. Therefore, no impact would occur.

MITIGATION MEASURES

Refer to Mitigation Measure AIR-2 in Section III, Air Quality, above.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Hazards and Hazardous Materials.

X. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) 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?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Thresholds of Significance: The project would have a significant effect on hydrology and water quality if it would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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, or impede or redirect flows; in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

DISCUSSION

The City of Lakeport currently obtains its water from two primary sources: groundwater sources and water from Clear Lake treated at the City's water treatment plant. The groundwater supply consists of four wells located in Scotts Valley. Two of the wells are on Scotts Creek adjacent to the City's old pumping plant and two wells are located on the Green Ranch. Seasonal fluctuation in the underground water table means that the wells are only viable for portions of the year. When water supply from the wells in Scotts Valley is limited, the City relies on treated surface water from Clear Lake (City General Plan, 2009). The project Site is located approximately 0.50 miles west of Clear Lake.

The City of Lakeport and the project Site are under the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB), which is under the direction of the California State Water Resources Control Board. The Clean Water Act and the California Porter-Cologne Water Quality Control Act provide regulatory responsibility to these two agencies for regulating and protecting water quality.

Clear Lake and its tributary drainages have a long history of flooding. Flooding in Lakeport historically results from two distinct types of events: shoreline flooding due to high lake levels and wind velocity, and stream bank flooding caused by high intensity cloudburst storms over one or more of the drainage areas. Conditions in the winter tend to be conducive to both types of flood conditions at the same time. Additionally, the project Site is clear of the seiche inundation zone.

The proposed project entails widening Hartley Street and adding in a continual sidewalk along Hartley Street from 20th Street terminating at Anastasia Drive, with additional paving (approximately 200 feet) proposed north from Anastasia Drive. Existing portions of sidewalk along Hartley Street would remain; however, non-compliant ramps would be replaced to meet ADA standards. The concrete gutter along the west side of Hartley Street would be included in the 12-foot lane width of the southerly travel lane. Due to the area's steep hillsides and current inadequate width for sidewalk and roadway, retaining walls and/or structures would be required as part of the project. Furthermore, ancillary work associated with the project would involve installation of safety fencing to protect and prevent pedestrians from accessing steep downhill slopes. In addition to the proposed improvements, existing power poles and fire hydrants and relief valves may need to be relocated behind the new continuous sidewalk. New storm drain inlets and improvements to existing culverts may also be required, due to the anticipated change in drainage patterns associated with the sidewalk, curb, and gutter installation and roadway widening. All project features, including culverts and gutters, would meet the most recent regulations set by the City, CVRWQCB, and any other applicable regulatory agencies. Furthermore, project development would not require water services and no new buildings or utilities are proposed under the project.

The project area currently consists of existing street and pedestrian improvements, including curb, gutter, and a sidewalk along fragments of Hartley Street. Currently, stormwater run-off from the Site is directed towards the City's existing stormwater system, which ultimately drains to Clear Lake. The Site is currently developed with several homes alongside the road, with areas of pervious surfaces which include undeveloped areas with shrubs and other greenery. The proposed project is anticipated to increase the amount of pervious surfaces at the Site, due to the roadway widening and installation of continuous sidewalks. Under the City's General Plan (Policy LU 7.4), the City shall require all construction to employ stormwater Best Management Practices (BMPs). Implementation of BMPs would improve the quality and/or control the quantity of runoff with measures such as, detention ponds, constructed wetlands, updated drainage facilities, and construction practices which regulate erosion control.

The U.S. Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the Clean Water Act, the NPDES permit program grants authority to State governments to perform many permitting, administrative, and enforcement aspects of the program. Within California, the NPDES permit program is administered by the State Water Resources Control Board (SWRCB). Construction projects that would disturb more than one acre of land, such as the project, would be subject to the requirements of General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ), which requires operators of such construction sites to implement stormwater controls and develop a Stormwater Pollution Prevention Plan (SWPPP) identifying specific BMPs to be implemented to minimize the amount of sediment and other pollutants associated with construction sites

from being discharged in stormwater runoff. Such BMPs may include straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas (including the Class III drainage and other waterways within the surrounding area), limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed.

X.a) The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed road development would be constructed in accordance to the most recent standards set by all regulatory agencies, including but not limited to the City and State and local water quality control boards (SWRCB and CVRWQCB). Additionally, the project would be subject to the Statewide General Construction Permit, which requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies erosion and sediment control construction and post-construction BMPs to reduce or eliminate construction-related and operational impacts on receiving water quality. Therefore, the proposed project would have a less than significant impact.

X.b) The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As noted above, the project, which involves roadway widening and associated improvements (including installation of safety fencing, relocation of power poles, fire hydrants, and relief valves, new storm drain inlets, and improvements to existing culverts) would not require any water services or utilities to serve the project Site. Additionally, the proposed project is not anticipated to significantly increase the amount of impervious surface at the Site. Furthermore, it is not anticipated that the project would decrease groundwater supplies or interfere substantially with groundwater recharge; therefore, a less than significant impact would occur.

X.c.i) Development of the proposed project would involve installation of a continuous sidewalk, road widening, and associated improvements (including installation of safety fencing, relocation of power poles, fire hydrants, and relief valves, new storm drain inlets, and improvements to existing culverts) along Hartley Street. Project development would, however, result in a minor increase in impervious surface area from existing conditions as a result of road widening. Project development would include construction and post-construction BMPs, including updated drainage facilities, to accommodate project-related increases in storm water flows designed according to current federal, State, and local regulatory standards. Therefore, the slight increase in impervious surface resulting from proposed road widening and associated improvements would not result in substantial erosion or siltation. No alteration of the course of a river or stream, including the identified Class III drainage within the project boundaries, would result from project development. Any potential hazardous chemicals will be stored on-site in secondary containment units. Therefore, a less than significant would occur as a result of the project.

X.c.ii-iv) Drainage from the Site would continue to be directed towards the City's stormwater drainage system and landscape areas, which would reduce the amount of surface runoff. Additionally, the proposed project would not be anticipated to 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, as the project would be required to implement BMPs to minimize the potential for this to occur. According to the Federal Emergency Management Agency (FEMA) Map 06033C0491D effective September 30, 2005, the project Site is primarily classified as an "Area of Minimal Flood Hazard" (Zone X), with a 0.2 percent annual chance of flood hazard and a one percent annual chance flood with average depth of less than one foot or with drainage areas of less than one square mile (FEMA, n.d.). The proposed project would not impede or redirect flows, significantly increase the amount of surface runoff, or

contribute significant amounts of runoff that would exceed the capacity of stormwater drainage systems. Therefore, the project would have a less than significant impact.

X.d) As shown on the Lake County Parcel Viewer (Web GIS, 2019), the project Site is not located within a tsunami inundation zone. The topography of the Site and surrounding area is relatively flat, with slopes less than 15 percent (Web GIS, 2019). As described above, according to FEMA Map 06033C0491D effective September 30, 2005, the project Site is primarily classified as an "Area of Minimal Flood Hazard" (Zone X), with a 0.2 percent annual chance of flood hazard and a one percent annual chance flood with average depth of less than one foot or with drainage areas of less than one square mile (FEMA, n.d.). The proposed project would not be subject to flood hazard, tsunami, seiche zones, or risk the release of pollutants due to project inundation. According to the FEMA flood map and Figure 18 (Seiche Inundation Zone) of the Lakeport General Plan, the proposed Site is clear of any flooding and seiche inundation zones. The project Site is situated along slight slopes and the existing road development uses a variety of outdated systems to aid in the management of stormwater runoff. The proposed project aims to update these systems and improve the roadway for both pedestrians and automobiles. A less than significant impact would occur.

X.e) As previously discussed, the Site would not require additional water resources or utilities. Existing development consists of sidewalk fragments along Hartley Street and a drainage swale and culverts nearby the intersection of Hartley and Sunset. Per the Lakeport General Plan 2025 Policies and Programs aimed at managing water quality include:

> **Policy LU 5.1:** Water System Master Plan. Maintain and update a Water System Master Plan every five years and identify capital improvements required to meet anticipated demand.
>
> **Program S 2.2-a:** Monitor twice per year, during the dry and wet seasons, Lakeport's potable water supply for trace chemicals and other potential contaminants. Utilize updated industry-wide standards for evaluating potable water quality. Alert the County Environmental Health Department, City Council and the public if water quality hazards are identified. Develop and implement mitigating measures to protect the public health. Responsibility: Public Works Departments

It is not anticipated that the project would decrease groundwater supplies or interfere substantially with groundwater recharge. Additionally, the proposed project would not have stormwater runoff impacts that would violate any water quality standards or waste discharge requirements. A SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements, would be prepared for the proposed project, per the General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ). Therefore, the proposed project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Hydrology and Water Quality.

XI. **LAND USE AND PLANNING**. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on land use and planning if it would physically divide an established community or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

DISCUSSION

Currently, land use in Lakeport is approximately 76 percent commercial/residential, 5 percent industrial, and 19 percent open space/governmental/agriculture. Marketing efforts promote Lakeport's appeal as a vacation and recreation destination. In recent years City leaders have emphasized various economic development strategies in an effort to make the City the focal point of economic and community activity for the County and the region. The City continues to work to attract new retail, hotel, industrial, educational, recreational, and food service establishments to the community (City's Sewer System Management Plan, 2018).

The proposed project area is primarily residential in nature with three schools located immediately east of the Site. The area immediately surrounding the Site is primarily designated as Residential (R), with the area containing the City's three schools, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School, designed for Public and Civic Use (PUB) under the City's 2025 General Plan (see Figure 2), and zoned as Low Density Residential (R-1), Medium Density Residential (R-2), and Public and Civic Uses (PCU) under the City's Zoning Ordinance (see Figure 3). The City's Zoning Map indicates that further to the east of the Site is zoned as Light Retail (C-1), Major Retail (C-2), Resort/High Density Residential (R-5), and Open Space (OS), with areas east of Main Street within the Shoreline Development overlay area. It is anticipated that the majority of the project would occur within the City's right-of-way, which does not have an established land use or zoning designation. However, as shown in Figure 1, project improvements are also proposed to occur within the boundaries of four individual parcels (APNs 026-031-180, 026-052-020, 026-062-010, and 026-321-110), currently designated and zoned as R/R-1 and PUB/PCU, respectively. Acquisition of these specific areas for use by the City would be required. No changes to the surrounding current land use or zoning designations are proposed under the project.

The proposed project involves roadway widening and the installation of concrete sidewalk, curb, and gutter, and ADA-compliant ramps along an approximately 3,000-foot length portion of Hartley Street, within the City, from the sidewalk north of Anastasia Drive, south to 20th Street, the southerly portion of the Site, with additional paving (approximately 200 feet) proposed north of Anastasia Drive. Hartley Street provides westerly access to the City's three schools, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School. The purpose of the project is to reduce the potential for conflicts between bicyclists, pedestrians, and vehicles utilizing Hartley Street to access the City's schools or the adjoining neighborhoods.

XI.a) The proposed project consists of expanding a sidewalk and widening an existing two-lane road as described above. As a result, the proposed project activities would not physically divide a community. Therefore, there would be no impact as a result of the proposed project.

XI.b) The proposed project would not conflict with any applicable land use plan, policy, or regulation. The proposed project is located in a predominately low density residential area and involves expansion of and improvements to an existing use (Hartley Street). Although the Site was found to contain a Class III drainage and three bird species of special concern were identified on-site, as noted in the Biological Report, prepared by LACO on June 17, 2019 (see Appendix C), several recommendations were recommended in order to reduce potential impacts. The project, as proposed, does not conflict with any applicable habitat or natural community conservation plan and would remain consistent with local land use and zoning policies, no impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Land Use and Planning.

XII. **MINERAL RESOURCES**. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on mineral resources if it would 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 or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

DISCUSSION

The proposed project is not located in an area of known rock, aggregate, sand, or other mineral resource deposits of local, regional, or State residents. In addition, as supported by the City of Lakeport's General Plan, there are no mineral extraction or other mining operations at present within the Lakeport city limits or Sphere of Influence. Sand, gravel, and borax deposits are extracted in the Scotts Valley and Big Valley Areas, approximately 20 miles from the City. These mining operations have a significant impact on ground water capacity, siltation of streams, and highway traffic. The current Lakeport General Plan prohibits any mining or mineral extraction activities within the City and calls for the City to work with the County of Lake to discourage such land uses within the City's Sphere of Influence (City General Plan, 2009).

XII.a-b) The project area does not contain mineral resources that are of value locally, to the region, or to residents. The project area is not identified as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, the proposed project would not interfere with materials extraction or otherwise cause a short-term or long-term decrease in the availability of mineral resources. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Mineral Resources.

XIII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of private airstrip or 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?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on noise if it would result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or generation of excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels (for a project located within the vicinity of a private airstrip or an airport or an airport land use plan, or where such as plan has not been adopted, within two miles of a public airport or public use airport).

DISCUSSION

Under the project, increased noise levels at the Site would be anticipated during the project's construction phase, as development of the proposed project would require the use of heavy machinery to prepare the Site and for the roadway widening and sidewalk installation. In addition, heavy equipment may be needed should relocation of existing utility poles, fire hydrants, and air relief valves, and new inlets and improvements to existing culverts be determined necessary for the project, in addition to the construction of retaining walls and structures and ancillary fencing. However, once construction is completed, it is anticipated that the proposed development (expanded roadway to include two 12-foot travel lanes and continuous sidewalks) would not result in a substantial permanent increase in noise at the Site, since Hartley Street with intermittent sidewalks already exists. Currently, the main sources of noise at the Site are existing vehicular traffic along Hartley Street and noise from the three existing schools (Lakeport Elementary School, Terrace Middle School, and Clear Lake High School), located immediately east of the Site, during the months when school is in session. As noted in the City's General Plan, the primary noise generators within the City of Lakeport are vehicular traffic, boaters on Clear Lake, and events at the race track at the County Fairgrounds (2009). Traffic noise volume depends primarily on traffic speed, volume, and vehicle type. The main motor vehicle noise source is tire noise, which increases with speed.

Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. There are several sensitive receptors located in the vicinity of the Site, including single-family residential neighborhoods immediately east and west of the Site and the three schools listed above, located directly east of the Site. As noted in the City's General Plan, several principal streets and highways are noted, including Hartley Street, that are projected to experience a significant increase in noise over 60 decibels (dBA).

The maximum acceptable interior noise level in new residential development required by the State of California Noise Insulation Standards is a Ldn of 45, which is applied to all single family and other residential development within the City (2009). Table 15 (Noise and Land Use Compatibility Standards) included in the Noise Element of the City's General Plan includes the maximum exterior noise levels for different use types, including but not limited to residential development and schools, which have a standard of 60 dBA or less (provided below).

Table 15
Noise and Land Use Compatibility Standards

Land Use	Maximum Exterior Noise Level
Residential Development	Up to 60db
Transient Lodging: Motel and Hotel	Up to 60db
School, Library, Church, Hospital and Nursing Home	Up to 60db
Auditorium, Concert Hall, Amphitheater, Sports Arena	Up to 70db
Sports Arena, Outdoor Spectator Sports	Up to 75db
Playgrounds, Neighborhood Parks, Open Space	Up to 70db
Golf Course, cemetery	Up to 70db
Office Building, Business, Commercial & Professional	Up to 65db
Industrial, Manufacturing, Utilities	Up to 70db

The City of Lakeport includes noise regulations in Chapter 17.28 (Performance Standards) of Title 17 (Land Use, Zoning, and Signs) of the *Lakeport Municipal Code* (LMC). Within the City, excessive noise is considered a nuisance and is discouraged. Specifically, within the residential zoning districts, maximum 15-minute sound levels within any one-hour equivalent sound pressure levels (A-weighted -dBA) shall be limited to 60 dBA during the hours of 7:00am to 10:00pm and 45 dBA during the hours of 10:00pm to 7:00am. Project work would be limited to the daytime hours of 7:00am to 7:00pm, Monday through Friday and between 8:00AM and 7:00PM on Saturdays and Sundays. However, the City may allow construction between 7:00PM and 7:00AM on any day if it can be demonstrated that noise would not adversely impact the neighborhood, or in the event of necessity as determined by the Building Official.

XIII.a) Noise levels within the project area would not be expected to significantly increase as a result of the project, since Hartley Street with intermittent sidewalks already exist and is already utilized by vehicles and pedestrians. Construction-related activities and the associated heavy equipment would cause temporary increase in noise, which may be high at times and exceed noise standards within proximity to the sensitive receptors (including residences) in close proximity to the Site; however, these impacts would only be associated with construction and would be temporary in nature. With the implementation of Mitigation Measures NOISE-1 and NOISE-2, which limits when construction may occur, requires neighboring landowners be notified of construction activities, and requires equipment utilized for the project to be equipped with muffles to lessen noise impacts, a less than significant impact would occur.

XIII.b) There are no proposed uses on-site that would result in excessive groundborne vibration or groundborne noise levels. As noted above, the construction phase of the project would require the use of heavy equipment, which would cause temporary groundborne vibration and groundborne noise. However, these impacts are associated with construction and would be temporary in nature. With implementation of Mitigation Measure NOISE-1, a less than significant impact would occur.

XIII.c) The project area is not located within the vicinity of private airstrip or an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the Site, Lampson Field Airport, a public use airport, is located approximately 4.4. miles southeast of the Site. No impact would occur.

MITIGATION MEASURES

NOISE-1: Construction noise shall be limited through operational standards. Construction activities shall be limited to between the hours of 7:00AM and 7:00PM Monday through Friday and between 8:00AM and 7:00PM on Saturdays and Sundays. The City may allow construction between 7:00PM and 7:00AM on any day if it can be demonstrated that noise would not adversely impact the neighborhood, or in the event of necessity as determined by the Building Official. Neighboring landowners shall be notified of the anticipated construction schedule prior to the commencement of construction activities.

NOISE-2: All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment. The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists. At all times during project construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences. Unnecessary idling of internal combustion engines shall be prohibited. Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project Site during all project construction activities, to the extent feasible. The construction contractor shall designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation** on Noise.

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

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on population and housing if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure); or displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

DISCUSSION

The City of Lakeport has an estimated population of 4,762 and the population density is 1557.23 people per square mile. Based on data from the U.S. Census Bureau's American Community Survey, in 2017, there were 2,552 households in the City of Lakeport. According to the 2014 Housing Element of the Lakeport General Plan, the average household size is 2.36 and is projected to remain at this figure. The City plans to extend services and infrastructure in the urban boundary to accommodate growth. The number of residential, commercial, and industrial acres needed in the City of Lakeport through 2025 is based on population projections through 2025 and an analysis of vacant and under-utilized lands currently within the City limits.

Additionally, according to the Housing Element of the Lake County General Plan, Lake County has a population of more than 64,500 people with 44,626 residing in the unincorporated area. There are two incorporated cities in Lake County, the City of Clearlake and the City of Lakeport. Average household size is a function of the number of people living in households divided by the number of occupied housing units in a given area. Average household sizes in the incorporated cities are similar to that of the unincorporated County, with Lakeport at 2.23 and Clearlake at 2.40 (City General Plan, 2009). Outlined in the chart below are the projected population and housing sizes for the City of Lakeport.

Population and Household Projections, 2000 to 2025* – City of Lakeport

	2000*	2005*	2010*	2015*	2020*	2025*
Total Population*	4,820	5,150	5,521	5,935	6,380	6,859
Households*	1,967	2,148	2,339	2,515	2,703	2,906
Average Household Size	2.36	2.36	2.36	2.36	2.36	2.36
* DOF Lake County growth rates used for the City of Lakeport through 2025. **Assumes 2000 Lakeport avg. household size of 2.36 remains constant.						

Source: 2000 U.S. Census, Department of Finance.

The proposed project is located along Hartley Street within a predominately low density residential area in the City of Lakeport and involves roadway widening, the installation of concrete sidewalk, curb, and gutter that is ADA-compliant and ADA-compliant ramps, and repaving only within the northernmost portion of the project area. Funding for the project is from a Safe Routes to Schools grant from the Lake County Transportation Commission, awarded in 2017. The proposed project will not encroach on any planned urban development areas.

XIV.a-b) The proposed sidewalk and road modifications would not induce population growth in the existing residential area either directly or indirectly. The project as proposed, entails adding a continual sidewalk along Hartley Street, and thus, would not include any housing development. There are no new proposed homes or businesses as a result of the project and the road work proposed for the project occurs alongside an existing collector street. Additionally, the proposed project would not displace any existing housing or people. No housing units are proposed to be encroached upon. Furthermore, since construction of the project would be temporary in nature, it is anticipated that most, if not all, workers would live locally and would not relocate to the area. Therefore, no impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Population and Housing.

XV. PUBLIC SERVICES. 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the 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 (a) fire protection, (b) police protection, (c) schools, (d) parks, or (e) other public facilities**.**

DISCUSSION

The proposed project involves the widening of an existing two-lane road (Hartley Street) and adding in a continuous sidewalk along the west side of Hartley Street, from Anastasia Drive, south to the southerly portion of 20th Street, with additional paving proposed along an approximately 200-foot-long stretch of Hartley Street, north of Anastasia Drive. The proposed project may involve some improvements to existing power poles and relief valves which may need to be relocated behind the new continuous sidewalk. New storm drain inlets and improvements to existing culverts may also be required, due to the anticipated minor change in drainage patterns associated with the sidewalk, curb, and gutter installation and roadway widening.

The proposed project Site is served by the Lakeport Fire District. The Lakeport Fire District is an independent all-risk fire district, located in the county seat of Lake County, on the west shore of Clear Lake. The Lakeport Fire District is approximately 1 mile away from the proposed project location. Additionally the proposed project area is served by the City of Lakeport Police Department and does not include any alterations to or near the police facility.

XV.a) As discussed above, fire protection services at the Site are provided by the Lakeport Fire District. The project Site does not contain fire protection facilities that would need to be altered as a result of the proposed project, nor would the proposed project increase the need for fire protection service. No impact would occur.

XV.b) The project Site does not contain police protection facilities that would need to be altered as a result of the proposed project. The project is not expected to require closure of the road. Traffic would be diverted onto the second half-road section to allow construction of new facilities on the opposite side. Additionally, development of the proposed project would not result in increased population and residential

structures, or a subsequent need for additional police protection facilities. Since the proposed project would not increase the need for police protection at the Site, no impact would occur.

XV.c) Funding for the project is from a Safe Routes to Schools grant from the Lake County Transportation Commission, awarded in 2017. Hartley Street provides westerly access to the City's three schools, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School. The schools are located immediately east. No residential units would be constructed as part of the proposed project and the population is not expected to increase as a result of the proposed project. While the proposed project would entail the addition of an ADA-compliant ramp into the Clear Lake High School campus, the proposed project would not significantly physically alter the school facility and the entrance to the campus from Howard Avenue would remain unchanged. Therefore, the proposed project would have a less than significant impact on schools.

XV.d) As mentioned above, no residential units would be constructed, nor is the population expected to increase, as a result of the proposed project. Because the proposed project would not create a need for a new or physically-altered park facility, the proposed project would not result in adverse physical impacts associated with the construction of such a facility. As such, no impact would occur.

XV.e) There are no elements of the proposed project that would impact other public facilities, such as libraries or regional hospitals. The proposed project area is residential in nature and there are no planned residential units to be constructed. Additionally, the population is not expected to increase as a result of the proposed project. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Public Services.

XVI. RECREATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on recreation if it would 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, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

DISCUSSION

The City of Lakeport's parks and recreation facilities contribute to the connectivity, character, health and culture of the community. Lakeport is known for its popular recreational activities, such as boating, bass fishing, wakeboarding, swimming, sailing, and kayaking and is a destination for many tourists

The proposed project area is currently in the vicinity of the following neighborhood parks and recreational facilities:

- Library Park, located approximately 1.2 miles from the proposed project area; and
- Westside Community Park, located approximately 2.6 miles away from the proposed project area.

The City of Lakeport is planning on a new recreational development located approximately 1.5 miles from the project site along a 5.3-acre area of the Clear Lake shoreline. In 2019, the California Department of Parks will be giving grant funding to a number of local park agencies. The City of Lakeport will be applying to build a new lakefront park at 810 North Main Street, approximately 0.7 miles southeast of the Site.

The project Site is bounded by low and medium density residential area and the project Site terminates immediately west of Clear Lake High School. The proposed project would not encroach upon any existing recreational areas or any planned recreational areas. Additionally, the project would not increase the population nor is it expected to increase the usage of Lakeport's recreational areas.

VI.a-b) No residential units would be constructed, nor is the population expected to increase, as a result of the proposed project. The proposed project would not increase the usage of or demand for neighborhood and regional parks or other recreational facilities. Therefore, the proposed project would not result in the physical deterioration of parks or facilities, nor would it require the construction of new park or recreational facilities. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Recreation.

XVII. TRANSPORTATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on transportation if it would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); substantially increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

DISCUSSION

Roads within the City limits, including Hartley Street, a two-lane collector street, are maintained by the Streets Division of the City of Lakeport Public Works Department, in addition to curb and gutter, drainage systems and structures, and right-of-way improvements within the City, including but not limited to asphalt overlays and repairs, street signs, pavement markings, culvert maintenance and replacement, and other street related projects (City of Lakeport Public Works, n.d.).

The City of Lakeport is a member of the Lake Area Planning Council (APC), which is the Regional Transportation Planning Agency (RTPA) for the Lake County region. Primarily, the RTPA ensures that appropriate local transportation planning is administered in accordance with the Transportation Development Act (TDA), the State Transportation Improvement Program (STIP), and the Service Authority for Freeway Emergencies (SAFE) program. (Lake APC, n.d.).

As noted in the City's 2025 General Plan, *"Lakeport's roadway network is defined and constrained by two barriers: Clear Lake on the East and State Highway 29 on the West. The majority of the city is laid out in a rectangular grid pattern which is interrupted by hilly terrain. In these hilly areas the street system becomes discontinuous and through traffic is difficult. Many of the City's streets are narrow, not improved to current standards, and will require upgrading…Although construction of the State Highway 29 freeway has reduced congestion downtown, it is now a barrier inhibiting east-west circulation through the Planning Area"* (2009).

Traffic counts within the City were conducted in January 2005, which Hartley Street, from Anastasia Drive to 20th Street, was found to have a daily traffic count of 670 vehicles and an acceptable Level of Service (LOS) of LOS C (City of Lakeport/Quad Knopf, 2009). [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, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions.] As stated in the City's 2025 General Plan, traffic volumes are expected to increase

as the population increases in both the City of Lakeport and County of Lake. In addition, current traffic volumes continue to increase on arterials and many collectors, particularly in the downtown area (2009).

As previously discussed, the proposed project involves roadway widening and the installation of concrete sidewalk, curb, and gutter, and Americans with Disabilities Act (ADA)-compliant ramps along an approximately 3,000-foot length portion of Hartley Street, from Anastasia Drive, south to the southerly portion of 19th Street. Funding for the project is from a Safe Routes to Schools grant from the Lake County Transportation Commission, awarded in 2017. Hartley Street provides westerly access to the City's three schools, including Lakeport Elementary School, Terrace Middle School, and Clear Lake High School. The purpose of the project is to reduce the potential for conflicts between bicyclists, pedestrians, and vehicles utilizing Hartley Street to access the City's schools or the adjoining neighborhoods. Due to the area's steep hillsides and current inadequate width for sidewalk and roadway, retaining walls and/or structures would be required as part of the project. In addition, existing power poles and fire hydrants and relief valves may need to be relocated behind the new continuous sidewalk. New storm drain inlets and improvements to existing culverts may also be required, due to the anticipated change in drainage patterns associated with the sidewalk, curb, and gutter installation and roadway widening. Furthermore, ancillary work associated with the project would involve installation of safety fencing to protect and prevent pedestrians from accessing steep downhill slopes.

XVII.a) The proposed project would not be anticipated to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, as several improvements would occur. Although traffic interruptions may occur during the construction phase of the project, this impact would be temporary in nature and would result in wider traffic lanes and continuous sidewalks along the western side of Hartley Street.

The construction phase of the project is anticipated to occur over a 3-month period. Once construction commences on-site, construction workers would be required at the Site. Project construction would be limited to the hours of 7:00AM and 7:00PM Monday through Friday and between 8:00AM and 7:00PM on Saturdays and Sundays; however, the City may allow construction between 7:00PM and 7:00AM on any day if it can be demonstrated that noise would not adversely impact the neighborhood, or in the event of necessity as determined by the Building Official. It is expected that construction of the project would result in a slight increase in traffic to and from the Site, as construction workers arrive and leave the Site at the beginning and end of the day, in addition to minor interruption of traffic on adjacent streets, when heavy equipment necessary for project construction is brought to and removed from the Site. Once construction is complete, the workers would no longer be required at the Site.

The streets surrounding and adjacent to the project Site are mainly used by the residential areas in the vicinity of the Site and are not main thoroughfares through the City. Project build-out would not be anticipated to significantly impact the capacity of the street system, level of service standards established by the City, or the overall effectiveness of the circulation system, as Hartley Street, a two-lane collector street, is already existing and currently operates at an acceptable LOS (LOS C). Additionally, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise, decrease the performance or safety of such facilities. A less than significant impact would occur.

XVII.b) The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which state:

"(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact", and

"(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152."

A significant impact would not be anticipated to occur as a result of the project, since the proposed project includes improvements along Hartley Street, including roadway widening and continuous sidewalks along the west side of Hartley Street, from Anastasia Drive south to the southerly boundary of 19th Street, and is not considered a land use project. Since Hartley Street is pre-existing and additional travel lanes are not proposed, a significant increase in the amount of traffic along the street is not anticipated. A less than significant impact would occur.

XVII.c) Hartley Street is pre-existing and a change in use is not proposed. The proposed improvements would be designed in accordance to all City standards to ensure the features would be safe and would not substantially increase hazards due to a geometric design feature such as sharp curves or dangerous intersections. No impact would occur.

XVII.d) The proposed project would not result in inadequate emergency access on the existing road system. As the Site and surrounding vicinity are currently developed to meet pertinent design criteria to provide adequate emergency access in accordance with all design standards and requirements, no impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Transportation.

XVIII. TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Thresholds of Significance: The project would have a significant effect on Tribal Cultural Resources if it would cause a substantial adverse change in the significance of a cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Places or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1.

DISCUSSION

As discussed under Section V, Cultural Resources, above, an *Archaeological Survey Report* (Archaeological Report) was prepared by Alta Archaeological Consulting (ALTA) on June 6, 2019, to identify and present any archaeological, historical, or cultural resources located within the Area of Potential Effect (APE). ALTA conducted a records search (File Number 18-1696) at the Northwest Information Center (NWIC), located on the campus of Sonoma State University, in Rohnert Park, California, which included a review of all study reports on file within a one-half mile radius of the project area. A total of 16 previous studies have been completed within the records search radius, in which 25 percent of the surrounding half-mile radius has been previously surveyed. One previous study was conducted within the project area (S-44235); however, no cultural resources were identified as a result of the prior investigation. As provided in the Archaeological Report, no cultural resources are documented within the project APE, although four prehistoric cultural resources, including two sites containing lithic scatters and two sites containing midden soils, are present within a half-mile radius of the Site. In addition, review of historic registers and inventories indicate that no historical landmarks or points of interest are present within the project area, nor are there any National Register-listed or eligible properties within a half-mile radius of the project area.

As part of the Archaeological Report, ALTA contacted the Native American Heritage Commission (NAHC) on April 2, 2019, to request a Sacred Lands File (SLF) search for any resources present within the project area and to request the contact information for the representatives of the Native American Tribes associated with the area. In a letter response dated April 15, 2019, the NAHC indicated the SLF search returned a positive result and provided the contact information for eight (8) local Tribal representatives. In compliance with Assembly Bill (AB) 52, on May 7, 2019, ALTA sent a consultation letter to each of the Tribal representatives. ALTA was contacted by the Scotts Valley Band of Pomo Indians in a letter dated May 28, 2019, in which Hartley Street was noted as contiguous to the Tribe's original assigned federal lands (which were subsequently dissolved again by federal decree). Additionally, the Tribe expressed they have a "clear interest in the project and looks forward to both consultation and the assignment of cultural monitor(s) during any and all ground disturbance undertaken by the project." As of the date of this Initial Study, no additional responses or other communications have been received from the Native community regarding the project.

Field work was conducted on May 8, 2019, and included a cultural resources inventory of the project area, totaling approximately 3 acres. Ground surface visibility was moderate due to dense grass, landscaping, imported gravel, and pavement. As noted in the Archaeological Report, the entire project area was surveyed using intensive survey coverage with transects spaced less than 5 meters apart. A total of 46 shovel scrapes were completed (at approximately 10- to 20-meter intervals) to scrape the ground surface to expose mineral soils and inspect sediments for evidence of cultural materials. Field work indicated the natural landform along both sides of the Hartley Street roadway has been extensively altered by historic-era and modern activities, where construction of the roadway and nearby structures resulted in extensive grading and areas of cut and fill. Imported gravel, construction of retaining walls, and landscaping have also affected the altered landscape. However, intact landforms were observed to the north of Sunset Drive on either side of the road as well as the area between Boggs Lane and Adams Street.

Two isolated obsidian flakes from the Mount Konocti geologic source were identified within the APE as a result of the field survey. Both artifacts are unassociated with a cultural resource and were discovered on highly altered landforms within disturbed contexts. Unassociated isolated artifacts generally do not merit formal recordation or protection measures. In addition, a concrete foundation was noted outside the current APE. However, this feature was not recorded because it is located outside of the APE. ALTA, in their report, concluded that the project, as presently designed, is not anticipated to have an adverse effect on cultural resources. The report contains two recommended measures in the event of inadvertent discovery of cultural resources or human remains during project implementation.

Copies of the NAHC and Tribal consultation request letters and associated responses are included in Appendix C. Due to the confidential nature of the Archaeological Report, a copy is not provided as part of this Initial Study.

XVIII.a.i) As discussed under Section V, Cultural Resources, in order for a cultural resource to be deemed "important" under CEQA and thus eligible for listing on the California Register of Historic Resources (CRHR), it must meet at least one of the following criteria (as set forth in Section 5024.1(c) of the Public Resources Code):

1. is associated with events that have made a significant contribution to the broad patterns of California History and cultural heritage; or
2. is associated with the lives of persons important to our past; or

3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic value; or
4. has yielded or is likely to yield, information important to prehistory or history (ALTA, 2019).

As provided in the Archaeological Report, prepared by ALTA on June 6, 2019, a total of 16 previous studies have been completed within one-half mile of the Site. Review of historic registers and inventories indicate that no historical landmarks or points of interest are present within the project area, nor are there any National Register-listed or eligible properties within a half-mile radius of the project area. The field survey, conducted on May 8, 2019, also did not reveal any historical resources within the project area (ALTA, 2019). No impact would occur.

XVIII.a.ii) ALTA, in their Archaeological Report, dated June 6, 2019, concluded that the project, as presently designed, is not anticipated to have an adverse effect on cultural resources. During the field survey, no cultural or archaeological resources were identified. A total of 46 shovel scrapes were completed (at approximately 10- to 20-meter intervals) to scrape the ground surface to expose mineral soils and inspect sediments for evidence of cultural materials. Field work indicated the natural landform along both sides of the Hartley Street roadway has been extensively altered by historic-era and modern activities, where construction of the roadway and nearby structures resulted in extensive grading and areas of cut and fill (ALTA, 2019).

While two isolated obsidian flakes from the Mount Konocti geologic source were identified within the APE as a result of the field survey, both artifacts are unassociated with a cultural resource and were discovered on highly altered landforms within disturbed contexts. It is important to note that unassociated isolated artifacts generally do not merit formal recordation or protection measures (ALTA, 2019).

In addition, per correspondence received from the Scotts Valley Band of Pomo Indians, dated May 28, 2019, Hartley Street was noted as contiguous to the Tribe's original assigned federal lands (which were subsequently dissolved again by federal decree). In the letter, the Tribe expresses interest in the project and looks forward to both consultation and the assignment of cultural monitor(s) during any and all ground disturbance undertaken by the project (ALTA, 2019). Although no archaeological resources were identified during the Site survey, it does not preclude the possibility of such resources, including cultural or Tribal cultural resources or human remains, existing within the project area. Due to the potential for unrecorded Native American and archaeological resources and human remains at the Site, ALTA outlines the prescribed protocol in the event inadvertent archaeological discovery(ies) are made, including the discovery of human remains (see Mitigation Measures CULT-1 and CULT-2). In addition, in response to Scotts Valley Band of Pomo Indians' request for archaeological monitoring during all ground disturbing activities on-site, this request has been included as Mitigation Measure CULT-3). With mitigation incorporated, a less than significant impact would occur.

MITIGATION MEASURES

Refer to Mitigation Measures CULT-1 through CULT-3 in Section V, Cultural Resources, above.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Tribal Cultural Resources.

XVIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on utilities and service systems if it would require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or not comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

DISCUSSION

The City of Lakeport Public Works Department serves the incorporated Lakeport community. The Department consists of several divisions which are responsible for water, sewer, underground utilities (installation and maintenance), storm drain system maintenance, and public park maintenance and operations.

Water Service

The Water Division continuously monitors the quality of the water that is provided to Lakeport's water customers and holds the responsibility of providing safe drinking water as its highest priority. The Water Division operates and maintains four wells, a surface water treatment facility, and distribution system to individual meters. The Division also works with developers and customers on water service issues during project design, during service installation and to address future needs. Along the proposed project site

exists a water main for the entire stretch of Hartley Street, along with; two fire hydrants and one water meter at the end of the project site nearby Anastasia Drive. None of the grading that occurs along the project Site would involve reconstruction of the water main or displacement of any of the existing water service utilities. The proposed project is not expected to impact these existing utilities.

Sewer Service

The Sewer Division of the Lakeport Public Works Department is responsible for the safe collection, treatment, and disposal of sewage and wastewater generated by residential, commercial and industrial customers inside the City of Lakeport. All of the City's wastewater activities are done in a manner compliant with State and County health and safety regulations. The primary directive of the Sewer Division is to ensure that Lakeport's streams, waterways and Clear Lake are free from disease-causing bacteria and viruses that are harmful to the public health. The Lakeport sewer system involves approximately 2,200 connections, serving over 5,000 customers, which accounts for approximately eight percent of the entire population of Lake County. The Division operates and maintains nearly 40 miles of sewer main lines, eight sewer lift stations, and a secondary treatment and disposal facility (City Public Works, Sewer Division, n.d.).

Additionally, in 2018, Lakeport adopted the Sewer System Management Plan (SSMP). The SSMP is a document that describes the activities in which a wastewater agency engages to manage its collection system effectively. The SSMP is intended to meet the requirements of both the Central Valley Regional Water Quality Control Board (CVRWQCB) and the Statewide General Waste Discharge Requirements GWDR. The State Water Resource Control Board (SWRCB) adopted Water Quality Order No. 2006- 0003-DWQ at its meeting on May 2, 2006, which required all public wastewater collection system agencies in California with sewer systems greater than one mile in length to be regulated under GWDR.

The proposed project Site is host to several fragments of sewer main lines nearby 20th Street and Hartley Street, terminating at Boggs Lane and then starting again at Jerry Drive and terminating again at Anastasia Drive. The project, as proposed, would not include any updates to the utilities managed by the Sewer Division.

Storm Drainage System/Wastewater

The Streets Division of the City of Lakeport Public Works Department provides for the maintenance and minor construction of all City streets, curb, gutter, drainage systems structures, and right-of-way improvements. This includes asphalt overlays and repairs, street signs, pavement markings, culvert maintenance and replacement, and other street related projects. The Streets Division also provides many additional public service functions, including providing traffic control devices for parades and other special events. The wastewater operations and service entity is governed by a Board of Directors, which also acts as the City Council (City Public Works, Streets Division, n.d.).

Within the Streets Division there is the Underground Utility Construction staff which installs and maintains new and existing water and sewer systems to private property, and within dedicated easements throughout the City. This division works on emergency water breaks and sewer stoppages and schedules repair or replacement of water distribution and collection systems deficiencies.

The proposed project Site is host to three storm drainage inlets near the intersection of Hartley Street and Jerry Drive (City Pavement Management Program Update, 2005).

According to the Sewer Lift Pump Station map provided by the City of Lakeport Public Works Department, there is a sewer lift / pump station approximately 1,000 feet from the start proposed project site. The station

near 20th Street (City Public Works, Utilities Map, 2019). The project does not entail reconstruction or grading of any existing sewer lines and no increase in the amount of sewage is expected to increase.

Solid Waste Service

Lakeport Disposal provides solid waste and recycling collection services to commercial, residential, and industrial customers within the incorporated limits of Lakeport. The nearest active landfill is Eastlake Landfill (17-AA-0001) in Clearlake, California, located approximately 28 miles from the project Site. The Eastlake Landfill has a daily permitted disposal of approximately 200 tons per day. Furthermore, the Eastlake Landfill has a maximum permitted capacity of 6.05 million cubic yards and a remaining capacity of approximately 2.86 million cubic yards. The Eastlake Landfill is expected to remain active for another 5 years, until the year 2023 (CalRecycle, 2018). Solid waste generated by the proposed project during construction activities would be collected and transported to an active and permitted landfill.

XVIX.a) There is sufficient water supply available to serve the project as the only water needs would occur during construction for dust suppression. The project would not require the construction or expansion of any new water or wastewater facilities. Water usage for the construction and implementation of the project would be negligible and existing entitlements and resources have the capacity to serve any temporary water needs for the project. Electric power: The project does not propose expansion of relocation of electric power, natural gas, or telecommunications; there would be no impact on these utilities.

XVIX.b-c) As discussed above, the only water required for the project is during construction for dust control. Water usage for the construction and implementation of the project would be negligible and existing entitlements and resources have the capacity to serve any temporary water needs for the project and have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The project Site is currently served by the City of Lakeports Water Service District for municipal water service. There are no planned residential developments in the area and thus the population is not expected to increase as a result of the project. Therefore, the proposed project would not require additional or expanded infrastructure relating to municipal water or wastewater treatment. The projected water use for the proposed project is within the existing allocation and would not require new or expanded entitlements. Additionally, the project does not involve direct or indirect discharge of wastewater to sanitary sewer or on-site septic systems. Project construction does not require any dewatering into the sewer system. No demand for wastewater treatment or facilities would occur as a result of the project. The project would not create wastewater and therefore would have no impact on a wastewater treatment operator. There is no expected increase in wastewater as a result of the project. No impact would occur.

XVIX.d-e) The project Site is currently and would continue to be served by a landfill (Eastlake Landfill) with sufficient permitted capacity to accommodate the project's anticipated solid waste disposal needs at full project build-out. A significant amount of solid waste would not be anticipated under the project and all solid waste generated under the project would be disposed of in accordance to all federal, State, and local statutes and regulations related to solid waste. Additionally, the proposed would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. A less than significant impact would occur.

XVIX.f) Disposal of construction waste would comply with federal, State, and local statutes and regulations related to solid waste. As mentioned above, solid waste generated by the proposed project during construction activities would be collected and transported to an active and permitted landfill. The nearest

active landfill has capacity for the proposed projects generated waste and is expected to remain active for another 5 years, until the year 2023. No impact would occur as a result of the project.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Utilities and Service Systems.

XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage challenges?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on wildfire if it would impair an adopted emergency response plan or emergency evacuation plan; due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage challenges.

DISCUSSION

The combination of vegetation, topography, climate, and population density create a significant potential for hazards from wildfires within the Lakeport Planning Area. There are many vacant and undeveloped areas within the City and its Sphere of Influence, particularly on the west side of Highway 29 and the northern portions of the City, including mobile home parks. Rugged topography and highly flammable vegetation make residential development potentially unsafe unless adequate fire safety measures are taken (City General Plan, 2009).

The area within the City is served by the Lakeport Fire Protection District/County Fire Protection District. Any location within City limits can be reached within three to five minutes. Locations within the Sphere of Influence can be reached in five to seven minutes. This rapid response time can be attributed to the combination of full-time staff and emergency personnel in the Lakeport Fire Protection District and a large number of volunteers.

The CalFire Fire Hazard Severity Zones Map was developed to guide construction standards for building permits, use of natural hazard disclosure at time of sale, guide defensible space clearance around buildings, set property development standards, and considerations of fire hazard in city and county general plans. The project area is located within a 'Very High' State Responsibility Area hazard zone (CalFire, 2018). According to the CalFire Severity Zone Map, the proposed project area is classified as a non-high severity fire hazard zone.

Project activities include roadway widening and the installation of concrete sidewalk, curb, and gutter, along an a 3,000-foot length portions of Hartley Street. The Site contains portions of existing curb, gutter, and sidewalk (totaling approximately 750 linear feet) along the western side of Hartley Street, with another portion of curb and unpaved sidewalk (totaling approximately 500 linear feet) between Adams Street and Hillcrest Drive. Limited curb, gutter, and sidewalk is currently present along the east side of Hartley Street within the project area, the majority of which is not currently paved. The area surrounding the Site is currently developed low to medium density residential.

XX.a) The City of Lakeport has not adopted an emergency response plan. The streets surrounding and adjacent to the project Site are mainly used by the residential areas in the vicinity of the Site and are not main thoroughfares through the City. Construction activities could result in minor delays for emergency vehicles or law enforcement; however, during construction, Hartley Street would remain open, although one-way controlled traffic may be necessary. This would ensure the passage of emergency and passenger vehicles in the event of an emergency, including wildfire. The project related activities would not be anticipated to significantly impact the capacity of the street system, the project would have a less than significant impact.

XX.b-c) The project's road expansion, sidewalk installment, and stormwater improvements will be constructed at grade and do not propose grading which would exacerbate wildfire risk. The project is located in an already developed residential area, and stormwater improvements would be constructed at grade. Implementation of the project would not require the installation or maintenance of additional infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that would exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage challenges. Therefore, there would be no impact on wildfire risk or spread of pollutants from such thereafter.

XX.d) Implementation of the project's road and stormwater improvements does not require grading of slopes or creation of slopes. Project features will be constructed at grade, and the area will be stabilized during construction by use of construction BMPs and will be revegetated once construction is complete. Additionally, implementation of the project's stormwater features would help stabilize the project area from negative impacts related to stormwater runoff, as the project proposes features to better manage, direct, and contain runoff, and has been designed to maintain stormwater flows within the project area. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Wildfire.

XXI. 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 substantially 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, substantially 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?	☐	☐	☒	☐
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).	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on mandatory findings of significance if it would have the potential to substantially 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, substantially 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; 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.); or have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

DISCUSSION

As previously discussed, the proposed project would entail roadway widening and the installation of continuous sidewalks along an approximately 2,800-foot-long portion of Hartley Street, north from Anastasia Drive, south to the southerly portion of 20th Street. In addition, repaving is proposed to occur for an approximately 200-foot-long stretch of Hartley Street, beginning at Anastasia Drive. Additional improvements, including safety fencing, the potential relocation of existing power poles, fire hydrants, and relief valves, and the installation of an ADA-compliant accessible ramp down to Clear Lake High School are also proposed. New storm drain inlets and improvements to existing culverts may also be required, due to the anticipated change in drainage patterns associated with the sidewalk, curb, and gutter installation and roadway widening.

XXI.a) As discussed under Section IV, Biological Resources, a *Hartley Street Biological, Wetlands, and Stream Classification Survey* (Biological Report) was prepared by LACO Associates (LACO) on June 17, 2019 (see Appendix C), to identify any potential sensitive or special status species or habitat areas within the Site, including stream drainages, riparian, and wetland areas. The biological survey detected no sensitive plant species within the project area. While bird species observed at the Project Site comprise

primarily common occurring species expected in upland habitats near and around Lakeport, three birds of special concern (including Nuttall's woodpecker, oak titmouse, and wrentit) were also observed. Several recommendations are included in the Biological Report to minimize potential impacts to the Class III drainage and special status species, including applying for and obtaining a Streambed Alteration Agreement through CDFW and noting the time of year (outside of the bird nesting season, between August 1-March 1) when any necessary heavy vegetation removal (limbs over 6 inches in diameter) would be the least impactful. However, should heavy vegetation removal be proposed during the bird nesting season (March 1-August 1), it is recommended that a qualified biologist conduct a nest survey to identify the presence of vulnerable nests (within 100 feet for passerines and 300 feet for raptors from the heavy vegetation removal). Recommended protocol is also provided in the event active nests are identified.

An *Archaeological Survey Report* (Archaeological Report) was also prepared for the project by Alta Archaeological Consulting (ALTA) on June 6, 2019, in which it was concluded that no cultural or historical resources were observed within the project area and the project, as presently designed, is not expected to have an adverse effect on cultural resources.

Recommendations are included in both reports (and have been incorporated into the Initial Study as mitigation), which would minimize any potential impacts to a less than significant level. A less than significant impact would occur.

XXI.b) There are no elements of the project that would result in a cumulatively considerable impact. The project includes improvements to an existing roadway, Hartley Street, and would not be anticipated to significant increase usage of the street as a result. Preventative measures (Best Management Practices) would be implemented during project construction to minimize potential impacts. In addition, with mitigation incorporated, all potential impacts associated with the proposed project would be reduced to a less-than-significant level. A less than significant impact would occur.

XXI.c) The project would not generate any potential direct or indirect environmental effect that would have a substantial adverse impact on human beings including, but not limited to, exposure to geologic hazards, air quality, water quality, traffic hazards, noise, and fire hazards. With mitigation incorporated, all potential impacts associated with the proposed project would be reduced to a less-than-significant level. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Mandatory Findings of Significance.

VI. REFERENCES

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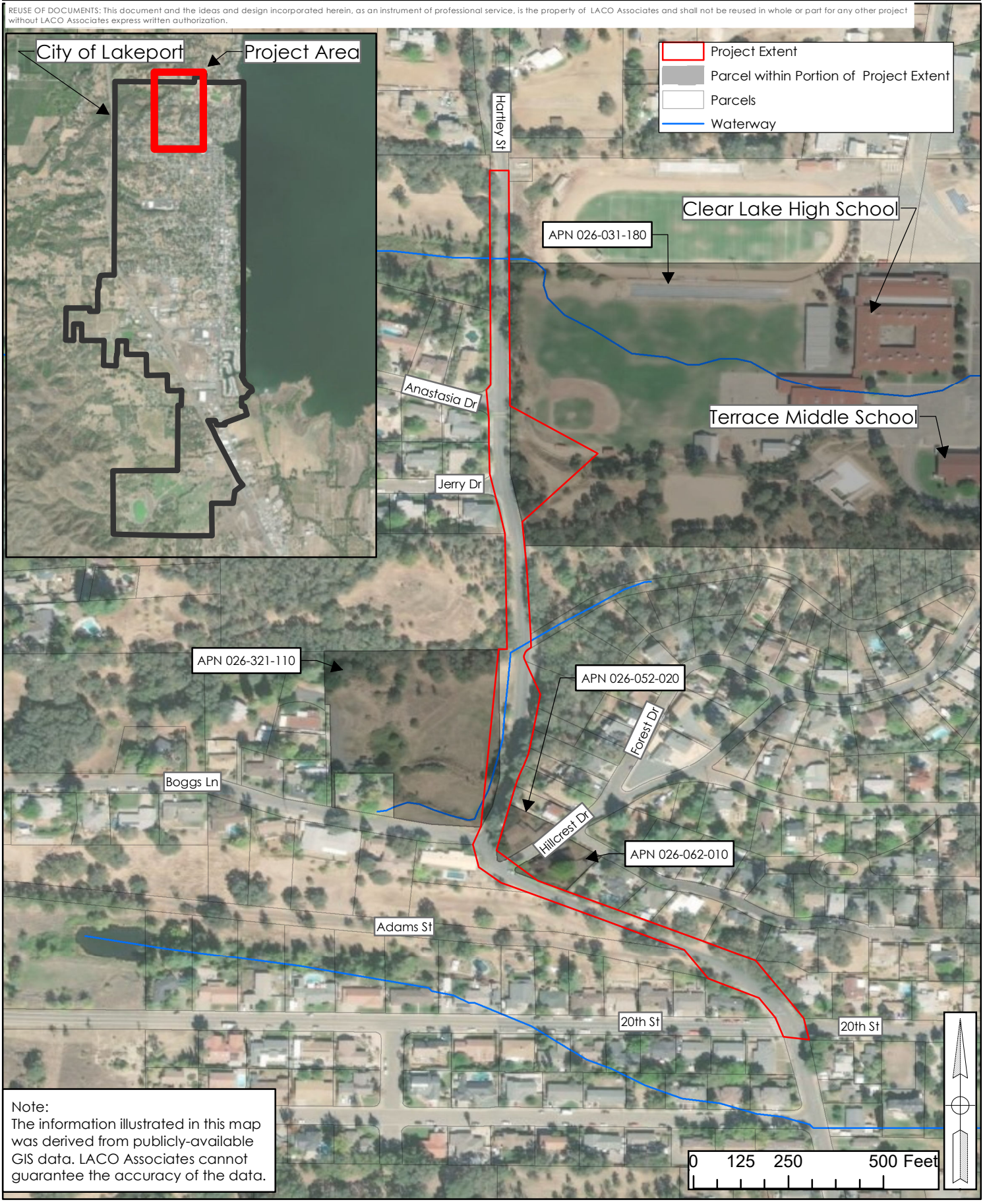
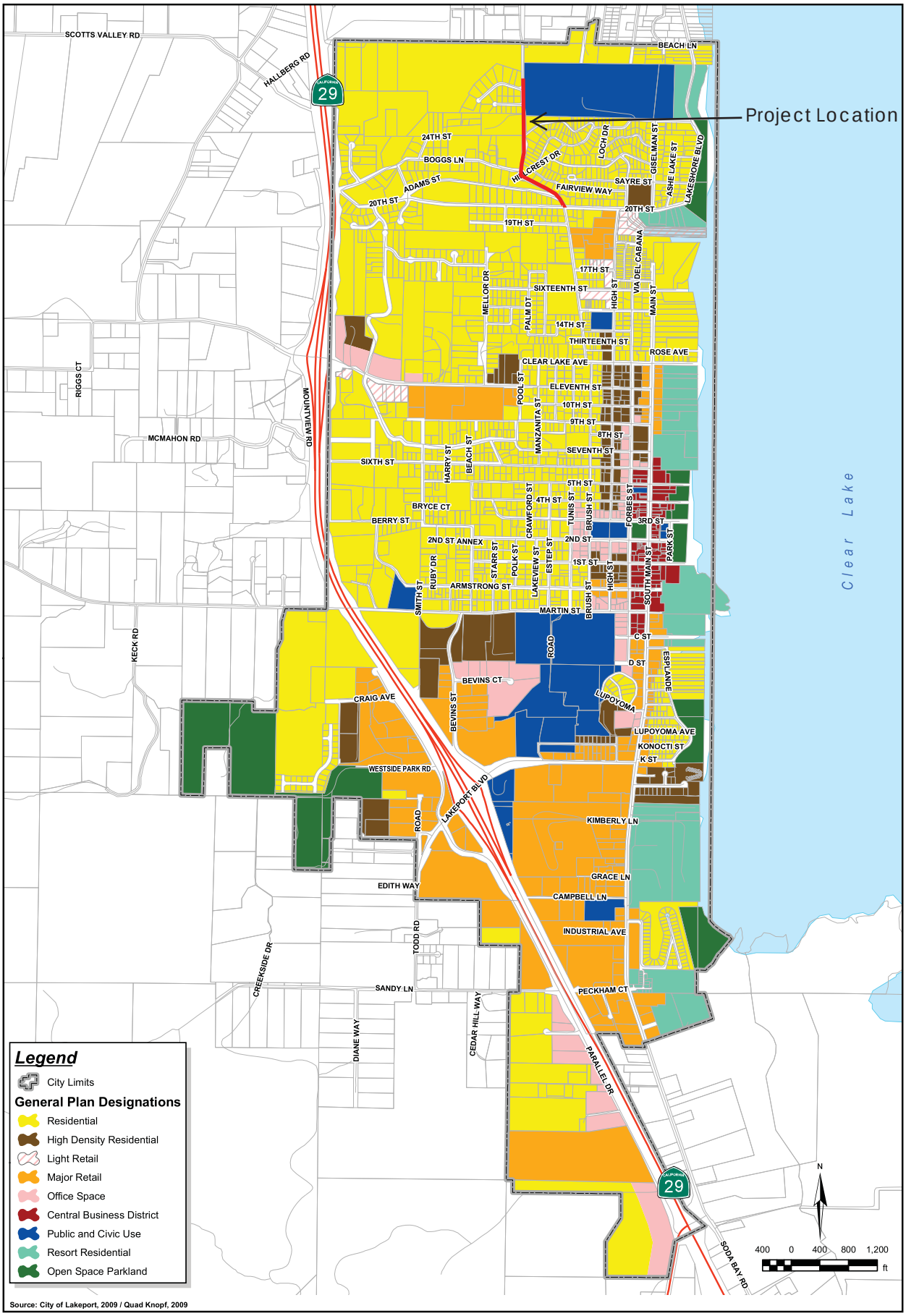
FIGURES

LACO EUREKA • UKIAH • SANTA ROSA 1-800-515-5054 www.lacoassociates.com	PROJECT Hartley Street Pedestrian Improvement Project	BY MCH/VSD	FIGURE 1
	CLIENT City of Lakeport	CHECK MMM	
	LOCATION Hartley Street (County Road #408)	DATE 7/22/2019	JOB NO. 7184.04
	Location Map		



Note:
The information illustrated in this map was derived from publicly-available GIS data. LACO Associates cannot guarantee the accuracy of the data.

Date: 7/23/2019 Time: 8:45:54 AM
Path: P:\7100\7184 City of Lakeport\7184.04 Hartley Street Engineering\12 Figures_Maps\GIS\7184.04 Fig. 1_VSD.mxd



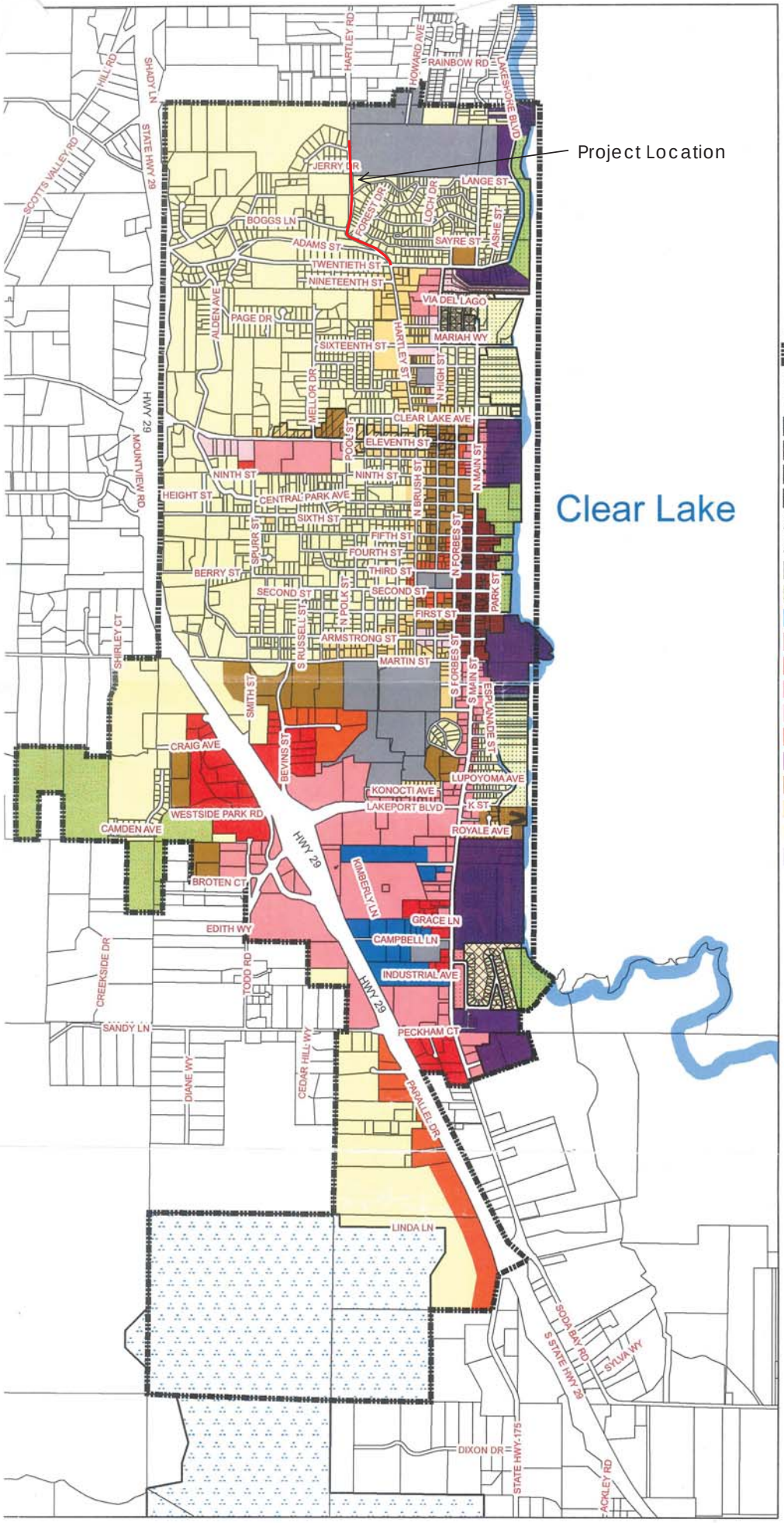
Quad Knopf

CITY OF LAKEPORT
GENERAL PLAN LAND USE DESIGNATIONS

Figure 1

Job No.: 03234

Figure 3



Unofficial City of Lakeport Zoning Map

Legend

City Limit Boundary

Special Overlays

Overlay Designations

- City Property
- Planned Development
- Shoreline Development
- 11th Street Prof. Overlay

Zoning

Zoning Designations

- PCU Public and Civic Uses
- OS Open Space
- I Industrial
- CB Central Business
- C-3 Service Commercial
- C-2 Major Retail
- C-1 Light Retail
- PO Professional Office
- R-5 Resort/High Density Residentia
- R-3 High Density Resedential
- R-2 Medium Density Residential
- R-1 Low Density Resedential
- Urban Reserve

N

1 inch = 1,375 feet

Map prepared by
City of Lakeport
Community Development Department
March 2012

This map was prepared for information purposes only. No liability is assumed for the accuracy of the data shown.

APPENDIX A

Mitigation and Monitoring Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program
City of Lakeport
Hartley Street Pedestrian Improvement Project

Impact	Mitigation Measure	Implementation Responsibility	Monitoring / Reporting Responsibility	Timing
Air Quality	**AIR-1:** Construction activities shall be conducted with adequate dust suppression methods, as necessary, including but not limited to watering during construction activities to limit the generation of fugitive dust or other methods approved by the LCAQMD.	Project Contractor	City of Lakeport and LCAQMD	During construction
	AIR-2: At all times, construction equipment shall be maintained in good condition to minimize excessive exhaust emissions.	Project Contractor	City of Lakeport and LCAQMD	During construction
Biological Resources	**BIO-1:** Due to the presence of known sensitive bird species within the Site's blue oak woodland, any proposed heavy vegetation (limbs over 6 inches in diameter) shall be conducted in the non-nesting season (August 1-March 1). However, should removal of heavy vegetation be proposed during the nesting season (March 1-August 1), a qualified biologist shall determine the presence of vulnerable nests (within a distance of 100 feet for passerines and 300 feet for raptors from the heavy vegetation removal). Any active nests within the above-mentioned distances shall be allowed to complete their nesting or until the qualified biologist determines the nests are no longer active before the heavy vegetation shall be allowed to occur.	Project Contractor	City of Lakeport and Qualified Biologist	Prior to and during construction
Cultural Resources	**CULT-1:** If previously unidentified cultural resources are encountered during project implementation, any persons on-site shall avoid altering the materials and their stratigraphic context. A qualified professional archaeologist shall be contacted to evaluate the situation. Project personnel shall not collect cultural resources.	Project Contractor	City of Lakeport, Qualified Archaeologist, and THPOs	During construction

	[Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.]			
	CULT-2: If human remains are encountered on-site, all work must stop in the immediate vicinity of the discovered remains and the Lake County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission (NAHC) must be contacted by the Coroner so that a "Most Likely Descendant" can be designated and further recommendations regarding treatment of the remains is provided**.**	Project Contractor	City of Lakeport, Lake County Coroner, Qualified Archaeologist, NAHC and THPOs	During construction
	CULT-3: A cultural monitor from the Scotts Valley Band of Pomo Indians shall be present on-site for any and all ground disturbance to be completed under the project. The project contractor shall consult with the Tribe at least three weeks prior to the start of any ground disturbing activities and shall also provide the Tribe with the anticipated construction schedule and plans.	Project Contractor	City of Lakeport and THPOs	Prior to and during construction
Geology and Soils	**GEO-1:** In the event that fossils or fossil-bearing deposits are discovered during project construction, the contractor shall notify a qualified paleontologist to examine the discovery and excavations within 50 feet of the find shall be temporarily halted or diverted. The area of discovery shall be protected to ensure that fossils are not removed, handled, altered, or damaged until the Site is properly evaluated, and further action is determined. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995),	Project Contractor	City of Lakeport and Qualified Paleontologist	During construction

	evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important. The plan shall be submitted to the City of Lakeport for review and approval prior to implementation.			
Greenhouse Gas Emissions	See Mitigation Measures AIR-1 and AIR-2.	Project Contractor	City of Lakeport and LCAQMD	During construction
Hazards and Hazardous Materials	See Mitigation Measure AIR-2.	Project Contractor	City of Lakeport and LCAQMD	During construction
Noise	**NOISE-1:** Construction noise shall be limited through operational standards. Construction activities shall be limited to between the hours of 7:00AM and 7:00PM Monday through Friday and between 8:00AM and 7:00PM on Saturdays and Sundays. The City may allow construction between 7:00PM and 7:00AM on any day if it can be demonstrated that noise would not adversely impact the neighborhood, or in the event of necessity as determined by the Building Official. Neighboring landowners shall be notified of the anticipated construction schedule prior to the commencement of construction activities.	Project Contractor	City of Lakeport	During construction
	NOISE-2: All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment. The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists. At all times during project construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.	Project Contractor	City of Lakeport	During construction

	Unnecessary idling of internal combustion engines shall be prohibited. Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project Site during all project construction activities, to the extent feasible. The construction contractor shall designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.			
Tribal Cultural Resources	See Mitigation Measures CULT-1 through CULT-3.	Project Contractor	City of Lakeport, Lake County Coroner, Qualified Archaeologist, NAHC and THPOs	Prior to and during construction

APPENDIX B

Roadway Construction Emissions Model Results

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> Hartley Street Pedestrian Improvement Project

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.49	11.43	21.19	3.30	0.80	2.50	1.17	0.65	0.52	0.04	4,478.38	0.60	0.10	4,522.89
Grading/Excavation	7.30	56.54	83.58	6.44	3.94	2.50	4.02	3.50	0.52	0.12	12,091.14	2.86	0.17	12,213.11
Drainage/Utilities/Sub-Grade	4.39	35.13	47.51	4.90	2.40	2.50	2.68	2.16	0.52	0.08	7,960.64	1.22	0.13	8,029.53
Paving	2.04	18.91	24.77	1.29	1.29	0.00	1.09	1.09	0.00	0.05	5,140.80	0.76	0.11	5,191.35
Maximum (pounds/day)	7.30	56.54	83.58	6.44	3.94	2.50	4.02	3.50	0.52	0.12	12,091.14	2.86	0.17	12,213.11
Total (tons/construction project)	0.16	1.28	1.84	0.16	0.09	0.07	0.09	0.08	0.01	0.00	291.77	0.06	0.00	294.58

Notes:

Project Start Year ->	2019
Project Length (months) ->	3
Total Project Area (acres) ->	3
Maximum Area Disturbed/Day (acres) ->	0
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	200	200	300	300	280	40
Grading/Excavation	200	200	300	300	880	40
Drainage/Utilities/Sub-Grade	200	200	300	300	600	40
Paving	200	200	300	300	480	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Hartley Street Pedestrian Improvement Project

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.00	0.04	0.07	0.01	0.00	0.01	0.00	0.00	0.00	0.00	14.78	0.00	0.00	13.54
Grading/Excavation	0.10	0.75	1.10	0.08	0.05	0.03	0.05	0.05	0.01	0.00	159.60	0.04	0.00	146.25
Drainage/Utilities/Sub-Grade	0.05	0.41	0.55	0.06	0.03	0.03	0.03	0.02	0.01	0.00	91.95	0.01	0.00	84.13
Paving	0.01	0.09	0.12	0.01	0.01	0.00	0.01	0.01	0.00	0.00	25.45	0.00	0.00	23.31
Maximum (tons/phase)	0.10	0.75	1.10	0.08	0.05	0.03	0.05	0.05	0.01	0.00	159.60	0.04	0.00	146.25
Total (tons/construction project)	0.16	1.28	1.84	0.16	0.09	0.07	0.09	0.08	0.01	0.00	291.77	0.06	0.00	267.24

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model **Version 8.1.0**
Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E28 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type

Project Name	Hartley Street Pedestrian Improvement Project	
Construction Start Year	2019	Enter a Year between 2014 and 2025 (inclusive)
Project Type	2	1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway 2) Road Widening : Project to add a new lane to an existing roadway 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction
Project Construction Time	3.00	months
Working Days per Month	22.00	days (assume 22 if unknown)
Predominant Soil/Site Type: Enter 1, 2, or 3 (for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)	1	1) Sand Gravel : Use for quaternary deposits (Delta/West County) 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the lone formation (Scott Road, Rancho Murieta) 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)
Project Length	0.57	miles
Total Project Area	3.00	acres
Maximum Area Disturbed/Day	0.25	acres
Water Trucks Used?	1	1. Yes 2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County.

http://www.conservation.ca.gov/cgs/information/geologic_mapping/Pages/googlemaps.aspx#regionalseries

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd^3) (assume 20 if unknown)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing	20.00	100.00	100.00
	Grading/Excavation	20.00	100.00	100.00
	Drainage/Utilities/Sub-Grade	20.00	100.00	100.00
	Paving	20.00	100.00	100.00
Asphalt	Grubbing/Land Clearing	20.00	100.00	100.00
	Grading/Excavation	20.00	100.00	100.00
	Drainage/Utilities/Sub-Grade	20.00	100.00	100.00
	Paving	20.00	100.00	100.00

Mitigation Options

On-road Fleet Emissions Mitigation	No Mitigation	Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer
Off-road Equipment Emissions Mitigation	No Mitigation	Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (http://www.airquality.org/ceqa/mitigation.shtml). Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		0.30		1/1/2019
Grading/Excavation		1.20		1/11/2019
Drainage/Utilities/Sub-Grade		1.05		2/17/2019
Paving		0.45		3/21/2019
Totals (Months)	3			

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		10	300.00
Miles/round trip: Grading/Excavation		30.00		10	300.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		10	300.00
Miles/round trip: Paving		30.00		10	300.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Grading/Excavation (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Draining/Utilities/Sub-Grade (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Paving (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Hauling Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.01	0.00	0.00	0.00	3.60	0.00	0.00	3.63
Pounds per day - Grading/Excavation	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Grading/Excavation	0.00	0.00	0.04	0.00	0.00	0.00	14.38	0.00	0.00	14.53
Pounds per day - Drainage/Utilities/Sub-Grade	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.04	0.00	0.00	0.00	12.58	0.00	0.00	12.71
Pounds per day - Paving	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Paving	0.00	0.00	0.02	0.00	0.00	0.00	5.39	0.00	0.00	5.45
Total tons per construction project	0.00	0.01	0.11	0.00	0.00	0.00	35.95	0.00	0.00	36.32

Note: Asphalt Hauling emission default values can be overridden in cells D87 through D90, and F87 through F90.

Asphalt Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		10	300.00
Miles/round trip: Grading/Excavation		30.00		10	300.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		10	300.00
Miles/round trip: Paving		30.00		10	300.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Grading/Excavation (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Draining/Utilities/Sub-Grade (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Paving (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.01	0.00	0.00	0.00	3.60	0.00	0.00	3.63
Pounds per day - Grading/Excavation	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Grading/Excavation	0.00	0.00	0.04	0.00	0.00	0.00	14.38	0.00	0.00	14.53
Pounds per day - Drainage/Utilities/Sub-Grade	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.04	0.00	0.00	0.00	12.58	0.00	0.00	12.71
Pounds per day - Paving	0.09	0.35	3.29	0.09	0.04	0.01	1,089.50	0.00	0.04	1,100.57
Tons per const. Period - Paving	0.00	0.00	0.02	0.00	0.00	0.00	5.39	0.00	0.00	5.45
Total tons per construction project	0.00	0.01	0.11	0.00	0.00	0.00	35.95	0.00	0.00	36.32

Note: Worker commute default values can be overridden in cells D113 through D118.

Worker Commute Emissions User Input	User Override of Worker Commute Default Values	Default Values	Calculated Daily Trips	Calculated Daily VMT
Miles/ one-way trip		20		
One-way trips/day		2		
No. of employees: Grubbing/Land Clearing		7	14	280.00
No. of employees: Grading/Excavation		22	44	880.00
No. of employees: Drainage/Utilities/Sub-Grade		15	30	600.00
No. of employees: Paving		12	24	480.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.02	1.19	0.13	0.05	0.02	0.00	381.71	0.01	0.01	383.53
Grading/Excavation (grams/mile)	0.02	1.19	0.13	0.05	0.02	0.00	381.71	0.01	0.01	383.53
Draining/Utilities/Sub-Grade (grams/mile)	0.02	1.19	0.13	0.05	0.02	0.00	381.71	0.01	0.01	383.53
Paving (grams/mile)	0.02	1.19	0.13	0.05	0.02	0.00	381.71	0.01	0.01	383.53
Grubbing/Land Clearing (grams/trip)	1.08	2.86	0.23	0.00	0.00	0.00	85.97	0.01	0.01	89.17
Grading/Excavation (grams/trip)	1.08	2.86	0.23	0.00	0.00	0.00	85.97	0.01	0.01	89.17
Draining/Utilities/Sub-Grade (grams/trip)	1.08	2.86	0.23	0.00	0.00	0.00	85.97	0.01	0.01	89.17
Paving (grams/trip)	1.08	2.86	0.23	0.00	0.00	0.00	85.97	0.01	0.01	89.17
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.05	0.82	0.09	0.03	0.01	0.00	238.28	0.01	0.00	239.50
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.00	0.79
Pounds per day - Grading/Excavation	0.15	2.59	0.27	0.09	0.04	0.01	748.88	0.02	0.01	752.72
Tons per const. Period - Grading/Excavation	0.00	0.03	0.00	0.00	0.00	0.00	9.89	0.00	0.00	9.94
Pounds per day - Drainage/Utilities/Sub-Grade	0.10	1.76	0.18	0.06	0.03	0.01	510.60	0.01	0.01	513.22
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.02	0.00	0.00	0.00	0.00	5.90	0.00	0.00	5.93
Pounds per day - Paving	0.08	1.41	0.15	0.05	0.02	0.00	408.48	0.01	0.01	410.58
Tons per const. Period - Paving	0.00	0.01	0.00	0.00	0.00	0.00	2.02	0.00	0.00	2.03
Total tons per construction project	0.00	0.06	0.01	0.00	0.00	0.00	18.59	0.00	0.00	18.69

Note: Water Truck default values can be overridden in cells D145 through D148, and F145 through F148.

Water Truck Emissions User Input	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Miles Traveled/Vehicle/Day	Default Values Miles Traveled/Vehicle/Day	Calculated Daily VMT
Grubbing/Land Clearing - Exhaust		1		40.00	40.00
Grading/Excavation - Exhaust		1		40.00	40.00
Drainage/Utilities/Subgrade		1		40.00	40.00
Paving		1		40.00	40.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Grading/Excavation (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Draining/Utilities/Sub-Grade (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Paving (grams/mile)	0.13	0.52	4.97	0.13	0.07	0.02	1,647.29	0.01	0.06	1,664.03
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.01	0.05	0.44	0.01	0.01	0.00	145.27	0.00	0.00	146.74
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.48
Pounds per day - Grading/Excavation	0.01	0.05	0.44	0.01	0.01	0.00	145.27	0.00	0.00	146.74
Tons per const. Period - Grading/Excavation	0.00	0.00	0.01	0.00	0.00	0.00	1.92	0.00	0.00	1.94
Pounds per day - Drainage/Utilities/Sub-Grade	0.01	0.05	0.44	0.01	0.01	0.00	145.27	0.00	0.00	146.74
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.01	0.00	0.00	0.00	1.68	0.00	0.00	1.69
Pounds per day - Paving	0.01	0.05	0.44	0.01	0.01	0.00	145.27	0.00	0.00	146.74
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.73
Total tons per construction project	0.00	0.00	0.01	0.00	0.00	0.00	4.79	0.00	0.00	4.84

Note: Fugitive dust default values can be overridden in cells D171 through D173.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		0.25	2.50	0.01	0.52	0.00
Fugitive Dust - Grading/Excavation		0.25	2.50	0.03	0.52	0.01
Fugitive Dust - Drainage/Utilities/Subgrade		0.25	2.50	0.03	0.52	0.01

Off-Road Equipment Emissions

Grubbing/Land Clearing Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.60	2.53	7.84	0.30	0.27	0.01	762.62	0.24	0.01	770.66
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Excavators	0.54	6.73	5.53	0.27	0.25	0.01	1,054.60	0.33	0.01	1,065.73
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing		pounds per day	1.25	9.87	14.10	0.59	0.55	0.02	1,915.85	0.59	0.02	1,935.51
Grubbing/Land Clearing		tons per phase	0.00	0.03	0.05	0.00	0.00	0.00	6.32	0.00	0.00	6.39

Grading/Excavation Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.60	2.53	7.84	0.30	0.27	0.01	762.62	0.24	0.01	770.66
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Excavators	0.81	10.10	8.30	0.40	0.37	0.02	1,581.90	0.50	0.01	1,598.59
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Graders	1.54	9.25	15.22	0.85	0.78	0.01	1,237.72	0.39	0.01	1,250.73
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.46	3.86	4.54	0.30	0.27	0.01	525.86	0.17	0.00	531.40
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rubber Tired Loaders	0.39	1.65	4.76	0.16	0.15	0.01	609.66	0.19	0.01	616.10
	2		Model Default Tier	Scrapers	2.10	15.90	25.48	1.00	0.92	0.03	2,958.76	0.94	0.03	2,989.97
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4		Model Default Tier	Tractors/Loaders/Backhoes	0.94	9.31	9.45	0.63	0.58	0.01	1,242.85	0.39	0.01	1,255.94
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grading/Excavation	pounds per day	6.96	53.21	76.30	3.66	3.37	0.09	9,018.00	2.83	0.08	9,112.52
Grading/Excavation	tons per phase	0.09	0.70	1.01	0.05	0.04	0.00	119.04	0.04	0.00	120.29

Drainage/Utilities/Subgrade Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Air Compressors	0.36	2.46	2.45	0.17	0.17	0.00	375.26	0.03	0.00	376.90
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Generator Sets	0.44	3.72	3.78	0.23	0.23	0.01	623.04	0.04	0.00	625.42
	1		Model Default Tier	Graders	0.77	4.63	7.61	0.43	0.39	0.01	618.86	0.20	0.01	625.37
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00	34.48	0.00	0.00	34.65
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pumps	0.47	3.78	3.83	0.24	0.24	0.01	623.04	0.04	0.00	625.47
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rough Terrain Forklifts	0.14	2.30	1.85	0.08	0.08	0.00	340.97	0.11	0.00	344.56
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Scrapers	1.05	7.95	12.74	0.50	0.46	0.02	1,479.38	0.47	0.01	1,494.98
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.71	6.98	7.08	0.47	0.44	0.01	932.14	0.29	0.01	941.95
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Drainage/Utilities/Sub-Grade	pounds per day	4.09	32.63	40.31	2.15	2.03	0.05	5,125.79	1.19	0.04	5,168.44
Drainage/Utilities/Sub-Grade	tons per phase	0.05	0.38	0.47	0.02	0.02	0.00	59.20	0.01	0.00	59.70

Paving Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pavers	0.28	2.81	3.03	0.15	0.14	0.00	451.18	0.14	0.00	455.93
	1		Model Default Tier	Paving Equipment	0.21	2.50	2.24	0.11	0.10	0.00	400.26	0.13	0.00	404.49
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.46	3.86	4.54	0.30	0.27	0.01	525.86	0.17	0.00	531.40
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.71	6.98	7.08	0.47	0.44	0.01	932.14	0.29	0.01	941.95
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
	Paving	pounds per day	1.77	16.76	17.61	1.06	0.98	0.02	2,408.06	0.74	0.02	2,432.91
	Paving	tons per phase	0.01	0.08	0.09	0.01	0.00	0.00	11.92	0.00	0.00	12.04
Total Emissions all Phases (tons per construction period) =>			0.15	1.19	1.61	0.08	0.07	0.00	196.48	0.06	0.00	198.41

Equipment default values for horsepower and hours/day can be overridden in cells D391 through D424 and F391 through F424.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/day	Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		206		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		226		8
Crawler Tractors		208		8
Crushing/Proc. Equipment		85		8
Excavators		163		8
Forklifts		89		8
Generator Sets		84		8
Graders		175		8
Off-Highway Tractors		123		8
Off-Highway Trucks		400		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		167		8
Pavers		126		8
Paving Equipment		131		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		81		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		255		8
Rubber Tired Loaders		200		8
Scrapers		362		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		254		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		98		8
Trenchers		81		8
Welders		46		8

END OF DATA ENTRY SHEET

APPENDIX C

Biological, Wetlands, and Stream Classification Survey

LACO

TECHNICAL MEMORANDUM

Hartley Street Biological, Wetlands, and Stream Classification Survey
Lakeport, California

Date: June 17, 2019
Project No.: 7184.04

Prepared For: City of Lakeport

Prepared By: Gary Lester, Senior Environmental Scientist

Reviewed By: Elizabeth Burks, AICP, Planning Director

Attachments
Appendix A: Figure 1: Location Map
Appendix B: Site Photos
Appendix C: List of Plant Species Encountered

1.0 INTRODUCTION

The City of Lakeport (CLIENT) has requested professional services from LACO Associates (LACO) related to preparation of plans and special studies to support the Hartley Street Pedestrian Improvement Project (Project). The Project involves roadway widening and the installation of concrete sidewalk, curb, and gutter, and Americans with Disabilities Act (ADA)-compliant ramps along an approximately 2,800-foot length portion of Hartley Street, within the City of Lakeport (City), from the Anastasia Drive intersection, south to 20th Street (Site; see Figure 1). In addition, an approximately 200-foot-long stretch of Hartley Street beginning at Anastasia Drive would also be repaved. Funding for the Project is from a Safe Routes to Schools grant from the Lake County Transportation Commission, awarded in 2017. The following special study is the biological, wetlands, and stream classification survey.

LACO's Senior Environmental Scientist completed one mid-season (April 2019) field survey to identify any potentially sensitive or special status species or habitat areas located on the Project Site, including stream drainages, riparian, and wetland areas.

2.0 METHODS

A biological survey was conducted by LACO's Senior Environmental Scientist, Gary Lester, at the Project Site on April 22, 2019, involving a total of approximately 3 hours of survey time. Mr. Lester is qualified to conduct plant surveys as he has an undergraduate degree in botany and has received training in recognition of local

flora and fauna, plant identification, and survey protocols. Additionally, Mr. Lester has conducted sensitive plant surveys, biological site investigations, and wildlife surveys professionally for over 25 years.

Prior to and during the survey, a number of resources were consulted to determine potential areas of sensitive plant and wildlife species occurrence in the vicinity of the Project Site, including: California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) for the Lakeport quadrangle (CDFW, 2019), U.S. Geological Survey's (USGS) 7.5-minute Lakeport quadrangle topographic map, and aerial photography.

The biotic site survey was conducted following protocol developed by CDFW (2018). The intuitively controlled survey included sampling the identified potential habitat at a moderate to high coverage (60% to 100%). Plants were identified to the lowest taxonomic level (genus or species) necessary for rare plant identification, following the scientific nomenclature of the Jepson Manual (Baldwin, et. al., 2012).

3.0 ENVIRONMENTAL SETTING

The Project Site encompasses an approximately 3,000-foot-long stretch of Hartley Street in Lakeport, California. The Project Site is within the northern portion of the City, approximately 0.45 miles west of Clear Lake, approximately 0.5 miles east of Highway 29, and approximately 0.5 miles north of the Lake County Courthouse. Elevations at the Project Site range between approximately 1,342 feet and 1,420 feet above mean sea level. The Project Site is a residential street that services Lakeport homes and runs adjacent to Clear Lake High School, with Terrace Middle School and Lakeport Elementary School further to the east. Soils are mapped by Natural Resources Conservation Services (NRCS) as Wappo soils, primarily a deep brown loam originating from alluvial sources (NRCS, 1997).

The Project Site lies in the Clear Lake drainage with associated blue oak and ruderal grassland habitats located on the Project Site (Appendix B, Photos 1-2). The blue oak habitat (Appendix B, Photo 1) vegetation at the Project Site is dominated by canopy trees, including: blue oak (*Quercus douglasii*), California bay (*Umbellularia californica*), valley oak (*Quercus lobata*), and northern California black walnut (*Juglans hindsii*). The understory vegetation associated with the oak woodland includes common manzanita (*Arctostaphylos manzanita*), blue dicks (*Dichelostemma congesta*), and coyote brush (*Baccharis pilularis*). Adjacent to the blue oak habitat are disturbed ruderal grassland habitats, dominated by non-native grasses (Appendix B, Photo 2): soft chess (*Bromus hordeaceus*), red brome (*Bromus madritensis* ssp. *rubens*), silver hair grass (*Aria caryophyllea*), ripgut brome (*Bromus diandrus*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), and annual dogtail grass (*Cynosurus echinatus)*, with widely scattered native perennials including common fiddleneck (*Amsinckia menziesii*), poison oak (*Toxicodendron diversilobum*), mule's ears (*Wyethia* angustifolia), curly dock (*Rumex crispus*), and blow-wives (*Achyrachaena mollis*), annual lupine (*Lupinus bicolor*), and California centaury (*Zeltnera venusta*).

4.0 SENSITIVE PLANT SPECIES ANALYSIS

4.1 Potential Sensitive Plant Species Present

Based on the species identified in the CNDDB records, the range of habitats present, and the geographical range of the various sensitive species, the species considered most likely to occur in the vicinity of the Project Site are presented in Table 1. No special habitats (such as freshwater ponds, thermal springs or serpentine outcrops) are present at the Project Site, eliminating sensitive species specific to those types of habitats. The

sensitive plant species listed in Table 1 have the potential to occur at the Project Site based on habitat and known population's proximity nearby.

Table 1. Sensitive Plant Species Occurring within the Vicinity (Including State and Federal Threatened, Endangered, or State Species of Concern)

Plant Species	Status[2]	Habitat	Occurrence at the Project Site[1]
Konocti manzanita *(Arctostaphylos manzanita* ssp. *elegans)*	CNPS 1B.3	Lower montane coniferous forest, volcanic soils (225-1,830m)	Absent. No suitable habitat occurs at the Project Site (obsidian slopes, McMinn, 1939).
Bent-flowered fiddleneck *(Amsinckia lunaris*)	CNPS 1B.2	Often serpentine, open oak/pine woodland (280-1,010m)	Absent. Suitable soils (serpentine) or habitat (open oak/pine woodland) do not occur at the Project Site.
Mayacamas popcornflower *(Plagiobothrys lithocaryus)*	CNPS 1A	Chaparral, cismontane woodland, grasslands (150-1,250m)	Absent. There is no suitable habitat for this species (moist sites), historic record only. There are no known occurrences at the Project Site
Serpentine cryptantha *(Cryptantha dissita)*	CNPS 1B.2	Chaparral, serpentine outcrops (135-735m)	Absent. There is no suitable habitat at the Project Site
glandular western flax *(Hesperolinon adenophyllum)*	CNPS 1B.2	Chaparral, cismontane woodlands, usually serpentine, (425-1,345m)	Absent. No suitable soils occur at the Project Site.
Burke's goldfields *(Lasthenia. burkei)*	FE/CE CNPS 1B.1	Vernal pools, (15-600m)	Absent. No suitable habitat (vernal pools) occurs in the Project Site.
Colusa layia *(Layia septentrionalis)*	CNPS 1B.2	Chaparral, cismontane woodlands, usually serpentine, (100-900m)	Absent. No suitable soils (gravelly or serpentine) occur at the Project Site.
Beaked tracyina *(Tractina rostrata)*	CNPS 1B.2	Chaparral, cismontane woodland (55-855m)	Absent. No suitable native grassland occur at the Project Site.

[1] OCCURRENCE DESIGNATIONS:
Present: Species observed at the Project site at time of field survey or during recent past.
Likely: Species not observed at the Project site, but it may be reasonably expected to occur there on a regular basis.
Possible: Species not observed at the Project site, but it could occur there from time to time.
Unlikely: Species not observed at the Project site, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed at the Project site and precluded from occurring there because habitat requirements not met.

[2]STATUS CODES:

FE	Federally Endangered	CE	California Endangered
FT	Federally Threatened	CT	California Threatened
FPE	Federally Endangered (Proposed)	CR	California Rare
FC	Federal Candidate	CSC	California Species of Special Concern
CNPS	California Native Plant Society Listing		
D/FD	Delisted or proposed Federal delisting		

5.0 SENSITIVE ANIMAL SPECIES ANALYSIS

5.1 Potential Sensitive Animal Species Present

According to CNDDB records of Lakeport Quad species lists (CDFW, 2019) and the U.S. Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC, 2019), the species considered most likely to occur in the vicinity of the proposed Project Site are listed in Table 2. Only ruderal grassland, Class III drainage, and blue oak woodland habitats were found to be present on-site, eliminating many of the sensitive species specific to other types of habitats.

Table 2. Sensitive Animal Species Potentially Present at the Proposed Project Site

Species	Common Name	Fed/State List	Preferred Habitat/Potential Occurrence
Taxidea taxus	American badger	None	Open ground/Limited habitat
Phalacrocorax auritus	Double-crested Cormorant	None	Nests in tall trees on lake margins/Unlikely, few suitable trees
Ardea herodias	Great Blue Heron	None	Nests in tall trees on lake margins/Unlikely, few suitable trees
Agelaius tricolor	Tricolored Blackbird	None	Colonial nester/Unlikely, few suitable trees
Drybates nuttallii	Nuttall's Woodpecker	None	Oak woodlands/IPac BSS, species observed
Baeolophus inornatus	Oak Titmouse	None	Oak woodlands/IPaC BBS, species observed
Pandion haliaetus	Osprey	None	Nests in large tree or snags/Known City nesting species
Chamaea fasciata	Wrentit	None	Diverse dense cover/IPaC BBS, species observed

6.0 RESULTS

The biological survey encompassed the Project Site, focusing on the proposed roadside footprint expansion (Appendix A, Figure 1). No sensitive plant species were observed during the field survey. Three sensitive birds were observed within the project boundaries, including Nuttall's woodpecker, oak titmouse, and wrentit. A species list of plants found during the survey of the Project Site is provided in Appendix C.

In addition, one Class III drainage was observed in proximity of the Project Site, found adjacent to Hartley Street, north of Boggs Lane.

6.1 Bird Species Observed

Bird species observed at the Project Site comprise primarily common occurring species expected in upland habitats near and around Lakeport, although three bird species of special concern were also observed at the Project boundaries. Year-round resident and summer resident bird species observed were American Crow (*Corvus brachyrhynchos*), California Scrub-Jay (*Aphelocoma californica*), Tree Swallow (*Tachycineta bicolor*), Cliff Swallow (*Petrochelidon pyrrhonota*), Anna's Hummingbird (*Calypte anna*), Wilson's Warbler

(*Cardellina pusilla*), White-breasted Nuthatch (*Sitta canadensis*), Northern Mockingbird (*Mimus polyglottos*), Pileated Woodpecker (*Dryocopus pileatus*), Bullock's Oriole (*Icterus bullockii*), House Finch (*Haemorhous mexicanus*), Acorn Woodpecker (*Melanerpes formicivorus*), Black Phoebe (*Sayornis nigricans*), Lesser Goldfinch (*Spinus psaltria*), Nuttall's Woodpecker, Wrentit, Oak Titmouse, Orange-crown Warbler (*Oreothlypis celata*), California Towhee (*Pipilo maculatus*), Spotted Towhee (Melozone crissalis), Golden-crowned Sparrow (*Zonotrichia atricapilla*), Eurasian Starling (*Sturnus vulgaris*), Red-winged Blackbird (*Agelaius phoeniceus*), Brewer's Balckbird (*Euphagus cyanocephalus*), Eurasian Collared-Dove (*Streptopelia decaocto*), and Mourning Dove (*Zenaida macroura*). The oak titmouse, Wrentit, and Nuttall's woodpecker are recognized bird species of special concern by CDFW (IPac, 2019). All three are year-round residents and potential on-site breeders. Potential breeding season construction impacts are addressed under Section 7.0, Conclusions and Recommendations, below.

6.2 Stream Classification/Wetland Survey Results

The following descriptions are provided based on field observations of adjacent Hartley Street habitats.

Class III Drainage

A Class III (seasonal) drainage occurs near the junction of Boggs Lane and Hartley Street and heads north on the west side of Hartley Street. The Class III drainage borders Hartley Street for approximately 400 feet (Appendix B, photos 3 and 4). The drainage ultimately passes under Hartley Street through a culvert and proceeds towards Clear Lake (Appendix B, photos 5 and 6). The drainage has a defined erosional channel approximately 1 to 4 feet wide with a discontinuous overstory canopy consisting of interior live oak, blue oak, valley oak, coyote brush, and bitter cherry. No distinct stream bank (riparian) or stream bed (wetland indicators) vegetation was observed. The slope over an approximately 400-foot distance above the culvert is approximately 5 to 10 percent; bank height is approximately 1 to 3 feet; and streambed material primarily consists of streamflow smoothed, gravels and anchored boulders. The eventual receiving waters to the drainage is Clear Lake.

No other natural streams having defined channels were located within or along the Hartley Street project area. There are other storm drainages (curbs, gutters, drop-inlets), and apparent storm-related erosional features located along Hartley Street; however, those features would not constitute natural stream channels.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Due to the presence of the Class III drainage beside Hartley Street north of Boggs Lane, prior to any road widening in this section, the City should apply for and have a Streambed Alteration Agreement approved by CDFW. Due to the presence of known sensitive bird species in the adjacent blue oak woodland within the Project boundaries, any proposed heavy vegetation (limbs over 6" in diameter) removal shall be conducted in the non-nesting season (August 1-March 1). If any removal of heavy vegetation is proposed during the nesting season, then a qualified biologist shall determine the presence of vulnerable nests (within 100 feet for passerines, 300 feet for raptors from the heavy vegetation removal). Any active nests within the above-mentioned distances shall be allowed to complete their nesting or until the biologist determines that they are no longer active before removal.

8.0 REFERENCES

Baldwin, B. G., D. H. Goldman, D. J. Keil, R. Patterson, T. J. Rosatti and D. H. Wilken. 2012. The Jepson Manual: Vascular Plants of California. University of California Press. Berkeley CA.

California Department of Fish and Wildlife. March 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. Sacramento, CA.

California Department of Fish and Wildlife. May 2019. California Natural Diversity Data Base (CNDDB). Lakeport. Sacramento, CA.

California Native Plant Society. 2019. California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California, Lakeport Quad. Sacramento, CA. Available online at http://www.rareplants.cnps.org/. Accessed May 2019.

Natural Resources Conservation Service. February 1997. United States Department of Agriculture. Soil Survey Geographic (SSURGO) Database for [CA033 Lake County, California]. Available online at http://soildatamart.nrcs.usda.gov. Accessed May 2019.

US Geological Service, Lakeport (1993) 7.5-minute quadrangle map. Denver, CO.

APPENDIX A

Figure 1: Location Map

LACO
EUREKA • UKIAH • SANTA ROSA
1-800-515-5054 www.lacoassociates.com

PROJECT	Hartley Street Pedestrian Improvement Project	BY MCH	FIGURE 1
CLIENT	City of Lakeport	CHECK MMM	
LOCATION	Hartley Street (County Road #408)	DATE 06/07/2019	JOB NO. 7184.04
	Location Map		

Note:
The information illustrated in this map was derived from publicly-available GIS data. LACO Associates cannot guarantee the accuracy of the data.

Date: 6/7/2019 Time: 8:42:14 AM
Path: P:\7100\7184 City of Lakeport\7184.04 Hartley Street Engineering\12 Figures_Maps\GIS\Fig. 1.mxd

APPENDIX B

Site Photos

Photo 1 – Adjacent blue oak woodland habitat

Photo 2 – Adjacent ruderal grassland habitat

Photo 3 – Adjacent Class III drainage

Photo 4 - Adjacent Class III drainage

Photo 5 – Class III road crossing (west side)

Photo 6 – Class III road crossing (east side)

APPENDIX C

List of Plant Species Encountered

Species	Common Name	Fed/State List	Native / Non-Native
Achillea millefolium	yarrow	none	Native
Acmispon micranthus	bird's-foot trefoil	none	Native
Aesculus californica	California buckeye	none	Native
Aira caryophyllea	silver hair grass	none	Non-Native
Amsinckia menziesii	common fiddleneck	none	Native
Anagallis arvensis	scarlet pimpernel	none	Non-Native
Anaphalis margaritacea	pearly everlasting	none	Native
Ancistrocarphus filagineus	woolly fishhooks	none	Native
Anthriscus caucalis	bur-chervil	none	Non-Native
Arbutus menzeisii	Pacific madrone	none	Native
Arctostaphylos manzanita	common manzanita	none	Native
Avena barbata	slender oat grass	none	Non-Native
Baccharus pilularis	coyote brush	none	Native
Brassica niger	black mustard	none	Non-Native
Brassica rapa	field mustard	none	Non-Native
Briza minor	small quaking grass	none	Non-Native
Bromus catharticus	rescue grass	none	Non-Native
Bromus diandrus	ripgut grass	none	Non-Native
Bromus hordeaceus	soft chess	none	Non-Native
Bromus madritensis	foxtail chess	none	Non-Native
Carduus pycnocephalus	Italian thistle	none	Native
Castileja lineariloba	pale owl's clover	none	Native
Centaurea solstitalis	yellow star-thistle	none	Non-Native
Centaurium tenuiforum	slender centaury	none	Non-Native
Cerastium glomeratum	common chickweed	none	Non-Native
Claytonia perfoliata	miner's lettuce	none	Non-Native
Collomia heterophylla	varied-leaved collomia	none	Native
Crassula connata	pygmy-weed	none	Native
Croton setigerus	turkey-mullein	none	Native
Cynosurus enchinatus	annual dogtail	none	Non-Native
Cytisus scoparius	Scotch broom	none	Non-Native
Daucus carota	Queen Anne's lace	none	Non-Native
Dichelostemma capitatum	blue dicks	none	Native
Elymus glaucus	wild blue rye	none	Native
Erigeron canadensis	horseweed	none	Native
Eriogonum nudum	naked buckwheat	none	Native
Eriodictyon californicum	yerba santa	none	Native
Erodium cicutarium	redstem filaree	none	Non-Native
Eriophyllum lanatum	Oregon sunshine	none	Native
Festuca californica	California fescue	none	Native
Festuca perennis	perennial ryegrass	none	Native
Galium aparine	goose grass	none	Native
Galium californicum	California bedstraw	none	Native
Geranium dissectum	cut-leaf geranium	none	Non-Native

Species	Common Name	Fed/State List	Native / Non-Native
Helminthotheca echinoides	bristly ox-tongue	none	Non-Native
Heteromeles arbutifolia	toyon	none	Native
Hordeum marinum	Mediterranean barley	none	Non-Native
Hypochaeris glabra	annual cat's ear	none	Non-Native
Hypochaeris radicata	perennial cat's ear	none	Non-Native
Juglans hindsii	Northern California black walnut	none	Native
Lomatium dasycarpum	woolly lomatium	none	Native
Lupinus bicolor	annual lupine	none	Native
Madia elegans	common tarweed	none	Native
Medicago arabica	spotted burclover	none	Non-Native
Montia fontana	water chickweed	none	Native
Pentagramma triangularis	goldenback fern	none	Native
Pinus sabiniata	foothill pine	none	Native
Plantago lanceolata	English plantain	none	Non-Native
Poa annua	annual bluegrass	none	Non-Native
Poa bulbosa	bulbous bluegrass	none	Non-Native
Polygala californica	California milkwort	none	Native
Polygonum aviculare	knotweed	none	Native
Prunella vulgaris	self-heal	none	Non-Native
Prunus emarginata	bitter cherry	none	Native
Pseudotsuga menziesii	Douglas-fir	none	Native
Pteridium aquilinum	bracken fern	none	Native
Quercus douglasii	blue oak	none	Native
Quercus lobata	valley oak	none	Native
Quercus wislizeni	interior live oak	none	Native
Ranunculus occidentalis	western buttercup	none	Native
Raphanus sativus	wild radish	none	Non-Native
Rubus armenicus	Himalaya blackberry	none	Non-Native
Sanicula crassicaulis	Pacific sanicle	none	Native
Senecio vulgaris	common groundsel	none	Non-Native
Sonchus oleraceus	sow thistle	none	Non-Native
Toxicodendron diversilobum	poison oak	none	Native
Trifolium willdenovii	tomcat clover	none	Native
Triteleia laxa	Ithuriel's spear	none	Native
Umbellularia californica	California bay	none	Native
Vicia hirsuta	annual vetch	none	Non-Native
Vicia villosa	hairy vetch	none	Non-Native
Vulpia bromoides	smooth brome	none	Native
Wyethia mollis	woolly mule-ears	none	Native
Yabea microcarpa	sock-destroyer	none	Native

APPENDIX D

Cultural Resources Correspondence

Local Government Tribal Consultation List Request

NATIVE AMERIAN HERITAGE COMMISSION

915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Date: 04/02/2019

Type of List Requested

- ■ **CEQA Tribal Consultation List (AB 52) –** ***Per Public Resource Code §21080.3, subs. (b), (d), (e) and 21080.3.2***

- ☐ **General Plan (SB 18)** – ***Per Government Code §65352.3.***

  Local Action Type:

  ☐General Plan ☐General Plan Element ☐General Plan Amendment
  ☐Specific Plan ☐Specific Plan Amendment ☐Pre-planning Outreach

Required Information

Project Title: ALTA2019-09 LACO Hartley Street PIP Lakeport Project
Local Government/Lead Agency: City of Lakeport
Contact Person: Nicholas Radtkey (Alta Archaeological Consulting)
Street Address: 15 Third Street
City: Santa Rosa Zip: 95404
Phone: (707) 544-4206 Fax: (707) 546-2135
Email: n.radtkey@altaac.com

Specific Area Subject to Proposed Action

County: Lake **City/Community:** Lakeport

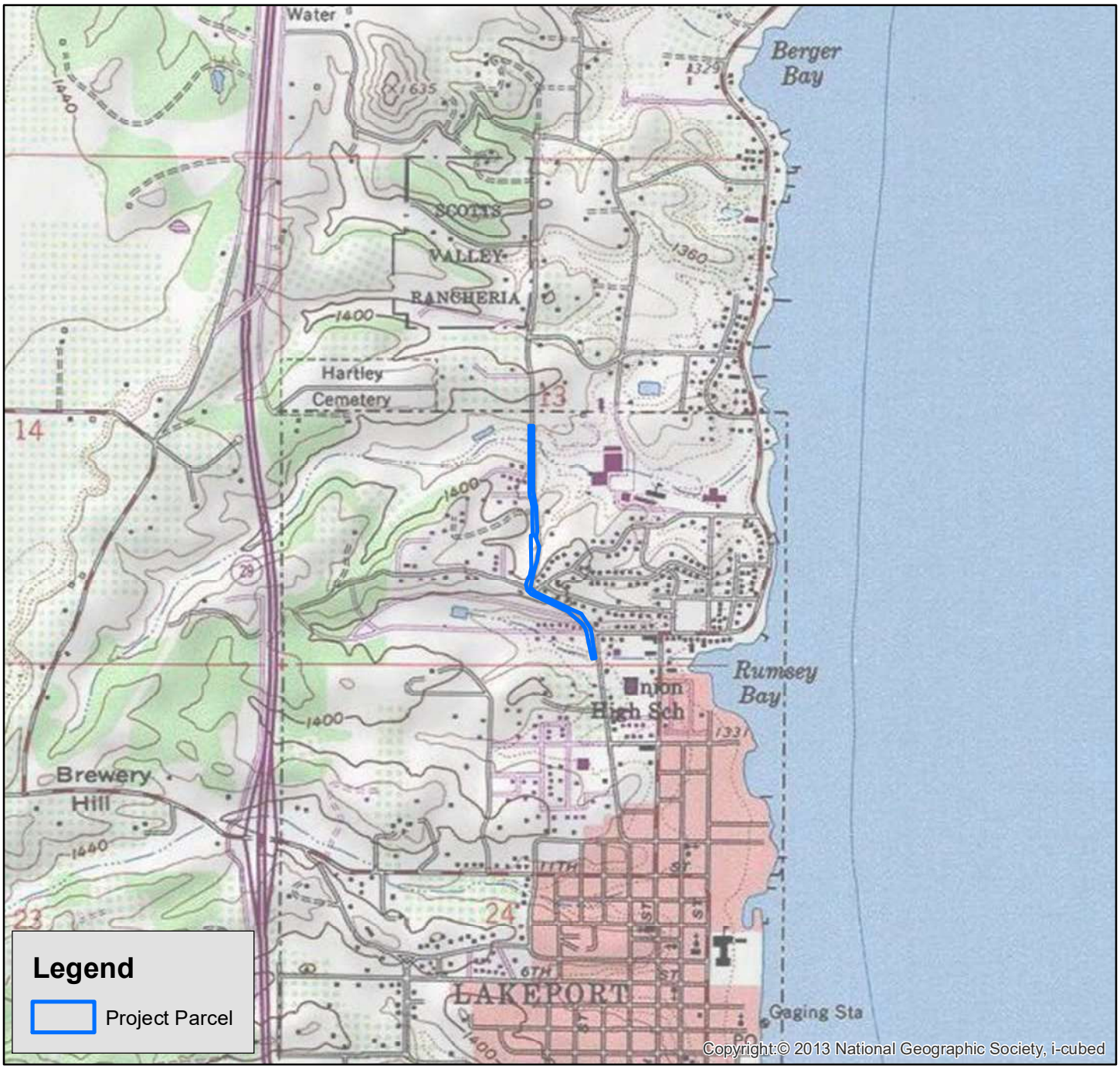
Project Description: The project proponent is proposing to improve pedestrian access along Hartley Street in the City of Lakeport. The project proposes to construct sidewalks along the western side of Hartley Street from 19th street to the northerly City Limits, and to provide crosswalks to access the eastern side of the street. The project further entails installation of fencing and retaining walls. The total length of the project is approximately 3000 feet within the City Limits (see Map 1).

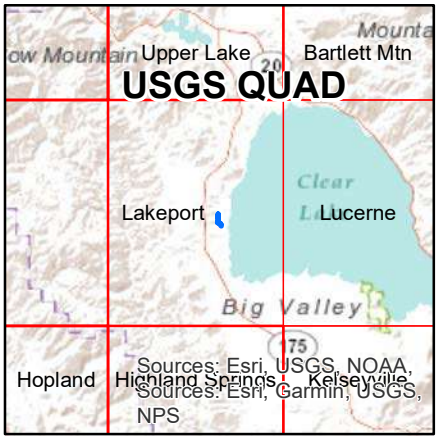
Additional Request

- ■ **Sacred Lands File Search –** ***Required Information***

  USGS 7.5' Quadrangle Name(s): Lakeport
  Township: 14 North Range: 10 West
  Section(s): 13, Mount Diablo Base and Meridian

Figure 2. Project Location





USGS 7.5' Lakeport Quad.
(2013 National Geographic Society)
T14N, R10W, Section 13 MDBM

Hartley Street
Pedestrian Improvement Project
Lakeport, CA 95453

1:24,000
Miles
0 0.25 0.5 1
0 0.25 0.5 1
Kilometers

ALTA ARCHAEOLOGICAL CONSULTING
ALTA 2019-09
Map Date: 2/28/2019

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

April 15, 2019

Nicholas Radtkey
Alta Archaeological Consulting

VIA Email to: n.radtkey@altaac.com

RE: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, ALTA2019-09 LACO Hartley Street PIP Lakeport Project, Lake County.

Dear Mr. Radtkey:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;

   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;

   - Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and

   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Pomo tribes on the attached list for more information.
4. Any ethnographic studies conducted for any area including all or part of the APE; and
5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: katy.sanchez@nahc.ca.gov

Sincerely,

Katy Sanchez

KATY SANCHEZ
Associate Environmental Planner

Attachment

Native American Heritage Commission
Tribal Consultation List
04/12/2019

Big Valley Band of Pomo Indians
Anthony Jack, Chairperson
2726 Mission Rancheria Rd. Pomo
Lakeport , CA 95453
ajack@big-valley.net
(707) 263-3924 Ext. 103

Elem Indian Colony Pomo Tribe
Agustin Garcia, Chairperson
P.O. Box 757/ 16170 Main Stre Southeasterm Pomo
Lower Lake , CA 95457
k.cole@elemindiancolony.org
(707) 994-3400

Habematolel Pomo of Upper Lake
Sherry Treppa, Chairperson
P.O. Box 516 Pomo
Upper Lake , CA 95485
(707) 275-0734

Koi Nation of Northern California
Darin Beltran, Chairperson
P.O. Box 3162 Pomo
Santa Rosa , CA 95402
kn@koination.com
(707) 758-7408

Middletown Rancheria
Jose Simon III, Chairperson
P.O. Box 1035 Pomo
Middletown , CA 95461 Lake Miwok
sshope@middletownrancheria.
(707) 987-3670 Office

Mishewal-Wappo Tribe of Alexander Valley
Scott Gabaldon, Chairperson
2275 Silk Road Wappo
Windsor , CA 95492
scottg@mishewalwappotribe.com
(707) 494-9159

Robinson Rancheria Band of Pomo Indians
Eddie J. Crandall, Chairperson
P.O. Box 4015 Pomo
Nice , CA 95464
tavilabasket@yahoo.com
(707) 275-0527

Scotts Valley Band of Pomo Indians
Shawn Davis, Chairperson
1005 Parallel Drive Pomo
Lakeport , CA 95453 Wailaki
shawn.davis@sv-nsn.gov
(707) 263-4220

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 50 97.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 for proposed: ALTA2019-09 LACO Hartley Street PIP Lakeport Project, Lake County.

Alta Archaeological Consulting, LLC
15 Third Street
Santa Rosa, CA 95401
office (707) 544-4206
fax (707) 546-2135
www.altaac.com

May 7, 2019

Big Valley Band of Pomo
Anthony Jack, Chairperson
2726 Mission Rancheria Road
Lakeport, CA 95453

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

Dear Chairperson,

The purpose of this letter is to begin consultation on the Hartley Street Pedestrian Improvement Project. The City of Lakeport (City) plans to improve pedestrian access along Hartley Street within the City of Lakeport. Hartley Street provides access to the westerly edge of three Lakeport schools including elementary, junior high and high school campuses. The project includes construction of sidewalks along the western side of Hartley Street from 19th street to the northerly City limits, and to provide crosswalks to access the eastern side of the street. The project also entails installation of fencing and retaining walls. The total length of the project is approximately 3000 feet.

The proposed project is located in within the city limits of Lakeport along Hartley Street from 19th Street to the northerly city limits. The project area is located in Township 14 North, Range 10 West, in Section 13 of the Lakeport 7.5' USGS topographic quadrangle map. Attached to this letter is a copy of a topographic map and project area map that indicate the project location and boundaries.

Assembly Bill 52, which went into effect in July 2015, is an amendment to CEQA Section 5097.94 of the Public Resources Code. AB52 established a proactive consultation process with all California Native American tribes identified by the Native American Heritage Commission (NAHC) with cultural ties to an area. This process is implemented on projects that file a notice of preparation for an EIR or notice of intent to adopt a negative or mitigated negative declaration. Under AB52, the lead agency is required to consult with tribes at tribal request. The bill further created a new class of resources under CEQA known as Tribal Cultural Resources (TCRs).

The City has retained Alta Archaeological Consulting (ALTA) to conduct the archaeological and cultural resource surveys for this project. Mr. Alex DeGeorgey, ALTA Principal Investigator, will be contacting you shortly to initiate Native American consultation on this project. As part of this effort, Alex DeGeorgey will ask if the Tribe knows of any culturally sensitive locations at or near the project location and if the Tribe has concerns regarding the proposed project.

The City recognizes the unique government-to-government relationship that the Tribes hold with the City. To complete environmental studies, City will be coordinating with environmental consultants to conduct

studies, provide consultation and prepare documents. Should the Tribe prefer an alternative arrangement on how consultation shall occur, we would be glad to work with you to identify a mutually satisfactory means for including your concerns into the project development process. Therefore, if requested by the Tribe, City as the acting Lead Agency would take the lead in this consultation as required under AB52. In addition, if at any time during the consultation process the Tribe would like to solely consult with the City as the State Lead Agency, please contact me to make this happen. The City also understands they may not delegate away their consultation responsibilities. Please let me know if you would prefer to consult with the City directly on this project.

The City understands the sensitive nature of the environmental studies with regard to discussions on cultural resources and other environmental impacts which may affect your community. Due to this your interest and participation is invaluable to the process. The City wants to ensure that the Tribe's concerns are treated with respect and that these are addressed to the Tribe's satisfaction.

Sincerely,

Alex DeGeorgey, MA, RPA
Principal Investigator

Attachments: Project Location Map
Project Area Map

Alta Archaeological Consulting, LLC
15 Third Street
Santa Rosa, CA 95401
office (707) 544-4206
fax (707) 546-2135
www.altaac.com

May 7, 2019

Elem Indian Colony Pomo Tribe
Agustin Garcia, Chairperson
16170 Main Street
Lower Lake, CA 95457

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

Dear Chairperson,

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May 7, 2019

Habematolel Pomo of Upper Lake
Sherry Treppa, Chairperson
P.O. Box 516
Upper Lake, CA 95485

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

Dear Chairperson,

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May 7, 2019

Koi Nation of Northern California
Darin Beltran, Chairperson
P.O. Box 3162
Santa Rosa, CA 95402

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

Dear Chairperson,

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May 7, 2019

Middletown Rancheria
Jose Simon III, Chairperson
P.O. Box 1035
Middletown, CA 95461

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

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May 7, 2019

Mischeweal-Wappo tribe of Alexander Valley
Scott Gabaldon, Chairperson
2275 Silk Road
Windsor, CA 95492

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

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May 7, 2019

Robinson Rancheria Band of Pomo Indians
Eddie J. Crandall, Chairperson
P.O. Box 4015
Nice, CA 95464

Re: Invitation to Begin Consultation with Tribe - Hartley Street Pedestrian Improvements Project, City of Lakeport, Lake County, California

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May 7, 2019

Scotts Valley Band of Pomo Indians
Shawn Davis, Chairperson
1005 Parallel Drive
Lakeport, CA 95453

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MONTGOMERY VILLAGE
707 HAHMAN DR
SANTA ROSA, CA, 95405-9991
056996-0663
(800)275-8777
05/07/2019 03:55 PM

Product	Qty	Unit Price	Price
First-Class Mail Letter (Domestic) (MIDDLETOWN, CA 95461) (Weight:0 Lb 0.80 Oz) (Estimated Delivery Date) (Thursday 05/09/2019)	1	$0.55	$0.55
Certified (@@USPS Certified Mail #) (70190160000101285694)			$3.50
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First-Class Mail Letter (Domestic) (LAKEPORT, CA 95453) (Weight:0 Lb 0.80 Oz) (Estimated Delivery Date) (Thursday 05/09/2019)	1	$0.55	$0.55
Certified (@@USPS Certified Mail #) (70190160000101285649)			$3.50
First-Class Mail Letter (Domestic) (WINDSOR, CA 95492) (Weight:0 Lb 0.80 Oz) (Estimated Delivery Date) (Thursday 05/09/2019)	1	$0.55	$0.55
Certified (@@USPS Certified Mail #) (70190160000101285632)			$3.50
First-Class Mail Letter (Domestic) (LOWER LAKE, CA 95457) (Weight:0 Lb 0.80 Oz) (Estimated Delivery Date) (Thursday 05/09/2019)	1	$0.55	$0.55
Certified (@@USPS Certified Mail #) (70190160000101285625)			$3.50
Total:			$28.35

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☐ Certified Mail Restricted Delivery	$0.00
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Postage	$0.55
Total Postage and Fees	$4.05

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MAY 7 2019
05/07/2019

Sent To: Elem Indian Colony
Street and Apt. No., or PO Box No.: 13130 Main St
City, State, ZIP+4®: Lower Lake, CA 95457

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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Sent To: Ko. Nation
Street and Apt. No., or PO Box No.: P.O. Box 3162
City, State, ZIP+4®: Santa Rosa, CA 95402

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WINDSOR, CA 95492

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Sent To: Scott Gabaldon
Street and Apt. No., or PO Box No.: 2275 Silk Rd
City, State, ZIP+4®: Windsor, CA 95492

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Sent To: Habematolel Pomo
Street and Apt. No., or PO Box No.: P O Box 516
City, State, ZIP+4®: Upper Lake, CA 95485

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05/07/2019

Sent To: Big Valley Rancheria
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SCOTTS VALLEY

SCOTTS VALLEY BAND OF POMO INDIANS

May 28, 2019

Mr. Alex DeGeorgey
Principal Investigator
ALTA Archaeological Consulting, LLC
15 Third Street
Santa Rosa, Ca 95401

Mr. DeGeorgey,

Re: **Hartley Street Pedestrian Improvements Project, City of Lakeport**

Scotts Valley Band of Pomo Indians (SVBPI) is following up on your correspondence, dated May 7, 2019, regarding the above referenced project.

Hartley Street is contiguous to SVBPI's original assigned federal lands that were subsequently dissolved again by federal decree. Accordingly, SVBPI has a clear interest in this project and looks forward to both consultation and the assignment of its cultural monitor(s) during any and all ground disturbance undertaken by the project.

Please feel free to contact SVBPI's Cultural Preservation Officer, Ms. Patricia Franklin at 707. 533.2476 to discuss relevant project details.

Respectfully,

Thomas Jordan
Tribal Administrator

Cc S. Davis, SVBPI Chairman
P. Franklin, Cultural Preservation Officer

1005 Parallel Drive • Lakeport, California 95453
Office 707 263-4220 • Fax 707 263-4345