



COUNTY OF LAKE

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Courthouse - 255 N. Forbes Street

Lakeport, California 95453

Telephone 707/263-2221 FAX 707/263-2225

Item #3

10:00 AM

January 24, 2013

STAFF REPORT

TO: Planning Commission

FROM: Richard Coel, Community Development Director *RC*
Prepared by: Kevin M. Ingram, Senior Planner *KI*

RE: Department of Public Works, General Plan Conformity Report (GPC 11-09) and adoption of a Mitigated Negative Declaration based on Initial Study (IS 11-11) for the South Main Street and Soda Bay Road Widening and Bike Lanes Project Supervisor District IV

DATE: January 10, 2013

ATTACHMENTS:

1. Vicinity Map
2. Project Area Map
3. Renderings of Proposed Improvements
4. Mitigation Monitoring & Reporting Plan

I. SUMMARY:

The Lake County Department of Public Works is requesting a General Plan Conformity Report and approval of a mitigated negative declaration for the proposed addition of a center turning lane, construction of Class II bicycle lanes, underground utility lines, and improvement of utility infrastructure on South Main Street and Soda Bay Road in South Lakeport. Staff is recommending approval of this proposed General Plan of Conformity and mitigated negative declaration. (Copies of the Initial Study/Environmental Assessment are available upon request from the Lake County Community Development Department.)

II. PROJECT DESCRIPTION:

Applicant: Lake County Department of Public Works in partnership with CALTRANS

APN: Various

Location: Project area consists of a 0.5-mile segment of South Main Street, from the Lakeport City limits to the State Route 175 extension, and a 0.75-mile segment of Soda Bay Road extending south from State Route 175 to approximately 0.1 mile west of Manning Creek in the South Lakeport area.

Zoning: “C3-DR” Service Commercial—Design Review (A vast majority of the area is designated for heavy commercial uses)

“A” Agriculture (Several large acre parcels located at the northern and southern end of the project contain agricultural uses. Of these parcels a couple properties are designated as “APZ” Agriculture Preserve)

“CH-DR” Highway Commercial—Design Review (Two lots located on the west side of the intersection with the Highway 175 extension, 2725 S. Main St. & 41 Soda Bay Road)

“C2-DR” Community Commercial—Design Review (front half of the property, containing Sears, located at 2570 South Main Street Sears)

“M1 & M2-DR” Commercial Manufacturing & Heavy Industrial—Design Review (97, 99, 109, 131, 205 & 255 Soda Bay Road)

General Plan: Service Commercial (A vast majority of the area is designated for heavy commercial uses)

Agriculture (Several large acre parcels located at the northern and southern end of the project contain agricultural uses.

Industrial (97, 99, 109, 131, 205 & 255 Soda Bay Road)

Existing Development: The primary land uses along the project alignment are commercial and light industrial, including automobile sales, auto parts shops, gas stations, agricultural services and suppliers, construction supplies and warehouses. Other land uses include a waste transfer and disposal site, a veterinary clinic, single family houses, vacant lots, agricultural land, and Manning Creek.

III. GENERAL PLAN CONFORMITY ANALYSIS:

The primary objectives of the South Main Street and Soda Bay Widening and Bike Lanes Project are to:

- Improve traffic flow and safety for motorists, bicyclists and pedestrians;
- Improve access to businesses along South Main Street and Soda Bay Road;
- Rehabilitate deficient pavement along the corridor;
- Improve roadway surface drainage; and
- Underground existing overhead utility poles within the County’s underground utility district boundary.

The Community Impact Assessment prepared for this project by LSA Associates in 2010 states that the South Main Street and Soda Bay Road corridor is the busiest commercial area in the County, with over 20 percent of the County’s tax revenues coming from the corridor. After the

State Highway system, this corridor receives the highest traffic volumes within the Lakeport planning area. It serves as an important business corridor for the northern half of Lake County.

The project consists of a 0.5-mile segment of South Main Street from the Lakeport city limits to the Highway 175 extension, and a 0.75-mile segment of Soda Bay Road extending from the Highway 175 extension to the Waste Solutions transfer facility, approximately 0.1 mile west of Manning Creek (See Attachment 2). The roadway's two existing through-traffic lanes would be widened to accommodate two 12-foot-wide travel lanes, a 12-foot-wide center turning lane along with 8-foot-wide paved shoulders to also serve as a Class II bicycle facility (See Attachment 3). The project includes adequate right-of-way to accommodate a future expansion to 5-lanes for the South Main Street portion of the project as the traffic study recommends to accommodate future demand. Right-of-way acquisitions are required to accommodate the roadway widening and utility undergrounding. The existing County right-of-way is approximately 60-feet-wide, varying slightly parcel to parcel. The proposed project would require approximately 80 feet of right-of-way accommodate the near-term 3 lane expansion and a possible 5-lane expansion.

Property owners and tenants have been consistently updated throughout the process through direct mailings and the hosting of a community informational meeting in May of 2011. No buildings will be required to be removed as result of this project. A limited number of businesses will lose some on-site parking. Loss of parking will not result in any businesses becoming out of compliance with parking standards outlined in Article 46 of the Lake County Zoning Ordinance (See Table 2.1.1-1 on page 23 of the IS/EA for specific parking losses broken down by site).

Upon adoption of the CEQA and NEPA environmental analysis and upon formal funding approval from the California Transportation Commission and Federal Highway Administration (estimated May 2013), Lake County Public Works will begin work on the final design and right-of-way phases of the project. These phases will occur concurrently and should take approximately 18 months to complete. Construction is anticipated to occur in 2015.

The proposed project is consistent with the Lake County General Plan, Lakeport Area Plan, Regional Transportation Plan, and the Lake County Regional Bikeway Plan.

Lake County General Plan

The Lake County General Plan is a comprehensive document that provides policies and guidelines for developing and preserving our community for the next 20 years. The following is a listing of several specific policies demonstrating the consistency of this project with the Lake County General Plan:

- Policy LU-1.1: *Smart Growth*: The County shall promote the principles of smart growth, including:
 - Creating walkable neighborhoods;
 - Creating a strong sense of community identity;
 - Mixing land uses;
 - Directing growth toward existing communities;
 - Taking advantage of compact design;
 - Discouraging sprawl;
 - Encouraging infill;

- Preserving unique historical, cultural and natural resources;
 - Preserving open space; and,
 - Creating a range of housing opportunities and choices.
- Policy LU-7.6 *Gateways/Entrypoints*: The County shall identify key entry points on the edges of communities and support programs and projects that enhance gateways and transitional zones between communities to make each community more distinct and inviting for residences and visitors.
- Policy LU-7.11 *Pedestrian and Bicycle Friendly Streets*: The County shall encourage new streets to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian environments.
 - Street tree planting adjacent to curb between the street and sidewalk to provide a buffer between the pedestrian and the automobile, where appropriate;
 - Minimum curb cuts along streets;
 - Sidewalks on both sides of streets, bicycle lanes where feasible; and,
 - Traffic calming devices such as roundabouts, bulbouts at intersections, traffic tables, etc.
- Goal T-1: To provide for a unified, coordinated, and cost-efficient countywide road and highway system that ensures safety, maintains adequate levels of service, and the efficient movement of people and goods.
- Policy T-1.1 *Provision of Adequate Road Network*: The County shall establish a road network to accommodate projected growth in traffic volume resulting from residential development, commercial and tourism expansion, and geothermal activity and other industrial development.
- Policy T-1.4 *Conformance with Regional Transportation Plan*: The County should continue to upgrade the road system to reduce traffic accidents, improve circulation, and maintain its physical condition, in conformance with the priorities and recommendations established in the Regional Transportation Plan.
- Policy T-1.8 *Level of Service*: County maintained roadways should be improved and maintained to provide adequate peak period Level of Service (LOS) of “C” or better for existing and anticipated traffic volumes if roadway upgrades are feasible, such as roadway widening, addition of lanes via re-striping, and other safety and operational improvements. The County shall allow a limited number of County roadway segments to operate at a level of service of “E” or better where improving the segment to LOS C are deemed infeasible due to cost, negative community and/or environmental impacts, and constructability issues. This “E” level of service for certain roadways shall not include State highways unless approved by Caltrans.
- Policy T-1.11 *Protection of Scenic Corridors*: Develop and maintain roads and highways in a manner that protects natural and scenic resources.
- Policy T-4.1 *Consider Non-Motorized Transportation Modes in Planning and Development*: The County should consider incorporating facilities for non-motorized

users, such as bike routes and pedestrian improvements, when constructing or improving transportation facilities and when reviewing new development proposals. For subdivisions with a density of one or more dwelling units per acre, these facilities will be required.

- Policy T-4.3 *Design Standards for Bicycle Routes*: Design standards for the development, maintenance and improvement of bicycle routes should follow the standards adopted by Caltrans, and shall avoid naturally occurring asbestos or be adequately surfaced and maintained with non-asbestos material.

Lakeport Area Plan

The Lakeport Area Plan, adopted in 2000, provides guidance regarding the long-term growth and development of the greater Lakeport and Scotts Valley Area. The plan recommends a growth and development pattern that protects the natural environment, protects public safety, and promotes economic development. The South Main Street/Soda Bay Road corridor is designated as a Special Study Area. Policies specific to the South Main Street/Soda Bay Road Special Study Area are as follows:

- Improve the visitor's first impression of the Lakeport community by upgrading design standards and unifying the design of commercial and light industrial development on South Main Street.
- Install utilities for new development in the area underground. Explore all avenues for undergrounding existing utilities in key areas.
- Update the Memorandum of Understanding (M.O.U.) between the City of Lakeport and the County related to road improvements in the South Main Street and Soda Bay Road area.

Regional Transportation Plan

The Lake County/City Area Planning Council (Lake APC) is the Regional Transportation Planning Agency (RTPA) for the Lake County region. As required by State legislature, RTPAs develop Regional Transportation Plans (RTPs) to provide a clear vision of the regional transportation goals, policies, objectives and strategies. The proposed project is identified in the short range plan as one of the proposed road rehabilitation guidelines and objectives relevant to the proposed project:

- Policy 2.01: Maintain, rehabilitate, and reconstruct local streets and roads consistent with local and regional needs, city and county area plans, and financial constraints.
- Policy 2.02: Assure that use of County and City streets and roads is safe for all motorists.
- Policy 2.03: Improve traffic flow, capacity and operations on the local transportation network.
- Policy 2.05: Pursue Federal, State, local and private funding sources that are necessary for transportation system maintenance, restoration, and improvement projects identified in this plan.
- Goal 3.1: Provide a safe and well-maintained system to meet the transportation needs of bicyclists, pedestrians, and equestrians, where financially feasible.

- Policy 3.1: Consider the needs of non-motorized users when constructing, upgrading, or maintaining street, roadway, and highway facilities.
- Policy 3.06: Encourage and support local agencies in the development of bicycle and pedestrian facilities.

Lake County Regional Bikeway Plan

The Lake County Regional Bikeway Plan contains a summary of existing bikeways in Lake County, policies in support of bike and pedestrian facilities within the County, proposed new bikeways and implementation strategies. The Class II bicycle lanes that are a part of the proposed project are identified in the short-range bike implementation plan as a high priority project. The completion of this project will create a vital linkage to existing bike routes in the City of Lakeport in addition to the existing Class II route established during road upgrades to Big Valley Road & Highland Springs Road between Soda Bay Road and State Highway 29, completed last year.

IV. ENVIRONMENTAL ANALYSIS

The proposed project requires environmental analysis consistent with the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Lake County is the lead agency for the project under CEQA, and the California Department of Transportation (CALTRANS) is the lead agency under delegation from the Federal Highway Administration (FHWA) for NEPA. The environmental analysis for both CEQA and NEPA was prepared in a joint Initial Study/Environmental Assessment document for the project, by LSA Associates, Inc on behalf of the Lake County Department of Public Works. The Planning Commission is being asked to consider adopting a Mitigated Negative Declaration finding that this project with included mitigations (Attachment 4) will not result in any significant environmental effects, consistent with the requirements of CEQA. The Planning Commission is not being requested to formally approve the NEPA documentation for this project as it is not considered the lead agency. It should be noted however that CALTRANS is simultaneously considering the adoption of a Finding of No Significant Impact (FONSI), consistent with NEPA requirements, for this project at the beginning of February.

Environmental technical studies were performed between 2007 and 2010 and used to analyze the impacts of the proposed project and are summarized in the joint Initial Study/Environmental Assessment. These studies include:

- Archaeological Evaluation Report, LSA Associates, Inc., October 2010
- Archaeological Survey Report, LSA Associates, Inc., December 2009
- Community Impact Assessment, LSA Associates, Inc., February 2010
- Drainage Technical Memorandum, Quincy Engineering, Inc., May 2011
- Extended Phase I Report, LSA Associates, Inc., April 2010
- Farmland Conversion Assessment, LSA Associates, Inc., October 2008
- Historical Resources Evaluation Report, LSA Associates, Inc., January 2009
- Initial Site Assessment, LSA Associates, Inc., September 2009
- Natural Environment Study, LSA Associates, Inc., August 2010
- Noise Study Report, LSA Associates, Inc., December 2008
- Paleontological Study Memorandum, LSA Associates, Inc., November 2009

- Phase II Site Investigation Report, Taber Consultants, January 2010
- Storm Water Data Report, Quincy Engineering, Inc., February 2008
- Summary Floodplain Encroachment Report, Quincy Engineering, Inc., September 2010
- Lake County, South Main Street/Soda Bay Road, Todd Drain Culvert Hydraulic Analysis, Pacific Hydrologic Incorporated, September 2010
- Traffic Operational Analysis, TJKM Transportation Consultants, January 2008
- Wetland Delineation Report, LSA Associates, Inc., March 2010

Technical studies are available for viewing (with the exception of some confidential archaeological information) through the Lake County Community Development Department and Department of Public Works.

From these studies, as well as input from the general public and interested and responsible public agencies, a number of specific mitigation measures have been developed to ensure that this project does not result in any significant environmental impacts. Based on the environmental analysis it was found that:

The proposed project would have no effects associated with the following:

- Coastal Zone (NEPA requirement);
- Wild and Scenic Rivers;
- Parks and Recreational Facilities;
- Growth;
- Community Character and Cohesion;
- Relocations;
- Environmental Justice (NEPA requirement);
- Air Quality; and
- Threatened and Endangered Species.

In addition, the proposed project would have no significant effects associated with the following:

- Visual Resources;
- Plan Consistency;
- Farmlands/Timberlands; and
- Traffic and Transportation

Avoidance and minimization measures would reduce any potential environmental effects to less than significant levels for the following:

- Land Use (right-of-way acquisitions);
- Utilities and Emergency Services;
- Hydrology and Floodplain;
- Water Quality and Storm Water Runoff;
- Geology and Soils;
- Paleontological Resources;
- Hazardous Waste and Materials;
- Noise;
- Wetlands and Other Waters;
- Plant and Animal Species;

- Invasive Species; and
- Climate Change.

The proposed project would have no significantly adverse effect on cultural resources because the following mitigation measures would reduce potential effects to insignificant levels:

- Implementation of a Historic Property Treatment Plan (HPTP), which has been agreed to by CALTRANS, Lake County and Big Valley Rancheria, outlining research design, excavation, and data recovery and/or evaluation procedures for archaeological sites;
- Implementation of Environmentally Sensitive Area fencing to protect resources during construction; and
- Archaeological and tribal monitoring during construction

The joint Initial Study/Environmental Assessment provides further details on specific impacts and incorporated mitigation measures (copies may be made available upon request from the Lake County Community Development Department). Attachment 4 includes a listing of all the specific mitigation measures for the project and at which phase completion is required.

IV. DISCUSSION

The Lake County Administration Office is requesting that a minor change be made to language appearing in the third paragraph of Section 1.4.1.2 entitled Utilities on page 13 of the IS/EA document, be amended to reflect the variety of alternatives that exist for the provision of public water to this project area through the proposed water main that is to be located under the proposed roadway (as shown in Attachment 3), rather than just the service of water from City of Lakeport as is unintentionally implied by the current language. Planning Staff recommends the IS/EA language for this section be amended to read as follows:

~~In cooperation with the City of Lakeport, the project would include the extension of the existing South Main Street water main.~~ Assuming that appropriate funding is secured, it is anticipated that ~~the planned a~~ water main ~~extension~~ would be included as part of the road improvements project. The 12-inch-diameter water main would be constructed in a trench under the center of the road and pass beneath the box culverts. The proposed project includes the installation of this infrastructure to accommodate future water service. The installation of the water main as part of the proposed roadway and utility undergrounding project would ensure that the road would not need to be disrupted another time to install additional infrastructure. No water service connections would be established as part of the proposed project.

Planning Staff recommends that the Planning Commission report that this project is consistent with the Lake County General Plan and approve the mitigated negative declaration based on the joint Initial Study/Environmental Assessment (IS 11-11) prepared by LSA Associates, Inc. on behalf of the Lake County Department of Public Works.

V. RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

- A. Adopt a mitigated negative declaration for the South Main Street Soda Bay Road Widening and Bikes Lane Project with the following findings:
 1. Potential environmental impacts related to Land Use and Population & Housing have been mitigated to insignificant levels by specific measures listed on page 13 of the Mitigation Monitoring and Reporting Program.
 2. Potential environmental impacts related to Air Quality have been mitigated to insignificant levels by specific measures listed on page 2 of the Mitigation Monitoring and Reporting Program.
 3. Potential environmental impacts related to Biological Resources have been mitigated to insignificant levels by specific measures listed on page 2 of the Mitigation Monitoring and Reporting Program.
 4. Potential environmental impacts related to Cultural Resources have been mitigated to insignificant levels by specific measures listed on page 7 of the Mitigation Monitoring and Reporting Program.
 5. Potential environmental impacts related to Geology & Soils have been mitigated to insignificant levels by specific measures listed on page 9 of the Mitigation Monitoring and Reporting Program.
 6. Potential environmental impacts related to Greenhouse Gas Emissions have been mitigated to insignificant levels by specific measures listed on page 9 of the Mitigation Monitoring and Reporting Program.
 7. Potential environmental impacts related to Hazards and Hazardous Materials have been mitigated to insignificant levels by specific measures listed on page 10 of the Mitigation Monitoring and Reporting Program.
 8. Potential environmental impacts related to Hydrology and Water Quality have been mitigated to insignificant levels by specific measures listed on page 11 of the Mitigation Monitoring and Reporting Program.
 9. Potential environmental impacts related to Noise have been mitigated to insignificant levels by specific measures listed on page 12 of the Mitigation Monitoring and Reporting Program.
 10. Potential environmental impacts related to Public Services, Transportation and Traffic have been mitigated to insignificant levels by specific measures listed on page 14 of the Mitigation Monitoring and Reporting Program.

- B. Staff recommends that the Planning Commission report that the South Main Street and Soda Bay Road Widening and Bike Lanes Project in South Lakeport, is in conformity with the Lake County General Plan based on the following findings:
1. The proposed project is consistent with the Countywide Goals of the General Plan.
 2. The proposed project is consistent with the Transportation and Circulation Element of the Lake County General Plan
 3. The proposed project is consistent with the objectives of the Lakeport Area Plan.
 4. The proposed project is consistent with the goals and objectives of the Lake County Regional Transportation Plan.
 5. The proposed project is in conformance with the Lake County Regional Bikeway Plan.

Sample Motions:

Mitigated Negative Declaration

I move that the Planning Commission find that on the basis of the Initial Study No. 11-11 prepared by LSA Associates, Inc. on behalf of the Lake County Department of Public Works and the mitigation measures which have been added to the project in the form of the Mitigation Monitoring and Reporting Program, for the South Main Street and Soda Bay Road Widening and Bike Lane Project, as applied for by the Lake County Department of Public Works, will not have a significant effect on the environment and, therefore, a mitigated negative declaration shall be issued with the findings listed in the staff report dated January 10, 2013.

Approval of Mitigation Monitoring and Reporting Program

I move that the Planning Commission find that the Mitigation Monitoring and Reporting Program for the South Main Street and Soda Bay Road Widening and Bike Lane Project proposed by the Lake County Department of Public Works, will mitigate the significant environmental impacts from this project, and that the Planning Commission has reviewed and considered the Mitigated Negative Declaration which was adopted for this project and the Mitigation and Monitoring and Reporting Program be granted subject to the findings listed in the staff report dated January 10, 2013.

General Plan of Conformity

I move that the Planning Commission report that the South Main Street and Soda Bay Road Widening and Bike Lanes Project, for the South Lakeport area, as proposed by the Lake County Department of Public Works is in conformity with the Lake County General Plan with the findings listed in the Staff Report dated January 10, 2013.

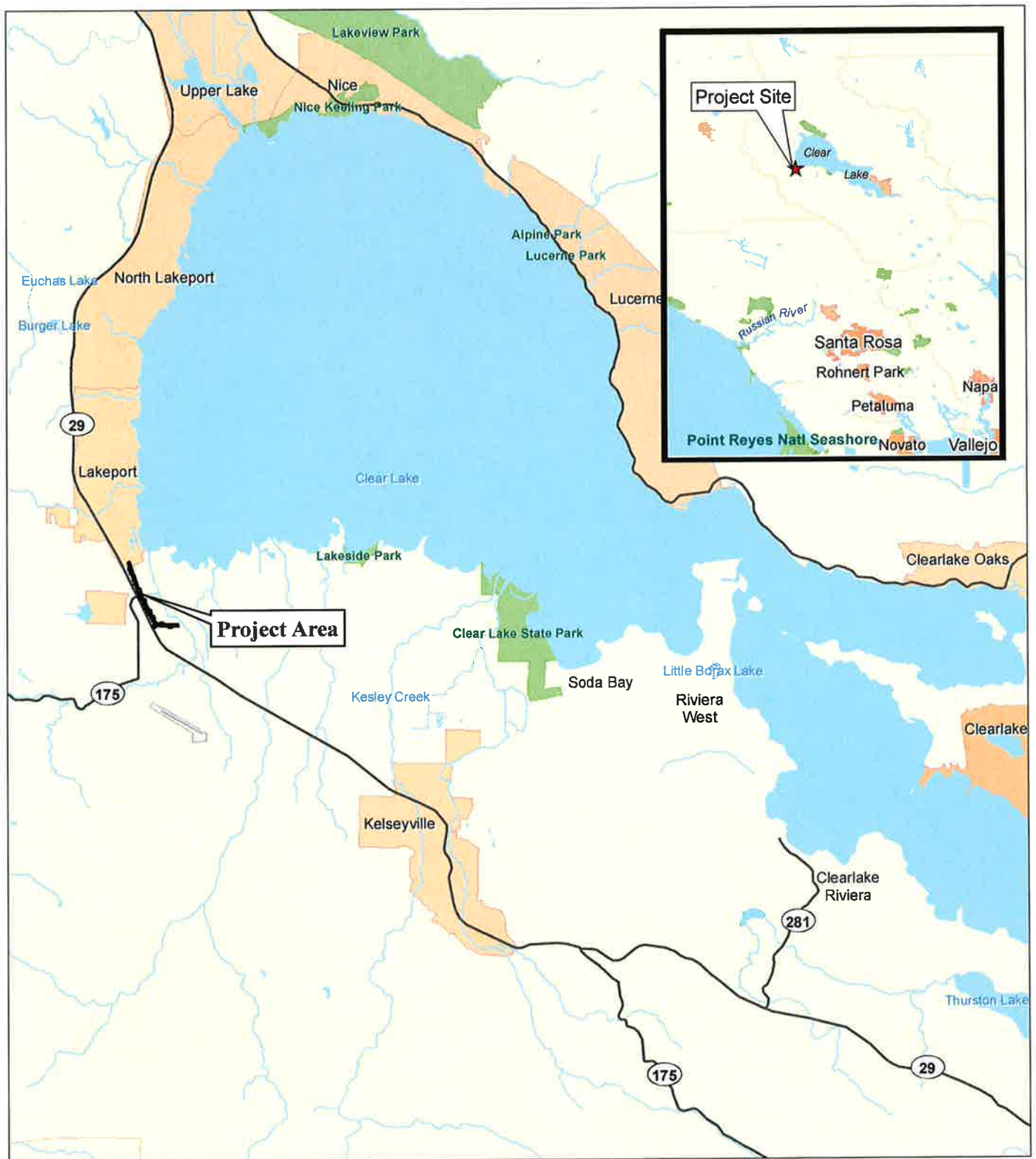


FIGURE 1.1-1

South Main Street and Soda Bay Road
Widening and Bike Lanes Project

Regional Location

ATTACHMENT 1



0 1 2
MILES

SOURCE: StreetMap North America (2008)



Source: DigitalGlobe, Inc., 2006

FIGURE 1.1-2

- PROJECT AREA
- PARCEL BOUNDARY
- PROPOSED RIGHT-OF-WAY
- CITY OF LAKEPORT BOUNDARY
- WATER COURSE (CULVERTED UNDER ROADS)
- LATERAL UTILITY TRENCH

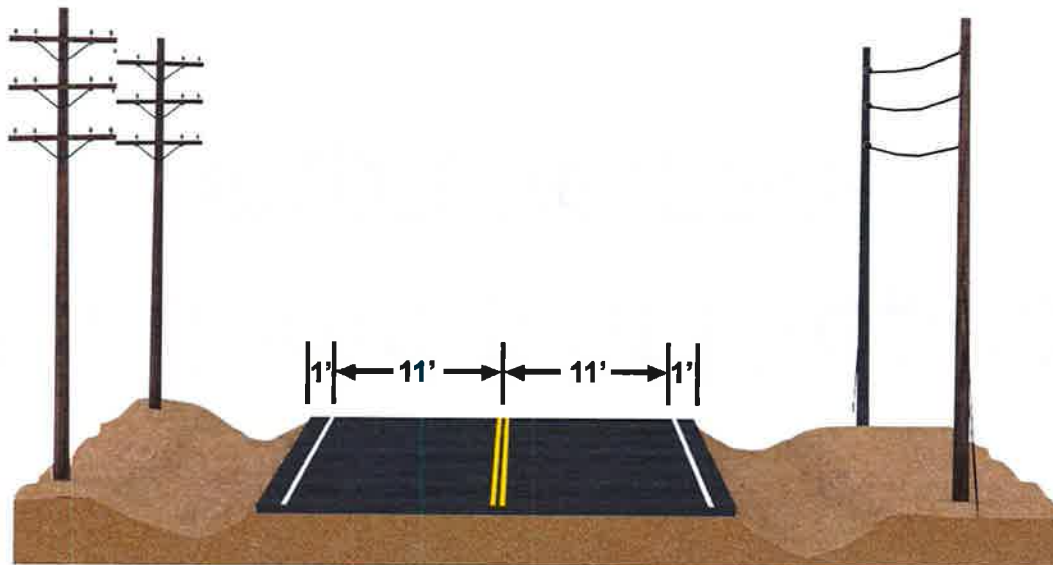
South Main Street and Soda Bay Road
Widening and Bike Lanes Project

Renderings of Proposed Improvements

*South Main Street and Soda Bay
Road Widening and Bike Lanes*

CURRENT CONDITIONS:

Does not meet current standards for
lane width and shoulder width of a Major Collector



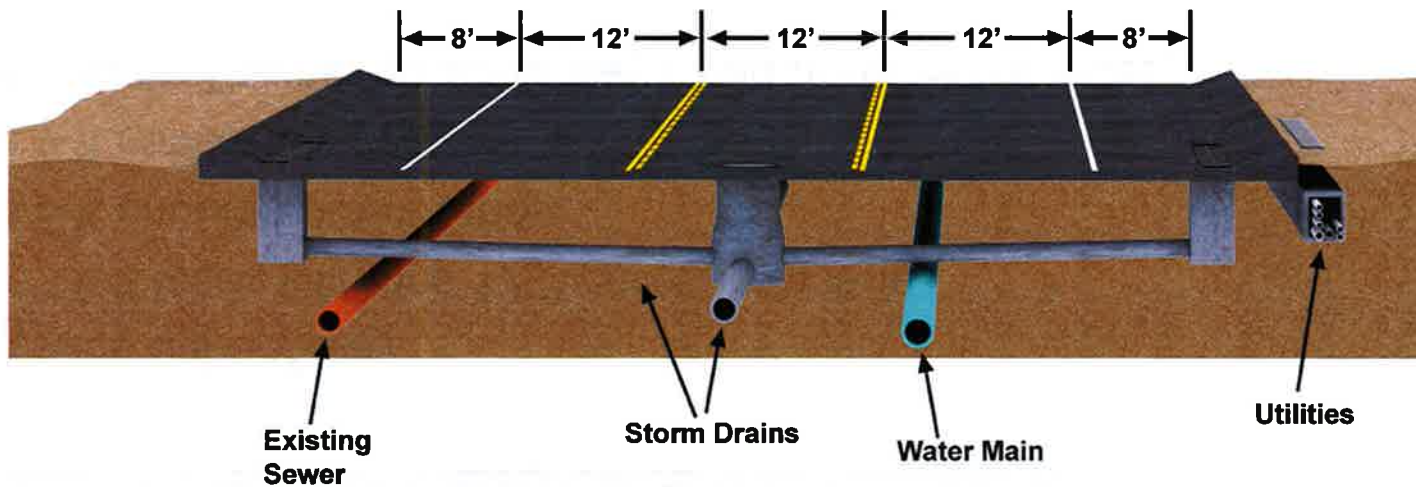
3 LANE PROJECT

52 feet of pavement

Two 12-ft lanes and one 12-ft center turn lane

Two 8-ft shoulders/bike lanes

Asphalt dikes for drainage



5 LANE FUTURE BUILD-OUT OPTION:

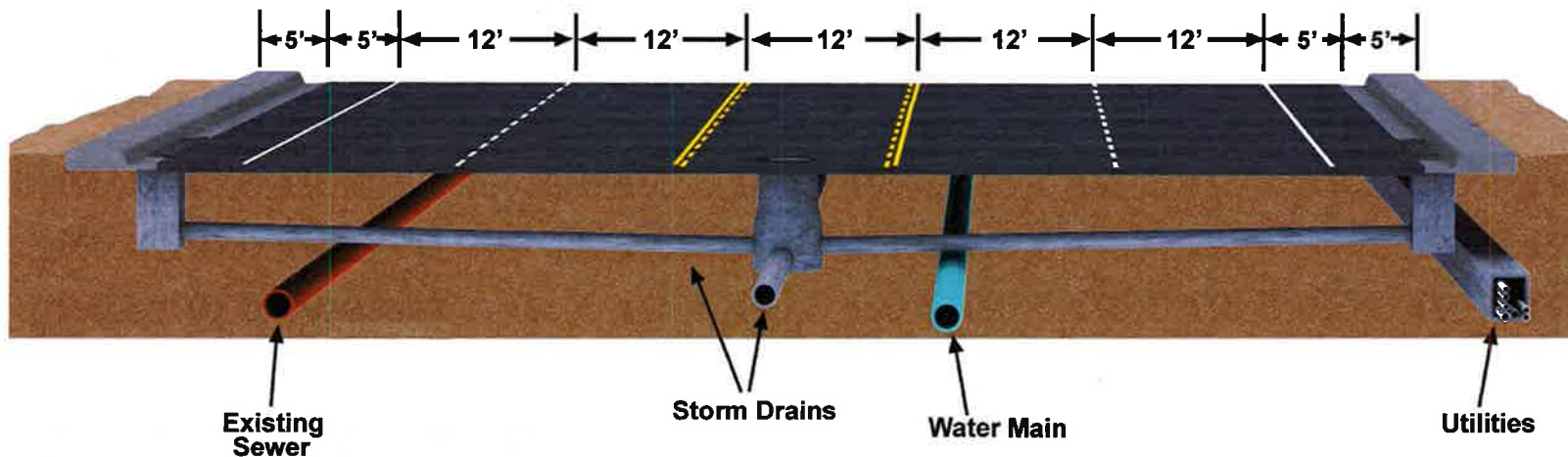
80 ft wide right-of-way

Four 12-ft lanes with one 12-ft center turn lane

Two 5-ft shoulders/bike lanes

Two 5-ft concrete sidewalks

From Movie Theater on Soda Bay Road north (~ 0.6 miles)



MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation and Monitoring Reporting Program (MMRP) has been formulated based upon the findings of the joint Initial Study with Mitigated Negative Declaration/Environmental Assessment prepared for the proposed South Main Street and Soda Bay Road Project (proposed project). The purpose of the MMRP is to ensure the implementation of the avoidance and minimization measures and mitigation measures identified as part of the environmental review for the project. The MMRP includes the following information:

- A list of the avoidance and minimization measures/mitigation measures;
- The party responsible for implementing these measures;
- The timing for implementation of the measure;
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency.

In addition to the identified mitigation measures, this MMRP also includes the avoidance and minimization measures that would be implemented as part of the proposed project to ensure that significant impacts under the California Environmental Quality Act (CEQA) are avoided.

The County of Lake must adopt this MMRP, or an equally effective program, if it approves the South Main Street and Soda Bay Road Widening and Bike Lanes Project with the measures that were adopted or made conditions of project approval. Most of these measures will be added to the project contract Standard Special Provisions.

South Main Street and Soda Bay Road Widening and Bike Lanes Project – Mitigation Monitoring and Reporting Program

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
AESTHETICS					
<i>There are no avoidance and minimization measures or mitigation measures related to aesthetics.</i>					
AGRICULTURE AND FOREST RESOURCES					
<i>There are no avoidance and minimization measures or mitigation measures related to agriculture and forest resources.</i>					
AIR QUALITY					
<u>Air Quality Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: Construction best management practices (BMPs) would be implemented in accordance with Lake County Air Quality Management District (LCAQMD) requirements.	Implement construction BMPs in accordance with LCAQMD requirements	Project Contractor	During construction activities	Lake County Department of Public Works	Monitor compliance throughout the construction period.
BIOLOGICAL RESOURCES					
<u>Wetlands and Other Waters Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: Prior to initiating grading, Lake County would obtain any necessary permits from the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Game (CDFG). Lake County would comply with any additional measures or conditions placed on the project by these agencies. In addition, the following measures would be implemented to minimize effects to waters of the U.S./State. - In-water work would be limited to the period between June 15 and October 15. - Temporary and permanent erosion control measures such as weed-free straw and mulch would be applied. - Following completion of work, any temporary impact areas in the drainages would be restored to preconstruction contours and seeded with native local herbaceous plant species.	Obtain permits from the USACE, RWQCB and/or CDFG. Avoid/protect jurisdictional areas during construction. Mitigate for loss of wetlands, as required.	Project Contractor/ Biological Monitor	Prior to and during construction.	Lake County Department of Public Works	Review and certification/ permit issuance prior to start of construction. Monitor compliance throughout the construction period.

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
The following measures would be implemented to compensate for impacts to waters of the U.S./State. - Waters of the U.S./State permanently impacted during construction, totaling 0.162 acre (0.140 acre of waters of the U.S. and 0.022 acre of waters of the State), would be mitigated using one of the following methods, or using a combination of the methods: - Preservation, creation, and/or restoration of the impacted resources at a minimum ratio of 2:1 (except if replacement resources are created and functional prior to the impacts occurring, then a 1:1 ratio is sufficient). A 1:1 mitigation ratio would require 0.162 acre of mitigation area; a 2:1 mitigation ratio would require 0.324 acre of mitigation area. - Through use of in-lieu fee mitigation in accordance with the USACE, Sacramento District's Interim Guidelines for In-Lieu Fee Mitigation. The interim guidelines include an estimated fee schedule based on a 2:1 mitigation ratio. - Purchase of preservation credits at the Siegler Valley Mitigation Bank once it is approved. Siegler Valley Mitigation Bank will only offer preservation credits; consequently, the mitigation ratio would be a minimum of 2:1 and would require 0.324 acre of mitigation area. - Purchase of creation or preservation credits at another agency-approved mitigation bank at a minimum 1:1 mitigation ratio (for creation credits). A 1:1 mitigation ratio would require 0.162 acre of mitigation area.					
<u>Sensitive Plant Community Avoidance and Minimization Measures:</u> The following avoidance and minimization	Install ESA exclusionary	Project Contractor/ Biological Monitor	Prior to, during, and following	Lake County Department of	Review of exclusionary

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
measures have been incorporated into the project: Prior to the start of construction, Environmentally Sensitive Area (ESA) exclusionary fencing would be installed along the limits of work within and/or adjacent to the serpentine grassland community in the project area to minimize encroachment during construction. ESA exclusionary fencing would consist of orange construction fencing (or equivalent) and would be maintained in good condition until construction is complete. No work or equipment would occur within fenced areas. Prior to construction, where utility line corridors extend into serpentine grassland, all topsoil would be salvaged and stored in a weed-free location until the utility line work is complete. The topsoil would consist of the upper 12 inches (approximately) of soil and associated vegetation. Following completion of the utility line work, graded areas would be ripped or otherwise decompacted, if necessary. The salvaged topsoil would then be spread evenly on the graded areas and lightly compacted (e.g., "track-walked"). A qualified biologist or botanist familiar with native plant communities and with revegetation experience in construction areas would monitor topsoil salvage and replacement within the serpentine grassland community. Any trees or shrubs removed would be replaced with locally native site-appropriate species. To avoid the introduction of invasive species into the project area during project construction, contract specifications would include, at a minimum, the following measures: - All earthmoving equipment to be used during project construction would be thoroughly cleaned before arriving on the project site. - All seeding equipment (i.e., hydroseed trucks) would be thoroughly rinsed at least three times prior to arriving at the project site and beginning seeding work.	fencing. Salvage and replace topsoil in serpentine grassland. Revegetation with locally native, site appropriate species. Implement measures to avoid introduction of invasive species.		construction activities.	Public Works.	fencing installation, once prior to construction and throughout the construction period. Review of salvage and revegetation activities during construction and following construction activities.

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
To avoid spreading any non-native invasive species already existing on-site, to off-site areas, all equipment would be thoroughly cleaned before leaving the site.					
<u>Special Status Species Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: Cooper's Hawk: If possible, all suitable nest trees that will be impacted by project construction shall be removed during the non-nesting season (between September 1 and March 1). If this is not possible and project construction is to begin during the nesting season (March 2 – August 31), all suitable nest trees within the limits of work shall be surveyed by a qualified wildlife biologist proficient in the identification of bird species and nesting behavior prior to initiating construction-related activities. Surveys shall be conducted no more than 14 days prior to the start of work. If an active nest is discovered, an appropriate buffer would be established around the nest tree and delineated using orange construction fence or equivalent. The size of the buffer would be determined based on the location of the tree relative to existing development, activity, etc. and the sensitivity of the nest to disturbance, as determined by a qualified biologist proficient in raptor and nesting behavior identification. The buffer would be maintained in place until the end of the breeding season or until the young have fledged, as determined by a qualified biologist. If no nesting is discovered, construction can begin as planned. Construction beginning during the non-nesting season and continuing into the nesting season would not be subject to these measures. Tricolored Blackbird: Disturbance of the grassland and row crop communities resulting from construction activities would be minimized to the extent feasible. Northwestern Pond Turtle: Prior to the start of in-water	Cooper's Hawk: Conduct preconstruction nest survey and establish buffers around nest trees (if required). Tricolored Blackbird: Minimize grassland and crop impacts to the extent feasible. Northwestern Pond Turtle: Conduct preconstruction survey and relocate turtles (if required). Restore site drainages. Use natural plant mesh for erosion control. Clear Lake Hitch: Use the minimum gradient necessary for culvert construction. Restore site drainages.	Project Contractor/ Biological Monitor	Prior to, during, and following construction activities	Lake County Department of Public Works	Review of preconstruction surveys prior to initiation of construction. Review of buffer design and implementation, once prior to construction and throughout the construction period. Review restoration work following construction activities.

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
work, the work area would be surveyed by a wildlife biologist with experience in the identification of pond turtles. If turtles are observed in the project area, they would be relocated outside of the work area. Following completion of work, any temporary impact areas in the drainages would be restored to preconstruction contours. To avoid entrapment of pond turtles and other reptiles and mammals, any fiber blankets installed for erosion control after construction would be free of any plastic mesh netting and contain only natural plant fiber mesh. <u>Clear Lake Hitch.</u> In-water work would not begin until June 15. To the maximum extent feasible, construction of the new culverts and the extension of the existing culverts would be constructed with the minimum gradient necessary and so the bottom sill of the culvert is at or below the existing channel grade. Following completion of work, any temporary impact areas in the drainages would be restored to preconstruction contours.					
<u>Migratory Bird Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: If possible, all trees or other significant vegetation that will be impacted by project construction would be removed during the non-nesting season (between September 1 and March 1). If this is not possible and project construction is to begin during the nesting season (March 2 through August 31), all suitable nesting habitat within the limits of work would be surveyed by a qualified wildlife biologist proficient in the identification of bird species and nesting behavior prior to initiating construction-related activities. Surveys would be conducted no more than 14 days prior to the start of work. If an active nest is discovered, an appropriate buffer would be established around the nest tree and delineated using orange	Conduct preconstruction nest survey and establish buffers around nest trees (if required). Install exclusion netting on the underside of existing culverts and remove swallow nests (if required).	Project Contractor/ Biological Monitor	No more than 14 days prior to vegetation removal (if required). Prior to construction and throughout the nesting season.	Lake County Department of Public Works	Review of preconstruction survey prior to initiation of construction. Review of buffer design and implementation, once prior to construction and throughout the construction period. Review of exclusion netting installation, once prior to construction and throughout the

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
construction fence or equivalent. The size of the buffer would be determined based on the location of the tree relative to existing development, activity, etc. and the sensitivity of the nest to disturbance, as determined by a qualified biologist. The buffer would be maintained in place until the end of the breeding season or until the young have fledged, as determined by a qualified biologist. If no nesting is discovered, construction can begin as planned. Construction beginning during the non-nesting season and continuing into the nesting season would not be subject to these measures. - Prior to the start of the nesting swallow season (March 2 to August 31), a qualified company would be hired to install exclusion netting (or equivalent material) on the underside of the existing culverts to prevent swallows or other birds from nesting. Exclusion structures would be left in place and maintained until the existing culvert is removed, or August 31, whichever is earlier; or - During the nesting season (or as long as swallows attempt to nest on the culverts, as determined by a qualified biologist) all swallow nests would be removed from the underside of the culvert on a daily basis to ensure that no nesting occurs. Nests would be removed using a high powered waters hose, a long pole, or equivalent method.					construction period.
CULTURAL RESOURCES					
<u>Paleontological Resources Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: Ground-disturbance in the Late Pleistocene alluvium below the Holocene deposits may encounter paleontological resources. If paleontological remains are discovered during the course of the project, all work would halt and the	Redirect construction upon encountering paleontological materials. No collection or movement of paleontological	Project Contractor	Prior to and during construction	Lake County Department of Public Works	Review of contract documents prior to construction. Monitor compliance throughout the construction period

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
resources would be avoided by project activities. A qualified paleontologist (e.g., a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California or related topical or geographic areas) would be contacted to assess the situation. Upon completion of an assessment, the paleontologist would prepare a report documenting the methods and results, and provide recommendations for the curation of paleontological materials. Project personnel would not be permitted to collect or move any paleontological materials. Fill soils used for construction purposes would not contain paleontological materials.	materials				
<u>Cultural Resources Mitigation Measure:</u> Pursuant to 36 CFR §800.6(c), a Memorandum of Agreement (MOA) has been developed to address treatments for historic properties in the APE and the evaluation and potential mitigation for both known archaeological sites and potential late discoveries located within the project's ADI. The MOA has been developed between the County, City, Big Valley Rancheria Band of Pomo Indians, Caltrans District 1, and the SHPO to implement protection and mitigation procedures for any as-yet-unidentified cultural resources eligible for the National Register that may be in the ADI. An Historic Property Treatment Plan (HPTP) has been developed in conjunction with the MOA for implementing specific archaeological site evaluation and treatment measures for cultural resources. The HPTP has been developed and implemented through consultation among the SHPO, County, City, Caltrans, and the Big Valley Rancheria. At a minimum, the HPTP contains: - An archaeological construction monitoring plan; - A treatment plan for late discoveries encountered	Develop and implement MOA and HPTP for implementing protection and mitigation measures for cultural resources.	Lake County Department of Public Works/Caltrans/Project Contractor	Prior to and during construction	Lake County Department of Public Works and Caltrans	Review of documents prior to construction. Monitor compliance throughout the construction period.

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
during the construction of the project; - Methods and procedures for mitigation of project adverse effects to archaeological sites; - An Environmentally Sensitive Area (ESA) action plan that would be implemented during the construction of the project to protect adjacent archaeological sites from the effects of the construction of this project; and - Curation procedures for all archaeological materials that would be recovered during the mitigation phase of this project. Procedures for the treatment of unanticipated human remains would be in accordance with California Health and Safety Code §7050.5, PRC §§ 5097.94 and 5097.98, and done in consultation with the Big Valley Rancheria Band of Pomo Indians.					
GEOLOGY AND SOILS					
<u>Geology, Soils, and Seismic Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: The proposed project would comply with all County, State and Federal regulations relating to seismic and geologic hazards. The proposed project would be designed and constructed in accordance with appropriate safety regulations such as Occupational Safety and Health Administration (OSHA) requirements for trenching, shoring, and safety equipment usage. The project plans, specifications and special provisions will include project specific requirements for imported soil, embankment fill, structural section materials, and trench backfill.	Comply with all County, State and Federal regulations relating to seismic and geologic hazards.	Project Contractor	Prior to and during construction	Lake County Department of Public Works	Review of contract documents prior to construction. Monitor compliance throughout the construction period
GREENHOUSE GAS EMISSIONS					
<u>Global Climate Change Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project:	Implement best management practices for reducing GHG	Project Contractor	During construction	Lake County Department of Public Works	Monitor compliance throughout the construction period

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
The following measures would be included in the project to reduce the GHG emissions and potential climate change impacts from the project: - Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. As necessary, the project would include revegetation of disturbed areas along the roadway alignment where vegetation removal would occur to help offset any potential CO₂ emissions increase. - The contractor would comply with the LCAQMD's rules, ordinances, and regulations in regards to air quality restrictions.	emissions, as feasible.				
HAZARDS AND HAZARDOUS MATERIALS					
<u>Hazards and Hazardous Materials Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: Employee lead exposure would be assessed and special health and safety procedures would be in effect for the workers working near lead contaminated areas, consistent with the provisions of CCR Title 8, §1532.1. California Code of Regulations Title 8, §1532.1 applies to all construction work where an employee may be exposed to lead and it: 1) establishes an 8 hour permissible exposure limit of 50 µg/m³; 2) requires an exposure assessment in all workplaces where an employee may be exposed to lead; 3) sets worker protection measures to minimize lead exposure. Safety and health procedures for the protection of workers exposed to lead contaminated soils or lead containing paint would be included in the project specific health and safety plan (HSP, described below). Yellow thermoplastic and/or paint striping would be removed as an independent action and the waste generated during striping removal would be sampled, if necessary.	Comply with State regulations related to lead.	Project Contractor/ Lake County Department of Public Works	Prior to and during construction activities	Lake County Department of Public Works	Review and verification of construction plans prior to construction. Monitor compliance throughout the construction period.

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
<u>Hydrology and Water Quality Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: Project construction would occur during low-flow times to avoid flood-related effects in the floodplain. Lake County would comply with the provisions of the Statewide NPDES General Construction Activity Permit (NPDES Permit No. CAS000002) and any subsequent permit or individual permit if required by the RWQCB as it relates to construction activities for the project, including dewatering. This compliance would include a NOI to the SWRCB prior to the start of construction. Upon completion of work and the stabilization of all disturbed areas, a Notice of Termination would be submitted to the Central Valley RWQCB in Sacramento. Temporary construction BMPs would be implemented to help control erosion and minimize suspended sediment in storm water runoff. In addition, implementation of the Wetlands and Other Waters avoidance and minimization measures (see above under Biological Resources) would minimize water quality effects.	File Notice of Intent to comply with Statewide NPDES General Construction Activity Permit and any subsequent RWQCB permits. Implement BMPs during construction activities.	Project Contractor/ Lake County Department of Public Works	Prior to and during construction	Lake County Department of Public Works	Plan review and scheduled site inspections throughout the construction period.
LAND USE AND PLANNING					
<i>Implementation of the Population and Housing Avoidance and Minimization Measures (see below) would minimize land use and planning effects. There are no additional avoidance and minimization measures related to land use and planning. There are no significant impacts related to land use and planning.</i>					
MINERAL RESOURCES					
<i>There are no avoidance and minimization measures or mitigation measures related to mineral resources.</i>					
NOISE					
<u>Noise Avoidance and Minimization Measures:</u> The following measures would be implemented as part of the project: The construction contractor would ensure that all general construction related activities are restricted to the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and	Comply with noise reduction measures	Project Contractor	During construction activities	Lake County Department of Public Works	Review and verification, continuous during construction

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
handled, and disposed of as hazardous waste. The contractor(s) would prepare a project-specific HSP for work involving handling soil and groundwater impacted by lead, petroleum hydrocarbons, volatile organic compounds (VOCs), and metals. The HSP would comply with the Safety and Health Program requirements outlined in Title 8 CCR (T8 CCR) §5192(b) Hazardous Waste Operations and Emergency Response, and worker training requirements of T8 CCR §5194 Hazard Communication. The HSP would include protocols for environmental and personnel monitoring requirements, personal protective equipment, and other health and safety practices and procedures required to minimize worker exposures during work involving soil and groundwater impacted by lead, petroleum hydrocarbons, VOCs, and metals. If suspected impacted soil or groundwater is encountered, work would cease and the construction engineer or supervisor would contact the County Environmental Health Department to define the extent and magnitude of the impacted area. If determined that the impacted soil or groundwater poses a risk to human health or the environment, the contractor(s), in conjunction with the project engineer and the County Environmental Health representative, would develop a plan to remove and/or mitigate the impacted soil or groundwater to minimize impacts. The County will ensure that a Serpentine Dust Control Plan is submitted to the Lake County Air Quality Management District (LCAQMD) at least 30 days before any ground disturbance commences. The dust control plan form, available through the LCAQMD, will document the measures that the contractor will implement to control dust during work in regulated serpentine areas.	Prepare and implement a project-specific HSP. Implement measures, as appropriate. Prepare and implement a Serpentine Dust Control Plan for control of dust in serpentine areas.		Prior to and during construction activities At least 30 days prior to construction. Implement during construction activities		Review and verification of HSP prior to construction. Monitor compliance throughout the construction period. Review and verification of Plan prior to construction. Monitor compliance throughout the construction period.
HYDROLOGY AND WATER QUALITY					

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
8:00 a.m. to 7:00 p.m. on weekends. - All internal combustion engines would be equipped with the manufacturer-recommended muffler. Internal combustion engines would not be operated on the construction site without the appropriate muffler. - The project contractor would place all stationary construction equipment so that emitted noise is directed away from noise sensitive receptors nearest the active project site. - To the extent feasible, the construction contractor would locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise sensitive receptors nearest the active project site during all project construction.					
POPULATION AND HOUSING					
<u>Population and Housing Avoidance and Minimization Measures:</u> The following avoidance and minimization measures have been incorporated into the project: - All affected business owners and residents would be fully compensated for the ROW acquisitions in accordance with applicable federal and State ROW acquisition laws. The compensation would be at a fair market value, except for properties that have public ROW "dedications" as part of a use permit or development permit. Properties with "dedications" would be compensated at fair market value for any additional ROW acquisition that is not part of previous dedications. Fair market value corresponds to the value the property would have if sold privately on the open market. Compensation would also be provided for any loss of market value to the remainder of the property. - Compensation would be based on an evaluation performed by a licensed State appraiser. California law provides that the property owner would receive a copy	Comply with applicable federal and State ROW acquisition laws.	Lake County	Prior to construction activities	Lake County Department of Public Works	Verification prior to construction activities

Avoidance and Minimization Measures/ Mitigation Measures	Product/Action	Implemented By	When Implemented	Monitored By	Monitoring Action and Frequency
of the appraisal or of the valuation upon which the offer of compensation is based.					
PUBLIC SERVICES					
Public Services Avoidance and Minimization Measures: The following avoidance and minimization measures have been incorporated into the project: Design, construction, and inspection of any required utility work would be completed in accordance with the County's standards and procedures. The County would coordinate with any affected service provider to ensure minimum disruption of utility services or operations and that all utility work is performed in accordance with appropriate requirements and criteria. A detailed Traffic Management Plan (TMP) would be included as part of the Contractor's specification package to manage temporary construction delays due to one-lane traffic controls. The TMP would address all traffic-related aspects of construction including, but not limited to, the following: traffic handling during each stage of construction, emergency service provider access, pedestrian safety/access, and bicycle safety/access. A component of the TMP would involve public dissemination of construction-related information through notices to the neighborhoods, press releases, and/or the use of changeable message signs. No roadway or driveway access to residences or businesses is expected to be blocked during the construction of the project.	Coordinate with affected service providers. Prepare and implement a TMP to manage construction delays.	Project Contractor	Prior to and during construction	Lake County Department of Public Works	Review of contract documents prior to construction. Monitor compliance throughout the construction period
RECREATION					
There are no avoidance and minimization measures or mitigation measures related to recreation.					
TRANSPORTATION AND TRAFFIC					
Implementation of the Public Services avoidance and minimization measures (see above) would minimize transportation and traffic effects. There are no additional avoidance and minimization measures related to transportation and traffic. There are no significant impacts related to transportation and traffic.					
UTILITIES AND SERVICE SYSTEMS					
There are no avoidance and minimization measures or mitigation measures related to utilities and service systems.					