



CITY OF CLEARLAKE

DRAFT MITIGATED NEGATIVE DECLARATION

ENVIRONMENTAL ANALYSIS (CEQA)

INITIAL STUDY (IS 2022-01)

Dollar General

LOCATED AT:

5330 Old Highway 53 and 5345 Jones Avenue

APN: 040-340-05 and 040-340-06

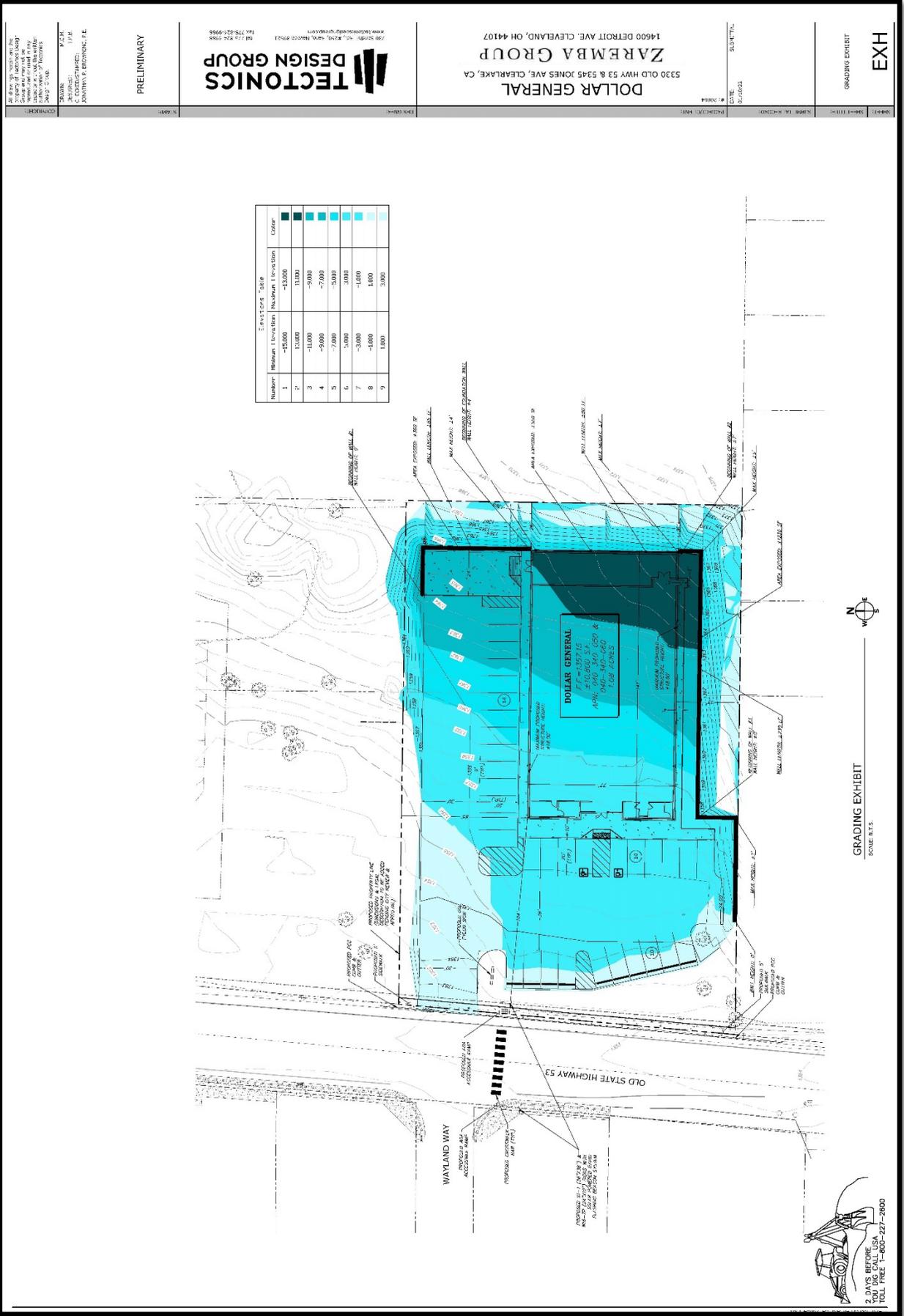
February 22, 2022

CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL CHECKLIST FORM INITIAL STUDY (IS 2022-01)

1. **Project Title:** Dollar General Retail Store
2. **Permit Numbers:** Initial Study (CEQA), IS 2022-01
Design Review, DR 2022-01
3. **Lead Agency Name/Address:** City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422
4. **Contact Person:** Mark Roberts – Senior Planner
Phone: (707) 994-8201
Email: mroberts@clearlake.ca.us
5. **Project Location(s):** 5330 Old Highway 53 and 5345 Jones Avenue
6. **Assessor Parcel Number (APN):** 040-340-05 and 040-340-06
7. **Project Sponsor’s Name/Address:** John Wojtila
14600 Detroit Avenue, STE 1500
Lakewood, OH 44107
8. **Property Owner(s) Name/Address:** John Cutrufelli
40 Trinity Drive
Novato, CA 94947
9. **Land Use Zoning Designation(s):** Commercial
10. **General Plan Designation(s):** “C” Commercial
11. **Supervisor District:** District Two (2)
12. **Average Cross Slope:** Average cross slope is less 10% (approximately)
13. **Earthquake Fault Zone:** Not within a known Earthquake Fault Zone
14. **Dam Failure Inundation Area:** Not within a known Dam Failure Inundation Zone
15. **Flood Zone:** Not within a known Flood Zone
16. **Waste Management:** Lake County Special Districts
17. **Water Access:** Highlands Water District
18. **Fire Department:** Lake County Fire Protection District

19. Description of Project: The applicant is requesting approval to allow the construction of a +/- 10,640 square foot retail variety store with a minimum of 34 (including two ADA spaces) parking spaces on approximately 1.09 acres within the City's General Commercial Zoning District. Site preparation is anticipated to disturb and/or grade approximately 6,800 cubic yards of soil. The operation would include the installation of curb, gutter, sidewalks and overall improvements for pedestrian/vehicle traffic.

**See below for proposed plans and/or attachment
1 for a PDF version of the plans**



PRELIMINARY
 TECTONICS
 14600 DETROIT AVE, CLEVELAND, OH 44107
 5300 OLD HWY 53 & 5345 JONES AVE, CLEARLAKE, CA
 ZAREMBA GROUP
 DOLLAR GENERAL

CONTACT: [REDACTED]
 PROJECT: [REDACTED]
 DATE: 04/20/09
 DRAWN BY: [REDACTED]

TECTONICS
 14600 DETROIT AVE, CLEVELAND, OH 44107
 800.521.2222 FAX 216.221.2222
 WWW.TECTONICSGROUP.COM

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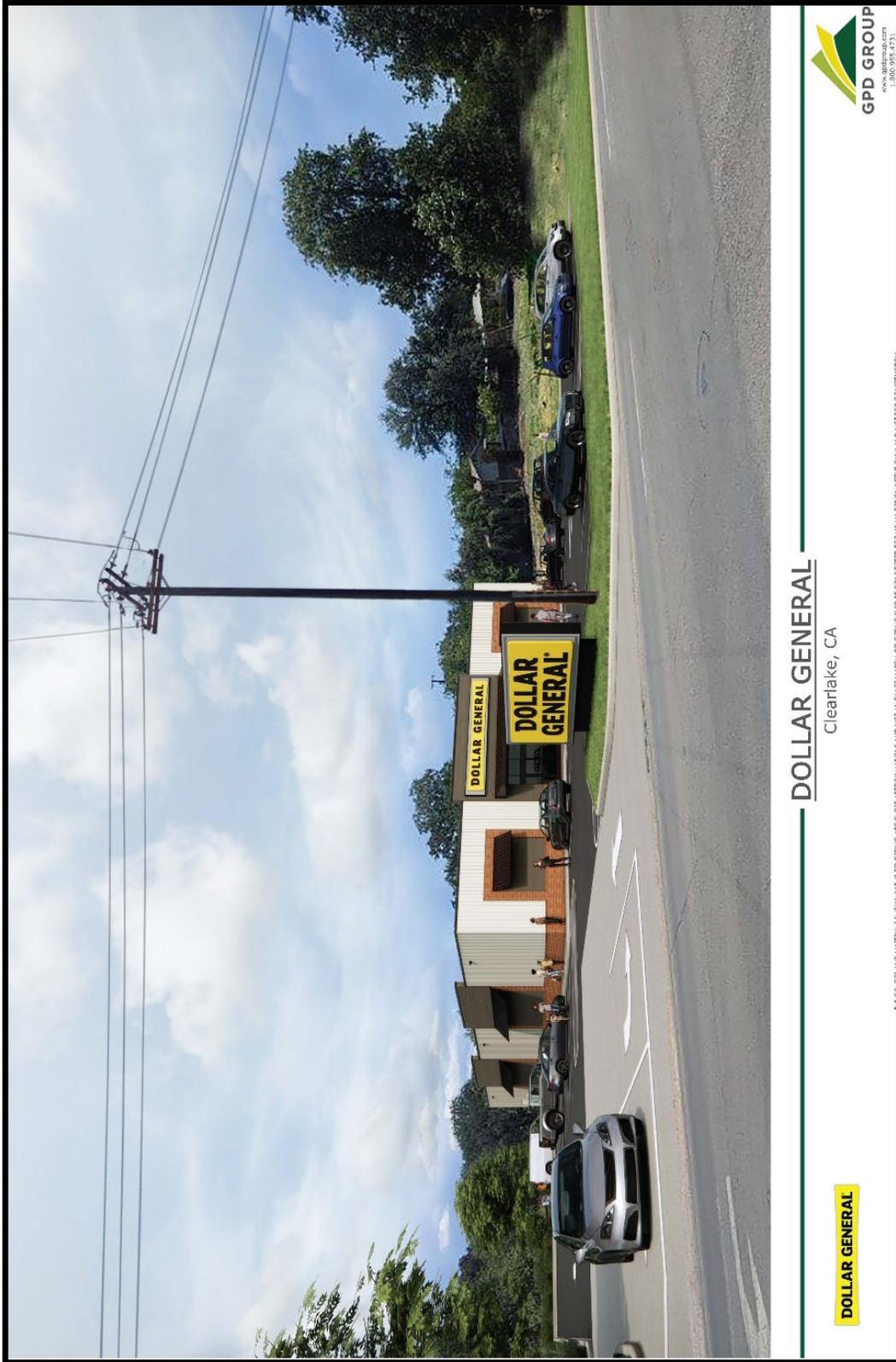
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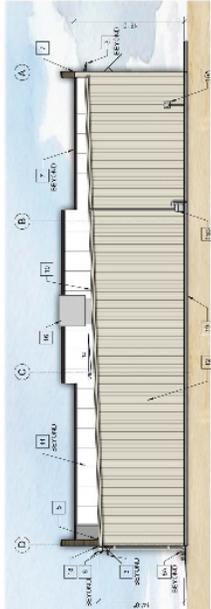
GRADING EXHIBIT
 SCALE: 1/8" = 1'-0"





ELEVATION KEYED NOTES

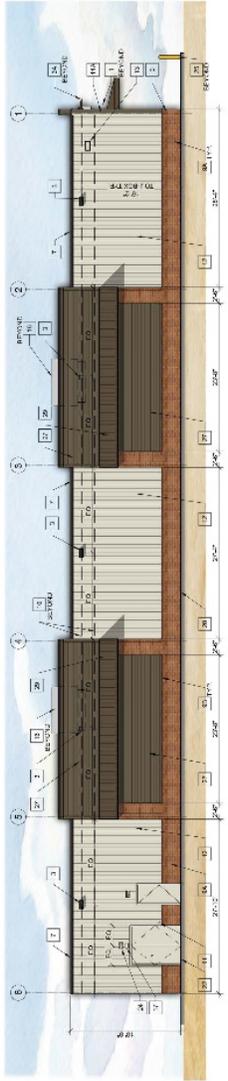
1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING STRUCTURE PRIOR TO CONSTRUCTION.
2. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED.
3. ALL MATERIALS SHALL BE APPROVED BY ARCHITECT PRIOR TO INSTALLATION.
4. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
5. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL CODES AND REGULATIONS.
6. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH NATIONAL BUILDING CODES.
7. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH INTERNATIONAL BUILDING CODES.
8. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH AMERICAN NATIONAL STANDARDS.
9. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH AMERICAN SOCIETY OF MECHANICAL ENGINEERS.
10. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH AMERICAN INSTITUTE OF ARCHITECTS.
11. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH AMERICAN SOCIETY OF CIVIL ENGINEERS.
12. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH AMERICAN SOCIETY OF ELECTRICAL ENGINEERS.
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1. WEST ELEVATION
A-2/ 1/8" = 1'-0"



2. EAST ELEVATION
A-2/ 1/8" = 1'-0"



3. NORTH ELEVATION (TRUCK SIDE)
A-2/ 1/8" = 1'-0"



4. SOUTH ELEVATION
A-2/ 1/8" = 1'-0"

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING STRUCTURE PRIOR TO CONSTRUCTION.				
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DOLLAR GENERAL
Clearlake, CA



THESE ARCHITECTURAL DRAWINGS ARE THE PROPERTY OF GPD GROUP. NO PART OF THESE DRAWINGS SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF GPD GROUP.



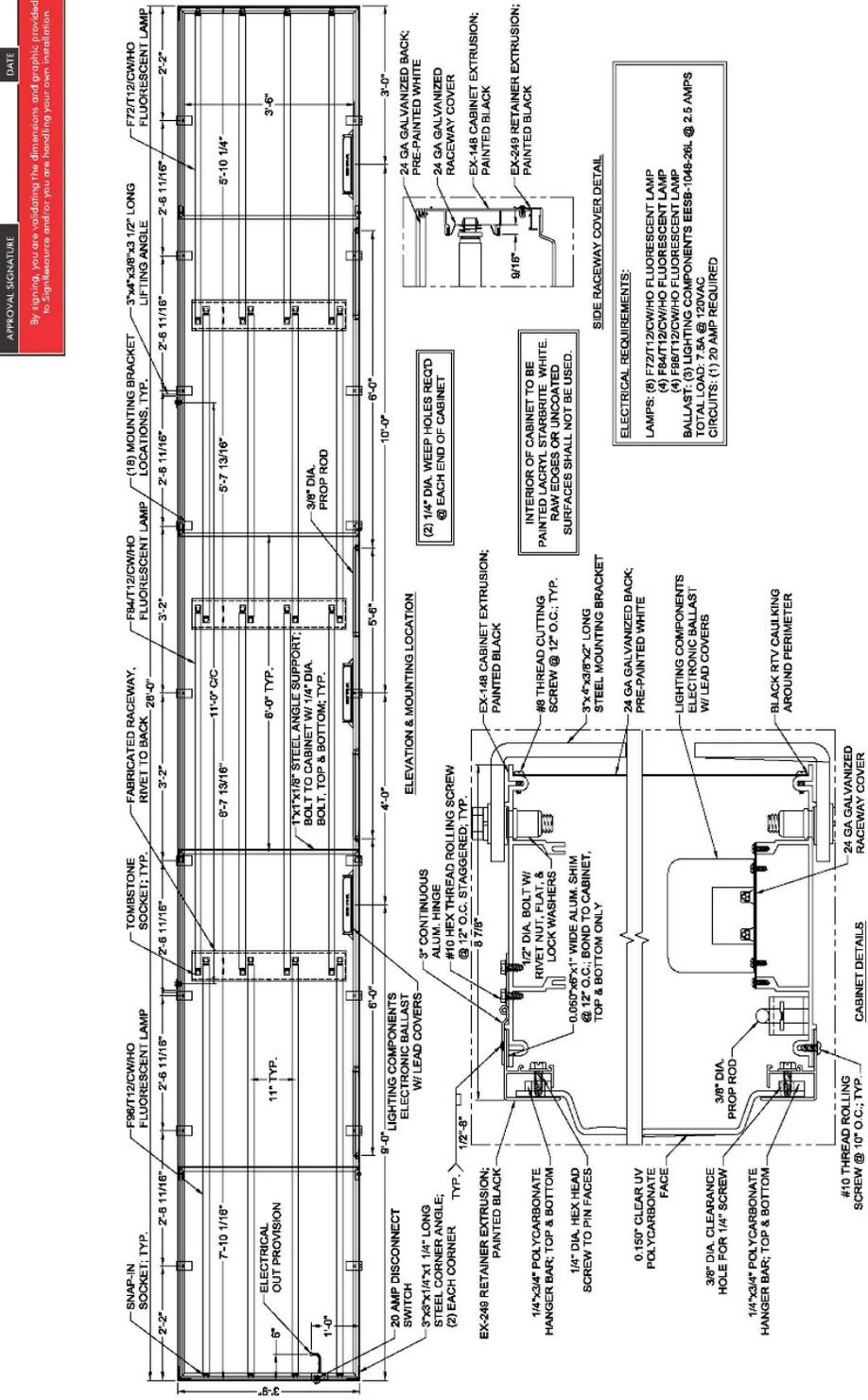
6135 States Blvd - Alhambra, CA 91802
Tel: 626-444-1111
Website: www.signresource.com

REVISION HISTORY:

REV	DATE	DESCRIPTION
A	06/27/13	REVISED DWG
B	07/11/13	REVISED DWG
C	08/27/13	REVISED DWG
D	09/27/13	REVISED DWG
E	10/27/13	REVISED DWG

APPROVAL SIGNATURE _____ **DATE** _____

By signing, you are validating the dimensions and graphics provided to SignResource and/or you are handling your own installation.



GENERAL NOTES:

1. DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
4. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
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ELECTRICAL REQUIREMENTS:

LAMPS: (8) F72T12/CW/HO FLUORESCENT LAMP
 (4) F84T12/CW/HO FLUORESCENT LAMP
 (4) F96T12/CW/HO FLUORESCENT LAMP
 BALLAST: (3) LIGHTING COMPONENTS EESB-1048-20L @ 2.5 AMPS
 TOTAL LOAD: 7.5A @ 120VAC
 CIRCUITS: (1) 20 AMP REQUIRED

GENERAL NOTES:

THIS UNIT IS INTENDED TO BE INSTALLED IN A WALL OR ON A WALL MOUNTING BRACKET. THE WEIGHT OF THE UNIT IS APPROXIMATELY 100 LBS. THE WEIGHT OF THE WALL MOUNTING BRACKET IS APPROXIMATELY 10 LBS. THE WEIGHT OF THE WALL MOUNTING BRACKET IS APPROXIMATELY 10 LBS.

DESCRIPTION:

DOLLAR GENERAL SF 11
 WALL CABINET
 3'0" X 26' 1400PH

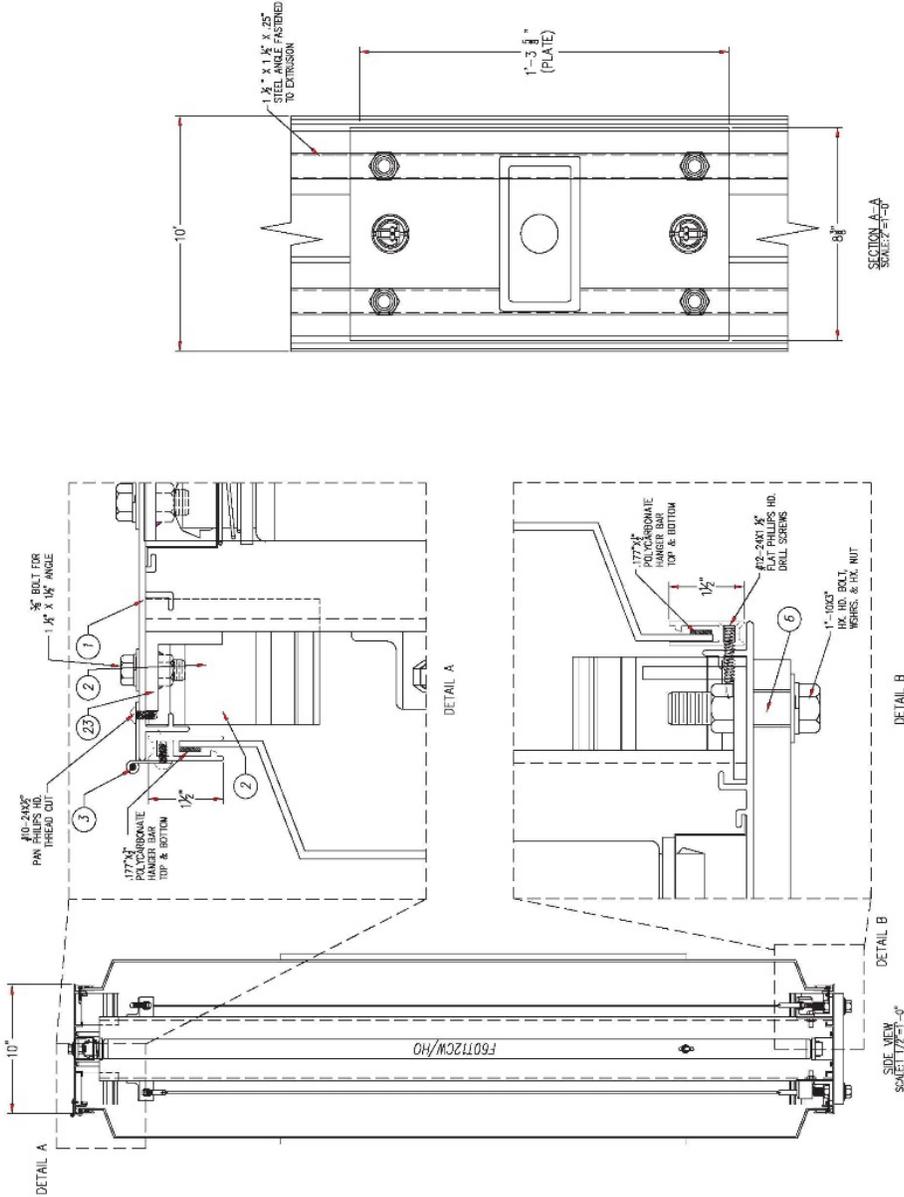
PREPARED BY: B PERRY
CHECKED BY: B PERRY
DATE: 07/08/13

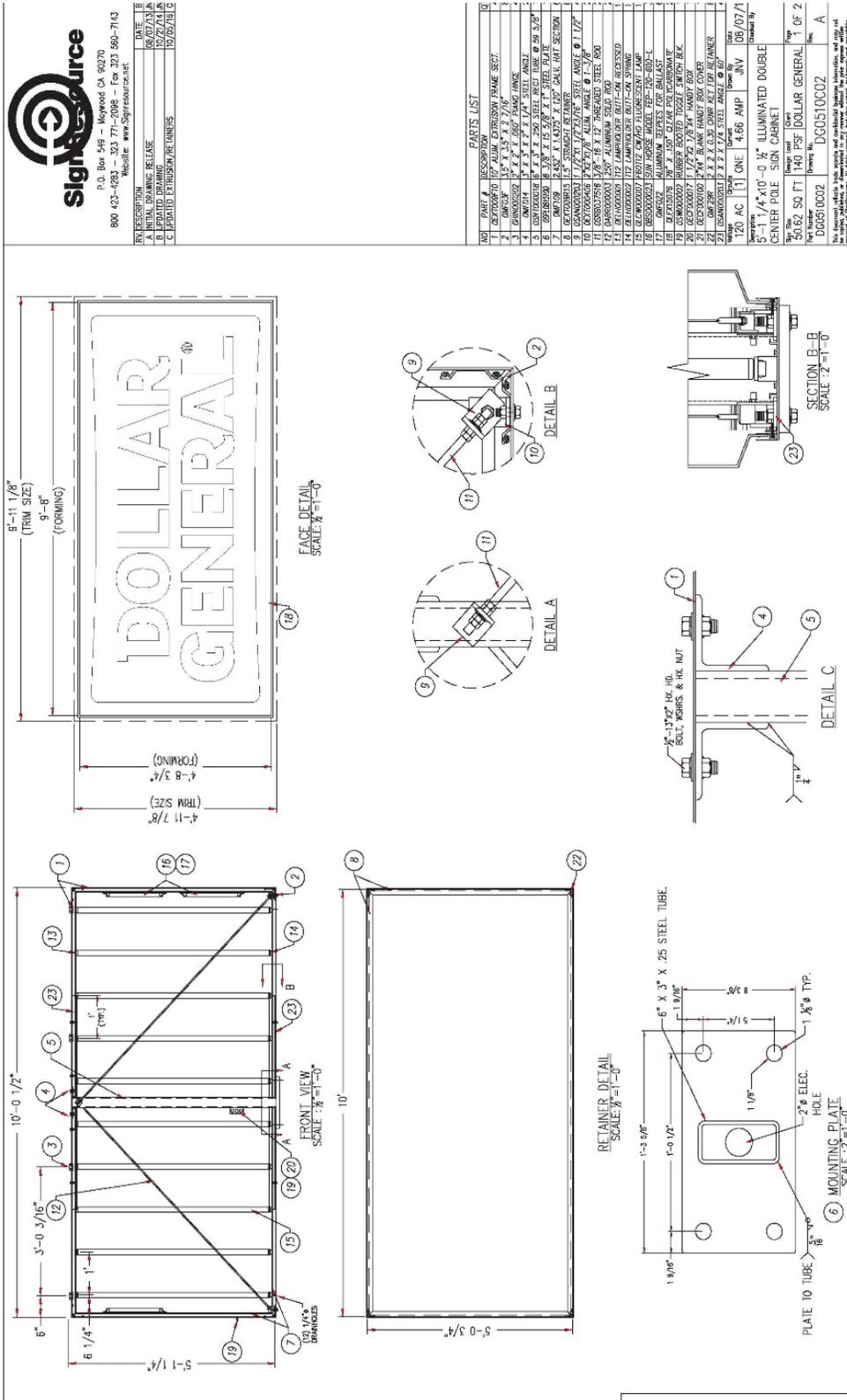
PROJECT: 060426A02
REV: D
SHEET: 3 OF 4

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Project	120 AC	Sheet	ONE	Current	4.66 AMP	Drawn By	JNV	Issue	06/07/13
Description	5'-1 1/4" x 10'-0 1/2" ILLUMINATED DOUBLE CENTER POLE SIGN CABINET								
Per. Order	50.62 SQ FT	Design Unit	140 PSF	Design No.	DG0510C02	Drawn No.	DG0510C02	Page	2 OF 2
Rev.									A





20. Environmental Setting: The site is relatively flat and has previously been developed as is evidenced by the concrete foundations still existing on the property. Vegetation of the site consists primarily of ruderal grassland with mostly weedy forbs and non-native grass species. There are only a few trees, mostly concentrated on the perimeter along the south fence line, including blue oak (*Quercus douglasii*) to 8" DBH, Interior live oak (*Quercus wislizeni*) to 4" DBH, and one Valley oak (*Quercus lobata*) to 10" DBH. Based on established criteria there are no potentially jurisdictional wetlands onsite.

21. Surrounding Land Uses:

- The parcels to the **North** - Vacant
- The parcels to the **South** – Vacant and single family residential
- The parcels to the **West** – Parking lot
- The parcels to the **East** – Single family residential

22. Other Public Agencies Whose Approval is Required: Local Agencies: City of Clearlake - Community Development (Planning, Building, Public Works); City of Clearlake Police Department, Lake County Fire Protection, Lake County Department of Environmental Health, Lake County Air Quality Management District, Lake County Special Districts, Local Water District, Local Tribal Organizations.

23. Federal and State Agencies: CA Department of Fish and Wildlife, Department of Public Health, California Department of Transportation (Caltrans); California Department of Food and Agriculture (CDFA).

24. Native American Consultation:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1?

Yes No

If yes, ensure that consultation and heritage resource confidentiality follow PRC sections 21080.3.1 and 21080.3.2 and California Government Code 65352.4

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Response: Notification of the project was sent to local tribes on *June 17, 2021*, for "AB 52" Notification, which allows interested Tribes to request tribal consultation within 30 days of receipt of notice (*AB 52 sent to Elem Indian colony, Middletown rancheria, Koi Nation, Native American Heritage Commission and Hinthel Env. Resource Consortium*). The Community

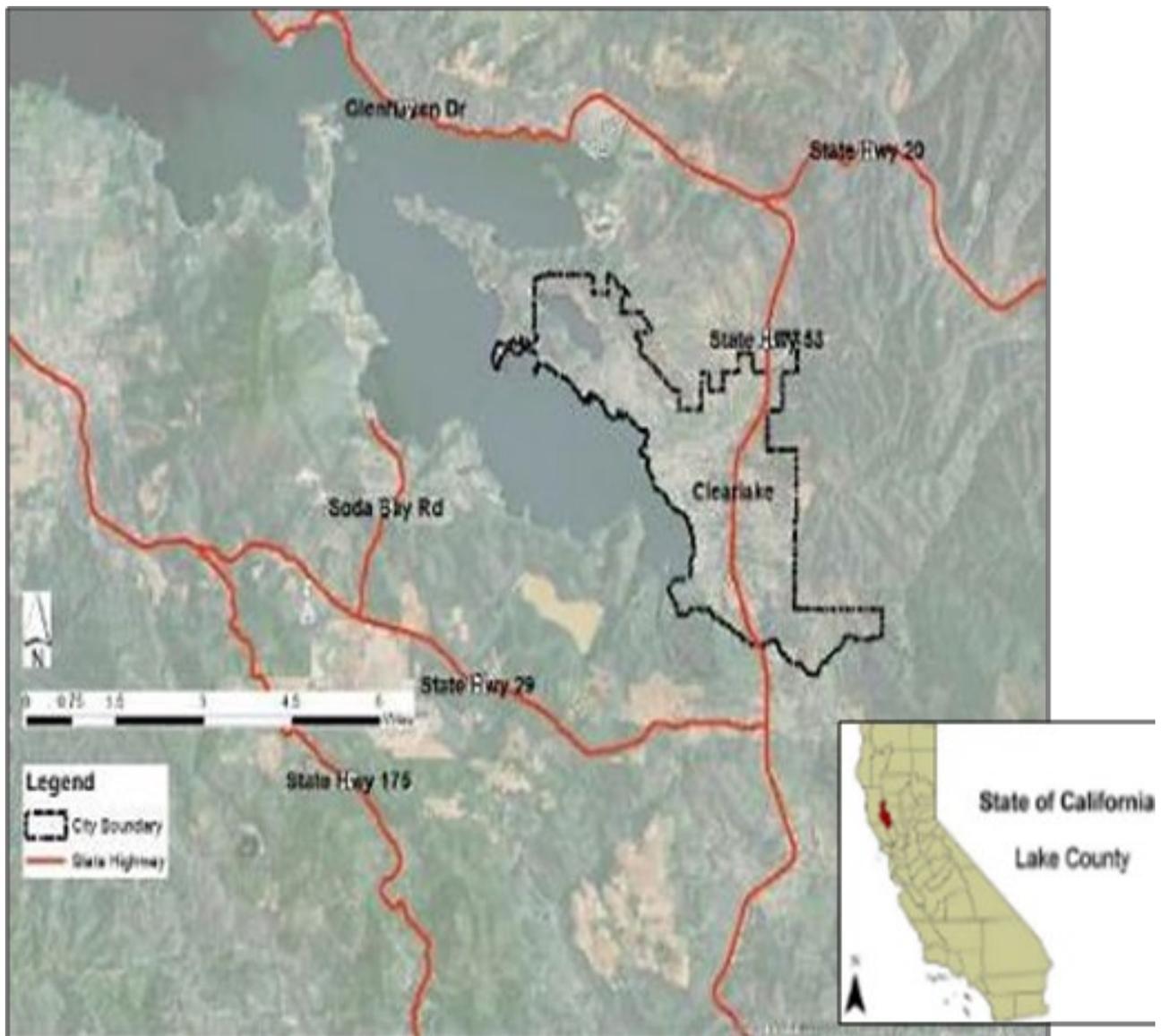
Development Department did not receive an AB 52 Tribal Consultation for this project, nor did we receive controversial comments.

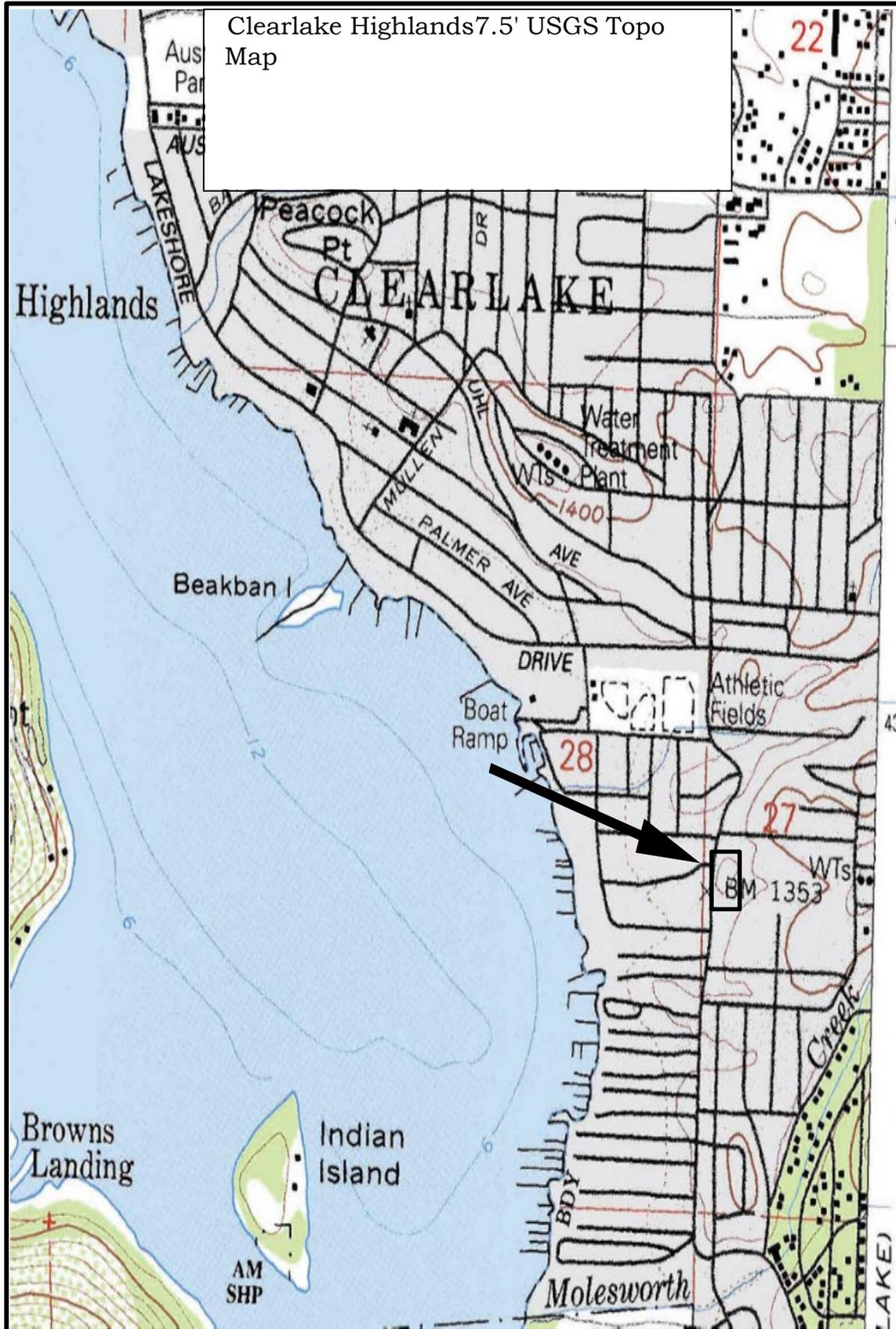
25. Impact Categories defined by CEQA: The following documents are referenced information sources and are incorporated by reference into this document and are available for review upon request of the Community Development Department if they have not already been incorporated by reference into this report:

- City of Clearlake General Plan
- City of Clearlake Zoning Code/Municipal Code(s)
- City of Clearlake Housing Element
- City of Clearlake Police Department
- Conditional Use Permit Application Packet and Supplemental Materials
- Hydrology Analysis Prepared By: CHICO Environmental dated August 4th, 2021
- Water Availability Report dated July 2021
- Existing & Proposed Site Plans/Architectural Plans
- California Department of Transportation:
http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm
- U.S.D.A. Lake County Soil Survey
- Important Farmland Map <https://maps.conservation.ca.gov/agriculture/>
- Lake County Serpentine Soil Mapping
- California Natural Diversity Database (<https://www.wildlife.ca.gov/Data/CNDDDB>)
- U.S. Fish and Wildlife Service National Wetlands Inventory
- U.S.G.S. Geologic Map and Structure Sections of the Clear Lake Volcanic, Northern California, Miscellaneous Investigation Series, 1995
- Official Alquist-Priolo Earthquake Fault Zone maps for Lake County
- Landslide Hazards in the Eastern Clear Lake Area, Lake County, California, Landslide Hazard Identification Map No. 16, California Department of Conservation, Division of Mines and Geology, DMG Open –File Report 89-27, 1990
- Lake County Watershed Protection District Lake County Groundwater Management Plan - March 31, 2006
- Lake County Health Services Department
- Lake County Assessor/Recorders Office
- Lake County Special District Department
- Lake County Water Resource Department
- Clearlake Waste Solutions
- Clearlake Oaks County Water and Sanitation District
- Local Water District (i.e Golden State Water; Highland Water; Konocti Water)
- Lake County Air Quality Management District (LAQMD)
- Hazardous Waste and Substances Sites List: www.envirostor.dtsc.ca.gov/public
- California Department of Forestry and Fire Protection - Fire Hazard Mapping
- Lake County Fire Protection District
- National Pollution Discharge Elimination System (NPDES)
- Central Valley Regional Water Quality Control Board
- State Water Resources Control Board
- FEMA Flood Hazard Maps
- 2010 Lake County Regional Transportation Plan, Dow & Associates, October 2010

- Cal Recycle Solid Waste Information System
<http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>
- Cal Cannabis (via Dept. of Food and Agriculture)
- California Water Resources Control Board California Department of Fish & Wildlife (CDFW)
- California Department of Pesticides Regulations
- California Department of Public Health
- California Bureau of Cannabis Control.
- California Department of Consumer Affairs
- CalEMod Air Quality Data
- Written comments received from public agencies.
- PG&E
- Site visit

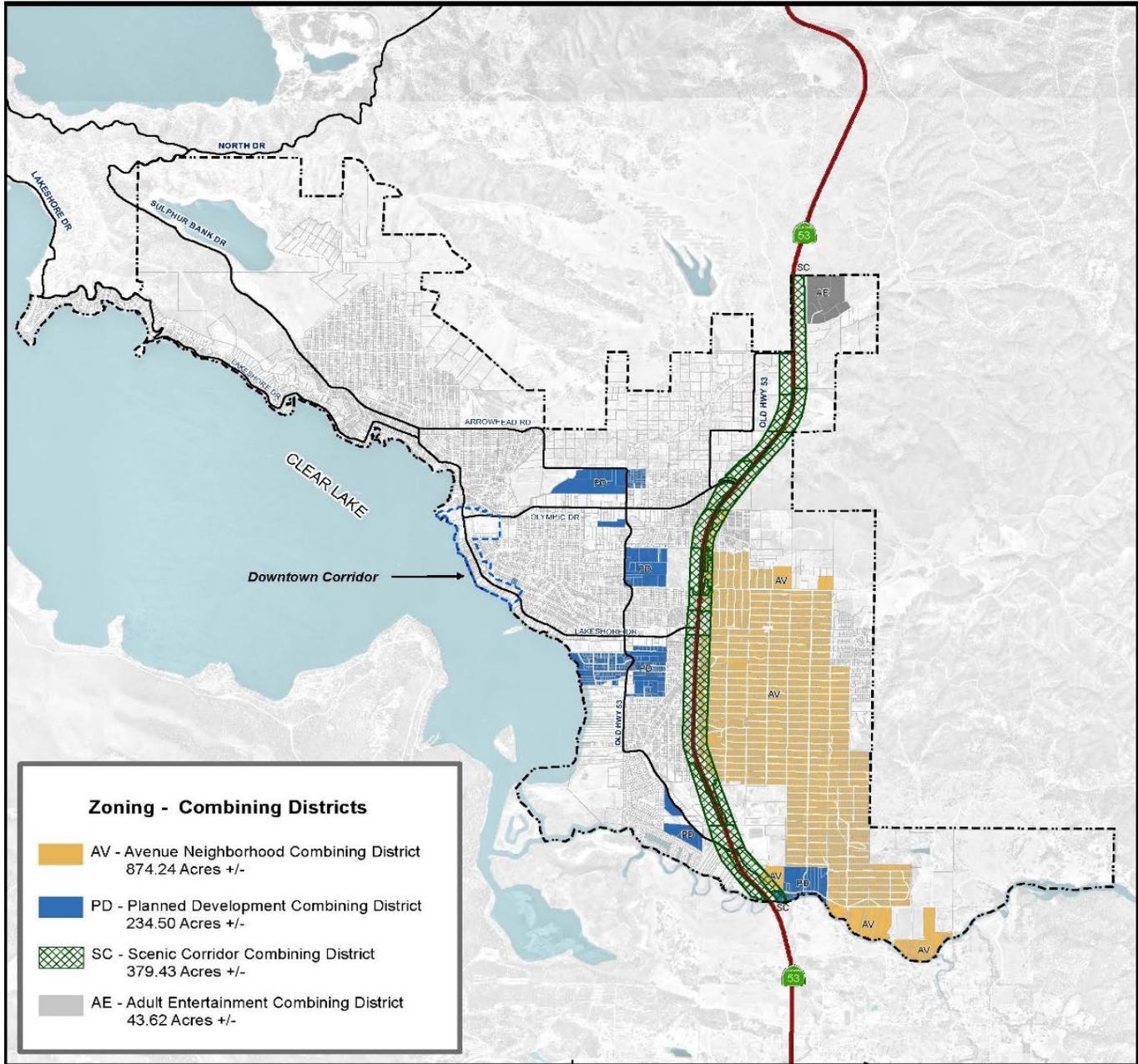
Regional Map





Land Use Zoning Overlay Districts

CITY OF CLEARLAKE ZONING COMBINING DISTRICTS



LEGEND

- City Boundary (Sphere of Influence)
- Downtown Boundary
- Water Bodies
- Parcels

- Expressway SR 53
- Major Collectors - (Main Roads)

Map Created: 10/5/2020

AREA TO BE DEVELOPED



EXISTING DRIVEWAY



SOUTHERN FENCE LINE



26. Initial Study Attachment

- Attachment # 1 – Application Packet with Site and Architectural/Signage Plans
- Attachment # 2 - Biological Assessment of 5330 Old Highway 53 & 5345 Jones Avenue by Pinecrest Environmental Consulting, Inc. (date May 24, 2021)

- Attachment # 3 – Air Quality Analysis and Greenhouse Gas Emissions Assessment, CalEMOD 2020.4.0-Prepared by City of Clearlake Community Development Department (September 22, 2021)
- Attachment # 4 – Agency Comments
- Attachment # 5 - Mitigation Monitoring Reporting Program (MMRP)

Environmental Factors Effected: The environmental sections checked below would be potentially affected by this project in an adverse manner, including at least one environmental issue/significance criteria that is “potentially significant impacts” as indicated by the analysis in the following evaluation of environmental impacts.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Agriculture & Forestry Resources	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Air Quality	<input type="checkbox"/>	Hydrology / Water Quality	<input type="checkbox"/>	Transportation
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Land Use / Planning	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Utilities / Service Systems
<input type="checkbox"/>	Energy	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Wildfire
<input checked="" type="checkbox"/>	Geology / Soils	<input type="checkbox"/>	Population / Housing	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

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.

Prepared By: Mark Roberts

Title: Senior Planner



**Alan Flora – City Manager
City of Clearlake, California**

SECTION 1 - EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "*No Impact*" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "*No Impact*" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "*No Impact*" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, and then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

IMPACT CATEGORIES KEY:

- **1 = Less Than Significant with Mitigation Incorporation**
- **2 = Less Than Significant Impact**
- **3 = No Impact**
- **4 = Potentially Significant Impact**
- **5 = Analyzed in Prior EIR**
- **6 = Substantially Mitigated by Uniformly Applicable Development Policies/Standards**

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION I. AESTHETICS							
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>							
a) Have a substantial adverse effect on a scenic vista that is visible from a city scenic corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The Project's surrounding vicinity is urban rural in nature and does not contain unique visual features that would distinguish it from surrounding areas nor is it located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the Project site. The Project proposes a single-story building with a maximum building height of 18 feet. The 10,640-square foot store would not be visually prominent as it would be consistent with the scale and style of the existing commercial development in the vicinity of the site. Furthermore, the Project site is not located in an area identified as a scenic vista in the Clearlake General Plan. Less Than Significant impact
b) Substantially damage scenic resources that is visible from a City Corridor, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is located in a developed area of the City and not within a scenic corridor. The project as designed is typical of other commercial development in the area and will blend in with the surrounding development. The project is not visible from a City Corridor, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Less than significant impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not conflict with applicable any General Plan policies or zoning regulations governing scenic quality. The project is not located within a scenic vista/corridor. Additionally, a cannabis operation is an allowable use upon securing a conditional use permit pursuant to the City of Clearlake Municipal Code. Less than significant impact.
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed Project would result in a new building and parking area, both of which may result in an increase of artificial light and/or glare into the existing environment. Potential sources of light and glare include external building lighting, parking lot lighting, an illuminated sign, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare may contribute to nighttime light pollution and result in impacts to nighttime views in the area. The proposed Project would be required to comply with development review guidelines mandated under City Municipal Code Chapter 18.-33, which would ensure that the proposed Project would be developed in compliance with the City of Clearlake Development Standards and regulations. Specifically, the Project will be required to obtain a Grading Permit and a Building Permit prior to any development taking place. All construction shall adhere to all Federal, State and local agency requirements including the 2019 CA Building Codes. To ensure impacts related to the Aesthetics are minimized, the following mitigation measures have been implemented. <u>Mitigation Measure:</u> AES-1 All outdoor lighting shall be directed downwards and shielded onto the project site and not onto adjacent properties. All lighting shall comply and adhere to all federal, state and local agency requirements, including all requirements in darksky.org. (Refer to the City’s Design and Construction Standards).
SECTION II. AGRICULTURE AND FORESTRY RESOURCES <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.</i> Would the project:							
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not result in the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. The project site is located in an area designated as “Urban and Built-Up Land” on the Lake County Important Farmland 2016 map, published by the California Department of Conservation, Division of Land Resource Protection. Therefore, the commercial operation will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring. No Impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
Agency, to non-agricultural use?							
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project parcels have a land use zoning designation of "C" Commercial, and the proposed operation will not conflict with the existing zoning destinations for agricultural use(s) and/or a Williamson Act Contract. No Impact.
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not conflict with existing zoning for, or cause the rezoning of, forest land as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production [as defined by Government Code section 51104(g)]. No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The operation will not result in the result in the loss of forest land and/or convert forest land to non-forest use. No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural uses or the conversion of forest land to non-forest uses. No Impact
SECTION III. AIR QUALITY							
<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</i>							
<i>Would the project:</i>							
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project is located in the Lake County Air Basin (LCAB). The State and federal Clean Air Acts mandate the reduction and control of certain air pollutants. Under these Acts, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for certain "criteria pollutants." As shown in Table 1, the LCAB is in attainment status for each criteria pollutant, meaning that the LCAB is in compliance with the established ambient air quality standards for the criteria pollutants. Lake County Air Basin is one of only nine regions in California to have never exceeded the maximum ozone standard, and the only air basin to meet the standard for visibility reducing particles. Clearlake, located in LCAB, is currently in attainment of all State and Federal Ambient Air Quality Standards. The project will not result in air quality impacts that exceed the Bay Area Air Quality Management District (BAAQMD)</p> <p>In 2008, the California Air Resource Board released a summary of the estimated annual average emissions rates in the Lake County Air Basin, including stationary, area wide, and mobile source emissions. The main stationary source of total organic gas (TOG) emissions is electric fuel combustion. Carbon Monoxide (CO) is mostly coming from mobile emissions sources. Motorized boats and light duty passenger vehicles and trucks make up two-thirds of the mobile source CO emissions, and one half of the total CO emissions in the Air Basin. Finally, unpaved roads were the largest source of particulate matter (PM) in the County. 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. More than half of area wide PM emissions come from travel on unpaved roads within the City (General Plan Background report, 2013).</p> <p>Table 1 presents Federal and State Air Quality Attainment Status, 2011 Pollutant State Standard Federal Standards for criteria air quality pollutants.</p>

IMPACT CATEGORIES*	1	2	3	4	5	6	<p style="text-align: center;">All determinations need explanation. Reference to documentation, sources, notes and correspondence.</p>																																																																							
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Clearlake Federal and State Air Quality Attainment Status, 2011</p> <table border="1" data-bbox="719 262 1526 508"> <thead> <tr> <th>Pollutant</th> <th>State Standard</th> <th>Federal Standard</th> </tr> </thead> <tbody> <tr> <td>PM 2.5</td> <td>Attainment</td> <td>Unclassified/ Attainment</td> </tr> <tr> <td>Carbon Monoxide</td> <td>Attainment</td> <td>Unclassified/ Attainment</td> </tr> <tr> <td>Nitrogen Monoxide</td> <td>Attainment</td> <td>Unclassified/ Attainment</td> </tr> <tr> <td>Sulfur Dioxide</td> <td>Attainment</td> <td>Unclassified/ Attainment</td> </tr> <tr> <td>Sulfates</td> <td>Attainment</td> <td></td> </tr> <tr> <td>Lead</td> <td>Attainment</td> <td>Unclassified/ Attainment</td> </tr> <tr> <td>Hydrogen Sulfide</td> <td>Attainment</td> <td></td> </tr> <tr> <td>Visibility Reducing Particles</td> <td>Attainment</td> <td></td> </tr> </tbody> </table> <p>Local air districts and CARB monitor ambient air quality to assure that air quality standards are met, and if they are not met, to develop strategies to meet the standards. LAAQMD regulates air quality in the LCAB and is responsible for attainment planning related to criteria air pollutants. While the LCAQMD does not have an air quality management plan, the LCAQMD refers to the Bay Area Air Quality Management District (BAAQMD) guidelines to evaluate thresholds of significance for general guidance. It is noted, however, that the District has not formally adopted these as the area's threshold of significance, and leaves the determination of level of significance to each local agency for determination.</p> <p>Table 2. BAAQMD Guidelines for Evaluating Air Quality Impacts.</p> <table border="1" data-bbox="732 793 1531 1014"> <thead> <tr> <th>Pollutant</th> <th>Construction Phase lb./ day</th> <th>Operation Phase lbs./ day</th> <th>Operation Phase tons/yr.</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>54</td> <td>54</td> <td>10</td> </tr> <tr> <td>NOx</td> <td>54</td> <td>54</td> <td>10</td> </tr> <tr> <td>PM-10 (Exhaust)</td> <td>82</td> <td>82</td> <td>15</td> </tr> <tr> <td>PM-2.5 (Exhaust)</td> <td>54</td> <td>54</td> <td>10</td> </tr> <tr> <td>GHG</td> <td>None</td> <td>None</td> <td>1,100 MTCO₂ (e) or 4.6 MTCO₂ (e) / SP/ Yr.</td> </tr> </tbody> </table> <p>Air quality impacts from new projects consider both construction-related and operation-related activities. Construction-related activities could result in the generation of dust, Toxic Air Contaminants (TAC) and other emissions from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Project construction will also be required to comply with all applicable LCAQMD rules and regulations. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time can result in greater health risks.</p> <p>The analysis of air quality impacts conforms to the methodologies recommended in the BAAQMD Guidelines; therefore, construction and operational emissions generated by the proposed project are analyzed separately. Project air pollutant emissions were quantified using the California Emissions Estimator Model (CalEEMod, Version 2020.40) and are summarized in Tables 3 and 4. CalEEMod worksheets showing model inputs and results are provided in Attachment F).</p> <p>Table 3. Maximum Unmitigated Project Construction-Related Emissions (lbs./day)</p> <table border="1" data-bbox="789 1472 1536 1612"> <thead> <tr> <th>Pollutant</th> <th>Proposed Project Emissions</th> <th>Threshold of Significance</th> <th>Exceeds Threshold?</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>46.5</td> <td>54</td> <td>NO</td> </tr> <tr> <td>NO_x</td> <td>14.4</td> <td>54</td> <td>NO</td> </tr> <tr> <td>PM₁₀</td> <td>6.0</td> <td>82</td> <td>NO</td> </tr> <tr> <td>PM_{2.5}</td> <td>3.2</td> <td>54</td> <td>NO</td> </tr> </tbody> </table> <p><i>Source: CalEEMod Version 2020.40 (see Attachment C). Emission results in the model are in tons and then converted to pounds for the purpose of this table.</i></p> <p>As shown in Table 3, criteria pollutant volumes generated during project construction would not exceed thresholds of significance disclosed in the BAAQMD Guidelines for any of the pollutant categories listed above.</p>	Pollutant	State Standard	Federal Standard	PM 2.5	Attainment	Unclassified/ Attainment	Carbon Monoxide	Attainment	Unclassified/ Attainment	Nitrogen Monoxide	Attainment	Unclassified/ Attainment	Sulfur Dioxide	Attainment	Unclassified/ Attainment	Sulfates	Attainment		Lead	Attainment	Unclassified/ Attainment	Hydrogen Sulfide	Attainment		Visibility Reducing Particles	Attainment		Pollutant	Construction Phase lb./ day	Operation Phase lbs./ day	Operation Phase tons/yr.	ROG	54	54	10	NOx	54	54	10	PM-10 (Exhaust)	82	82	15	PM-2.5 (Exhaust)	54	54	10	GHG	None	None	1,100 MTCO ₂ (e) or 4.6 MTCO ₂ (e) / SP/ Yr.	Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?	ROG	46.5	54	NO	NO _x	14.4	54	NO	PM ₁₀	6.0	82	NO	PM _{2.5}	3.2	54	NO
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							<p>Table 4. Maximum Operational-Related Emissions (lbs./day)</p> <table border="1" data-bbox="792 258 1536 415"> <thead> <tr> <th>Pollutant</th> <th>Proposed Project Emissions</th> <th>Threshold of Significance</th> <th>Exceeds Threshold?</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>4.3</td> <td>54</td> <td>NO</td> </tr> <tr> <td>NO_x</td> <td>3.0</td> <td>54</td> <td>NO</td> </tr> <tr> <td>PM₁₀</td> <td>2.4</td> <td>82</td> <td>NO</td> </tr> <tr> <td>PM_{2.5}</td> <td>0.6</td> <td>54</td> <td>NO</td> </tr> </tbody> </table> <p><i>Source: CalEEMod Version 2020.40 refer to Attachment C).</i></p> <p>Once fully operational, the proposed project would not generate volumes of criteria pollutants which may exceed thresholds of significance disclosed in the BAAQMD Guidelines for any of the pollutant categories listed above.</p> <p>On the basis of the air modeling conducted, the project will not exceed the Bay Area Air Quality Management District (BAAQMD) air quality impact thresholds the criteria pollutants. Although the City has not adopted specific air quality impact thresholds of significance, using the BAAQMD criteria and threshold, the project will not result in a significant adverse air quality impact. To ensure impacts related to the Air Quality are minimized, the following mitigation measures have been implemented.</p> <p><u>Mitigation Measures:</u></p> <p>AIR 1: Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods approved by the Lake County Air Quality Management District. Prior to initiating soil removing activities for construction purposes, the applicant shall pre-wet affected areas with at least 0.5 gallons of water per square yard of ground area to control dust.</p> <p>AIR 2: Driveways, access roads and parking areas shall be surfaced in a manner so as to minimize dust. The applicant shall obtain all necessary encroachment permits for any work within the right-of-way. All improvement shall adhere to all applicable federal, State and local agency requirements.</p> <p>AIR 3: Any disposal of vegetation removed as a result of lot clearing shall be lawfully disposed of, preferably by chipping and composting, or as authorized by the Lake County Air Quality Management District and the Lake County Fire Protection District.</p> <p>AIR-4. During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site.</p> <p>AIR-5. Grading permits shall be secured for any applicable activity from the Community Development Department, Building Division. Applicable activities shall adhere to all grading permit conditions, including Best Management Practices. All areas disturbed by grading shall be either surfaced in manner to minimize dust, landscaped or hydro seeded. All BMPs shall be routinely inspected and maintained for life of the project.</p> <p>AIR-6 All refuse generated by the facility shall be stored in approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis so as to avoid excess waste. All trash receptacles/containers shall remain covered at all times to prevent fugitive odors and rodent infestation. An odor control plan shall be submitted for review and approval by the City in accordance with the Zoning Code. Odor control shall be maintained to an acceptable level at all times.</p> <p>AIR-7 Construction activities that involve pavement, masonry, sand, gravel, grading, and other activities that could produce airborne particulate should be conducted with adequate dust controls to minimize airborne emissions. A dust mitigation plan may be required should the applicant fail to maintain adequate dust controls.</p> <p>AIR-8 If construction or site activities are conducted within Serpentine soils, a Serpentine Control Plan may be required. Any parcel with Serpentine soils must obtain proper approvals from LCAQMD prior to beginning any construction activities. Contact LCAQMD for more details.</p> <p>AIR-9. All engines must notify LCAQMD prior to beginning construction activities and prior to engine Use. Mobile diesel equipment used for construction and/or maintenance must be in compliance with State registration requirements. All equipment units must meet Federal, State and local requirements. All equipment units must meet RICE NESHAP/ NSPS requirements including proper maintenance to minimize airborne emissions and</p>	Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?	ROG	4.3	54	NO	NO _x	3.0	54	NO	PM ₁₀	2.4	82	NO	PM _{2.5}	0.6	54	NO
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IMPACT CATEGORIES*	1	2	3	4	5	6	<p style="text-align: center;">All determinations need explanation. Reference to documentation, sources, notes and correspondence.</p>
							<p>proper record-keeping of all activities, all units must meet the State Air Toxic Control Measures for CI engines and must meet local regulations.</p> <p>AIR-10. Site development, vegetation disposal, and site operation shall not create nuisance odors or dust. During the site preparation phase, the District recommends that any removed vegetation be chipped and spread for ground cover and erosion control. Burning of debris/construction material is not allowed on commercial property, materials generated from the commercial operation, and waste material from construction debris, must not be burned as a means of disposal.</p> <p>AIR-11. Significant dust may be generated from increase vehicle traffic if driveways and parking areas are not adequately surfaced. Surfacing standards should be included as a requirement in the use permit to minimize dust impacts to the public, visitors, and road traffic. At a minimum, the district recommends chip seal as a temporary measure for primary access roads and parking. Paving with asphaltic concrete is preferred and should be required for long term occupancy. All areas subject to semi-truck / trailer traffic should require asphaltic concrete paving or equivalent to prevent fugitive dust generation. Gravel surfacing may be adequate for low use driveways and overflow parking areas; however, gravel surfaces require more maintenance to achieve dust control, and permit conditions should require regular palliative treatment if gravel is utilized. White rock is not suitable for surfacing (and should be prohibited in the permit) because of its tendency to break down and create excessive dust. Grading and re-graveling roads should utilizing water trucks if necessary, reduce travel times through efficient time management and consolidating solid waste removal/supply deliveries, and speed limits.</p>
<p>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?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>See Response to Section III(a). Therefore, all potential impacts have been reduced to less than Significant Impacts with the incorporated Mitigation Measures AIR-1 through AIR-12.</p>				
<p>c) Result/ expose sensitive receptors and/or substantial number of people to emissions that create objectionable odors.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Operation of the proposed project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the project; nor would the project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors.</p> <p>Another potential air quality issue associated with construction-related activities is the airborne entrainment of asbestos due to the disturbance of naturally-occurring asbestos-containing soils. The proposed project is not located within an area designated by the State of California as likely to contain naturally-occurring asbestos (Department of Conservation [DOC] 2000). As a result, construction-related activities would not be anticipated to result in increased exposure of sensitive land uses to asbestos. A carbon monoxide (CO) "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight hour standard of 9 ppm were to occur. Based on the project's anticipated generation of 107 daily trips on average, localized air quality impacts related to mobile source emissions would not be a concern as there is there is no likelihood of the project traffic exceeding CO significant threshold values.</p> <p>See Response to Section III(a). Therefore, all potential impacts have been reduced to less than Significant Impacts with the incorporated Mitigation Measures AIR-1 through AIR-12.</p>				
<p>SECTION IV. BIOLOGICAL RESOURCES <i>Would the project:</i></p>							
<p>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</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A Biological Assessment for the property was prepared by Pinecrest Environmental Consulting, Inc. dated May 24, 2021(Attachment E). No special-status plants were observed during the surveys performed at the site. In general, the vegetation of the parcel is highly disturbed and it is clear that the site has been previously graded. The only plant that is worth protecting is a single Valley oak tree near the southwest corner. Otherwise, the project as designed should have no impacts on special-status plant species or their habitats due to the lack of high-quality habitat onsite.</p> <p>No special-status animal species were observed during the surveys performed at the site. There is one special-status animal species whose CNDDDB polygon overlaps with the project, Western,</p>

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
Department of Fish and Game or U.S. Fish and Wildlife Service?							yellow-billed cuckoo. This bird also would not be likely to utilize any of the grassland onsite for foraging. Less than significant impact.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are no jurisdictional watercourses or potentially jurisdictional wetlands identified onsite, and no direct routes for sediment to enter any waters of the State from the project site, thus we do not anticipate any impacts to wetlands or watercourses as a result of this project. There are no culvert crossings required to reach the cultivation area. The swale along Old Highway 53 is fully vegetated and does not exhibit scour or sediment transport and all water running off the site appears to infiltrate locally or be routed into municipal stormwater systems. During and after project implementation, as long as appropriate erosion control BMPs are implemented to the greatest extent practicable, no sediment discharge to waters of the State is anticipated. Anywhere revegetation after disturbance is required, native vegetation from local genotypes should be used if possible to encourage the use of the property by native wildlife. Less than significant impact.
c) Have a substantial adverse effect on state or federally protected wetlands (including, not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not interfere substantially with the movement of any native resident and/or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites No Impact.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	According to the Biological Assessment prepared by Jacobszoon & Associates, INC, dated May 6, 2021, the project will not 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. Less than significant impact.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are patches of oak and other trees along the property lines of the project site. In particular, as noted in the Biological Assessment prepared for the proposed development, there is a 10" DBH native Valley Oak located along the south fence line "that should not be removed if possible". This species is listed as projected tree status under section 18-40.020 of the Clearlake zoning ordinance. As such a Native Tree Removal Permit shall be required should the tree require removal as outlined in section 18-40.050. To ensure impacts related to the Biological Resources are minimized, the following mitigation measures have been implemented. Mitigation Measure: BIO-1 Prior to any construction activities that would impact any protected tree, compliance with section 18-40 Native Tree Protection shall be maintained, including but not limited to obtaining a tree removal permit.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No habitat conservation plans, or other similar plans have been adopted for the project site or project area. No Impact.
SECTION V. CULTURAL RESOURCES <i>Would the project:</i>							
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An evaluation of the potential for historical, cultural, tribal or paleontological resources on the project site and in the vicinity of the project was conducted by John Parker, Archeological Research on May 12, 2021 (Attachment D).The investigation included records searches, consultation with Native American representatives, and site reconnaissance. The records search did produce evidence of cultural resources within or near the project area. One Borax Lake obsidian flake scraper and one stone tool manufacturing flake were discovered during the field inspection and perimeter footings discovered were unreinforced concrete. Also found were concrete slabs, walk ways, stairs, and piers spaced 3.2 meters apart. The structures were built sometime between 1945 and 1958, but appear to be absent on a 1977 aerial photo. No other historic or prehistoric cultural materials or features were encountered during the field inspection. If any artifacts, archaeological features or human remains are encountered during grading or excavation, it is recommended that work in the immediate vicinity

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							<p>of a find be suspended and a Registered Professional Archaeologist called to evaluate the find according to California Environmental Quality Act (CEQA) Guidelines. Therefore, to ensure impacts related to the Cultural Resources are minimized, the following mitigation measures have been implemented.</p> <p>Mitigation Measures:</p> <p>CUL-1 During construction activities, if any subsurface archaeological remains are uncovered, all work shall be halted within 100 feet of the find and the applicant shall retain a qualified cultural resources consultant from the City’s approved list of consultants to identify and investigate any subsurface historic remains and define their physical extent and the nature of any built features or artifact-bearing deposits. Significant historic cultural materials may include finds from the late 19th and early 20th centuries including structural remains, trash pits, isolated artifacts, etc.</p> <p>CUL-2 The cultural resource consultant’s investigation shall proceed into formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists – e.g., there is an intact feature with a large and varied artifact assemblage – it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project.</p> <p>CUL-3 If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Lake County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Lake County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the “most likely descendant(s)”, which parties agree will likely be the Koi Nation based upon the Tribe’s ancestral ties to the area and previous designation as MLD on projects in the geographic vicinity. The landowner shall engage in consultations with the most likely descendant (MLD). The MLD will make recommendations concerning the treatment of the remains within 48 hours as provided in Public Resources Code 5097.98.</p>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are no known or mapped significant archaeological resources on this site. However, to ensure the protection of Cultural Resources, all potential impacts to Cultural resources have been reduced to less than significant with the incorporated mitigation measure CUL-1 through CUL-3 in Section V(a).
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If human remains are to be discovered, all work shall halt immediately and the applicant and/or their designee shall contact the City of Clearlake Police Department, the Lake County Sheriff’s Office, the overseeing tribal organizations and the City of Clearlake – community Development Department. However, to ensure the protection of Cultural Resources, all potential impacts to Cultural resources have been reduced to less than significant with the incorporated mitigation measure CUL-1 through CUL-3 in Section V(a).
SECTION VI. ENERGY <i>Would the project:</i>							
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. During construction there would be a temporary consumption of energy resources required for the movement of equipment and materials. Compliance with local, State, and Federal regulations (e.g., limit engine idling times, requirement for the recycling of construction debris, etc.) would reduce and/or minimize short-term energy demand during construction to the extent feasible, and construction would not

IMPACT CATEGORIES*	1	2	3	4	5	6	<p align="center">All determinations need explanation. Reference to documentation, sources, notes and correspondence.</p>
							<p>result in a wasteful or inefficient use of energy. Furthermore, through compliance with applicable requirements and/or regulations of the 2016 California Code of Regulations, Title 24, Part 6 – California Energy Code, individual project elements (e.g., building design, HVAC equipment, etc.) would be consistent with State reduction policies and strategies, and would not consume energy resources in a wasteful or inefficient manner. No impact</p>
<p>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. State and local agencies regulate the use and consumption of energy through various methods and programs. As a result of the passage of Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006) which seeks to reduce the effects of Greenhouse Gas (GHG) Emissions, a majority of the state regulations are intended to reduce energy use and GHG emissions. These include, among others, California Code of Regulations, Title 24, Part 6 – California Energy Code, and the California Code of Regulations, Title 24, Part 11– California Green Building Standards Code (CALGreen). At the local level, the City’s Building Division enforces the applicable requirements of the Energy Efficiency Standards and Green Building Standards in Title 24. No Impact</p>
<p>SECTION VII. GEOLOGY AND SOILS <i>Would the project:</i></p>							
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>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.</p> <p>ii) Strong seismic ground shaking?</p> <p>iii) Seismic-related ground failure, including liquefaction?</p> <p>iv) Landslides?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project will not directly and/or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the following:</p> <p><u>i) Earthquake Faults</u></p> <ul style="list-style-type: none"> There are no mapped earthquake faults on or adjacent to the subject site. <p><u>ii-iii) Seismic Ground Shaking and Seismic-Related Ground Failure, including liquefaction.</u></p> <ul style="list-style-type: none"> The mapping of the site’s soil indicates that the soil is stable and not prone to liquefaction. <p><u>iv) Landslides</u></p> <ul style="list-style-type: none"> According to the Landslide Hazard Identification Map prepared by the California Department of Conservation, Division of Mines and Geology, the project parcel soil is considered “generally stable” and not located within and/or adjacent to an existing known “landslide area”. <p>Project design shall incorporate Best Management Practices (BMPs) to the maximum extent practicable to prevent or reduce discharge of all construction or post construction pollutants into the County storm drainage system. BMPs include scheduling of activities, erosion and sediment control, operation and maintenance procedures and other measures in accordance City of Clearlake Municipal Code(s). Less Than Significant Impact</p>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project is not anticipated to result in substantial soil erosion or the loss of topsoil. However, it may be necessary to grade approximately +/- 6,800 cubic yards of soil for project development. All disturbance will occur onsite, and no soil will be exported and/or imported. The applicant shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. All grading measure shall adhere to all Federal, State and local agency requirements. The project shall adhere to all Federal, State, and local agencies requirements. Additionally, if the level of ground disturbance result in more than one (1) of ground disturbance, the applicant shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared by a qualified professional in accordance with all applicable federal, State and local agency requirements, including submitting and obtaining all necessary permits from the State Water Resource Control Board. Therefore, with the following incorporated Mitigation Measure all potential impacts have been reduced to less than significant levels.</p> <p>Mitigation Measures: GEO-1: Prior to any ground disturbance and/or operation, the applicant shall submit Erosion Control and Sediment Plans to the Community Development Department for</p>

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							<p>review and approval. The project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system.</p> <ul style="list-style-type: none"> • <i>Typical BMPs include the placement of straw, mulch, seeding, straw wattles, silt fencing and the planting of native vegetation on all disturbed areas. No silt, sediment or other materials exceeding natural background levels shall be allowed to flow from the project area. The natural background level is the level of erosion that currently occurs from the area in a natural, undisturbed state. Vegetative cover and water bars shall be used as permanent erosion control after project installation.</i> <p>GEO-2: Prior to any ground disturbance, the applicant shall submit and obtain a Grading Permit from the Community Development. Said plans shall be prepared by a qualified/certified engineer and prepared in accordance with the City of Clearlake Municipal Code(s).</p> <p>GEO-3: The applicant shall monitor the site during the rainy season including post-installation, application of BMPs, erosion control maintenance, and other improvements as needed. Said measures shall be maintained for life of the project and replace/repared when necessary.</p>
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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	According to the soil survey of Lake County, prepared by the U.S.D.A., the soil at the site is considered " <i>generally stable</i> " and there is little to no potential for landslide, subsidence, debris flows, liquefaction, or collapse. The project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. Less Than Significant Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	According to the soil survey of Lake County, California prepared by the U.S.D.A, the soils discussed above in Section has a shrink-swell potential of "low". Therefore, the commercial cannabis operation will have minimal to no substantial direct or indirect risks to life or property. The applicant will adhere to all Federal, State and local agency requirements, including all requirements in the City of Clearlake's Municipal Code(s). Less Than Significant Impact
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 wastewater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not directly or indirectly impact a unique paleontological resource/site and/or a unique geologic feature. Less than significant..
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Disturbance of paleontological resources or unique geologic features is not anticipated. However, to ensure the protection of cultural resources including unique paleontological resource or site(s) or unique geologic features with the incorporated mitigation measures in Section V (cultural resources) all potential impacts have been reduce to less than significant levels with the incorporated mitigation measures CUL-1 and CUL-5.
SECTION VIII. GREENHOUSE GAS EMISSIONS <i>Would the project:</i>							
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Air quality impacts, including Carbon Dioxide emissions from the project, which contribute to global warming, need to be analyzed using the current guidelines or procedures specified by the local air district or the Air Resources Board. Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. This analysis focuses on CO₂, CH₄, and N₂O since these comprise 98.9 percent of all GHG emissions by volume (IPCC 2007) and are the GHG emissions that the project would emit in the greatest quantities. Fluorinated gases, such as HFC, PFCs, and SF₆ were not used in this analysis, as they are primarily associated with industrial processes and the proposed project involves retail development and does not include an industrial component. Emissions of all GHGs are converted into metric tons of carbon dioxide equivalent (MT of CO₂e), which presents the volume of GHGs equivalent to the global warming effect of CO₂. While minimal amounts of other GHGs, such as chlorofluorocarbons (CFC), would be emitted, they would not substantially add to the calculated CO₂e quantities. Calculations are based on the California Air Pollution Control Officers Association (CAPCOA) CEQA & Climate Change white paper (CAPCOA 2008).</p> <p>The Lake County Air Quality Management District (LCAQMD) does not have an air quality management plan. However, the LCAQMD refers to the Bay Area Air Quality Management District (BAAQMD) guidelines to evaluate thresholds of significance for general guidance (refer excerpts</p>

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							<p>from this document in Attachment F. It is noted, however, that the district has not formally adopted these as the area's threshold of significance and leaves the determination of level of significance to each local agency for determination.</p> <p>Air impact modeling was conducted using CalEEMod.2020.40 Modeling which indicates that the project's construction will result in about 124 metric tons of CO₂e during construction (annually) and about 66 metric tons of CO₂e annually during operation. These estimates fall below the BAAQMD levels of significance for GHG which is 1,100 metric tons annually. Less Than Significant Impact</p>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>This project will not conflict with any adopted plans or policies for the reduction of greenhouse gas emissions. The City of Clearlake is within an 'air attainment' basin. In accordance with the requirements of the Lake County Air Quality Management District, an air permit will be required as a condition of the use permit, prior to issuance of a building permit for the project. Refer to response in Section VIII(a). Less Than Significant Impact</p>

SECTION IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Materials associated with the operation, such as gasoline, diesel, carbon monoxide, pesticides, fertilizers and the equipment emissions may be considered hazardous if released into the environment. All hazards and hazardous materials will be stored in accordance to all Federal, State and local agency requirements. All routine construction materials and all materials associated with the proposed cultivation of commercial cannabis shall be transported and disposed of properly in accordance with all applicable Federal, State and local regulations.</p> <p>All hazards and hazardous materials, when not in use, will be stored in their manufacturer's original containers/packaging, undercover, and a minimum of 100 feet from surface water bodies and will be stored in their designated storage area. All required warning signs will be posted, and material safety data sheets (MSDS) will be kept in the area where pesticides are stored.</p> <p>Emergency contact information in the event of pesticide poisoning shall also be posted at the work site including the name, address, and telephone number of emergency medical care facilities. Change areas and decontamination rooms will be available off-site.</p> <p>Prior to any hazards and hazardous materials being applied, the operators will evaluate equipment, weather conditions, and the property to be treated and surrounding areas to determine the likelihood of substantial drift or harm to non-target crops, contamination, or the creation of a health hazard. In an event of a spill or leak, the contaminated soil will be stored, transported, and disposed of consistent with applicable local, state, and federal regulations. Therefore, with the following incorporated Mitigation Measure all potential impacts have been reduced to less than significant levels.</p> <p><u>Mitigation Measures:</u></p> <p>HAZ-1: All hazardous waste shall not be disposed of on-site without review or permits from Environmental Health Department, the California Regional Water Control Board, and/or the Air Quality Board. Collected hazardous or toxic waste materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such material.</p> <p>HAZ-2: The storage of potentially hazardous materials shall be located at least 100 feet from any existing water well. These materials shall not be allowed to leak into the ground or contaminate surface waters. Collected hazardous or toxic materials shall be recycled or disposed of through a registered waste hauler to an approved site legally authorized to accept such materials.</p> <p>HAZ-3: Any spills of oils, fluids, fuel, concrete, or other hazardous construction material shall be immediately cleaned up. All equipment and materials shall be stored in the staging areas away from all known waterways.</p> <p>HAZ- 4: The storage of hazardous materials equals to or greater than fifty-five (55) gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, then a Hazardous Materials Inventory Disclosure Statement/Business Plan shall be submitted and maintained in compliance with requirements of Lake County Environmental Health Division. Industrial waste shall not be disposed of on site without review or permit from Lake County Environmental Health Division or the California Regional Water Quality Control Board. The permit holder shall comply with petroleum fuel storage tank regulations if fuel is to be stored on site.</p> <p>HAZ - 5: All equipment shall be maintained and operated in a manner that minimizes any spill or leak of hazardous materials. Hazardous materials and contaminated soil shall be stored, transported, and disposed of consistent with applicable local, state, and federal regulations.</p>				
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IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not 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. All chemicals, pesticides, fertilizer, and other materials associated with the operation shall adhere to all Federal, State, and local agency requirements. See Response to Section IX(a): Less than Significant Impact with the incorporated mitigation measure HAZ -1 through HAZ-5.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed project is not located within one-quarter mile of an existing or proposed school. The nearest schools are Pomo Elementary which is approximately 2.37 miles away and Cedar Avenue High School which is approximately 1.57 miles away. No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project site is not listed as a site containing hazardous materials in the databases maintained by the Environmental Protection Agency (EPA), California Department of Toxic Substance, and Control State Resources Water Control Board. No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is not located within two (2) miles of an airport and/or within an Airport Land Use Plan. No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project would not impair or interfere with an adopted emergency response or evacuation plan. The project has been reviewed by the Lake County Department of Environmental Health, Lake County Special Districts, City of Clearlake Police Department, City of Clearlake's Community Development Department (Building, Public Works, Planning), and the Local Fire Protection District/CalFire for consistency with access and safety standards. The City of Clearlake did not receive any adverse comments. Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires as it is located in a "Low to Moderate" Fire Hazard Severity Zone and within the Lake County Fire Protection District. The project was circulated for review to various agencies, include but not limited to City Engineer, City of Clearlake Police Department, City of Clearlake Building Official/Inspection, Lake County Fire Protection District and the California Department of Transportation (Caltrans). During the project review, no adverse comments were received. The application shall adhere to all current Federal, State and local agency requirements, including all mitigation measures and conditions of approval imposed on such use. Less Than Significant Impact
SECTION X. HYDROLOGY AND WATER QUALITY <i>Would the project:</i>							
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed use will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. To control runoff, the operation will incorporate appropriate Best Management Practices (BMPs) consistent with City code and State Storm Water Drainage Regulations to the maximum extent practicable to prevent or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. All grading measure shall adhere to all Federal, State, and local agency requirements. Therefore, the proposed operation would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Additionally, the applicant shall adhere, obtain, and maintain all necessary federal, state and local agency permits. Less than significant impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The operation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Less than significant impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
sustainable groundwater management of the basin?							
<p>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 that would:</p> <p>i) result in substantial erosion or siltation on-site or off-site;</p> <p>ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p> <p>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; or</p> <p>iv) impede or redirect flood flows?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The operations will not alter the existing drainage pattern of the site or the area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would in substantial erosion issues, increase the amount of runoff or create or contribute runoff which exceeds the capacity of the existing or planned storm water drainage system. The applicant will implement Best Management Practices (BMPs) in accordance with all applicable federal, State and local agency requirements, including the City of Clearlake's Municipal Code. Typical BMPs include the placement of straw, mulch, seeding, straw wattles, silt fencing and the planting of native vegetation on all disturbed areas. No silt, sediment or other materials exceeding natural background levels shall be allowed to flow from the project area. The natural background level is the level of erosion that currently occurs from the area in a natural, undisturbed state. Vegetative cover and water bars shall be used as permanent erosion control after project installation. These measures shall be maintained for life of the project. Less Than Significant Impact</p>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project site is not located in an area of potential inundation by seiche or tsunami. The parcel is not located within a flood zone. In addition, the soils at the project site are generally stable; therefore, is minimal potential to induce mudflows. No Impact</p>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project would not conflict with or obstruct any water quality or management plans. Additionally, to control runoff, the operation will incorporate appropriate Best Management Practices (BMPs) consistent with City code and State Storm Water Drainage Regulations to the maximum extent practicable to prevent or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. All grading measure shall adhere to all Federal, State and local agency requirements. Typical BMPs include the placement of straw, mulch, seeding, straw wattles, silt fencing and the planting of native vegetation on all disturbed areas. No silt, sediment or other materials exceeding natural background levels shall be allowed to flow from the project area. The natural background level is the level of erosion that currently occurs from the area in a natural, undisturbed state. Vegetative cover and water bars shall be used as permanent erosion control after project installation. These measures shall be maintained for life of the project Less than Significant.</p>
SECTION XI. LAND USE AND PLANNING <i>Would the project:</i>							
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed project consists of the development of a new retail variety store building with surrounding development including but not limited to commercial/industrial development and rural residential development. Therefore, the project will not physically divide an established community. Therefore, the project will not physically divide an established community. No Impact</p>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed project is consistent with the site's General Plan designation (Commercial) and Land Use Zoning ("C" Commercial) and would not require any amendments to the City's General Plan or zoning ordinance. The project is, however, be subject to Design Review approval, approved by the Planning Commission in accordance with Section 18-33 of the Zoning Code. Upon issuance of the Design Review approval and with the incorporated mitigation measures and conditions of approval (<i>including obtaining and maintaining all necessary Federal, State and local agency permits</i>), the project will not conflict with any land use plan or policy intended for avoiding or mitigating an environmental effect(s). Less Than Significant Impact.</p>

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION XII. MINERAL RESOURCES <i>Would the project:</i>							
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The operation would not result is the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The operations would not 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. No Impact
SECTION XIII. NOISE & VIBRATIONS <i>Would the project:</i>							
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The General Plan Noise Standards for projects, including new non-transportation noise sources, is 55 dBA Leq (hourly average noise level in decibels) for the daytime (7:00 a.m. to 10 p.m.) and 50 dBA Leq during the nighttime (10:00 p.m. to 7:00 a.m.) at a point 100-feet from residences in a rural area. The existing ambient noise environment in the project vicinity is primarily defined by traffic on the local roadways adjacent to the project site (Old Hwy 53). The HVAC units on the store roof and truck deliveries are considered to be the primary noise sources for this project. Three 3-ton packaged units were assumed operating continuously during the daytime, and 50% of the time at night. The project is predicted to generate approximately 20 peak hour trips. Therefore, this number is used for assessing parking lot noise. Parking lot movement for cars is predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet. Additionally, is expected that medium or heavy truck deliveries could also occur during the peak hour at 85 dBA SEL at 50 feet.</p> <p>Short-term increases in ambient noise levels to uncomfortable levels may be expected during project construction. There will be vehicles entering and exiting the project premises, however these noise levels are minimal along Old Hwy 53. The applicant shall adhere to all Federal, State and local agency requirements regarding noise standards. Therefore, with the following incorporated Mitigation Measure all potential impacts have been reduced to less than significant levels.</p> <p>Mitigation Measures: NOI-1: All construction activities including engine warm-up shall be limited to weekdays and Saturday, between the hours of 7:00am and 7:00pm to minimize noise impacts on nearby residents. NOI-2: Permanent potential noise sources such as, generators used for power shall be designed and located to minimize noise impacts to surrounding properties. NOI-3: During construction noise levels shall not exceed 65 decibels within fifty (50) feet of any dwellings or transient accommodations between the hours of 7:00 AM and 6:00 PM. This threshold can be increased by the Building Inspector or City Engineer have approved an exception in accordance with Section 5-4.4(b)(1) of the City Code. An exception of up to 80 decibels may be approved within one hundred (100) feet from the source during daylight hours. Project is expected to result in less than significant impacts with regard to noise and vibration.</p>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is not expected to create unusual groundborne vibration due to site development or operation. The low-level truck traffic would create a minimal amount of groundborne vibration. No Impact
c) For a project located within the vicinity of a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is not located within an airport land use plan or within two (2) miles of a public airport. No Impact

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION XIV. POPULATION AND HOUSING <i>Would the project:</i>							
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The applicant has indicated that the hours of operation of the store would be 8:00 am to 11:00 pm, seven (7) days a week. The project would require approximately 10-12 employees with an average of 4 employees per shift. There would be temporary employment during the development of the commercial use. Some or most of the permanent jobs would likely be filled by current residents of the area. Overall, the project would not induce substantial unplanned population growth in an area, either directly or indirectly. Less than significant.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The operation will not displace a substantial number(s) of existing people or housing, necessitating the construction of replacement housing elsewhere. No Impact
SECTION XV. PUBLIC SERVICES <i>Would the project:</i>							
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: <ul style="list-style-type: none"> • <i>Fire Protection?</i> • <i>Police Protection?</i> • <i>Schools?</i> • <i>Parks?</i> • <i>Other Public facilities?</i> 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, and/or need for new or physically altered government facilities.. The projected has been circulated for agency review, including but not limited to Lake County Fire Protection, City of Clearlake Police Department, Local School Districted and the City of Clearlake – Public Works Division. Conditions of Approval have been incorporated to ensure the project adhere to all applicable requirements of the above agencies. <ul style="list-style-type: none"> • <u><i>Fire Protection:</i></u> <i>The project parcel has adequate fire protection through the Lake County Fire Protection District and CA Department of Forestry and Fire Protection.</i> • <u><i>Police Protection:</i></u> <i>The [project parcel has adequate police protection through the City of Clearlake Police Department, including the Lake County Sheriff's Office.</i> • <u><i>Schools:</i></u> <i>The project will not result in substantial adverse impact(s) on the local school district.</i> • <u><i>Parks:</i></u> <i>The project will not result in substantial adverse impact(s) on the local parks.</i> • <u><i>Other Public Facilities:</i></u> <i>The project is will not result in substantial adverse impacts on other public facilities</i> <p style="text-align: center;">Less Than Significant Impact</p>
SECTION XVI. RECREATION <i>Would the project:</i>							
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not increase the use of existing neighborhood and regional parks and/or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project has been reviewed the City of Clearlake Public Works Department, Lake County Fire Protection District and the City of Clearlake Police Department and no adverse comments were received. No Impact.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This project does not include recreational facilities and/or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The project has been reviewed the City of Clearlake Public Works Department, Lake County Fire Protection District and the City of Clearlake Police Department and no adverse comments were received. No Impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																																																																																																																																																
SECTION XVII. TRANSPORTATION <i>Would the project:</i>																																																																																																																																																							
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The subject property is located on the east side of Old Highway 53 and south of Lakeshore Drive. This intersection would be used as primary access to the project if completed and becomes operational. The operation would include the installation of curb, gutter, sidewalks and overall improvements for pedestrian/vehicle traffic.</p> <p>As outlined in the Circulation Element of the General Plan, Level of Service (LOS) D is considered the minimum acceptable operating standard for existing and new facilities. Under Existing Conditions, this primary intersection operates acceptably at LOS levels ranging from A to D (depending on operating times) with the greatest delays during the morning peak hour (see Table 1, General Plan EIR-2017). The proposed use is considered to be classified as a "Variety Store (LU#814) in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, and is expected to generate an average of 446 trips per day, including 22 trips during the weekday a.m. peak hour and 48 trips during the p.m. peak hour (see Table 2). Although there are no more recent traffic counts known (available) for this intersection since those made during the General Plan preparation, staff, including the City Engineer, have determined, that there have been no significant increases in traffic nor increased traffic delays in the City and to this intersection to warrant traffic counts or preparation of a traffic study for this project. Based on an evaluation of the traffic characteristics of the project and the operational capacity of the primary intersection, the City Engineer has determined that this increase in traffic would be acceptable and would not result in a significant impact to the LOS at the intersection of Old Highway 53 and Lakeshore Drive.</p> <p style="text-align: center;">TABLE 1 EXISTING INTERSECTION LEVEL OF SERVICE</p> <table border="1" data-bbox="738 856 1518 1031"> <thead> <tr> <th rowspan="2">#</th> <th rowspan="2">Intersection</th> <th rowspan="2">Control Type^{1,2}</th> <th rowspan="2">Target LOS</th> <th colspan="2">AM Peak Hour</th> <th colspan="2">PM Peak Hour</th> <th colspan="2">Saturday Peak Hour</th> </tr> <tr> <th>Delay</th> <th>LOS</th> <th>Delay</th> <th>LOS</th> <th>Delay</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Old Highway 53 & Lakeshore Drive</td> <td>Signal</td> <td>D</td> <td>18.7</td> <td>B</td> <td>21.2</td> <td>C</td> <td>20.2</td> <td>C</td> </tr> <tr> <td>2</td> <td>State Route 53 & 40th Avenue/Lakeshore Drive</td> <td>Signal</td> <td>D</td> <td>26.5</td> <td>C</td> <td>24.5</td> <td>C</td> <td>23.6</td> <td>C</td> </tr> <tr> <td>3</td> <td>State Route 53 & 18th Avenue</td> <td>Signal</td> <td>D</td> <td>40.4</td> <td>D</td> <td>15.2</td> <td>B</td> <td>13.0</td> <td>B</td> </tr> <tr> <td>4</td> <td>State Route 53 & Old Highway 53/Dam Rd</td> <td>Signal</td> <td>D</td> <td>36.4</td> <td>D</td> <td>32.6</td> <td>C</td> <td>27.7</td> <td>C</td> </tr> <tr> <td>5</td> <td>Dam Road & Dam Road Extension</td> <td>AWSC</td> <td>D</td> <td>9.1</td> <td>A</td> <td>8.3</td> <td>A</td> <td>7.7</td> <td>A</td> </tr> <tr> <td>6</td> <td>State Route 53 & State Route 29</td> <td>Signal</td> <td>D</td> <td>25.7</td> <td>C</td> <td>26.5</td> <td>C</td> <td>20.5</td> <td>C</td> </tr> </tbody> </table> <p><i>Notes:</i> 1. AWSC = All Way Stop Control; 3WSC = Three Way Stop Control 2. LOS = Delay based on worst minor street approach for 3WSC intersections, average of all approaches for AWSC and Signal 3. Warrant = Based on California MUTCD Warrant 3</p> <p style="text-align: center;">TABLE 2</p> <table border="1" data-bbox="748 1157 1469 1318"> <thead> <tr> <th rowspan="2">Land Use</th> <th rowspan="2">Units</th> <th colspan="2">Daily</th> <th colspan="3">AM Peak Hour</th> <th colspan="3">PM Peak Hour</th> </tr> <tr> <th>Rate</th> <th>Trips</th> <th>Rate</th> <th>Trips</th> <th>In</th> <th>Out</th> <th>Rate</th> <th>Trips</th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>Variety Store</td> <td>10,640 ksf</td> <td>63.47</td> <td>675</td> <td>3.18</td> <td>34</td> <td>19</td> <td>15</td> <td>6.84</td> <td>73</td> <td>38</td> <td>35</td> </tr> <tr> <td>Diverted Trips</td> <td></td> <td>-26%</td> <td>-175</td> <td>-26%</td> <td>-9</td> <td>-5</td> <td>-4</td> <td>-26%</td> <td>-19</td> <td>-10</td> <td>-9</td> </tr> <tr> <td>Pass-by Trips</td> <td></td> <td>-8%</td> <td>-54</td> <td>-8%</td> <td>-3</td> <td>-2</td> <td>-1</td> <td>-8%</td> <td>-6</td> <td>-3</td> <td>-3</td> </tr> <tr> <td>Net New Trips</td> <td></td> <td></td> <td>446</td> <td></td> <td>22</td> <td>12</td> <td>10</td> <td></td> <td>48</td> <td>25</td> <td>23</td> </tr> </tbody> </table> <p>Note: ksf = 1,000 square feet</p> <p>Pursuant to Ordinance Number 247-2020, the City of Clearlake added Article 3-8 to chapter III of the Municipal Code allowing the collection of traffic impacts fees. The development impact fee revenue will be collected and used to cover the cost of capital facilities and infrastructure required to serve new development and growth in the city. A Condition of Approval will be incorporated into the project's land use entitlement detailing the amount due per 1,000 square feet building area. The project would not conflict with a program, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Less Than Significant Impact</p>	#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour		PM Peak Hour		Saturday Peak Hour		Delay	LOS	Delay	LOS	Delay	LOS	1	Old Highway 53 & Lakeshore Drive	Signal	D	18.7	B	21.2	C	20.2	C	2	State Route 53 & 40th Avenue/Lakeshore Drive	Signal	D	26.5	C	24.5	C	23.6	C	3	State Route 53 & 18th Avenue	Signal	D	40.4	D	15.2	B	13.0	B	4	State Route 53 & Old Highway 53/Dam Rd	Signal	D	36.4	D	32.6	C	27.7	C	5	Dam Road & Dam Road Extension	AWSC	D	9.1	A	8.3	A	7.7	A	6	State Route 53 & State Route 29	Signal	D	25.7	C	26.5	C	20.5	C	Land Use	Units	Daily		AM Peak Hour			PM Peak Hour			Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out	Variety Store	10,640 ksf	63.47	675	3.18	34	19	15	6.84	73	38	35	Diverted Trips		-26%	-175	-26%	-9	-5	-4	-26%	-19	-10	-9	Pass-by Trips		-8%	-54	-8%	-3	-2	-1	-8%	-6	-3	-3	Net New Trips			446		22	12	10		48	25	23
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b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Senate Bill (SB) 743 established a change in the metric to be applied in determining transportation impacts associated with development projects. Rather than the delay-based criteria associated with a LOS analysis, the change in vehicle miles traveled (VMT) as a result of a project is now the basis for determining CEQA impacts with respect to transportation and traffic. As of the date of this analysis, the City has not yet adopted thresholds of significance related to VMT. As a result, the project related. VMT impacts were assessed based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory, 2018 and the Lake County Planning Council VMT Regional Baseline Study, 2020.</p> <p>The OPR Technical Advisory identifies several criteria that may be used by jurisdictions to identify certain types of projects that are unlikely to have a significant VMT impact and can be "screened" from further VMT analysis. One of these screening criteria pertains to local-serving retail, which is defined as having fewer than 50,000 square feet of gross floor area. The theory behind this</p>																																																																																																																																																

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							<p>criteria is that while a larger retail project may generate interregional trips that increase a region's total VMT, small retail establishments do not necessarily add new trips to a region, but change where existing customers shop within the region, and often shorten trip lengths.</p> <p>The Lake County Planning Council, VMT Regional Baseline Study includes some recommendations for determining VMT Thresholds of Significance for Clearlake and other local agencies and references the OPR Guidelines of projects of less than 50,000 square feet of retail, as not exceeding a level of VMT significance.</p> <p>The proposed retail store is a total of 10,640 square feet, which is well below the local-serving retail threshold of 50,000 square feet. Based on screening criteria published by the Office of Planning and Research, and the Lake County Planning Council VMT Regional Baseline Study, the project can be presumed to result in a less-than-significant transportation impact on VMT. Less Than Significant Impact</p>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project development will include all required driveway and frontage improvements to Old Highway 53. There are no sharp curves or dangerous intersections being proposed by the project. The proposed project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Less Than Significant Impact.
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is not expected to result in any impact to providing adequate emergency access. The project was circulated for review to City of Clearlake Police Department, Lake County Fire Protection District, California Department of Transportation, Lake County Fire Protection Districts, CA Department of Transportation (Caltrans) and the City of Clearlake Community Development Department (Public Works, Building and Planning) for consistency with all applicable safety regulations and policies. No adverse comments were received. The applicant will obtain all the necessary Federal, State, and local agency permits for any works that occurs with the right-of-way and will be subject to the City's traffic impact fee program. Participation in this program will mitigate any cumulative impacts on the City's transportation system. Less than Significant impact.
SECTION XVIII. TRIBAL CULTURAL RESOURCES <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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>							
a) 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 section 5020.1(k),	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An evaluation of the potential for historical, cultural, tribal of paleontological resources on the project site and in the vicinity of the project was conducted by John Parker, Archeological Research on May 12, 2021 (Attachment D).The investigation included records searches, consultation with Native American representatives, and site reconnaissance. The records search did produce evidence of cultural resources within or near the project area. One Borax Lake obsidian flake scraper and one stone tool manufacturing flake were discovered during the field inspection and perimeter footings discovered were unreinforced concrete. Also found were concrete slabs, walk ways, stairs, and piers spaced 3.2 meters apart. The structures were built sometime between 1945 and 1958, but appear to be absent on a 1977 aerial photo. No other historic or prehistoric cultural materials or features were encountered during the field inspection. If any artifacts, archaeological features or human remains are encountered during grading or excavation, it is recommended that work in the immediate vicinity of a find be suspended and a Registered Professional Archaeologist called to evaluate the find according to California Environmental Quality Act (CEQA) Guidelines. However, to ensure the protection of Cultural Resources, all potential impacts to Cultural resources have been reduced to less than significant with the incorporated mitigation measure CUL-1 through CUL-3 in Section V(a).
b) 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 section 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An evaluation of the potential for historical, cultural, tribal of paleontological resources on the project site and in the vicinity of the project was conducted by John Parker, Archeological Research on May 12, 2021 (Attachment D).The investigation included records searches, consultation with Native American representatives, and site reconnaissance. The records search did produce evidence of cultural resources within or near the project area. One Borax Lake obsidian flake scraper and one stone tool manufacturing flake were discovered during the field inspection and perimeter footings discovered were unreinforced concrete. Also found were concrete slabs, walk ways, stairs, and piers spaced 3.2 meters apart. The structures were built sometime between 1945 and 1958, but appear to be absent on a 1977 aerial photo. No other historic or prehistoric cultural materials or features were encountered during the field inspection. If any artifacts, archaeological features or human remains are encountered during grading or excavation, it is recommended that work in the immediate vicinity of a find be suspended and a Registered Professional Archaeologist called to evaluate the find according to California Environmental Quality Act (CEQA) Guidelines. However, to ensure the protection of Cultural Resources, all potential impacts to Cultural resources have been reduced to less than significant with the incorporated mitigation measure CUL-1 through CUL-3 in Section V(a).

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION XIX. UTILITIES AND SERVICE SYSTEMS <i>Would the project:</i>							
a) Require the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, or natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project would not require or result in the relocation or construction of new or expanded water or, wastewater treatment facilities or expansion of existing storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocations of which could cause significant environmental effects. The project would be served by the Highlands Mutual Water Company adhere with all rules, regulations, policies, resolutions, costs and specifications that are in effect at the time service is requested. Less than significant impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?							The project has sufficient water supplies available to serve the project and the foreseeable future. The project would be served by the Highlands Mutual Water Company and shall adhere with all rules, regulations, policies, resolutions, costs and specifications that are in effect at the time service is requested. Less than Significant Impact.
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project site is located within the LACOSAN 1-4 service area. There is an 8" sewer mainline in Old Highway 53 that runs along the frontage of parcel 040-340-05/5330 Old Hwy 53, as well as a 6" collection line that runs between parcel -05 and the adjacent parcel at 5200 Old Hwy 53/040-340. When the collection system was established in 1997 a sewer lateral was stubbed in along the 6" collection line between the two parcels (-04 and -05) to service parcel -05, however, no history of connection. The use shall adhere to all applicable Federal, State and local agency requirements. Less than Significant Impact.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project would generate a minimal amount of construction waste. The project would not 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. The project would be served by Clearlake Waster Solutions which has sufficient capacity to accommodate the project's solid waste disposal needs. In addition, the proposed project would comply with federal, state, and local regulations regarding solid waste. Less than Significant Impact.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. The proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, state, and federal waste disposal standards. Less than Significant Impact.
SECTION XX. WILDFIRE <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>							
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The property is located within the State Responsibility Area (SRA) and is in the "Urban Zoned" Fire Hazard Severity Zone. The site is flat with no significant fuel load will be cleared of vegetation. The use shall adhere to all applicable Federal, State and local agency requirements. Less Than Significant Impact.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will not exacerbate wildfire risks and/or expose persons to pollutant concentrations in the event of a wildfire in the area. Additionally, the applicant will adhere to all Federal, State, and local fire requirements/regulations, including all mitigation measures and/or conditions of approval imposed on such use. Less than Significant Impact

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project would not 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. The use shall adhere to all applicable Federal, State and local agency requirements. Less than Significant Impact.
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 changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project area to be developed is not located within the vicinity of any known waterways nor is it located within a designated flood zone. Therefore, the risk of flooding/runoff, landslides, slope instability, or drainage changes would not be increased due to this project. Less Than Significant Impact
SECTION XXI. MANDATORY FINDINGS OF SIGNIFICANCE							
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 rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This project is not anticipated to significantly impact habitat of fish and/or wildlife species or cultural/tribal resources with the incorporated mitigation measures described above. Therefore, there is minimal risk of degradation, and mitigation measures are proposed that would alleviate most or all of the project-related impacts. With incorporation of Mitigation Measures, the project is not anticipated to significantly impact habitat of fish and/or wildlife species or cultural resources, nor will the project contribute to factors that would harm the environment or add to any wildfire risk.
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.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Upon review, it was determined that no past, current, or probable future projects were identified in the project vicinity that, when added to project related impacts, would result in cumulatively considerable impacts. However, the proposed project has the potential to cause both temporary and future impacts to the area by project-related impacts relating to Aesthetics, Biological Resources and Cultural and Tribal Resources. With implementation of mitigation measures included in this Initial Study, these impacts would be effectively mitigated to a less than significant.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There have been no impacts discovered through the review of this application demonstrating that there would be substantial adverse effects on human beings either directly or indirectly. However, the proposed project has the potential to cause both temporary and future impacts to the area by project-related impacts relating to Aesthetics, Biological Resources and Cultural and Tribal Resources. With implementation of mitigation measures included in this Initial Study, these impacts would be effectively mitigated to a less than significant.

INITIAL STUDY SUMMARY: Based on the review of the proposed project site and surrounding area, appropriate mitigation measures were identified to mitigate potentially significant impacts to a level below adversity for Aesthetics, Air Quality, Cultural Resources, and Tribal Cultural Resources. Assuming implementation of the identified measures and standard conditions of project approval of the City of Clearlake and other pertinent agencies, no adverse impacts are anticipated.