

https://www.youtube.com/watch?v=n_QqbASz2Y&t=9066s

Poverty Flats Transcript from YouTube May 22, 2025

1:38

check check all right well we will begin um our meeting uh welcome to our

1:46

planning commission meeting today is uh Thursday May 22nd and call the meeting

1:51

to order at 9 a.m uh could we please stand for the pledge of allegiance

2:00

i pledge allegiance to the flagice

2:25

and uh can we get verification of legal notice

2:33

yes Mr chair all legals have been noticed thank you uh we have one consent

2:39

agenda item um item 4 A to approve the minutes from March 27th 2025 planning

2:45

commission meeting

2:53

so move for approval second we got a motion and a second um

2:59

all in favor i l l all opposed none motion

3:06

passes and we do have a little bit of time so we will do public input and that

3:11

is um of any uh any anyone in the public can speak for three minutes on any item

3:17

that is not on today's agenda um so if anybody wishes to speak um you

3:23

will be given three minutes before we begin our 905

3:31

item and we'll take a look in the Zoom room to see if there's any hands

3:37

no hands no hands in the Zoom room and nobody in the chamber so we'll just give a couple of minutes we have I have a

3:44

time of 9:02 so we will begin our first item at 9:05

6:40

check check and we have a time of 9:05 um we will begin with our first timed

6:46

item item 6A uh public hearing consideration of lake bed encroachment permit and

6:52

variance request for the Disney boat rental facility pl25-18

7:00

BR24-01 located at 22000 Lakeshore Boulevard Lakeport the APN is 026-

7:08

031-29 and staff good morning chair planning

7:13

commissioners my name is Michelle Iris i'm the resource planner for the county of Lake be presenting this item well

7:20

co-presenting this item with Scott Webb to my right here he's the water resources technician and today we'll be

7:28

presenting the lake bed encroachment permit and variance for the Disney rental facility

7:37

project so this slide contains a site map of the proposed request

7:46

the Disney Development Project is located on the west side of Lakeshore Boulevard within the city's jurisdiction

7:54

so this one is a little unique to the projects that we typically um have seen come to the planning commission in that

8:00

it is all located within the city of Lakeport's jurisdiction and also

8:06

not subject to our zoning code but it is subject to the shoreline ordinance which I'll dive into a bit more uh shortly so

8:14

although the planning entitlements and building permits for the Disney development project are within the city's jurisdiction and have already

8:22

been approved the installation of the two floating docks in buoys are within

8:27

um the county's jurisdiction under chapter 23 which is the shoreline ordinance um also to support the

8:35

development protect sensitive species and in mitigate environmental concerns

8:40

the applicant is requesting a variance from two code sections of that

8:46

ordinance one being the addition of a second dock and the other being to exceed the allowable length of one

8:54

dock this slide shows the proposed project parcel in blue uh you can see

9:00

it's split by Lakeshore Boulevard uh the portion to the right on the lakeside is

9:06

the portion that we'll be discussing today where the shoreline development is

9:11

proposed across from the site is the Lake Unified School District sites

9:16

including the elementary school middle school and high school and the surrounding area is developed with a mix

9:23

of residential and um associated dock facilities as well as other commercial

9:31

development getting into the background of the project um Disney Boat Rentals has been in operation since

9:38

1983 is located on the 400 block of Main Street in Lakeport they are seeking to

9:45

relocate their offices um to the proposed location and their um project includes

9:54

building a office facility that is shown in the bottom right hand side as well as

10:00

u some other entitlements there listed on the slide again those were all through the city of Lakeport but just

10:06

wanted to provide some context

10:13

and typically lake bed encroachment permits are administratively processed through our ordinance um an applicant

10:21

submits the application um with our water resources technician here and he

10:27

processes it administratively so long that a categorical exemption can be

10:32

supported and um that all of the findings can be made to support that

10:37

request um so typically we don't see those come into planning

10:47

commission so as noted the applicant seeking the lake bed encroachment permit for the two floating docks um the slide

10:54

contains side profiles of those two docks one is a floating customer dock

10:59

that would be approximately 230 feet long by 8 feet wide with a 35 wide pop

11:05

out and dock building where they would store life jackets kayaks inner tubes

11:11

and other incillary items um the dock would not be open to the general public but would be utilized uh by customers

11:18

renting the boat facilities um the other dock is a fuel dock that

11:24

would be approximately 150 ft long by 8 ft wide it would have a mobile fuel

11:30

trailer that would remain stationary and parked on a concrete pad while Disney's

11:35

boat rentals is operational which is typically spring through fall of each year the use of the dock and fuel

11:41

trailer would be limited to trained employees only and not open to customers

11:47

or the general public um the fuel dock would also feature a fuel spill response

11:53

equipment nozzle drip control and fire suppression systems and when the fuel

11:59

trailer requires refueling it would be brought it would be attached to a pickup truck and moved to the west side of the

12:05

property away from um the shoreline to avoid spills potential spills neither

12:10

lake and in winter months the mobile trailer tank would be stored at the Disney office on the other side of

12:17

Lakeshore Boulevard there would also be a pedestrian crosswalk and two concrete

12:23

pads would be installed to support um those docks boat mooring is um some ter we'll

12:31

probably use some terminology you may not be familiar with so stop me at any time if you have questions but boat

12:36

mooring um is the process of securing a boat to a specific location using

12:41

anchors chains or ropes or other devices the project proposes 10 of those spaces

12:47

for the boat rentals to be uh stationed and parked within the water during the operational months

12:54

construction is uh for this component is anticipated to be approximately 2 to 3 weeks and a marine contractor would be

13:02

obtained by the applicant um for construction of the docks i'll get into

13:07

this a little bit more as well but the work window um is limited to October 15th to December 31st you'll hear me

13:14

refer to that as the hitch work window to avoid impacts to the Clear Lake hitch

13:19

um or special status species and lastly section 23.8 of the shoreline

13:28

ordinance defines marinas and harbors um as a commercial development with more

13:34

than one dock for use by um the general public and there are development

13:40

standards and requirements for marinas that this project does meet and including a development of a maintenance

13:47

plan that is included as a draft in the staff report and the applicant will be

13:52

um finalizing that with our water resources

13:58

department as I noted the applicant seeks uh two variances from the code one

14:05

is being for the types and numbers of piers or docks or boat ramps uh this

14:10

slide lists a table that summarizes the regulation as you can see um the second

14:17

pier dock shall be for the use of non-boating activities however in this

14:22

case both of the docks are associated with boat activities

14:27

and I should also note that that dock was suggested by our environmental

14:33

resources department and through our the agency review that city of Lakeport did and then through the SQL process to

14:39

separate the customer dock from the fuel dock um to maintain safe fueling

14:45

practices and then the sec secondly um the code allows for the docks to reach

14:53

100 feet measured from the lakeward to zero Ramsey and the applicant is proposing to extend the dock by 25 ft so

15:00

for a total of 125 feet past that mark um this one was actually suggested again

15:08

through the review process and with water uh water resources technician to

15:13

avoid or lessen impacts to the toolies

15:22

an initial study in mitigative negative declaration or ISM and D was prepared by

15:28

the city of Lakeport as the lead agency for the overall project was circulated for public review and then uh revised

15:36

and recirculated in November of last year uh the main reason for the circulation was um because of comments

15:44

received from our department water resources as well as department of uh

15:49

California department of fish and wildlife related to impacts to the tulies in hitch and uh some of the bio

15:57

components of the report that they wanted to see revised so the city uh revised that and recirculated it in

16:03

November of last year and on January 8th of this year the city of Lakeport

16:08

approved the overall development project as well as the ISM and D um we did make

16:15

sure throughout that process we worked very closely with the city of Lakeport to ensure that all of our concerns were

16:21

addressed related to the components within the county's jurisdiction being that shoreline development of the

16:27

docks and um under SQUA we are a responsible agency so we're not the lead

16:34

agency having the sole main jurisdiction over the overall project but we have um

16:40

follow-up entitlements that being the encroachment permits and now the variance that makes us a responsible

16:47

agency so a responsible agency under SQA is required to uh certify that the

16:54

document is sufficient in mitigating and analyzing impacts associated with their

16:59

jurisdiction and also are required to adopt the mitigation monitoring and reporting report MMRP um so I have

17:08

included that in the attachments and because we work so closely with the city

17:13

there are no proposed changes to that MMRP but it is uh attached for your

17:26

consideration so one aspect of interest uh you've heard me note this a couple of times is impacts to the tulies in the

17:32

clear lake hitch so the concrete pads pylons and acres would result in the

17:38

removal of approximately 508 square feet of riparian habitat and three square

17:44

feet of aquatic habitat including tulies um if you're not familiar tulies are a

17:50

wetland plant with important ecological and cultural significance to Clear Lake

17:55

and they also um act as a filter for storm water runoff

18:01

clear Lake Hitch are endemic species to Clear Lake meaning that they only are um

18:07

uh live here in Clear Lake and they also are listed as threatened by the state

18:12

and being proposed for listing by the US Fish and Wildlife as well um as I

18:19

mentioned these concerns were raised by water resources as well as community development um environmental health in

18:26

California fish and wildlife during the draft initial study and then noted entities worked with the

18:32

city of Lakeport to redesign aspects of the project including extending that

18:37

dock and adding the second dock to address those um impacts

18:45

and the project also includes a reveation plan um focusing on removing invasive species

18:52

and replanting tulies and other native vegetation along the shoreline at a

18:58

ratio of 3:1 resulting in approximately 1,500 square feet and 9 square feet of

19:05

tulies and lastly the hitch work window has been established um by California

19:12

Fish and Wildlife in an effort to protect the hitch uh in their rearing

19:17

season of their life cycle so all proposed construction on the waterfront

19:23

and shoreline would be limited to that um October through December timeline

19:32

so as previously noted um the project is not subject to the county's zoning code in chapter 21 but it is subject to

19:39

chapter 23 we refer to as the shoreline ordinance the project is consistent with

19:45

all applicable requirements of the shoreline ordinance and um development

19:50

of marinas the shoreline ordinance lists nine findings for approval um they're

19:55

all listed within the staff report for Brevity i tried to summarize them on the slide here um they are all related to

20:03

not harming water quality the lake uh fish and habitat the natural beauty of

20:08

the area wetlands archaeological resources and then also of importance is

20:14

uh ensuring that navigation and health and safety of the lake and um

20:22

folks using the lake is maintained and so the project meets all of those findings um specifically

20:29

through working with all of those noted departments in redesigning the project so that it um is supporting these

20:36

findings and mitigating impacts uh to sensitive species and water quality of

20:43

local and state concern

20:49

lastly I just wanted to note that a part of the initial study process through the city of Clear Lake they did um initiate

20:58

AB52 consultation for tribal input and they met with Big Valley Band of Pomo

21:04

Indians as well as Scott Valley Pomo Indians and it resulted in a monitoring

21:10

um construction monitoring agreement with Scots Valley so that's included as a mitigation as well and a condition of

21:19

approval so based on our analysis um the CDD department as well as water

21:25

resources department uh have determined that all required findings can be made and we recommend that the planning

21:31

commission adopt the mitigation monitoring and reporting program as well as approving the

21:39

variance from the two sections noted um from the shoreline ordinance as well

21:44

as approving the lake bed encroachment permit for the Disney boat rental facility project i'm happy to answer any

21:51

questions you may have the applicants are also um here in the chambers

21:58

thank you very much for your presentation um do do the applicants have anything um

22:05

prepared for us or if you guys would like to come up

22:12

and please state your first and last name for the record yes hi my name is uh

22:17

Brandon Disney i'm the president of our company um president is a too formal a term I

22:24

think for us uh we're a very small company that started in 1983 as Michelle

22:30

said uh by my dad Roy behind me mom Charlotte i also have my brother and

22:36

business partner Connor here with me um what I would like to go over is just

22:43

a little bit about our company history and why we're doing this project at all as Michelle mentioned um the part

22:51

that's in the county's jurisdiction is just the variance for the two docks but being that this is a new project that

22:57

does um bring some excitement with it i would just take a second to go over uh

23:02

the whole project and what that is is things have been going great since

23:09

the 80s we're really enjoying showcasing Lake County and Lakeport and uh growing

23:15

as a company my brother and I left went to college came back to run the company

23:22

and there are some limitations with where we are now we're located just on Main Street in Lakeport which means

23:29

every time that a customer comes we have to hook up the boat with a truck we have to bring it down to the lake launch the

23:34

boat when the boat's done we have to bring it back there's a little bit of inefficiencies there a lot of

23:39

inefficiencies there when we saw this property for sale right on the water right here in Lakeport uh it seemed like

23:46

a great opportunity to jump at we bought the property in 2021 and we've spent

23:53

feels like every waking minute planning this project from then till now uh really happy that we have the approvals

23:59

from the city of Lakeport and now just seeking your approvals a couple things

24:05

that I'd like to point out uh one is the the care that we have put into the

24:10

design of this project where we have our building located on the west side of Lakeshore uh we placed it specifically

24:18

so we didn't have to remove a single oak tree i don't know if you've driven past that property but there are huge be

24:25

beautiful trees in that area where we're located now is a parking lot and we have

24:30

no shade during these 100 plus degree days shade would be a welcomed reprieve

24:37

so we uh really wanted to make sure we maintained the oak trees there uh we

24:42

also when we purchased the property it was really overgrown you couldn't even see the lake when you drive past so

24:48

we're really excited to just give that property the the proper maintenance that it deserves by trimming up the trees

24:55

caring for the wildlife and the whole ecology in that area

25:01

um I won't go too far into it michelle has done a great job with presenting our

25:06

project and the variance requests here um but I will just leave one more thing

25:11

which is that we as a company are just really

25:16

excited to grow and these two variance requests were not something that we were

25:23

seeking initially uh we wanted to take our current permitted floating dock and

25:28

just bring it over it was a efficient way to do it it was an inexpensive way to do it through discussions with um

25:34

environmental health at the county and water resources uh we were requested to

25:40

have the dock go out further which now means we're in this variance territory we were also asked to have a second dock

25:48

for fueling to keep fueling separate from customers again brings us to this variance territory so our preference it

25:55

was cheaper that way to just float over what we have currently but this puts us in this situation where we're seeking

26:02

your approval so uh we're here happy to answer any questions from uh the

26:08

commission from the public uh I can answer questions now or or take my seat and can ask them at any time yeah if

26:14

anybody has any questions you guys can ask that yeah u Thank you this looks

26:19

like a really exciting project um I just have a couple questions um first of all a member of the public has suggested um

26:25

placing buoys uh you know when you were extending a dock out farther into the lake I'm imagining people not seeing it

26:33

and they've got water on their glasses and I'm just thinking myself uh is that

26:38

something you'd agree to is putting out buoys yeah so we um currently have

26:44

proposed three buoys um one 5 mph zone buoy and then two on each corner of the

26:51

property um buoys with solar lights on it to flash at night additionally our

26:57

dock does have solar lights on it so that will be visible we're we're more than than happy to add more buoys adding

27:05

more buoys adds more costs adds more annual fees to the the county but it's

27:10

not something we're opposed to um where we operate now at Library Park I think

27:16

in the entire width going from First Street to Fifth Street there's only three 5 mph zone buoys potentially four

27:24

there are red and green buoys for a boat ramp um so there are you know a lot of

27:29

buoys in that area but as far as 5 mph zone specific buoys there's only a

27:34

couple we're proposing for this only seven or so hundred feet of shoreline

27:40

three buoys already and instead of regulatory orange buoys on the corners we could make those 5 mph zone buoys um

27:47

but on the plans currently there are three and we would be okay if you guys required more that sounds good to me my

27:54

only other question was um maybe it's in here somewhere but I missed it um what will the depth of the water be at the

28:02

end of the dock when the lake level is at zero Ramsey do you happen to know that i don't know it off the top of my

28:08

head i believe um your water resource technician here would know

28:14

yeah hi Scott Webb and the depth at the um end of the customer dock would be

28:19

about negative three and a half rumsy so it's pretty shallow all the way

28:24

out in that area so when the lake is at zero it would be about 3 and 1/2 ft deep now the

28:32

reason that is uh something that still works for us is that we have opted to

28:38

operate all outboard motors on our boats um that provides several things one is

28:44

they're quiet they're fuel efficient and the propellers can go up quite a ways so

28:51

you don't have that deep draft which was really crucial to us especially during drought years yeah okay thank you that

28:58

That's all right um I did have a question um regarding

29:05

the anchoring devices that will be used to um to anchor the floating docks uh

29:10

what what are those going to look like good question we've got um currently which is permitted through the county um

29:17

they are cement or concrete anchors uh encased in plastic they're

29:22

about two or three feet long by another foot or so wide um they weigh about two or 30 hundred

29:29

pounds a piece and they're connected to cable winches on the dock so we would keep that same system in place for the

29:36

dock anchoring at this new proposed parcel uh the thing that we would be adding that's new is the mooring buoy

29:44

anchors and that we're also working with uh Scott Webb the water resources technician on the proper uh way to do

29:51

those he's recommending a midline float which just means that the cable or the chain if that boat were to sway it won't

29:58

dredge or stir up the lake bed that float will keep it uh off of the lake

30:04

bed i don't know if that directly addressed your question or not but yeah that makes sense i was just curious um

30:10

what it was going to look like underneath uh yeah I was thinking that's what you guys were going to use but just

30:15

wanted to make sure of course my question was your question

30:22

if there's no other questions I'll take my seat but I'm more than happy to come up and answer anything else thank you

30:28

very much um any other questions for staff before

30:34

I open up public input no questions all right um so we'll take

30:40

uh I'll open up public input um anyone wishing to speak on the project with

30:46

concerns or anything can have three minutes uh please state your first and last name for the record

30:56

good morning thanks to the planning commission for the opportunity to speak on this important matter my name is Dr

31:02

eric Wichak i live uh in uh Lakeport uh just down the street

31:10

a summary of my background um is uh going to be pedantic but I've worked in

31:16

over 45 countries for 45 years on energy development um I have three degrees um

31:24

and uh I'm an established energy professional and economist

31:33

the matters I want to speak on are the overall concerns lack of an adequate

31:38

negative deck and why the Lake County proposed conditions for approval of variants are

31:45

incomplete overall concerns first the most obvious is the

31:51

lack of traffic impact analysis and its implications with the proposed Disney project as well as the expected traffic

31:58

increase at this location a confluence of public uh of the Lake

32:03

County public schools and Clear Lake and oh by the way I apologize I have uh

32:08

copies of this which I was intending to share with do you have it the board yeah

32:15

the planning commission so thank you I will be abbreviated so I won't go

32:22

through every one of these comments but related specific questions are why

32:30

the negative deck or Disney report fails to address the magnitude of the increased vehicle

32:36

traffic including traffic use to and from public watercraft launch ramps

32:42

there'll be no launch ramps there so there'll still be traffic to I assume the public uh boat ramps which uh I

32:50

think Disney's going to use there's no explanation of that the immediate traffic impact on

32:56

Lakeshore Boulevard and Lakeport schools what is that what is the amount

33:01

of increased water vehicle traffic how many boats and jet jet skis are expected

33:07

what is the immediate air quality impact on Lakeshore Boulevard and Lakeport

33:12

schools what is the comparison of baselike baseline air emissions which is

33:17

not addressed in the negative deck they're just blanks in those spaces for that information

33:24

what's the impact of the 200 foot long dock and 120 foot fueling facility on car

33:30

traffic what are the water impacts biological impacts and air quality

33:35

impacts these are not discussed in detail the report which is used for uh

33:41

the negative deck is quite incomplete and I have a lot of experience in that

33:47

um at UC Davis I studied environmental impact analysis and I used it through most of

33:53

my career how to mitigate the proposed fuel tank and concrete pad impacts over the

33:59

sewer line how to avoid cutting down at least 10 of 44 oak trees on the site to locate

34:07

the office at least according to the plan i disagree with uh the gentleman

34:12

who spoke earlier um Mr disney uh and that is your three minutes sir if you

34:18

would like to wrap up your comment because applicants are they do not get

34:25

timed sir uh if you'd like to speak you can speak in in a second while I let

34:32

uh Mr eric Charles finish his uh his comments so if you'd like to wrap it up

34:38

okay i'll let you finish your statement sir well you have the written version of it i'm going to come in on the third

34:43

matter which is conditions for approval of variance are incomplete for at least these reasons traffic impacts not

34:50

addressed air quality impacts not addressed safety sound and distraction impacts not addressed that will impact

34:56

school students this seems very important growth in boat rental traffic especially

35:02

jet ski traffic on the lake not addressed doc use moing and marine vehicle not addressed and one other

35:07

point uh you asked the question uh Mr chairman uh about buoys I believe and oh

35:15

no I'm sorry Miss Field you you did uh what was not mentioned at the is that

35:21

there are 10 mooring buoys that are planned for and those are I think the safety issue it's not the buoys that you

35:28

would like to define the perimeter of the facility if you have any

35:33

questions be pleased to answer thank you thank you for your comment sir Can I

35:41

make a comment uh anybody else wish to speak on this

35:47

item please uh come up to the podium and say your first and last

35:57

name and you will have three minutes okay my name is Gary Rees um I've

36:04

attended all the previous meetings which discussions I'm talking about the

36:10

uh how can I call the uh anyway what got me into this initially was the schools

36:15

my both my daughters were teachers one was a vice uh vice principal down at lower lake

36:22

um and the nearest to the schools but what we're talking about now is the open space area and chapter

36:31

23231 to improve protect the water bed and the water around Clear

36:38

Lake i'm not good at this this area has been by the Ottabon

36:45

Society about u the greed for their their nesting areas going through right now with the

36:53

uh the fish

36:59

um the concrete pads after the easement it all goes down to the lake

37:06

how how are they going to support these pads are going to be cement all the way down to the ground trying to level it

37:13

out um the uh as I understand it the um fuel

37:23

trailer is be stored across the street on the west side and then this concrete

37:28

pad is big enough where they can I'm going to use the word parallel park it'll come across have to come back and forth and today is the first day I've

37:34

heard about the uh uh for spillage the tank will be on a dangerous turn and

37:42

underneath high tension wires uh they're gonna have to have some kind of a 40 foot or bore hose to get to

37:50

the to the boats to be refueled which allows for

37:56

spillage i just um am concerned about that area the

38:03

nesting area like I said for the greaves i'm out there right now seeing the fish everything's every it's just that kind

38:09

of spawning time and uh nesting and it's

38:15

going to be so disrupted how can everybody go through and say nothing's going to happen when there's going to be

38:20

so many boats so many people in an area that doesn't need to be dis it's

38:29

going to be disrupted i like I said I apologize this is new to

38:34

me but we're gonna have other I'm sure there's going to be other boats coming to the fueling dock to refuel so which

38:42

is going to increase the number of um boats in boats in the area

38:51

uh and the 5 mph buoys i've been around

38:56

these things that they don't seem to a lot of Boers and especially skeers don't pay attention to the five mile an hour

39:03

zone okay you can wrap up your comments sir if you would like i'm just that's just uh i'll

39:09

make one comment okay for years as was stated they've been launching the boats down at on First Street for years Willow

39:18

Point was for sale which was right next to their launching area

39:25

that could have been utilized boat storage right there their

39:30

launch right there and they could have maybe set up some campsites for people that came from out of town that wanted

39:36

to rent boats and utilize it thank you for your comment

39:54

good morning chair commissioners Marggo Kambara i have an observation a few suggestions

40:02

and a few questions first um sometimes the request for response from agencies

40:10

includes environmental groups i noticed on this for this project um environmental groups were not included

40:17

and for something that affects Clear Lake the gem of the county I think that's an oversight groups such as um

40:25

foremost a blue blue ribbon committee for Clear Lake they should have been included um or asked to submit uh

40:33

response um groups such as Redbud Ottabon Society and the Sierra Club should also been asked to please weigh

40:40

in um I think that would have been very helpful to let the public know that the

40:45

environmental aspects of this project have been uh more thoroughly vetted um I would

40:53

also like to bring to your attention that um as a condition of uh use or

41:01

approval it's great to have a reveation plan but what is a follow-up plan on

41:07

that who which agency is going to be checking to see that the reveation plan is indeed effective um it's nice to have

41:15

a plan on paper but who is going to make sure that the habitat that has been

41:20

taken out is going to truly be um mitigated

41:26

for and so um in the future I would suggest that the request for response

41:33

form include um environmental especially those public environmental groups and it

41:39

was you know terrific that the uh tribes were notified for this but I believe it

41:44

was primarily for the cultural resources not necessarily the environmental impacts so I would also suggest that um

41:52

the tribals um environmental well the EPA agencies associated under the tribes

41:59

also be included on the request for response forms thank you

42:04

thank you for your comment uh do we have any hands in the Zoom room

42:11

we have to ask Sam that All right no hands in the Zoom room all right uh I'm

42:17

going to do one more one last check here in the chambers if anybody wishes to speak before we pl close public

42:24

input seeing none in the Zoom room and none in the chambers uh we will close public input and bring it back to the

42:31

commission for further questions or or action

42:38

uh just a couple clarifications um it was mentioned uh about uh first

42:44

gentleman who spoke on his um written uh

42:49

information that oak trees were going to be impacted and so just a clarification

42:54

on that it says he wrote on his uh cutting down um 10 oak trees for the

43:01

office and you mentioned that there were going to be no oak trees involved

43:09

yeah if I may the state say your first and last name for the record one more time brandon
Disney

43:14

um the I don't know where that figure came from from the gentleman from the

43:20

public but we specifically have placed everything to not remove any

43:26

trees so I I don't know where that came from but uh I can show you a map on where the
building will be placed um but

43:33

no no trees will be removed okay uh and uh then there a number of other uh

43:40

bullet points that he has on his um on his concerns and I wondered have some of

43:45

these already been addressed by the Lakeport approval i can clarify um that is correct all of

43:53

the impacts associated with the main development project are in the city's jurisdiction and
were deemed to be um

44:00

less than significant with those mitigations noted in the MMRP

44:06

um so yes that's correct and I also have a couple other clarifications um okay

44:12

thank you if I may good okay i would like you to proceed with further

44:17

clarification of exactly what we are reviewing today yeah it is a little bit different than

44:23

what we normally see so um before the commission today is specifically approval of the MMRP that is the

44:32

mitigation monitoring and reporting program has mitigation measures related to um air quality biological resources

44:39

including bird nesting surveys that was another thing I wanted to clarify um

44:44

geological impacts as well as hazards in cultural tribal cultural resources u so

44:51

that is one action the next action is consideration of approving the lake bed

44:56

encroachment permit because under the ordinance it uh delegates authority to

45:01

the planning commission to actually approve that permit as well when an initial study is required for a project

45:08

or when a variance is requested so in this case we meet both of those criteria so the commission would be approving um

45:16

or denying that permit and thirdly it is the request for variance from those two

45:22

code sections related to um the permit so three actions for the commission so

45:29

just for clarity u when it was uh mentioned about the environment right on

45:35

the lake shore was that reviewed by the city of Lakeport yes um the city of Lakeport had a

45:42

comprehensive initial study that included um the shoreline development as well which is why we can support it as a

45:49

responsible agency so to answer the question is there going to be further

45:55

review that um whatever mitigation was done along lakes shore

46:01

has been completed and correctly or implemented yes I understand what you're

46:07

asking now the reveation plan um Yes the reveation plan is included in the

46:13

initial study attachments um it includes I have it open in front of me it's we

46:19

share the same um you know generally with reveation plans the same concerns as Miss Kumbaro brought up you

46:25

definitely want an enforceable and measurable um plan as such so this plan

46:31

provides restoration goals and objectives um it also has success criteria and requires annual monitoring

46:39

reports to be submitted to the county as well as um CDFW California Fish and

46:44

Wildlife and it mentions um you know using a qualified biologist and it goes on it's about

46:51

17 pages long and does um include methods for implementation and

46:57

monitoring and then um one other thing I'd like to note is that when the county u sent out

47:04

the RFR so the city did two rounds of RFRS request for review as a part of

47:10

their process and then when the variance and lake bed permit came to us we also sent out a request for agency review and

47:17

we did include um the autobond society and I had communicated directly with them about this project so they um they

47:24

were included although they're not an agency um they are an important environmental um community

47:32

member and I think that's all I had besides that I know that the employees would be the only ones using the fuel

47:38

dock so there wouldn't be other public boats coming up but maybe the applicant can speak to that more as well if the

47:44

commission wishes thank you um go ahead um thank you that answered

47:54

several of my questions um a couple of the members of the public

48:00

who spoke brought up really good issues i was very concerned about traffic as well but as I understand that's not part

48:05

of that's not our jurisdiction we're just looking at the variance

48:13

um what you know in an ideal world I think about planning and how it should

48:18

happen and I think gosh where would be the best place for a boat rental

48:24

facility and I think gosh it would be right next to the park in the city where people can dine and then go out and

48:31

watch the boats and whatever come in on their their boat and have dinner whatever um that's not the way the world

48:39

works unfortunately but I think it's a really good point and we should think about that as a community um the other

48:45

thing while I was reading all of this material yesterday um I I drove by the

48:50

property it's beautiful it's really beautiful and I'm very glad to hear that no oak trees are going to be removed

48:56

back to my uh idealistic world um wouldn't it be cool if we could trade

49:02

that property for that um area at the north end of the city park where uh we

49:10

could have boat rentals there and then have the park next to the school if you

49:15

look at the map of the school and I remember because my kids went there it's mostly paved where those poor kids play

49:22

um wouldn't it be cool to have that part of the kids playground but that's not

49:28

the way we do things um unfortunately um so we're limited by what we can decide

49:36

here in this room um so anyway I just had to say that um I wanted to know

49:43

about public fueling um is that correct that there will not be public fueling there correct it'll just be our trained

49:49

employees we won't allow public boats to approach our private private fueling

49:56

dock um we will not sell gas to the public it'll be completely limited to

50:01

our rental fleet okay great thank you um the first gentleman talked about the

50:08

buoys and my concern about buoys that I brought up earlier um was answered by looking at a map that you might not have

50:14

access to my concern was that both those moorings and the dock could be hit by um

50:22

boats or jet skis going too fast um the location of the buoys that are proposed is outside so that's resolved um that

50:31

also answers my question about gree nesting as I understand it this is actually going to improve the prospects

50:38

for the greaves because it's going to slow down traffic in that area um and that's all um in answer to

50:46

Margo's concern i think she has a point but it's answered by the fact that the

50:51

all of these materials are made public 72 hours before every meeting so

50:57

um every group there is has access to them um I have no other

51:07

concerns i'm ready to make a motion if Okay yeah

51:13

I'll I'm ready as responsive as a responsible agency

51:20

under SQUA I move that the planning commission adopt the mitigation monitoring reporting program for the

51:25

initial study adopted by the city of Lakeport's planning commission for the Disney boat rental project based on the

51:31

findings in the staff report dated May 22nd 2025 i move that the planning

51:36

commission do we need to se vote separately yes i second all right I got a motion and a

51:43

second all in favor i I all opposed

51:48

motion passes with Let me check the Zoom

51:54

sure um for more comments uh we already

52:00

closed public input yeah all right so there was a motion in

52:06

a second and the vote passes and then I move that the planning

52:12

commission approve the variance request from sections 23.6.3E2 and 23.6.5A

52:19

6.5A of the county Shoreline Ordinance for the Disney Boat Rental Facility

52:24

Project located at 2200 Shoreline Boulevard Lakeport

52:30

APN2603129 based on the findings in the staff report dated May 22nd 2025 and

52:36

subject to the conditions in attachment three second got a motion in a second all in

52:42

favor i I Motion passes i move that the

52:47

planning commission approve the Lakewood encroachment permit for Disney boat rental facility project located at 2200

52:53

Lakeshore Boulevard Lakeport APN 026 uh

52:58

03129 based on the findings in the staff report dated May 22nd 2025 and subject

53:03

to the conditions in attachment three second we got a motion and a second all

53:09

in favor i all opposed none and motion

53:14

passes the applicant or any interested person

53:19

is reminded that the Lake County Municipal Code Chapter 23 Shoreline Ordinance provides for a 7 calendar day

53:25

appeal period if there is a disagreement with the planning commission an appeal to the board of supervisors may be filed

53:31

the appropriate forms and applicable fee must be submitted prior to 5:00 p.m on or before the 7th day following the

53:37

planning commission's decision on this matter thank you thank you

53:50

all right and moving on to our second item 6B or

53:56

920 consideration of a proposed major use permit

54:02

PL25-684 UP23-09 for a commercial cannabis cultivation for up to 5.69 69 acres

54:12

247,800 square feet and

54:18

draft we'll take a we'll take a minute break to let

54:23

people exit the

54:29

room all right I'm just going to take a five minute break before our next um item so it is 9:52
we'll be back at 9:57

59:11

check check uh welcome back everyone um we just got a couple more green sheets

59:17

so I'm going to do another five minute break um we'll be back at

59:24

102 thanks

1:04:24

I gotta have it on my be able to put have that on my check check all right and u welcome
back uh I do

1:04:32

have a time of 10:02 and we will begin our item 6B our 9:20 a.m public hearing

1:04:41

consideration of a proposed major use permit PL25-68

1:04:47

for UP23-09 for a commercial cannabis cultivation for up to 5.69 69

1:04:54

acres or 247,800 square feet and draft initial

1:05:00

study mitigated negative declaration IS-23-29 Poverty Flats Ranch Kurt and

1:05:06

Bobby Barthell location is 10535 High Valley Road Clear Lake Oaks

1:05:15

the APN is 006-004-22 and we have staff

1:05:31

Good morning commissioners uh my name is Max Stockton i am an assistant planner 2 for community development department uh

1:05:37

here to present to uh the project mentioned uh Poverty Flats Ranch uh

1:05:43

applicants Kurt and Bobby Barthell and I wanted to make note that the

1:05:49

applicants and consultant are present in the chambers and are prepared to answer

1:05:55

any questions you may have

1:06:04

um as as mentioned the permit request um is for the project proposed uh five a

1:06:12

type 3 and 3 a type 2 cannabis commercial cannabis licenses totaling

1:06:19

5.69 acres which equals 247,800 square feet of outdoor canopy

1:06:27

area also to include one a type 13 self-distribution license the property

1:06:35

um is a total acreage of approximately 196.7

1:06:44

acres as can be seen from the vicinity map most of the property around the

1:06:50

parcel is undeveloped with farmland to the south um and to the west is an

1:06:57

approved commercial cannabis farm and the rest is undeveloped project site is

1:07:04

approximately 2 and a half miles from the nearest community growth boundaries

1:07:10

of Lucern to the west and Clear Lake Oaks to the

1:07:21

southeast as can be seen by the zoning map maps um this property is rural lands

1:07:30

the full zoning is RL WWSC which identifies rural lands

1:07:37

waterway scenic combining district um in the left hand corner there um you

1:07:46

can see a rough outline of two yellow lines which identify the scenic

1:07:51

combining designation around High Valley Road um and the designations of each

1:07:59

yellow line are to represent um a 550 foot buffer to either side of

1:08:08

High Valley Road for scenic views and the blue box um represents the project

1:08:15

area that is approximately uh 1,000 ft away from the edge of the

1:08:22

road and this is within the shoreline community planning area and supervisor

1:08:28

district 3 for the site description um the site

1:08:36

is located approximately 5 and a half miles away from highway 20 the project

1:08:42

parcel is a variable topography with a series of ridge lines and valleys

1:08:47

and the proposed project locations are located in areas that range between zero

1:08:53

and 30%

1:09:07

slope the project scope um again uh to reiterate is proposed 5.69 acres of

1:09:14

outdoor canopy um and the proposed location uh offers a variety of um

1:09:22

opportunities for this applicant uh which have been proposed as

1:09:27

uh 8,700 square ft of immature plant area 2,400 square ft of a proposed

1:09:36

processing building that will include an ADA restroom um the fires a Menescino complex
fire uh

1:09:46

damaged the septic and leech field for this project and so they proposed um

1:09:52

repairs um or um redevelopment of that septic and leech field um to meet the

1:10:00

needs of this project and the the demand of an ADA restroom

1:10:05

the property uh is surrounded by fence and the canopy areas will be um also

1:10:13

surrounded by their own individual fences at 6 feet in height water storage

1:10:20

uh for irrigation will be um roughly 7 79,000 gallons or up to 79,000 gallons

1:10:29

and a minimum of 12,500 gallons are to be designated for fire suppression in

1:10:36

accordance with the National Fire Protection Association NFPA

1:10:42

storage for fertilizers agricultural chemicals and hand tools will be on site

1:10:49

electricity is proposed to be um both groundmounted solar and roof mounted

1:10:56

solar once the processing building is constructed uh with a backup generator for um

1:11:02

emergency purposes the project also proposes nine parking

1:11:08

spaces to include um an ADA parking space and three portable restroom

1:11:15

facilities um are to service employees prior to construction of the new

1:11:20

processing facility and there will also be uh trash enclosures compost piles soil piles

1:11:29

located within each fence cultivation area

1:11:37

existing uses on the property um are to include or currently include a

1:11:42

development with interior access roads an existing security gate perimeter

1:11:48

fencing a groundwater well with permitted pump house two permitted

1:11:54

shipping containers two permitted tool sheds an old hunting cabin eight

1:12:01

permitted water tanks

1:12:09

Um further analysis um project analysis on this project included evaluation of

1:12:15

the Lake County general plan shoreline community area plan the Lake County

1:12:22

zoning ordinance and state

1:12:29

regulations and the general plan goal and policies reviewed include chapter 3

1:12:35

which is land use chapter 7 health and safety and chapter 11 water

1:12:43

resources policies reviewed uh include no conflicting policies within the general plan and no spec specific

1:12:51

policies addressing commercial cannabis cultivation in the general plan

1:13:02

the project is an allowable use with major use permit in the RL zone properties per article

1:13:09

27.11 uses generally permitted and approximately 1,000 ft from High Valley

1:13:14

Road as to not impact the scenic combining

1:13:20

district as can be seen on this map um these are going to be from the shoreline

1:13:26

communities area plan um and this is a map designated designating the scenic

1:13:32

routes um and High Valley Road is one of those routes uh indicated by the green

1:13:40

uh line um shortly norththeast of the lake

1:14:01

this one here

1:14:07

see I apologize i skipped a slide here um this was mentioned uh for article

1:14:15

27.11 uses generally permitted um and this identifies the different articles

1:14:22

reviewed per the zoning ordinance

1:14:30

areas identified within the initial study for mitigated efforts include

1:14:35

aesthetics air quality biological resources cultural

1:14:42

resources geology and soils hazards and hazardous materials

1:14:48

hydrology and water quality noise transportation tribal cultural resources

1:14:56

utilities and wildfire

1:15:03

the project uh analysis includes a mitigated negative declaration

1:15:08

um is the proposed SQA environmental determination for the project all

1:15:14

identifying impacts can be reduced to less than significant with mitigations public
comment period um

1:15:21

occurred January 31st 2023 to

1:15:29

March 2nd two uh 2023 and that was for the initial

1:15:35

study mitigated negative declaration the mitigations are outlined in staff reports
attachment two draft conditions

1:15:43

of approval and attachment three for draft initial study mitigated negative

1:15:49

declaration

1:15:57

the Elam tribe contacted former staff involving involved in this project via

1:16:03

telephone and staff coordinated a meeting between the two parties an agreement was not executed between the

1:16:12

applicant and the tribe so so staff concluded consultation that same day

1:16:19

staff has included two tribal cultural resource mitigation measures regarding

1:16:24

tribal sensitivity training and in inadvertent discoveries yes excuse me

1:16:31

point of order um the slides aren't being advanced in Zoom thank you

1:16:39

can we take a look at the Zoom Sam they weren't earlier and we corrected it

1:16:46

but it would be good to confirm okay yeah we'll we'll check thank you for

1:16:51

letting us know

1:17:15

bear with us while we can go ahead and close it and then technical difficulties

1:17:20

i'll go ahead and open it back up sam

1:18:14

I think Sam's going to come over here and take a quick look at your computer

1:18:30

okay are you showing it on your computer

1:19:14

so you're not sharing

1:19:26

all right just uh we're going to put a camera on the screen as we

1:19:32

couldn't get it get the screen shared on the computer

1:19:38

so whoever noticed that glitch um I guess comment and see if you get if you

1:19:43

guys can see the uh the new camera that we have set up pointing at the

1:19:50

monitor all right uh staff if you guys want to continue

1:19:57

yes commercial

1:20:04

all right it appears that we have some more technical difficulties we'll take a five minute break uh we'll be back at

1:20:11

this 10:22

1:20:26

fortunately I don't have to try to figure this

1:20:33

out organic right

1:20:39

the pears organic for a long time

1:20:46

no Danny's been Danny

1:20:51

i know he's been organic

1:24:47

check check all right welcome back everyone we will continue with our meeting where we left off uh before we

1:24:54

had some technical difficulties but it looks like everything should be up and running so staff

1:25:02

Yeah thank you commissioner um to

1:25:08

proceed the projected water use for the cultivation operation is 11.2 acre feet

1:25:15

annually or 3 million 650,000 gallons per year

1:25:23

a drought management plan is included with the hydrology report in attachment five to staff's report

1:25:30

outlining water conservation methods during a declared drought

1:25:41

emergency the project property is accessible via High Valley Road a

1:25:46

countymaintained road approximately 0.42 miles of High Valley Road extends into

1:25:53

federal lands the applicant Kurt Barthell has signed an indemnification

1:26:00

agreement for transportation of commercial cannabis across federal

1:26:11

land following the Mendescino complex fire a grading permit was submitted for

1:26:18

clearing and maintenance of the existing fire break along with improvements to

1:26:24

access road to the access road to meet public resource code 4290 and 4291

1:26:33

standards the grading permit

1:26:39

GR22-12 was issued and the inspection confirmed that the grading was conducted

1:26:46

in compliance with the grading

1:26:58

ordinance within one mile of the proposed project there are zero pending

1:27:05

projects within three miles of the project there are two pending projects

1:27:11

and two approved projects

1:27:20

staff would like to recommend the adoption of mitigated negative declaration initial study

1:27:29

IS2329 for use permit

1:27:34

PL-25-68 with findings found in the staff report staff would also like to recommend the

1:27:41

approval of use permit PL-25-68 for

1:27:48

UP2309 with the proposed conditions of approval and with the findings found in

1:27:54

the staff report and that is the end of my

1:28:01

presentation thank you thank you

1:28:06

um are there any questions uh for the staff report

1:28:13

um I I one I don't know if this is the right time but you um at one point you

1:28:18

mentioned that there were um existing already existing eight uh water tanks

1:28:26

4500 gallons each and then a proposal of 26 more is that is that

1:28:37

I thought I turned it on sorry turned it off um so are they are these 34 tanks that

1:28:44

that is that the the total or is it just 26 or is it the cumulative how many how

1:28:51

many are there going to be corrected yeah there will be um an accumulation of the water necessary to support the

1:28:57

project um and so that would be the total number so it be 36 being 36

1:29:03

approximately yes just want clarification on that thank you that's what I need for now

1:29:08

thanks yes any more questions

1:29:17

yes um and can we come back and ask staff questions after as well okay so uh so I

1:29:26

do have a question

1:29:36

um I was missing some information on looking at the at page

1:29:44

one of I'm

1:29:51

sorry page one of the property or the project plan

1:30:00

the property management plan maybe yeah the property management plan thank you on page one of course after the table of

1:30:07

contents 2.0 property location and project description the second

1:30:16

paragraph seems to be missing information about the Schindler

1:30:24

Creek and so I guess I'm wondering if staff can speak a little bit more to

1:30:29

that and perhaps if you have a moment to look at that what's missing because the

1:30:35

paragraph starts with sea level period there are multiple class 2 water courses

1:30:47

yeah the property management plan was prepared by the applicant um this section is an overview of the project

1:30:55

site description um it looks like maybe there was an incomplete sentence there

1:31:00

um so the paragraph would start at the there are multiple class 3 water courses and we could also have um maybe the

1:31:07

applicant or their consultant speak to that more okay fabulous thank you that's all I have for now

1:31:17

um seeing as there are no more questions um would the applicants like to

1:31:30

speak and if you guys could have one representative um give a a speech and then if there's

1:31:38

any questions then you guys can be called um I have um so I can read the

1:31:44

applicant statement then because I was gonna have the applicant read a statement he can also do that during public comment it's less than three

1:31:50

minutes yeah he can and then I have my colleague here who were but were the North Point are the a my name's Angie D

1:31:56

i'm with North Point my colleague here were the agents he's going to speak to the to High Valley Road it's more of his

1:32:02

expertise than mine so he's prepared for that okay you can proceed but I will be doing most of the talking

1:32:09

and hopefully not too fast um just a couple of Oh good morning

1:32:15

thank you commission i want to say thank you to staff they've worked really hard on this project it's been a c a few

1:32:20

years coming and we've worked um together to develop a project that meets

1:32:26

all the requirements um I just wanted to make a couple of

1:32:31

clarifications um for that line in the property management plan I was just looking at it and what looks like

1:32:38

happened is you have the line got moved so you have in the first or second

1:32:44

sentence it says elevations ranging from 1850 to 2730 above mean poverty flats looks like

1:32:53

the line just got relocated somehow mhm so it should have the sea level should have been up in that i don't know what

1:32:59

happened it just got missed sorry about that another clarification processing will not be

1:33:06

trimming it's just curing and drying on site um even though the minimum fire

1:33:13

requirement is 12,500 to meet the fire the rural fire requirements um they are

1:33:20

proposing 15,000 um I also wanted to point out that SQA public comment was also um January 9th

1:33:28

to February 7th of this year um and I also wanted to point out that there will

1:33:33

be zero trees removed on this project and that the applicants just planted 75

1:33:38

trees there's the property still recovering from the fire a few years ago

1:33:44

oops I just closed I just closed my word document give me a sec

1:34:04

and then I have I'm skimming through notes because I have clarifications i'm trying not to repeat what Max has

1:34:10

already said i just had some stuff in here just in case um I want to point something out about the cultivation

1:34:15

areas that are identified the application is for 5.69 69 acres of cultivation area and that same amount of

1:34:22

canopy um those cultivation areas were identified by the applicant they've

1:34:27

owned the property for over 50 years and they identified the the most appropriate

1:34:33

sites based on slope and minimal vegetation removal the growing 5.69

1:34:39

acres of canopy in 5.69 acres is pretty much impossible it's likely going to be

1:34:44

more like four acres you usually 70 see 70% with um aisle space we just

1:34:51

wanted to be have the applicant to have flexibility with amount and see what they can actually fit in the space that

1:34:56

they have but our analyses are based on that higher amount because I like to be conservative to make sure things work

1:35:01

for conservative high numbers um in terms of um coordination

1:35:07

with the tribe the applicants did meet with and coordinate with Clifford Moda

1:35:13

he's the tribal um preservation liaison for the Elum hopefully I pronounced that

1:35:19

right Indian colony um they're conditioned sorry I'm shaking they're conditioned to have a cultural

1:35:27

sensitivity training and so they've reached out to Clifford and he's agreed

1:35:32

to provide them with that cultural resource training on site before any ground move um moving activities so I

1:35:38

just and their applicants amendable to doing that and there were comments on the

1:35:45

project that came in in the last um few days this project has been pretty um thoroughly analyzed there's been a lot

1:35:51

of time spent invested in this project a detailed h I should probably give a

1:35:58

little bit background on myself i prepared the hydrarology report um I have um over 30 years experience in

1:36:05

water resources engineering i have a PhD in water resources engineering with an emphasis on surface and groundwater

1:36:12

modeling and I've been practicing and teaching for over 30 years in this

1:36:19

field and I and you'll probably see some of my reports from North Point over time and they've I've kind of added to them

1:36:25

over time as I've heard your comments i try to address those um preemptively in my hydrarology reports um but in this

1:36:32

case the demand estimate is very conservative it's based on a 180day

1:36:38

cultivation season we're seeing more in Lake County for outdoor about 120 to 150

1:36:43

and then it's based on the whole 5.69 acres and then my demand estimates aren't based on a per plant estimate

1:36:50

it's based on a square foot of canopy estimate to avoid that conversation about how many plants per acre and then

1:36:58

usually in you know more temperate climates like Humble County you see about 10 gallons per square foot per

1:37:04

plant in Lake County I'm usually about 14 to 15 so it's not as temperate as

1:37:10

Humble County is square foot is that per day um per day yeah yeah over the

1:37:17

cultivation season i've spoken with um cultivators in Lake County and it's

1:37:22

within the range that they're seeing when they monitor their own crops so I feel pretty confident with the demand

1:37:28

numbers um and with that um the other thing I've done is estimated um recharge

1:37:35

based on there's this project well and then the nearby well with the nearby cannabis project they're both in about

1:37:41

based on topography and their screened elevations are screened in the same a similar interval and that's how I

1:37:47

determine the recharge area um so using both projects a conservative estimate of

1:37:54

water for both projects and estimating recharge using the driest year on record

1:38:00

the recharge is about 31 acre feet per year and the demand of these two projects is about 16 acre feet per year

1:38:07

so there's appears to be sufficient recharge

1:38:20

the other thing I did which isn't in the report which I've included in my reports after this one this one was done in 2023

1:38:26

is I tried to estimate the radius of influence the radius of influence is the distance from the well where the draw

1:38:32

down is negligible so for this well it's about 350 ft the closest well which is

1:38:37

over at High Valley Oaks the adjacent um ranch our cannabis project is 2,500 ft

1:38:44

away i also interviewed the owner operator of High

1:38:52

Valley Oaks um they've been irrigating a similar size cannabis project for 5 years now and have had um sufficient

1:38:59

water the entire time um it's pretty robust and my interviews basically

1:39:05

confirm the conclusions in my hydrarology report

1:39:10

um so basically since there's sufficient groundwater supply to meet the annual

1:39:15

recharge um to meet the project's demand during dry years and average and dry years the project is situated in an area

1:39:23

of extremely low population and well densities um there's little impact to surrounding

1:39:28

wells and with the implementation of water monitoring reporting and con

1:39:33

conservation measures and drought management practices I was able to conclude that the project would not have

1:39:39

a cumulative impact on the surrounding area and the monitoring and reporting is

1:39:44

a condition of approval so it's a requirement of the

1:39:49

project there were comments regarding water quality um the project was designed to meet all

1:39:57

the local and state requirements for setbacks from streams the state requires 50 from a class 3 this is designed 100

1:40:05

ft from a class 3 in addition this project must comply with the waterboard's cannabis general permit

1:40:12

general order holding the design and operation subject to water quality protection requirements which includes

1:40:17

in annual inspections and reporting um there is a covert on site it's an

1:40:22

existing covert that's been there for a while um state licenses licensing requires coordination and approval by

1:40:29

the Department of Fish and Wildlife to get a lake and stream bed alteration agreement for any items that CDFW

1:40:36

Department of Fish and Wildlife deems jurisdictional so that we are in the

1:40:41

process of that but we won't finalize that until project approval

1:40:47

in addition the applicant proposes um organic farming practices and then I'll also let the

1:40:54

applicant speak to themselves on how they operate their property

1:40:59

um I also wanted to point out that CDFW and the regional water water quality

1:41:04

control board provided online comments to the SQA document and the project is adhering to those

1:41:12

comments okay I'm calming down there were comments regarding traffic um cumulative impacts and traffic safety i

1:41:20

know there's that hairpin kind of turn on High Valley Road that poses challenges for that road um I just

1:41:26

wanted to talk about amounts of traffic and then my colleague will actually talk about the road itself um the main

1:41:34

employees for the project are really the property owners and applicants who already use the road um they expect

1:41:41

three to seven seasonal helpers likely at the lower end but we included the upper end to be conservative so this

1:41:48

would result in a traffic increase of about six to 14 trips per day at the higher end of the season as for

1:41:55

cumulative impacts you know I want to point out that both Brassfield and Monte Cristo have been in operation for over

1:42:02

20 years um High Valley Oak Project i interviewed the county and and the owner

1:42:08

and they are very efficient i was surprised it's it's awesome they have

1:42:14

two regular employees and one or two seasonal employees so their impact to the road is very minimal um this this

1:42:20

project that we're talking about today combined with that project um is a small fraction of the existing and each of

1:42:27

those projects contribute I would say traffic at the same scale or is consistent with activities that are

1:42:34

principally permitted on these parcels and activities include a single family home an accessory dwelling unit

1:42:41

agricultural activities farm housing so it's a similar generation of traffic that would occur on other activities

1:42:47

that don't require fair use permit um two projects are in the I say

1:42:54

in the hopper um Hypnotic I think it's Hypnotic

1:42:59

Farms and Lemongr if approved based on the information they provided the those

1:43:04

projects provided the county there would be additional five regular employees and these I think these two projects are are

1:43:12

beyond this project further down High Valley Road and up to 25 seasonal

1:43:18

employees so cumul so cumulatively if you double all those I would say it's

1:43:23

about all projects combined the cannabis projects that I just mentioned are about would be about a 100 trips per day only

1:43:30

during the peak season and then there was um comment

1:43:36

about traffic incidents um on High Valley Road um one of the commenters I

1:43:43

don't know where the data came from but they're using it so I just used it reviewed it just to see what was going on prior to 2021 per that information um

1:43:52

from 2014 to 2020 there were one to the number of crashes range from one to five

1:43:58

with the highest five being in 2019 there are no details on what type of crashes it just says crashes um and then

1:44:05

and then after that I'm reading this in 2021 there were

1:44:12

three crashes in 2022 there were two in 23 there was a bump up in four and then

1:44:17

back and then to 2024 there were two and in 2025 we've had one so far so I don't

1:44:23

see an appreciable increase in um crashes on High Valley Road there are comments about semi-truckss this project

1:44:30

doesn't propose to use any semi-truckss that would get stuck on that hairpin lane that don't read the sign that say

1:44:35

you're limited you shouldn't drive down this road if your axles are your trucks a certain length but this project

1:44:41

doesn't propose um using any semi-truckss just your typical trucks or possibly a box truck or a truck with a

1:44:48

trailer so the other um thing I wanted to point out although the project would

1:44:55

contribute a small fraction of overall daily trips the applicants are willing to implement a ride share program um for

1:45:02

peak season employees if that is deemed appropriate for this project and so now

1:45:07

I'd like to um give my colleague a chance to talk about the road thank you

1:45:12

and then we're here for any questions um and we'd like to have the ability to answer questions at the end if possible

1:45:23

good morning commissioners and staff through the commission um my name is Praj White and I'm a civil engineer i've

1:45:30

been practicing for over 25 years i worked at CALR for a while and uh have

1:45:35

been involved in transportation projects and assessment throughout my career um I

1:45:41

wanted to touch base regarding roadway capacity and particularly in rural two-lane road areas um basically ASHTTO

1:45:50

or American so assoc American association of state highway transportation officials and CALR

1:45:57

highway capacity manual are the guiding documents for assessing railroad

1:46:02

capacity um these guidelines um

1:46:08

basically are used to help establish um the optimum point for free flow traffic

1:46:15

and safety and generally these documents refer to a level of service and level of

1:46:22

service is a metric that's measured between A and F and level of service A

1:46:28

is where you have basically less than 30% of the time you're following a vehicle and it's very uh what would I

1:46:36

you you're barely using the capacity of the road and it feels like a very rural road level of capacity C um you know we

1:46:45

is the target for most jurisdictions for capacity on a road and level of service

1:46:51

C is where you still have good free flowing traffic there's very little delay and it's at optimum point of

1:46:58

safety versus expense of working on a roadway and most public works

1:47:03

departments and CALR uh have to justify improvements to

1:47:08

roadways or we'd be improving roads and little rural roads all over the state and it would just be incredibly

1:47:15

expensive and it will never happen so our guidance documents give us

1:47:20

thresholds they call them warrants you have to exceed certain traffic incidents or certain traffic capacities or delay

1:47:28

to warrant improvements and just to give us kind of a good sense first level of service A free flow level of service C

1:47:35

is that optimum balance of traffic flow and safety um these numbers I'm going to talk a

1:47:43

couple of numbers and they're in general so bear with me for a second while I run through it but in general a two-lane

1:47:50

road um has a capacity to pass 2800 to 3,200

1:47:55

vehicles per hour and that is a level of service C so we're talking 3,000 cars

1:48:02

per hour is a capacity of a road where safety and free flow are

1:48:09

considered on a two-lane road now that's really a generalization level of service A on a roadway is usually about 30% of

1:48:18

that level of service capacity C so we would be talking about a thousand trips

1:48:23

per hour is a level of service A which means it's free flow it feels like a

1:48:30

rural road um and it feels low density on that road if we just for this

1:48:36

conversation purpose say that a rural road that's barely being used and feels like it's safe and free flow traffic

1:48:44

let's pull a number 250 cars per hour i'm just using that number to say I

1:48:50

mentioned a couple thousand a thousand but just using 250 to balance things out

1:48:55

um peak hour traffic is usually around 10% of excuse me uh when you look at

1:49:05

mixing up the moment so 250 cars per hour that would still be level of service A barely touching the capacity

1:49:12

of the road um if we had 250 cars per hour that usually represents 10% of the

1:49:18

daily traffic so again just going backwards that would put us back to 2,000 cars a day on the road um it was

1:49:26

reported somewhere in the comments that this road recently is seeing up to 400

1:49:31

vehicles per day and if we think of the peak hour traffic it's onetenth of that

1:49:36

so it'd be 40 cars per hour is what this road has been seeing and Miss Dodd went

1:49:42

through and did a decent summary of all the other projects associated with cannabis and coming that could

1:49:48

potentially add a 100 trips per day or maybe 10 trips per hour at the peak hour

1:49:56

so what I'm saying is 25 cars per hour 10 new cars per hour we're 35 and

1:50:04

we're talking about a roadway that has a real clear capacity of a thousand cars

1:50:10

an hour an hour so round it up 50 out of a thousand we're talking 2% of the

1:50:17

roadway capacity and so when it comes to trying to do trigger a warrant or look

1:50:22

at anything we really have no significant impact to the roadway and today we're talking about a project that

1:50:29

has maybe 14 trips per day which is going to add maybe two trips per peak

1:50:34

hour and is just very insignificant to the road there's no significant impact

1:50:39

there um I also wanted to just identify that

1:50:45

as you go out this roadway and I'm we're uh High Valley Oaks when we come off of

1:50:51

20 and you go through a couple turns very quickly this road becomes a very low volume road and under guidance from

1:50:58

Ashtto and Caltrans there's a special document created for low volume rural

1:51:05

roads and generally a low volume rural road has traffic of less than 400 vehicles per day and so my guess is by

1:51:13

the time you get close to Brassfield the traffic is very very low

1:51:18

and when you have less than 400 vehicles per day then the guidance is less about the roadway and more about driver

1:51:25

awareness and opportunity to pull out of the way so just wanting to indicate that we're barely touching the threshold of

1:51:32

capacity and we're really talking about a very low volume rural road um and it's

1:51:38

hard to justify that there is a capacity issue um if you have any questions we'll

1:51:43

be here uh to respond as uh Miss Dodd mentioned that we'd like the opportunity to rebuttle after public comment and I

1:51:51

wanted to thank um through the chair to staff that I've watched how hard Angie

1:51:56

and team have worked the applicants have been agreeable to all of the requirements max and staff have really

1:52:03

held a hard standard and bring you today a very well thoughtout project addressing all the issues and concerns

1:52:10

thank you thank you

1:52:18

all right um are there any questions um

1:52:28

I have a question for the um regarding the property management plan so I

1:52:34

suspect this is for Miss Dodd um and then I have some other questions

1:52:40

for staff but I think they'll probably be answered in discussion um in the property management plan on page six

1:52:47

paragraph three of the introduction states that sub plans should be

1:52:53

amended basically whenever anything goes wrong um are we suggesting that if it

1:53:00

doesn't fit the plan we change we change the plan to allow the violation i mean is this I mean a property management

1:53:08

plan I expect it to like give guidance um um you're on par PDF page

1:53:15

Angie with North Point Consulting you're on what pdf page six or page six at the

1:53:21

bottom uh I'm reading the same thing you are um it's at the introduction so it there's

1:53:28

like it's at the top of the page yeah it's like the cover sheet it's it's on the on the document page six so it's you

1:53:34

know that there's the cover page and then there's under administrative controls

1:53:40

um let me see if I can find it um it's the property management plan right at

1:53:47

the very beginning you're talking about So there can you give me the section number like

1:53:54

3.7.1 or 3.7.2 no I'm just looking at my notes and I just said page six paragraph three of

1:54:01

the intro the introduction to the document oh so you are you are but PDF page six

1:54:07

it looks like yeah okay um it's just B my problem is it doesn't address

1:54:13

anything it doesn't say if something goes wrong if there's a violation it doesn't say what to do except to go back

1:54:19

and change the plan so this is a living so we call these living documents i'm try still trying to find you said it's

1:54:25

the third paragraph still trying to find where you're referring to okay it's in section one

1:54:32

okay on PDF page six I think where it says

1:54:38

relevant sub plan should also be amended whenever the goals of the plan are not met I believe that's maybe what yeah so

1:54:46

yeah because it's a living document so if something significantly changes in their activities they reduce cultivation

1:54:54

um cultivation type we just have it as a it's a property management plan for an aggra I know it's commercial cannabis

1:55:00

but it's an agricultural activity and things change over time as you learn

1:55:06

you do things differently so you know if anything significantly changes and

1:55:11

triggers a modification that was the point to this but again this is just a summary it's you know they do their

1:55:16

annual reports and what I would expect is during a county annual report and inspection if something has changed to

1:55:23

the point that the county would like the property ma sorry the property management plan modified that's kind of

1:55:30

what it's it's going towards is just to allow that there's possibility that this

1:55:35

could be modified if things change okay but it has to be within the permit that's approved and in concert with the

1:55:42

That's what I want to hear i just I feel obligated to call it out when it says if

1:55:47

there's a problem if there's a violation we just go change the plan i mean that's it's really they have to work within the

1:55:53

confines of the approved permit which is part this property management plan is part of so it would still have to be the

1:55:59

permit and then if it's something that if it's they want to change and it requires a modification to their permit that's a

1:56:05

different situation and it would require a modification to this but it would also require an application to the county to

1:56:12

get that approved before it starts yeah that makes sense yeah anything else um not concerning you

1:56:20

I don't think no okay thank you all right so we're going to go ahead and open public comment um whoever wishes to

1:56:28

speaking um come up to the podium uh well since you're part of the

1:56:33

applicant team um yeah I the owner okay okay I'm going to close public comment and uh I'll let you go okay great uh

1:56:40

state your first and last name and be sure to write Kurt Barel yeah and be sure to write your name in there for the

1:56:46

record as well there should be a no notebook

1:56:51

okay just state your first and last name for the record and we'll last name is Bartholo a R T H E L

1:57:01

okay do you want me to read the statement now

1:57:07

oh cool confusing no kidding okay um good

1:57:14

morning chair and commissioners it's great to be able to talk to you my name is Kurt Barthell um Poverty Flats is a

1:57:21

small familyowned and operated ranch owned by myself and I'm a retired deputy

1:57:26

labor commissioner my brother Bobby Barthell sort of known as Robert but

1:57:31

most people call him Bobby he's a retired city of Lakeport employee and my sister Janette Derry a retired high

1:57:39

school teacher in Seattle uh we have owned and maintained this working ranch since

1:57:45

1978 so we've been there for a long time uh my brother Bobby has been a longtime resident of Kelseyville where he raised

1:57:52

his two sons my wife and I also lived in Lake County for several years during that time I worked for the sheriff's

1:57:58

department and later the Lake County welfare department before eventually being taking a position with the

1:58:04

division of labor standards enforcement in San Jose um in that capacity I was

1:58:10

there for 32 years but the last 21 years were in Humboldt County as a deputy labor commissioner my family and I have

1:58:16

carefully maintained the property with a strong commitment to preserve the natural character of the valley

1:58:22

over time we've built positive and collaborative relationships relationships with our neighbors at the winery and further up the road as we

1:58:29

move forward with this project we are dedicated to the responsible land stewardship investing our own resources

1:58:36

to bring it to life we will make use of our existing well and excess roads both

1:58:41

of which are cons were constructed in compliance with CalFire standards to min

1:58:46

minimize our environment and impact we plan to power the site with solar energy

1:58:52

which will support the well pump and security lighting uh the solar panels will go in once we get an electrical and

1:58:58

the permit from the county to do that um they're all stored there over the next few years my family plan to take on a

1:59:04

majority of the work to establish an organic farm we are committed to proceeding only with the proper approvals in place including building

1:59:10

and breeding permits from the county permits from both fish and wildlife and waterboard there was a mention by

1:59:17

someone of a public in the public about law enforcement activity this past

1:59:22

winter unfortunately it was a drunk driver who appeared to attempt a road rally up High Valley Road and missed a

1:59:28

curve um and was launched over the edge the incident prompted responses from the

1:59:35

sheriff's department Highway Patrol Fire Department and ambulance to our knowledge this has been the only law enforcement act activity in the area

1:59:42

since our family acquired the property approval of this project will provide my family with a diverse source of income

1:59:50

considering we're all retired uh helping financially sustain and maintain our property and we sincerely thank you for

1:59:56

your time and consideration of the proposal and do you have any questions

2:00:03

no questions um I have a question okay um when you

2:00:09

talk about agriculture um what what exactly are we talking about when you

2:00:14

you said that it's been an agricultural use what agriculture we have we've been trying to plant trees up there to

2:00:21

mitigate the other fires and then we've been basically maintaining the road to keep it from washing away and then the

2:00:28

egg the egg part really has always been to this design but we've never been to

2:00:33

the point where we could set set up a project and have someone help us work through it um and we've been basically

2:00:39

keeping it cleaned up around the hunting cabin so that there would be no fire problems and clearing um not some of the

2:00:46

scrub on the hills hillsides and stuff to mitigate any fire coming in that way

2:00:51

um so my concern is about with the term agriculture and I noticed somewhere in

2:00:56

these documents it refers to a neighboring agricultural use uh I believe it's a neighbor to yourself is

2:01:04

we have one to the north okay okay well um northwest and then we've bordered down with Brassfield

2:01:11

okay and there's no one to the east to the west okay so are we talking about vineyards or Yeah brassfield Vineyard

2:01:18

okay is on our southern border okay and northwest is a cannabis grow okay okay

2:01:26

thank you i just have a question uh in the myriad of paper that we see received uh there

2:01:33

was a mention of hoop houses uh were you going it's mostly an outdoor um grow

2:01:40

there was a mention that there might be hoop houses that might come along um that was it would be way down the road before

2:01:48

we do anything like that if we have people coming up to help with the trimming or anything like that they will be housed down in uh Clear Lake Oaks at

2:01:56

a hotel and commute up together

2:02:01

so that's not part on the on the on the current property i'm gonna let her answer that

2:02:09

i'm about ready to So there's no trimming i just want to clarify that the permit does not include on-site trimming

2:02:14

um there are three green h four green houses proposed for nursery

2:02:23

and those would be would be required to get a building permit so those I expect

2:02:29

in a few years down the road that those would be installed through the lake so it's outdoor cultivation but Lake County

2:02:36

has provided cultivators with the opportunity to grow in eggexempt hoops

2:02:41

which you get an over-the-counter permit for eggexempt hoops and so in this

2:02:46

application we've pointed out that if they like cuz there's an expense to hoops and putting those up and taking

2:02:52

them down if they like they will take the opportunity if they can and can afford it to use the eggexempt hoop

2:02:59

ordinance if necessary could you speak to what that means egg exempt hoops

2:03:06

we did have an ordinance adopted regarding um u temporary hoop houses

2:03:12

specifically for cannabis cultivation uh which has been enacted and I think this is our second year now of issuing

2:03:19

those permits they are for 180 days so during the grow season um there's they

2:03:25

do get a temporary permit for the construction of those and then a

2:03:30

demolition permit is scheduled also to confirm the dismantling of those during

2:03:36

the off season so there it's a finite period of time that they're Exactly okay

2:03:41

thank you

2:03:46

are there any more questions before I open public comment um I have a question i was looking for

2:03:53

the exact location but I noted in in my notes under agency comments um I have

2:03:59

that CalFire uh stated that the road issues were not addressed and I think

2:04:04

that's the big discussion we need to have here at some point when it's when we're ready to do that

2:04:11

um my my only other question for the applicant is I'd like to have a very

2:04:19

precise idea what I don't know if I can ask this question but what size of

2:04:25

trucks will you be needing uh is is that a question I can ask is that is that

2:04:32

within our jurisdiction that would be with included within the project description okay

2:04:37

uh I believe that that um Miss Dod or has already addressed that that uh cars

2:04:44

in a vague way possibly with a trailer yeah um I'm I think you use the term box

2:04:50

truck can we have a tighter definition of that so that's like a U-Haul just a simple U-Haul how long

2:04:57

28 ft okay thank you i I think this is going to feed into a bigger discussion about the roads because most of the

2:05:03

comments we've received were about the roads okay yeah and a quick quick question um did you say that there were

2:05:09

not any signs currently on the road prohibiting uh there is as you granted I was looking

2:05:17

at Google Earth and the road view on Google Earth i'm not sure what date that was but as you just enter High Valley

2:05:23

Road but right at the school it's not a big sign but there is a sign that says

2:05:28

and it's not you shall not it's we suggest you don't right so it's not a I think a Yeah but that's the sign that's

2:05:35

there thank you i have one more question uh when you say

2:05:42

that uh earlier that um got a federal lands uh with a a variance or you signed

2:05:49

a they signed a it's called an indemnification agreement i'll let Max speak to that yeah what

2:05:55

does that mean

2:06:06

we're talking about the cannabis being transported over federal properties yeah um

2:06:16

so cannabis is still illegal all the way everywhere in California um in the sense

2:06:22

that uh it is still federally illegal so federal agents no matter where you are in California can enforce federal law so

2:06:30

uh there is no distinction in that regard between federal lands and California lands so it doesn't matter if

2:06:38

um you are transporting over federal lands or through California uh uh jurisdiction the uh federal law still

2:06:45

applies so um this uh indemnity is in response to concerns that have come up

2:06:52

in the past uh regarding properties where um the only access to that

2:06:58

particular use is through federal lands and it effectively makes every party

2:07:06

involved aware that um that that is a risk and it remains a risk and uh um

2:07:12

provides for indemnity in relation to that risk if that answers the question um

2:07:22

so it just gives permission for them to transport uh product across federal lands no it

2:07:29

doesn't give permission what it does is it recognizes that um it it allows for a recognition that the the applicant is

2:07:36

aware that regardless of this particular use that California allows for local

2:07:41

municipalities to adopt and create regulations related to this use and allow for this use under state law uh it

2:07:49

is still no matter what um a crime under federal law and the county is not is not

2:07:56

waving those obligations the county is not alleviating those obligations the county cannot um uh make that go away so

2:08:05

we are not seeing that indemnification document i'd just like to know who's being indemnified is it

2:08:11

the county that's being protected or is it the actual driver or was it not included i didn't see it

2:08:20

are we speaking of the indemnity that's attached or the general indemnity uh related to the

2:08:26

application we're talking about the one regarding uh federal lands

2:08:32

my understanding was the transportation over the BLM properties that the road go High Valley Road goes through BLM land

2:08:39

if I remember correctly the language was that the county would be indemnified by the applicant should um their actions

2:08:46

as resulting from the approval or any county action relating to approval of

2:08:52

this application um that the applicant and then that were that to create some kind of uh of liability that the the

2:09:00

applicant would indemnify the county for that but this allows for the applicant

2:09:08

to drive his product across federal lands i didn't it

2:09:15

just made reference to it that's why I'm asking how it works no we cannot allow we cannot give permission for that that

2:09:21

is by definition a federally a federal crime so the county cannot wave that the

2:09:27

county can only do what the county has authority to do which in this case is approve use on a particular piece of

2:09:33

property and um if and we do allow for the cannabis use on certain zoned

2:09:41

property and um the only decision the county can make in those circumstances is whether or not under county ordinance

2:09:48

and state law that use is permissible and um and that is the only decision

2:09:54

we're making here we are not uh your your commission and the board do not have authority to give permission uh to

2:10:01

engage in in criminal activities as defined by the federal rules um anywhere

2:10:07

so um those engaged in cannabis activity do in fact uh take on that that risk uh

2:10:14

anywhere in California that that a federal agency may enforce

2:10:19

uh enforce federal laws as to that activity and we cannot

2:10:25

change that the county cannot change that

2:10:34

okay so effectively that's what uh so they so they so they they have this operation and so do they get you know

2:10:42

are they subject to trouble every time that they try to drive out is I mean is

2:10:48

that how that works i mean I think this is a bigger issue i mean there's a lot of interstate roads throughout

2:10:54

California okay so maybe we don't have maybe this is not part of our decision-making but I just thought well

2:11:00

that's interesting they're growing up there but they can't drive that out because they get in trouble i just anyway there's a risk of getting in

2:11:06

trouble um it really just depends on the federal agency responsible for policing

2:11:13

those those lands that are federal um and whether or not they do in fact

2:11:18

aggressively engage in um enforcement of that those particular rules and uh the

2:11:24

county doesn't make those decisions uh the agency themselves that particular agency itself does um the county can't

2:11:31

have an doesn't have an impact on that and just by issuing a permit here we don't change those okay yeah so this

2:11:38

this use permit won't won't be a defense if a say for example BLM enforcement

2:11:46

agents decide to say decide to start enforcing those rules um this permit

2:11:51

does not give permission to take engage in those activities and does not provide a defense okay so so we have not said

2:11:58

not a problem go ahead had we get in trouble right exactly everybody's in

2:12:04

trouble okay thank you all right um I'm going to go ahead and

2:12:10

open public input um each member of the public that wishes to speak and come forward to the podium uh is there a

2:12:17

paper up there i just put it okay uh please state your first and last name and write your name in there for the record and you have three minutes

2:12:29

good morning my name is Maria Khan i'm a resident in High Valley and subject to

2:12:35

everything that comes along with the cannabis grows that you're putting up there uh I have

2:12:41

several issues that I am going to bring up

2:12:46

uh cumulative unresolved safety environmental and procedural issues for

2:12:51

these that these this project raises and and the can all the cannabis projects so

2:12:57

for the past four years we have consistently raised the following hazards relating to High Valley Road

2:13:03

excessive vehicle speeds oversized trucks overtaking narrow lanes trucks

2:13:08

frequently stuck at horseshoe bend road width non-compliant with uh California

2:13:13

Fire Safety Code numerous blind curves increased cumulative traffic from

2:13:18

multiple commercial operations inadequate safety signage speed limits

2:13:23

flood zones wildlife etc uh escalating congestion posing serious

2:13:29

evacuation risks during emergencies absence of street lighting

2:13:35

no road edge or white markings no white lines on the roads no

2:13:41

um pedestrian sidewalks no shoulders no turnouts uh the road also is um three

2:13:50

and a half miles in length up to Brassfield's last entrance and beyond

2:13:56

that it is an undeveloped gravel no lines no barriers uh road that travels

2:14:03

up the ridge into the forest it's dirt um dusty potholes ruts it's it's very

2:14:12

difficult to traverse this and I know that Chavez Commissioner Chavez has driven up there and he knows what he has

2:14:19

seen um we've discussed this in past past hearings so also

2:14:26

um there is high foot traffic and vehicle traffic around East Lake School

2:14:31

which all traffic coming into the valley passes right by the school and poses a

2:14:36

threat to those people that attend the school and and to and from on a daily basis twice a day when they come to pick

2:14:44

up and drop off the cannabis operations generally will operate seven days a week

2:14:49

from 6:00 am to 8:00 pm and any sort of

2:14:54

quiet idyllic country life that we have had has now been interrupted by hundreds of

2:15:00

cars coming in and out of our little valley uh on a daily basis and Sundays are not excluded i've been working on a

2:15:07

traffic study which uh I'm not a traffic engineer i simply put a camera down on

2:15:12

the road and I'm doing a manual tally of cars in and cars out based on the

2:15:18

pictures that I am collecting um in the past I'm not done with my tally it's not

2:15:24

prettied up to give to you but I am working on it and I will be presenting it to either you or the board of

2:15:30

supervisors oh shoot i had so much more um okay so I'm concerned about water

2:15:37

obviously my well went dry fire risk because there's no very little information about the solar panels and

2:15:44

that they're going to put there's very little information on that uh the grading permits show that this property

2:15:52

is more than 30% based on the review for sufficiency document um and there was

2:16:00

trenching that was supposedly uh okay when they did the grading inspection which was supposed to

2:16:06

be for fire suppression but incidentally follows all the lines of their cultivation fields so um I'm also

2:16:13

concerned about dogs are they going to have dogs for on the property we've seen cannabis grows that have animals and

2:16:21

somebody needs to be taking care of those uh will there be armed people on

2:16:26

the property are we going to have firearms this is uh and it also will it

2:16:32

be patrolled fenced and patrolled because this is a scheduled drug that they're growing

2:16:39

um because I ran out of my time I think I need to wrap it up i understand but we have lots of issues um with problems one

2:16:47

other point I want to make is the the traffic stuff that we're getting it's in multiple places with the CHP different

2:16:54

databases different sites i've been trying to accumulate there's no one place that

2:17:00

you're going to get cumulative information about it and so we are gathering those documents to present uh

2:17:06

a case about the excessive amounts over 150 to 200 vehicles a day are already

2:17:12

traveling up and down in and out of our valley based on two wineries and uh a

2:17:17

couple of approved grows already so it's just it's just increasing and there just seems to be no

2:17:24

um no cap and so I walk every day i'm constantly standing on the side of the

2:17:31

road to corral my dogs as traffic goes by both directions there's nowhere to

2:17:36

step off i'm basically on a on a road with no no lines no no solid sidewalks

2:17:42

no shoulders so I know I went over my time i thank you very much i just hope

2:17:47

you consider um denying these projects we've already got enough going on in this valley with the brass field

2:17:54

expanding so um it's only going to get worse from here thank you so much

2:17:59

thank you for your comment say your first and last name for the record and when you get a chance to

2:18:05

write it in the notepad provided please don't start me till I finish writing

2:18:15

um good morning yeah still morning good morning uh commissioners Chair Chavez uh

2:18:21

I apologize for uh information not getting to you u thankfully um you

2:18:28

should have hard copies of there and one of those is a um uh please consider it a

2:18:33

keepsake it's the actual title 14 regulations for road safety that um it

2:18:38

would be nice for you to refer to uh there was um and I'm going to talk mostly about not so much roads and how

2:18:45

many cars drive on it and things like that this is uh the same thing I talked about before in a different hearing it's

2:18:52

the fire safety regulations not being followed um High Valley Road is um it's

2:18:58

you know there's no dispute that that road is the major road for ingress and egress for this project and several

2:19:05

others and it has to follow the um the title 14 state requirements for safety

2:19:12

and and it does not um the one thing that is maybe a little bit more um interesting than the last time I was

2:19:18

here is that that portion of Highland Valley Road near Poverty Flats is considered a strategic uh ridge

2:19:27

line and that provides particular interest for fire safety the High Valley

2:19:34

Road is probably the most famous and most infamous county road that we have

2:19:41

because on the famous side that's where we we fought the fire you know that's

2:19:46

that's where the line was drawn and it kept it out of that valley and it's not the first time and it won't be the last

2:19:52

time the uh Lake County uh community wildfire protection plan has that road

2:19:58

as at the time as an undeveloped uh fire protection ridge line strategic

2:20:03

ridge line and uh SQA requires that that be taken into

2:20:09

consideration um the um that's the good side that's the

2:20:16

that's the notable the notorious side is the number of accidents that happen on the southern side the entrance at Cal at

2:20:24

Cal State Highway 20 to High Valley Farms is particularly dangerous probably

2:20:29

has more accidents than most county roads ever have the data that has been submitted to you has come from the CHP

2:20:36

logs there's also sheriff logs that are also being compiled for accidents this year alone we've had four accidents in

2:20:44

the year just started and one of those has been a fatality the main concern as

2:20:50

it pertains to fire safety is the road blockage that hairpin turn is um 25 feet

2:20:58

in diameter and Calire radius requirements require them to be no more

2:21:05

or no less than 50 feet it's actually geometrically impossible for a large truck to get around that corner without

2:21:13

um blocking without going outside it lane and blocking other traffic which happens all the time um the road's grade

2:21:21

is over 16% in most in many cases it's over 20% um would do you mind yielding

2:21:28

time my Margot would if we'll give you two more minutes okay I'll take it yeah

2:21:33

okay when someone uh passes their time I'll allow another two minutes i appreciate it um so you have that issue

2:21:39

uh the grade is uh exceeds the the the grade requirement which you should

2:21:44

see in the um in the document I provided of 16% it indicates it's over 30% um and

2:21:53

it in several areas for extending for almost a quarter mile it does not meet

2:21:58

the CalFire requirements for road width uh particularly near the school it's um

2:22:04

less it's around 15 16 feet we measured it about a week ago um for about two

2:22:09

miles and we provided that information and it's does not meet the width

2:22:15

requirement and that's why there are so many accidents there blocking traffic um

2:22:20

and it is the it is the evacuation route and because it is an evacuation route it

2:22:25

doesn't automatically mean that it's safe it just means that's the only way in and out um it is a deadend road even

2:22:32

though it goes to Bartlett Springs um in Lucern uh the Forest Service closes the

2:22:39

road during emergencies so it is effectively a dead-end road and it exceeds the mile limit for dead-end

2:22:45

roads um on the uh site near Poverty Flats the uh ridge line that they built

2:22:53

on exceeds grades of 50% on either side which um exacerbates the fire and that

2:23:01

that should have been addressed and it was not addressed uh in the documentation it just basically says

2:23:08

they have a defensible space and they have uh 4290 compliant roads on their property and as we've discussed in the

2:23:15

past as you can see in the documentation that is not sufficient you've driven the

2:23:21

road um and then finally uh during the sour uh high valley road project uh Mr

2:23:29

deleó came in and acknowledged that the road needs to be mitigated last year Vance Ricks from uh DWP also

2:23:38

acknowledged that the road is dangerous and has to be mitigated but it hasn't been mitigated

2:23:44

you can't have a negative declaration that is the uh two minutes if you would like to just wrap it up yeah this is the

2:23:50

last last couple sentences you can't say that it's been you can't have a a

2:23:56

mitigated nev declaration when you've already acknowledged that it has to be mitigated

2:24:02

and it still has yet to be mitigated so that's um that that won't survive a

2:24:08

secret challenge thank you thank you for your comment um do we

2:24:13

have any hands in the Zoom room yes Mr chair we have um Holly Harris all right

2:24:18

we have one Zoom room hand less

2:24:25

all right i heard the last name Harris first um we'll take that speaker first

2:24:30

and for the record uh say your first and last name and we will give you three minutes

2:24:38

okay actually my name is Chuck Lamb i am the husband of Holly

2:24:43

Harris and um I live in Clear Lake Oaks a number of questions were brought up

2:24:51

about the federal law of transporting cannabis i just wanted to go a little

2:24:58

bit further on that in your packet under agency comments page one of

2:25:03

21 is a BLM letter warning the county of

2:25:09

the federal law that makes it illegal to transport cannabis on federal lands and

2:25:15

has identified poverty flats as a project that conflicts with the

2:25:23

law further in the staff report page six of

2:25:28

21 under the heading of federal lands crossing is a paragraph acknowledging

2:25:35

the risks and mentions assigned indemnification agreement with the applicant

2:25:42

interestingly I could not find a copy of the signed wave waiver in the packet as an extremely important

2:25:49

document for planning commission and or the board to consider with new commissioners seated

2:25:57

it would seem prudent to include the waiver for their

2:26:02

review on the indemnity agreement the signed waiver absolves the county of any

2:26:09

and all liability should the federal government decide to take action by

2:26:15

enforcing the law on the applicant however the county knowing

2:26:21

that poverty flats cannot operate without breaking federal law will be

2:26:26

receiving property and sales tax from an operation that is operating

2:26:33

illegally in my opinion those funds are what we call dirty

2:26:40

money further the signed agreement specifically states that the applicant

2:26:47

understands that transporting cannabis on federal lands is illegal and

2:26:53

violators could face federal criminal action

2:26:59

also it does not protect the applicant employees the public and or

2:27:06

thirdparty transporters from federal enforcement a forthcoming new cannabis ordinance if

2:27:15

adopted is recommending allowing retail sales and consumption lounges to to

2:27:21

permits which unknowingly exposes the public to federal punishment should they leave the

2:27:28

premises with cannabis the public would be at high risk without knowing it

2:27:35

the contention that the feds are not enforcing the law is not relevant as

2:27:41

they could at any time regarding u the board approval I

2:27:48

have a question and that question is is the indemnification document legal and

2:27:55

binding i shared the document to a supervisor who was a member of the board

2:28:01

at the time the document was authored who knew nothing about the waiver that

2:28:06

is the three minute timer astonished sir if you would like to just wrap up your comment and finish your question okay um

2:28:14

yeah the I don't believe that it actually has

2:28:19

been approved by the board of supervisors uh and if not something of this enormity

2:28:26

and risk in my opinion should and finally in

2:28:32

summary does Lake County want to send a message to the world that we approve

2:28:38

projects knowing that the applicant will be breaking the law thank you

2:28:46

thank you for your comment um there was a question associated with that comment

2:28:51

um what council or uh director would you guys like to the rhetorical question at

2:28:56

the end or was it uh the right the question before that one about the indemnification agreement oh we do have

2:29:03

that ready for the applicant to sign it will be part of the final permit

2:29:09

all right thank you um I'd be happy to read it to you if you have further

2:29:14

questions about it i think it was developed through uh conferring with

2:29:20

county council okay thank you yeah there's further questions about the indemnification we can save them until

2:29:25

the end before as well as typically we do not run indemnifications past the board of supervisors for their approval

2:29:31

that's more of a legal document um that we have a standard one that's part of all of our applications but we've never

2:29:38

taken that to the board for their approval since the board is more of a policy maker rather than a legal body um

2:29:45

that approves agreements just sorry ju just a question are there

2:29:53

are there other projects in the county for which there's an indemn

2:29:59

indemnification agreement all of our use permits well actually all of our planning permits

2:30:06

include a standard indemnification agreement with the county this is the only one that's particular to cannabis

2:30:13

um and specific to understanding the crossing of federal lands so so this is

2:30:18

the only one that the first Oh no we have others in place yeah uh it's it we

2:30:25

use it where appropriate where a certain project would be crossing through uh BLM

2:30:30

or a federal lands right but is this the first cannabis one no oh it's not okay

2:30:35

thank you all right uh I'm going to take up some more Zoom hands before I bring it back to the chambers that's all right

2:30:42

um all right speaker Randy uh state your first and last name for the record and

2:30:48

you'll have three minutes

2:30:56

sorry I I I I have to unmute myself here uh good morning uh commission uh my

2:31:03

name is Randy Wilk and I'm a resident of High Valley Road area and a

2:31:09

representative of the Clear Lake Oak Hillside Firewise neighborhood so I'm coming from a residential neighborhood

2:31:16

point of view uh and also victim of the Glen Haven fire that we just recently

2:31:23

had on behalf of our community we strongly urge to deny the major use permit of Poverty Flat project

2:31:32

this project when considered along with several other cannabis operations already approved or pending in High

2:31:37

Valley Road creates serious cumulative risks to our safety environment and

2:31:43

infrastructure especially in a very high fire hazard zone the cumulatively impact of the

2:31:50

project for traffic and roads have not been seriously considered nor studied by the county since inception project including

2:31:59

Monte Crystal High Valley Oaks Lou Farms and Poverty Flats plus brass filled watery have increased traffic in high

2:32:06

valley roads from about 20 I'm sorry about 30 to 400 vehicles a day and

2:32:11

considering the various narrow corridors which were not talked about previously

2:32:17

like near East Lake Elementary School becomes very dangerous and congested and not manageable

2:32:23

the road is narrow winding and not designated for this volume and emergency

2:32:29

access we have seen four-fold increase in traffic incidents and lately every

2:32:34

day every other day semi-truckss frequently getting stuck at Horseshoe Bend that's the the uh U curve towards

2:32:41

Brassfield the speed limit has been raised to 55 miles an hour which only increases the danger i don't know why

2:32:48

they increased the speed limit that's that's crazy high Valley Road along with Cerrito Alta Vista have been falsely

2:32:55

claimed to meet California fire safe regulations roads are under 20 feet wide

2:33:00

hazardous turns steep grades dead ends and poorly maintained we do not have a viable

2:33:07

secondary ingress and egress as stipulated by state and very high fire

2:33:12

hazard zones alternatives like Mountain View Drive or High Valley Forest Service

2:33:18

Road 220 are not regularly graded and rarely during a severe fire for fire lines and access only that's the only

2:33:25

time they grade these roads is during a fire roads often close or impassible

2:33:31

during wildfires in an emergency residents were trapped in several serious wildfires as for example 2015

2:33:38

2018 complex fire and recently Glenn Haven a couple of us were victims of the

2:33:44

Glen Hel fire the environmental and SQL review is

2:33:49

incomplete the environmental documents submitted for this project failed to describe and sir those are your three

2:33:55

minutes if you would like to wrap up your comment yeah I just want to say uh highlight uh there's serious risk to

2:34:02

children's safety at the East Lake Elementary School the school is at the base of High Valley Road and Highway 20

2:34:07

intersection increased truck traffic and speediness already pose a direct threat to children and safety staff safety and

2:34:16

can expose a county to potential legal and financial liability that's all I want to say thank you thank you for your

2:34:23

comment uh the next hand in the Zoom room yeah it's just a guest okay guest uh we're

2:34:31

going to mute you and state your first and last name for the record and you'll

2:34:36

have three minutes thank you Chair Chavez my name is Angela Amarl and um I wanted to comment on

2:34:44

first um maybe I missed it in the project management plan but will the the plants be grown in the ground or above

2:34:52

ground in fabric pots um fabric pots are nonbiodegradable and I don't know of any

2:34:57

other local commercial crop that's grown outdoors above ground in

2:35:03

nonbiodegradable pots made of polypropylene plastic uh so that would be my first question the second one is I

2:35:10

would have to agree with Mr lamb regarding the issue of the waiver not being approved to the by the board of

2:35:16

supervisors prior to implementation by CDD um I understand director Turner's

2:35:22

response that the waiver went through legal counsel however this waiver creates a significant exposure to

2:35:29

liability that the board of supervisors should be made aware of and approve its use on these projects at border or

2:35:36

traverse federal lands right now the waiver was created by CDD and county

2:35:42

council um so I would just like you guys to consider that as well thank you

2:35:48

thank you for your comment um any more Carrie

2:35:56

terry um go ahead state your first and last name for the record and you'll have

2:36:01

three minutes

2:36:18

terry could you unmute yourself

2:36:27

or hold the space bar

2:36:34

i think you muted yourself back

2:36:47

are there any other hands in the Zoom room

2:36:56

okay oh I think there we go we can hear you now oh thank you state your first

2:37:03

and last name for the record and you'll have three minutes thank you i'm Carrie Yellet i have property on Cerrito Drive

2:37:11

very close to Monte Crystal i agree with the comments on the road the safety of

2:37:16

the road also Maria Khan's information that she provided as well as the

2:37:23

engineer that previously talked what I wanted to say is that the traffic during

2:37:31

construction of this project or any other project as I've witnessed on Monte Cristo is going to be heavy it's going

2:37:38

to be heavy traffic heavy trucks and lots and lots of cars that doesn't go

2:37:43

away it remains after project is completed because there are workers that

2:37:49

come and go i've heard about uh car pooling but frankly it doesn't happen at

2:37:54

Monte Cristo what does happen at Monte Cristo is two traffic uh rush hours per

2:38:00

day and unfortunately the last rush hour is almost exactly when the school at the

2:38:07

bottom of High Valley Road is leading out tai Valley Road school area has no

2:38:14

parking for the parents so they have to walk across get their kids and walk back across to their parked cars and that

2:38:22

presents quite a bit of a danger because a lot of the farm workers do not appear to know what the speed limits are nor do

2:38:29

they recognize them if they are posted i think that we need to post those speed

2:38:34

limits on High Valley Road again perhaps back to 30 as I'm told it was at one time as well as limit not uh recommend

2:38:44

but limit the size of the trucks that go on that road uh I would recommend that

2:38:50

the board consider not approving this project until the road issues are

2:38:57

addressed at least at an interim basis lots of studies lots of talks but

2:39:03

nothing has been done and I think something could be done on the interim i thank you for your time

2:39:11

thank you for your comment are there any more hands in the Zoom room

2:39:20

uh is it the same person um I'm going to take some hands here in

2:39:26

the chambers and then we'll give it a chance um if there's any more questions in Zoom later um I did notice there was

2:39:32

one person here in chambers that wanted to speak uh please state your first and last name there's a pad in there you

2:39:38

could also write it in and we'll give you three minutes

2:39:44

good morning commissioners my name is uh Cody Lack and staff um and neighbors and

2:39:50

uh so I am the owner of High Valley Oaks and the operator that's adjacent to the Barthol Project and you know as I've sat

2:39:58

here today and listened to you know all the community feedback and stuff I just want to address a couple of those things

2:40:04

the one that really stuck out to me the most was the federal law enforcement the entire state of California is exposed to

2:40:11

federal law enforcement of our cannabis projects along with 25 30 other states across the nation generating billions of

2:40:17

dollars of revenue tax or profits for businesses so the argument being that

2:40:24

they wouldn't want to come after one particular farm for a 280 foot roadway across BLM seems a little far-fetched to

2:40:31

me could they do it they absolutely could but I think there's bigger fish to fry in this world than a small family-owned business um so I I just

2:40:39

wanted to address that the second thing is is road issues and I know Maria here walks up and down the roads i've seen

2:40:44

her a lot and I very slowly drive by her in the mornings with her dogs i've even stopped to say hi uh because I'm a very

2:40:50

friendly and also curious um man and I want to be respectful of people and likewise are the Barthols you know I've

2:40:57

known Bob and them they've owned their property much longer than I have and they're great guys super friendly and I

2:41:03

know another one of the neighbors concerns are fire we're also very concerned about fire and I would welcome

2:41:09

any of you guys up to my property so I could show you the fire mitigation risks that we have put up on the ridge which

2:41:15

is this gentleman has identified as where CalFire dug their heels in from the minino complex fire my property was

2:41:23

burned down by actual cow fire why they tried doing a back burn on our property to stop that fire coming up and the

2:41:30

previous landowner lost his cabin and stuff by cow fire calfire also left giant um I guess brim from their dozers

2:41:39

going up and down the road and the brim which we have come through and now got grading permits to fix at our own diamond expense from their mess but I

2:41:47

know for a fact that me and Bob are both very fire conscious and we have fire mitigation like things up there and if

2:41:53

there out of all the property owners on that ridge up in there we are the only ones that maintain our properties and

2:41:59

also do fire mitigation and protection work and my property in particular if there was a fire up there we'd maybe

2:42:05

have a grass fire at best because I've taken out probably 80% of the dead trees

2:42:10

county knows about all this you could go talk to community development department i'm in there all the time making sure

2:42:16

like I'm not doing anything I'm not supposed to do asking for permission having a good open line of communication

2:42:21

with the county because we are so highly regulated more so than probably any other agricultural or commercial

2:42:27

operation within the county i think cannabis is scrutinized more than any of us as far as annual inspections from the

2:42:34

county being compliant getting written up for violations following up making sure our violations have been fixed and

2:42:42

addressed but also from the state and fish and game like we're we're it's crazy what we have to go through and I'm

2:42:48

sure Max is very aware of this and I know I've my three minutes is up but I

2:42:53

believe Jared is going to let me speak for a couple more minutes here please because I am we'll give him two more minutes a little bit long-winded um

2:43:01

uh so I just wanted to to address the law enforcement side also the fire

2:43:06

mitigation stuff because we're all very conscious of that you know that's not just particularly like you guys as like

2:43:13

good neighbors and stuff but also our livelihoods depend on these businesses me in particular you know I've got a

2:43:19

15-month old daughter and a four-year-old son this is how I feed my family provide a roof and house for them

2:43:25

so we are members of the community as well and driving by the schools knowing that there's children down here you know

2:43:31

a lot of them have kids grandkids we're all very conscious of this and the workers that we do employ also have kids

2:43:37

and family so we're all aware of like the community uh having the elementary

2:43:42

school down at the bottom of the hill and I would just like to say that most of the time during our operations there

2:43:48

is a small overlap of when the schools in place when we are operating but it's mostly summer you know the heavy extent

2:43:54

of our work is all done during summer when school's out so there is like that variable to be considered as well i am

2:44:00

very concerned about the roads too as a business owner our roads are terrible i've spent \$10,000 rebuilding the front

2:44:06

end of my truck the last couple years going up and down High Valley Road so for us as business owners we are

2:44:12

concerned about that as well like we're paying money out of pocket because the county is not maintaining the roads you know I I talked to Dan and I've you know

2:44:18

we probably file between Bob and I we probably file more road complaints than anyone up on the High Valley Road about

2:44:25

we pay a ton of money in taxes like you guys please come fix our road you know it takes a road graders four hours to go

2:44:31

from my driveway down back down and back i've timed this for a couple years we're

2:44:36

talking about four hours once a year once a month to maintain our road for that community safety i don't feel like

- 2:44:42
- that's a lot to ask for as far as a horseshoe band hairpin turn i have been stuck behind Brassfield's trucks that have like fallen off that hairpin turn because they do bring up their giant semis for us as operators the biggest trucks we have had when we were like building things out or some truck and transfers which don't have like that huge swing because have the truck and transfer bringing up compost pro have soil for Bob and them that's a one-time

2:45:06

deal once that you know materials on site we don't need to do that anymore um

2:45:11

so I just wanted to kind of bring that up as well and as far as just like day-today workers and stuff we run very

2:45:17

efficiently you know Brassfield's got 700 acres of planted grapes expanding

2:45:23

more that is the extra time allotted thank you so much your consideration i just want to voice my support for this

2:45:29

project um I know Bob and them have owned their property for 50ome years and this is like the best and highest use

2:45:35

for them to utilize their land but also for the county to make revenue and tax revenue for the rest of the county and

2:45:42

community thank you for your time thank you for your comment sir anybody else in the chambers wish to

2:45:50

speaker seeing none we're going to take a look back hopefully uh we got that

2:45:55

speaker too oh guest um we're going to go ahead and

2:46:00

allow you to speak uh state your first and last name for the record sorry I guess I forgot to put my hand down

2:46:06

angela Amarl but since I'm given the chance to speak again um I just want to point out as mentioned by Commissioner

2:46:11

Fields the waiver was not included in the project documents and I think such

2:46:16

an important document like the indemnification waiver not being included in the attachments for this

2:46:22

project is is concerning so um thank you just for the record I'm perfectly happy

2:46:28

with the answer from county council all right uh so I'm going to go ahead

2:46:33

and close public input for this section for this item and again

2:46:39

commissioners we do have the copy here it can be read into the record if you prefer to hear it

2:46:45

thank you so public comment is closed um we will bring it back to the commission

2:46:50

for Do we have a chance to rebuttle as

2:46:56

applicants yes so public comment will be closed but you guys are welcome to answer any questions from the commission

2:47:02

okay we give you a couple comments in response to what we heard uh public

2:47:07

comment will be closed but you'll be allowed to speak so after this like public comment is closed so public

2:47:12

comment is closed but you're allowed to come up here and rebuttal um

2:47:19

again my name is Pj White and I'm part of the applicant team um I just wanted to address a couple of the comments that

2:47:25

we heard uh during open public comment um uh you heard my presentation about

2:47:32

road capacity and we heard that the current counts were more like 150 to 200

2:47:38

based on known information um when we talk about fire protection we heard that

2:47:44

Calire has actually gone up onto this ridge has plenty of access to get there and has used this as a center to fight

2:47:51

off the fires and been there before when we talk about 1492 uh county maintained we're talking

2:47:58

that applies to the private side of that where there is a county road section so

2:48:03

you have county road right away all the way up to the property and that is the county if you would look throughout the

2:48:10

region I would assure you that lots of county roads don't meet 1492 and if I'm

2:48:15

using the wrong acronym I apologize for that i put different numbers in my head but I wanted to make sure that the

2:48:21

clarity of that is there's a difference between the county maintained portions um and an example of that is the county

2:48:27

chose to up the speed to 55 miles an hour it was a decision based on warrants

2:48:32

and function and reports of safety and traffic flow and that was an action by the county to update that because they

2:48:38

are paying attention to the statistics and the data and the flow and capacity of that roadway

2:48:45

um I wanted to touch in on the federal comments i know that applies and the

2:48:50

gentleman before mentioned it but 24 states are legalized for recreational

2:48:56

and 39 states in total are recognized for medical and so we're talking a huge

2:49:01

ordeal this this uh indemnification makes a lot of sense the applicant has

2:49:07

to admit and acknowledge what risk they're taking on and the county's liability is waved it makes a lot of

2:49:13

sense that that would be there and they can be informed i've worked on lots of projects that have roadways that go

2:49:19

through federal properties or federal lands and in speaking to the managers of

2:49:24

the different forests that uh BLM is that you know generally their concern is

2:49:30

that um they issue certificates for use of large commercial vehicles to run

2:49:36

through and that is their only regulatory program so if you're using pedest normal private vehicles truck and

2:49:44

trailer and you are not running commercial vehicles as part of your operation there is never a question

2:49:50

about who's using the federal roads so just there's a process for that when you

2:49:56

are using uh commercial vehicles across federal lands in this case that is not

2:50:02

the case um and wanted to just re-emphasize one more time that you know

2:50:07

we're talking about a project that might add 10 trips a day to a road that has

2:50:13

150 to 200 cars on it um one more piece roads throughout the rural communities

2:50:18

are never constructed to provide pedestrian access there are no pedestrian facilities there there are no

2:50:24

shoulders there are no safe pedestrian facilities that wasn't part of the vision of creating the road and we all

2:50:31

take the risk when we want to work walk on a rural road we are aware and we listen for cars and we make sure we get

2:50:37

out of the way because we know who wins in that collision and so just when it

2:50:42

comes to that that's a personal choice to go out on a private rural road that does not have facilities thank you very

2:50:48

much Angie i don't know if you have a couple more points angie Dodd with North Point Consulting i

2:50:55

just want to conclude i think I'm going to be pretty brief um I just want to acknowledge that I respect the concerns

2:51:02

of the community proj and I both live in rural communities i jog on a similar

2:51:07

road multiple times a week so I'm definitely understanding of the concerns

2:51:12

and the comments um we focus on the urban rural interface um it sounds like the majority of the issues are with the

2:51:19

county road itself which we've demonstrated that the project really isn't going to impact significantly

2:51:26

impact um facts have been provided by the applicant and the county that support a fair argument that this

2:51:32

project does not have significant impacts um we've demonstrated with

2:51:38

monitoring and reporting um the monitoring and reporting program in SQUA the conditions of approval um that there

2:51:45

will be no significant impacts um PR already pointed out about the traffic um

2:51:52

I want to stress these are applicants are outstanding citizens they know the community they have owned and maintained

2:51:57

the property for over 50 years they work closely with CalFire and the sheriff

2:52:04

um and and I'm not going to say that i'm just I'm trying to paraphrase and get through this um this family and this

2:52:12

farm and this project is not part of the problem i would like you to please consider the facts that have been

2:52:17

provided the hard work that has been done and accept the recommendation from your planning department staff to

2:52:24

approve this project thank you oh and there was a question and did

2:52:29

you want me to answer the question about the in ground or in pots so it's it's both so it's just

2:52:36

depending on how and where it's cultivating i think they want we put the opportunity for both in there is that

2:52:41

what you said

2:52:51

so I will I'll answer that so it's mostly it looks like in pots so I just wanted to talk about the type of

2:52:58

cultivation that would occur i think that was all the comments and we're here if

2:53:03

you have any questions thank you so much thank you all right um bringing it back to the

2:53:10

commission for further discussion i know that there's some discussion to go over

2:53:15

regarding the roads so take it away i guess I'll start um clearly we have a a

2:53:22

huge problem here with the roads the question that I'm I have in front of me

2:53:28

is is it fair to an individual project to stop it because it is one of the many

2:53:35

projects that is increasing traffic in the road and I don't I don't think that's fair i think that we need to as a

2:53:41

county address the road issue um can we

2:53:46

halt um and this is a question I'm addressing to the other commissioners and the

2:53:52

community as a whole can we halt development until the roads are

2:53:59

ready um so that's one issue um why don't we discuss that and then we can

2:54:04

get back to I only have one or two other issues

2:54:10

commissioners do you guys have any comment regarding to But I have a similar concern i mean we have a

2:54:16

potential of of six projects if if they all three are existing

2:54:22

oh two are existing this one and three others um in this in this one area

2:54:34

what what is the well what what is the future thought on uh each one will you know continue to

2:54:43

add and I know that you can't project but to to the to the

2:54:57

question you have more no I was that was interesting you know to to to to you

2:55:04

take a ride on her question i i i that's a wonderment you know what do we do here so it's discussing um I would love to

2:55:11

see uh county public works here in this meeting as well uh to to give us some

2:55:18

input if nothing else I mean I understand uh as far as in the county level we do have uh and wellp put

2:55:25

commissioner field uh you know can we halt development until the roads are ready and when are the roads going to be

2:55:32

ready um but but there are different things that we can do I think in this

2:55:38

particular area uh which I would like to see into this project is is because of

2:55:44

that because of of this particular project and potential future projects as well as past projects because again you

2:55:51

know I mean when there was just one project um up and over that hillside you know the road wasn't an issue but as it

2:55:59

increases and multiplies and there are several projects Um signage is is a big

2:56:04

issue um you know are there improvements such as lines on the roads that can be made uh that can be included moving

2:56:14

forward that would help with the safety of the road in that area until we can

2:56:19

get in and completely redo the road so the question is where's the threat what's the threshold well and beyond

2:56:27

that I think that um if there's a sign there that says that the length the truck length is limited to 28 or 30 feet

2:56:34

then we need to enforce that um I'm not quite sure how long those semis were

2:56:40

that were causing the huge problems um but there's a huge problem here so um

2:56:46

I'd like to see somebody who at the county level public works or

2:56:52

road department or what whatever that department is um address this issue is that hairpin curve even is it possible

2:57:00

to remedy that situation um I I can't I can't continue to approve these projects

2:57:06

until um we have some answers to that i think yes and so I would say publicly

2:57:12

also that you know I know that the board of supervisors uh sometimes is a little

2:57:17

bit frustrated when of course we uh deny or approve projects at this level and

2:57:23

then they get kicked up to the board of supervisors on appeal um and so they're constantly rehearing projects but on the

2:57:30

other hand because we don't set policy because we don't have control over over

2:57:36

those those issues there's a piece of me that just wants to deny the project to

2:57:42

push it up to the board of supervisors to deal with the road issue so I'm just

2:57:48

going to say that out loud yeah just a a comment um about just the

2:57:55

entire hearing in general um this isn't the first project that has came up to us um you know I've driven

2:58:03

this road in the past for a different project and um it's I couldn't imagine getting stuck

2:58:10

behind a truck on my way home like after a long day and having to wait I don't

2:58:16

know hours to have that truck cleared up regardless if it's not for this specific

2:58:22

project I know the limitations of the vehicles that you guys will be using wouldn't exceed or cause any incident uh

2:58:30

but it it's already happening it's already an issue um so it would just you

2:58:36

know there is there will be an increase in in traffic there will be an increase in you know even if it's a box truck

2:58:42

that won't get stuck i mean truck trucks how many years have has Brassfield been

2:58:47

operating up there and the drivers still get stuck to this day like there was a video that was shared to us that showed

2:58:54

a truck that was stuck i don't know i forget the date of that video um i'm guessing it was recent pretty recent

2:59:06

okay okay yeah thank you for the comment but

2:59:12

public uh comment is is closed um so yeah there's just the the existing

2:59:18

issues as it is uh the i mean the project itself it's it's not a bad project um all these projects go through

2:59:25

extensive planning and um you know the property owners have to think about how they're going to structure their their

2:59:32

prop their their project and it just comes down to in this specific area of

2:59:37

the road and it's been an issue for previous projects so it's kind of hard to like Commissioner Field said uh how

2:59:44

do we approve a project when we know that there's issues on the road um and

2:59:50

even though it is county's jurisdiction um you know we're just adding more more

2:59:56

volume um uh up that that road so Chavez

Turner: 3:00:01

if i may add a little bit uh the public works director is going to present an updated road management plan five-year plan um to the board within the next couple of weeks or sometime in June so conditions of roads is an ongoing concern um and is always in front of

the board of supervisors regarding uh how to most effectively allocate the existing funding to maintain and repair roads i don't think that uh the planning

3:00:35

commission denying this project as a way to send a message to the board would be

3:00:41

news to them mhm uh so thanks so it puts

3:00:46

us in a in a position where so we say okay okay these guys are okay these

3:00:52

other three that are coming up we draw a line say nope no more till the roads are fixed it it you know it's it it puts us

3:00:58

in a catch at catch 22 back to the question of the chicken or the

3:01:05

egg here and we make decisions based on health

3:01:10

and safety

3:01:18

just as a reminder commissioners under SQA which is what it sounds like you're considering uh is your decision for SQA

3:01:25

and impacts your uh SQA does require the consideration of cumulative impacts

3:01:32

which is why staff provides the um information on on upcoming and already

3:01:37

approved projects uh your role here

3:01:42

is to consider the project location and environment as it exists right now so

3:01:50

whatever we may wish the road conditions to be whatever we may wish any uh uh

3:01:56

changes to be in the future or in an ideal uh what you are considering now is

3:02:02

the project location and the environment of the project as it exists right now and the impacts to the project location

3:02:10

as it exists right now so um what you would be considering is the condition of

3:02:15

the roads today and the impact of the proposed project on those roads as they

3:02:23

exist now so if in the um if there is substantial evidence in the record as

3:02:29

staff has proposed um that you are able to find that there that any potential impacts that have been identified um are

3:02:36

mitigated to less than significant by the mitigations in the conditions of approval um then you may make that

3:02:44

finding that um that it's been mitigated and the project can move forward if in relation to anything that you find that

3:02:50

there is not substantial evidence in the record to show that that mitigation has occurred um then you can deny the

3:02:56

project you also have the option um if you uh feel that there may be an

3:03:01

appropriate mitigation uh to um amend the mitigations so that you can uh uh

3:03:08

propose certain uh changes to the conditions of the permit so that in your

3:03:15

assessment um the project would then be mitigated sufficiently in order to allow

3:03:21

for the project to be approved uh and if you are not uh if you're finding that

3:03:26

there is not sufficient evidence in the record to make a decision either way um you may identify those deficiencies and

3:03:34

um direct staff to provide that information uh and those facts uh at a

3:03:39

future date that you can identify

Turner 3:03:39 if I could add to that uh within the agency comments there are two submissions from public works regarding the roads and requiring no further improvements comments uh one from the roads engineer or this associate civil engineer and one from the project manager so two comments from agency comments from public works regarding this specific project

3:04:08

yeah I think the difficult part is how do we enforce the size of trucks that are going in and out

3:04:15

um you know passenger vehicles are okay that doesn't seem to cause too much of a problem

3:04:21

um but we really don't have like the power to just stand there and stop the

3:04:28

trucks before they go in you know like I some some you know that's not our job

3:04:33

today uh the project as it is I don't have a problem with the project um but

3:04:40

it's kind of how we were discussing the cumulative impact of how many more projects
when is when do we draw the

3:04:46

line mhm um so just because of the road

3:04:52

conditions to bring another project up there I I would uh vote to deny um on the

3:05:00

project um but uh you know whatever the commission would like to move forward

3:05:09

um well I have I have other questions about the project um before we move on I

3:05:14

just want to answer one thing that um Commissioner Chavez brought up um I am satisfied
with Angie Dad's uh comment

3:05:22

that no truck would be longer than 28 feet um that satisfies my concerns for

3:05:27

this specific project i think your typical semi-truck is twice that length ones we saw in the
video um I haven't

3:05:35

been there i'm not a traffic engineer or anything but uh my experience in

3:05:41

agriculture and trucks and everything there that size of truck is is probably going to make it
um so for this

3:05:47

particular project um I'm satisfied with with her comment i believe somebody wants

3:05:56

public input is closed i I was wondering if uh in the I'm trying to look through

3:06:02

uh and maybe this is a question for uh our director of community development

3:06:07

here in our mitigation measures is is there um a mention about vehicle size or truck or no

3:06:19

that we do not have a nexus to require okay got it maximum truck size

3:06:26

but we do also hold the permit um accountable to maintaining compliance

3:06:34

with the project description okay if it's noted on the road that there's

3:06:39

there's a length that that should that is enforced through other means

3:06:48

it's a I think it was described as it was a suggestion oh it was a sign that it's not by ordinance
okay right the

3:06:56

sign that I if I could interrupt real quick the sign on Google Maps says tractor semis over 25
ft kingping to

3:07:04

rear axle not advised okay I suppose it's an advisory not a prohibition

3:07:11

so regardless of what happens here today I would encourage everybody who commented and is concerned about this

3:07:18

project's impact on roads uh to direct those concerns to the board of

3:07:23

supervisors um at the time that's appropriate i think um Director Turner mentioned that

3:07:31

it's up for discussion soon the presentation of the updated roads

3:07:36

management plan will be in a future agenda yeah I just don't feel that it's fair to

3:07:42

punish one little applicant because of a larger problem um having said

3:07:49

that I'm really torn because serious you can't have a a school with kids crossing

3:07:56

the road in this kind of traffic it that's not acceptable so I'm I'm very

3:08:01

concerned okay

3:08:08

did you have more questions so uh yeah I have uh I have some questions um in regard to the hydrarology and uh water

3:08:15

report and this is just a minor I hope this is just a minor thing uh between the staff report and the project

3:08:22

description the project speaks of just one well on site and the staff report uh

3:08:28

refers to um speaks of wells um perhaps implying multiple wells the

3:08:36

mitigation measurements requires um anyway so I just wanted clarification

3:08:42

on that whether that was just something that was normal in the staff report uh

3:08:47

you know as far as the language the verbiage that you just speak of you know if there's multiple wells they all have

3:08:54

to comply to this this and this I I just want to you know clearly identify on this particular project there was one

3:09:00

well um and not multiple wells

3:09:08

page 15 of the staff

3:09:16

report while they're looking that up I just want to comment that I I did the math on the water and the 40 gallons per

3:09:23

minute crunches out just barely but the acreage we're talking about the canopy

3:09:32

that the hydrology report notes that there's one existing groundwater well that would be used by the project

3:09:40

so there's one that was specifically drilled for the project and one existing there's only one

3:09:48

there's just one there's only one well on the property it's a

3:09:54

an existing feature i'm just looking for clarification for myself and you know

3:10:00

and in the way the report is presented and how I should be interpreting that um

3:10:06

so and then the other question that I had in regard to and somewhere I I couldn't find it in the report but in

3:10:12

regard to the cabin the hunting cabin because it seems like on this property also that there is no residents on the

3:10:17

property is that correct

3:10:22

um wait the public comment is closed right now so I am talking to staff and getting clarification on this from staff

3:10:30

thank you hello commissioners uh yeah Max Stockton here um yes the hunting cabin um is the only residence it's not

3:10:38

really a residence it's just the the only thing that could be structure uh

3:10:43

with rooms that could be occupied on this property at this time there's no other residence at this time um and that

3:10:51

is very old i think it's dating uh dating back

3:10:57

quite some time right um and there was a septic system

3:11:03

also that was out of out of commission that went I believe with that with that cabin and so again just looking for

3:11:10

clarification that would be removed or what what happens that would be an

3:11:16

environmental health call um but yes um according to um our analysis the new

3:11:22

septic system and Leechfield would be repaired after the damage from the Menescino complex fire

3:11:29

um accordingly okay so and then the other question that

3:11:35

I had or I wanted more information on is the whole solar system and the

3:11:41

electricity that that supplies and the backup generator and how much time you

3:11:47

know given you know I guess I would like further information on this in regard to

3:11:53

the solar you know how much is that generator going to be used um you know

3:11:59

when the solar is not performing adequately

3:12:10

I know there are uh specific requirements related to the use of generators um I can't speak for the

3:12:18

applicant at this point um but that would be used until um yeah for emergency only once

3:12:27

operational but but when a project relies strictly on solar what is emergency

3:12:33

yeah so um as far as how much solar um that's going to be determined uh once

3:12:40

the project is approved on what they need um are they running lights are they running security cameras are they

3:12:45

running um humidifier what are they running um is going to depend on how much solar they actually need for this

3:12:51

project um and typically what we find is that um should the electrical system

3:12:58

fail um which happens um then the emergency generator would be in place

3:13:03

for emergency purposes um until that is able to be restored and county council has

3:13:09

something to say so under the ordinance uh article 27 I

3:13:15

think yeah article 27 there is a provision that allows for emergency

3:13:21

generator use in an emergency is defined as as a condition that is outside of the um permites control so if it's something

3:13:28

that they would have otherwise been able to um to prevent or otherwise um caused

3:13:33

on their own then a generator would not be usable uh it would have to be

3:13:38

something like probably a PSPS or a fire or an earthquake or something along

3:13:44

those lines and then there are also criteria should there be an emergency that qualifies and a generator or

3:13:50

generators are used then that particular section of the ordinance requires that they go through steps following to

3:13:56

notify the county that that had occurred and there are things there's information they have to provide to CDD and uh in in

3:14:04

those circumstances for there there's a another permit for the solar installation is that not

3:14:10

correct uh that would be a building permit correct and to clarify a bit more um I

3:14:17

have the operation details in front of me now um the solar systems proposed to be 5.5 kilowatts and is anticipated to

3:14:25

power um the cultivation area since it would be outdoor with no lights or fans

3:14:30

for flowering um there would be minimal power needs so it's anticipated that

3:14:36

that would power um the whole operation okay thank you

3:14:42

and then so we're approving the concept not the permit correct correct just like the building

3:14:49

permits or other right so and then my final question is is I um

3:14:55

also uh read through this in reading through this material that there there is a really robust uh security measures

3:15:03

put in place for this project um but I also want to make sure that those uh

3:15:08

security measures allow for county staff to um have

3:15:15

adequate access to the site as as needed in complying with the uh permit

3:15:22

requirements allowing access is one of our standard conditions

3:15:40

that's all I have for now

3:15:48

are there any more um questions or or are you guys ready to take action

3:15:55

on the project

3:16:08

i see the um applicant has his hand up again did we want to allow her to just

3:16:14

move forward do you guys have any questions for the applicants i don't have any more uh because public

3:16:21

comment is has been closed so

3:16:28

unless if you guys are in consensus with wanting to let me open public input but

3:16:33

we would have to allow everybody a chance to You're right you're right i'm sorry

3:16:42

this is one of the most difficult um decisions I faced as a planning commissioner um I think I'm ready to um

3:16:51

approve it but I've got to just say publicly that this is the last time uh we need to

3:16:59

address the road issue as a county so I'm not quite sure what that means how

3:17:04

that would happen but this is a very very difficult decision um I don't think

3:17:10

it's fair to take out this huge problem on a couple of people so that's it is

3:17:17

there a caveat that we can add to the approval not not burden the the

3:17:24

applicant but somehow address that this that this is a a serious issue certainly

3:17:29

considering there's a potential of three other projects that will come before us i can attest that I periodically do get

3:17:36

communications from the supervisors because they watch these meetings so I

3:17:41

think that your message will come through very clearly yes and that's what I think just having this conversation

3:17:47

and going on record about our concern and the difficulty with with that we are

3:17:52

facing moving forward with approving projects approving any type of development here in this county um and

3:17:59

the struggles that we're having it puts us in a very difficult position as commissioners when when a child gets

3:18:08

hit how am I going to

3:18:14

feel so if we if we move to approval can we somehow say that we are other than

3:18:20

just having the conversation that we are very concerned moving forward on any other projects

3:18:28

and not and not just and not just this one there there are others that we've seen that have had issues with with

3:18:34

roads commissioners your body is not a policymaking body so you cannot make

3:18:39

predeterminations based on the individ based on a sort of a policy term or or

3:18:44

concern um and you can't predetermine projects so while there may be you're

3:18:50

may be aware that there are other projects that potentially may come up come up in this area when they come to you you will consider them as you do

3:18:56

every other project and you will consider them in the environment in which they are in at that time so if at

3:19:01

that time you have reached the point where you the the facts and circumstances that are presented to you

3:19:06

in the record have convinced you that you cannot make a finding in relation to that particular project because of the

3:19:13

environment as it exists in that time say for example there are four other projects on that road that have

3:19:19

increased traffic to an x amount and you find that and you are unable to find that that that's mitigated um then that

3:19:26

would be a decision you make at that time when the project is in front of you so um you couldn't make this this body

3:19:32

cannot make decisions that are that are sort of global it has to be project by project

3:19:39

all right all right

3:19:47

so I'm looking for a motion

3:19:55

okay um I um am going to move and make the uh motion i move that the planning

3:20:02

commission find that potential impacts associated with this project can be mitigated to less than significant

3:20:09

through the imple implementation of the mitigated negative declaration

3:20:15

IS-23-20 submitted by Rusty and Bobby Bartell for the property located at

3:20:22

10535 High Valley Road Clear Lake Oaks APN's 006-004

3:20:31

4-22 will not have a significant effect on the environment environment and that

3:20:37

the planning commission adopt initial study IS-23-20 with the findings listed in the

3:20:44

staff report dated May 22nd 2025

3:20:50

I'll second all in favor I I opposed

3:20:58

may motion passes this okay and regarding major use permit

3:21:07

PL-25-68 for UP23-09 I move that the planning

3:21:12

commission find that the major use permit

3:21:18

PL-25-684 UP23-09 applied for by Rusty and Bobby

3:21:24

Bartell of on property located at 10535 High Valley Road Clear Lake Oaks

3:21:31

AP PN's 006004 I'm sorry

3:21:39

006-00004-22 does meet the requirements of section 51.4 and article 27 of the Lake County

3:21:46

zoning ordinance and that the major use permit be granted based on the findings in the subject to the conditions

3:21:53

included in the staff report dated May 22nd 2025

3:21:59

a second i got a motion in a second all in favor i l

3:22:06

all opposed nay and the motion passes uh note the applicant or any interested

3:22:12

person is reminded that the zoning ordinance provides for a seven calendar day appeal period if there is a

3:22:19

disagreement with the planning commission an appeal to the board of supervisors may be filed the appropriate forms of applicable fee must be

3:22:25

submitted prior to 5:00 PM on or before the 7th day following the planning commission's decision on this

3:22:33

matter thank

3:22:40

you thank you and I'll give it a minute for people to

3:22:47

exit the room before we move on to our non-timed items

3:23:30

all right um I believe the room has been emptied um I was just trying to make

3:23:35

sure we didn't have a lot of um conversations going on while we finish the meeting um so we are moving on to

3:23:42

our non-timed items seeing as there's none uh moving

3:23:48

down to department update thank you i have two items we uh recently lost our brand new

3:23:55

plans examiner he's a youngster and I think he found a better paying job so we had a vacancy in the department for

3:24:01

maybe a week and a half and we now have a new plans examiner it's our former business services analyst Phil Hansen um

3:24:09

who has been testing and getting certified and and has been perform just

3:24:14

jumped right into the job so we're very happy uh to to keep one employee um in

3:24:22

this new position i have great confidence he'll do a great job and now we just need to uh fill well

3:24:29

we're not we're thinking we may pivot and not go not immediately fill that business services analyst position um he

3:24:36

had been working a lot on our former our last uh permitting system theella

3:24:45

uh which I can't use my nickname for it in in you know public session um but we

3:24:52

have switched over now to a new electronic permitting system which is not nearly as um uh correction intensive

3:25:02

uh and so we're really excited uh for this new system i think that it'll definitely improve efficiencies

3:25:10

within the department as well as uh improve public access to information

3:25:15

from outside the department and then secondly just a Lake County 2050 general plan update uh we are

3:25:23

currently in administrative review for the countywide elements and I want to

3:25:28

express thanks to all the different department heads that are taking a look at all these elements and sending back

3:25:34

their comments as well as to internal planning staff and our staff services analysts for collecting all of those

3:25:41

department comments and synthesizing it into an updated draft

3:25:46

uh next we will send that back to our writing team and we will now we will

3:25:52

start the admin or internal review of the local area plan

3:25:58

elements um we may have a summer meeting of LEAC and GPAC but not for Lake County

3:26:06

2050 documents but rather for the climate adaptation plan that's kind of getting tossed around right now we've

3:26:12

got these handy dandy groups of people already appointed by the board to talk about uh these elements and so we may we

3:26:20

may uh take advantage of that and get input on our or do our community outreach sort of leveraging our lays and

3:26:28

GPACS it also might result in me doing a circuit of all of our municipal advisory

3:26:33

councils which is always fun so public outreach is is always fun i love it

3:26:42

um before the end of the year when we go into public review of all of the Lake

3:26:48

County 2050 draft documents we are going to complete a tribal administrative

3:26:53

review so that the tribes are going to get their um their chance to review all

3:26:58

of those Lake County documents and provide their input as well prior to going out for public review so that's

3:27:05

kind of our broad timeline extending between now and towards the end of the year uh we do still anticipate the

3:27:13

public review period opening up around the end of the year and that's when we're going to start our um our multiple

3:27:19

lays and GPAC meetings at that time again yes by end of the year do you mean fiscal year or calendar thank you um

3:27:28

2025 year two of our project is when we're working on all of these draft

3:27:33

documents as well as the EIR is getting drafted as well and we're still working

3:27:39

on the timeline that 2026 is when all of these documents are um are going not

3:27:44

just for public review but also for uh the uh coming before your body and then

3:27:50

the board of supervisors as well as don't forget the egg element is going before the

3:27:56

agriculture um committee agricultural review committee that's not the right

3:28:01

name thank you a advisory committee and that concludes my report thank you

3:28:10

thank you very much for staff for the department update um we

3:28:16

adjourn the meeting at 12:26