



City of Clearlake
Notice of Intent to Adopt a Mitigated Negative Declaration (MND)

Notice is hereby given that the City of Clearlake has tentatively determined that the project described below will not result in a significant adverse impact on the environment and that, in accordance with the California Environmental Quality Act, the City is prepared to issue a “mitigated negative declaration” in accordance with the California Environmental Quality Act (CEQA).

Project Name: Airport Hotel and 18th Avenue Extension Project

Project Numbers: Conditional Use Permit (CUP 2022-02); Design Review (DR 2022-02) & Environmental Analysis (CEQA IS 2022-06).

Project Location: 6356 Armijo Avenue, Clearlake, CA 95422, Assessor Parcel Number (APN): 042-121-25.

Zoning Designation: “GC” General Commercial

Project Summary: The Airport Hotel and 18th Avenue Extension Project would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site. In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53. The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager’s quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC zoning district.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk. The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshow, weddings, and conferences. It should be noted that the meeting hall would include an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM. A number of existing trees would be removed in order to develop the proposed hotel and roadway extension. However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site.

The proposed 18th Avenue extension would consist of two eight-foot lanes and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater

This tentative determination is based on an environmental analysis (CEQA IS 2022-06) that assesses the project's potential environmental impacts and those potential impacts have been reduced to less than significant levels with the incorporated mitigation measures. Anyone may review this study at Clearlake City Hall, 14050 Olympic Drive, Clearlake, CA 95901, during normal business hours or by downloading the CEQA Packet from the State Clearinghouse Website at: <https://ceqanet.opr.ca.gov/>

The public review period for this Notice of Intent (NOI) will remain open for a period of at least 30 days from publication date of this notice. **The commenting period for this Notice of Intent (NOI) is October 26, 2022, to November 30, 2022. (Please Note: All comments must be received no later than Wednesday, November 30, 2022.**

For more information, please call (707) 994-8201 during normal business hours of City Hall (Monday through Thursday – 8am to 5pm). During this period written comments on the project and the proposed mitigated negative declaration may be addressed. You may also submit comments via email at mroberts@clearlake.ca.us. Final environmental determinations are made by the decision-making body, which, in this case would be the City of Clearlake, Planning Commission.

City of Clearlake - Community Development Department
Attn: Mark Roberts – Senior Planner
14050 Olympic Drive
Clearlake, CA 95422



CITY OF CLEARLAKE

DRAFT MITIGATED NEGATIVE DECLARATION

ENVIRONMENTAL ANALYSIS (CEQA)

INITIAL STUDY, IS 2022-06

**AIRPORT PROPERTY COMMERCIAL CENTER
PROJECT**

**LOCATED AT:
APN: 042-121-25**

October 20th, 2022

CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL CHECKLIST FORM INITIAL STUDY, IS 2022-06

- 1. Project Title:** Airport Hotel and 18th Avenue Extension Project
- 2. Permit Numbers:** Conditional Use Permit 2022-02
Design Review 2022-02
CEQA, IS 2022-06
- 3. Lead Agency Name/Address:** City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422
- 4. Contact Person:** Mark Roberts, Senior City Planner
Phone: (707) 994-8201
Email: mroberts@clearlake.ca.us
- 5. Project Location(s):** 6356 Armijo Avenue
Clearlake, California 95422
- 6. Parcel Number(s):** APN: 042-121-25
- 7. Project Sponsor's Name/Address:** City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422
- 8. Project Developers Name:** Hotel Developer
Matt Patel, MLI Associates, Inc.
Rep: Josh Divilbiss, Designer
2511 Ilwood Dr
Cameron Park, CA 95682
- 9. Property Owner(s) Name/Address:** City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422
- 10. Zoning Designation:** General Commercial (GC)
- 11. General Plan Designation:** Commercial
- 12. Supervisor District:** District Two (2)
- 13. Average Cross Slope:** Average cross slope – less than 10%
- 14. Earthquake Fault Zone:** Not within a fault zone

- 15. Dam Failure Inundation Area:** Not within a Dam Failure Inundation Zone
- 16. Flood Zone:** Not located within a known flood zone
- 17. Waste Management:** Clearlake Waste Solutions
- 18. Water Access:** Highlands Mutual Water Company
- 19. Fire Department:** Lake County Fire Protection District
- 20. Description of Project:** *(Describe the whole action involved, including but not limited to later phases of the project and any secondary, support, or off-site features necessary for its implementation. Attach additional pages if necessary.)*

The proposed project would be located at 6356 Armijo Avenue, east of State Route (SR) 53, and north of the former Pearce Airport site (see Figure 1 through Figure 3). The project site is primarily undeveloped and, is zoned General Commercial (GC) (see Figure 4 and Figure 5).

The Airport Hotel and 18th Avenue Extension Project (proposed project) would include development of the project site with a four-story, 75-room hotel, to be located within the central portion of the site, as well as a one-story meeting hall in the southwest corner of the site. A parking lot and associated improvements would be developed throughout the remainder of the site (see Figure 6 and Figure 7). In addition, the proposed project would construct an extension of 18th Avenue to connect SR 53 to Old Highway 53 (see Figure 8 through Figure 15).

The first floor of the hotel would provide various amenities for guests, including a breakfast serving area and fitness center, as well as a linen cleaning/sorting space, and administrative/storage space. Ten rooms would also be provided on the first floor. The second through fourth floors of the building would house the remaining 65 guest rooms. In addition, a manager's quarters would be located on the fourth floor of the hotel. The proposed building would be limited to a height of 50 feet, consistent with the allowed building height of the GC General Commercial Zoning District.

A total of 109 parking spaces would be provided on-site. Of the 109 parking spaces, six would be reserved for electric vehicle (EV) parking, eight would be reserved for clean air vehicle parking, and four would be Americans with Disabilities Act (ADA)-compliant. In addition, 13 bicycle parking spaces would be provided on-site, including seven short-term spaces, and six long-term spaces in the form of storage lockers. Access to the project site would be provided by a new, 30-foot-wide, full-access driveway which would connect to the proposed 18th Avenue extension. As part of the project, a new sidewalk would be provided along the project frontage of the 18th Avenue extension. Pedestrian walkways throughout the project site would provide for connections to the 18th Avenue sidewalk.

The hotel would operate 24 hours a day, 7 days a week, and would be staffed with an estimated 25 full-time employees. Approximately one to two supply and goods deliveries (i.e., linens and hotel supplies) would occur per day, between the hours of 7:00 AM and 6:30 PM. The hotel would not include a loading dock; rather, delivery vehicles would temporarily park at the front entrance of the hotel. In addition, the on-site meeting hall would operate between 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshow, weddings, and conferences. It should be noted that the meeting hall would include

an outdoor patio which could be used during events, and low amplified music would be allowed on the outdoor patio until 9:00 PM.

A number of existing trees would be removed in order to develop the proposed hotel and roadway extension (see Figure 16). However, the proposed project would provide landscaping improvements, including the planting of new trees and shrubs throughout the project site (see Figure 17).

The proposed 18th Avenue extension would consist of two eight-foot lanes, and would extend westward from SR 53 to Old Highway 53 by approximately 0.2-mile. The 18th Avenue/Old Highway 53 intersection would include a marked crosswalk on the 18th Avenue leg, ADA-compliant curb ramps, a relocated bus stop to the north leg, a 75-foot-long southbound left-turn lane on Old Highway 53, and overhead intersection lighting. In addition, the proposed roadway would provide connections to two existing roadways located to the north including Manzanita Avenue and Vallejo Avenue, as well as two connections to existing driveways located south of the proposed extension. Additional roadway improvements such as curb, gutter, and sidewalk improvements would be developed along the 18th Avenue extension, consistent with City standards. The proposed roadway would also include the extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53.

Sewer service for the proposed development would be provided by the Lake County Sanitation District (LACOSAN), and water services for the proposed project would be provided by the Highlands Mutual Water Company (HMWC). As part of the proposed project, new water and sanitary sewer connections would be provided from the new utility lines that would be developed as part of the 18th Avenue extension. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater.

20. Environmental Setting:

The project site consists of the rectangular-shaped, 2.8-acre parcel identified by APN 042-121-25, as well as the land located south of the parcel, which would be used to extend 18th Avenue from SR 53 to Old Highway 53. The southern portion of APN 042-121-25 has been previously disturbed, as the site is currently being used as a construction staging area for the storage of equipment and vehicles, stockpiles, and other construction-related materials (see Figure 5). The northern portion of the site is relatively undisturbed and consists primarily of wooded areas.

A portion of the 18th Avenue extension is currently developed as a paved roadway, which extends from the SR 53 intersection to just past Vallejo Avenue. The remaining portions of the proposed 18th Avenue extension currently consist of previously disturbed construction staging areas, as well as undisturbed land which consists primarily of ruderal grassland with trees and shrubs scattered throughout.

21. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:

- The parcels to the **North** – Single-family residences
- The parcels to the **South** – Former Pearce Airport site
- The parcels to the **West** – Single-family residences; convenience store
- The parcels to the **East** – Single-family residences; storage facility

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

23. Federal and State Agencies: Central Valley Regional Water Quality Control Board, California Department of Transportation (Caltrans); California Department of Fish and Wildlife, California Alcoholic of Bureau Control (ABC); California Department of Public Health. The applicant will adhere to and obtain all necessary Federal and State Agency permits.

24. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3 (c) contains provisions specific to confidentiality.

Notification of the project was sent to local tribes for "AB 52" Notification, which allows interested Tribes to request tribal consultation within 30 days of receipt of notice. Additional consultation was conducted by Sub-Terra Heritage Resource Investigations as part of the Cultural Resource Investigation prepared for the proposed project.

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

- Bollard Acoustical Consultants, Inc. *Environmental Noise Analysis, Proposed Winery and Farm Brewery Zoning Text Amendment Project*. April 2019.
- CalEPA. *Cortese List Data Resources*. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/>. Accessed August 2022.
- California Department of Conservation. *California Important Farmland Finder*. Available at: <http://maps.conservation.ca.gov/ciff/ciff.html>. Accessed August 2022.
- California Department of Forestry and Fire Protection. *FHSZ Viewer*. Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed August 2022.

- California Geological Survey. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed August 2022.
- CalRecycle. *SWIS Facility/Site Activity Details – Eastlake Sanitary Landfill (17-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3787?siteID=930>. Accessed August 2022.
- City of Clearlake. *2040 General Plan Update Final Environmental Impact Report (EIR)*. February 2017.
- City of Clearlake. *2040 General Plan Update*. February 28, 2017.
- Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. Available at: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed August 2022.
- Doug Gearhart, Air Pollution Control Officer at Lake County Air Quality Management District. Personal communication [phone] with Briette Shea, Senior Associate/Air Quality Technician at Raney Planning and Management, Inc. April 27, 2022.
- FEMA. *FEMA Flood Map Service Center*. Available at: <https://msc.fema.gov/portal/home>. Accessed August 2022.
- Highlands Mutual Water Company. *Drought Contingency Plan*. June 30, 2021.
- Live Oak Associates, Inc. *Airport Property Commercial Center Hotel Project Biological Evaluation Clearlake, Lake County, California*. July 18, 2022.
- Live Oak Associates, Inc. *Arborist Tree Inventory and Assessment for Proposed Airport Property Commercial Center Hotel Project, Clearlake, Lake County, California (PN 2671-02)*. July 18, 2022.
- Live Oak Associates, Inc. *Post-Fire Tree Assessment for Proposed Airport Property Commercial Center Hotel Project, Clearlake, Lake County, California (PN 2671-02)*. August 8, 2022.
- Sub-Terra Heritage Resource Investigations. *Cultural Resource Investigation of the 2.8-Acre Clearlake Airport Parcel APN 04212125 and the 3.47-Acre Proposed 18th Avenue Extension, City of Clearlake, Lake County, California*. August 4, 2022.
- USDA NRCS. Web Soil Survey. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed August 2022.
- W-Trans. *Transportation Impact Study for the Airport Hotel Project*. July 1, 2022.

Figures

- Figure 1: Regional Map
- Figure 2: Vicinity Map
- Figure 3: USGS Map
- Figure 4: Zoning Map
- Figure 5: Site Photos
- Figure 6: Hotel Site Plan
- Figure 7: Hotel Building Elevations
- Figure 8: Roadway Site Plan - Overall
- Figure 9: Roadway Site Plan – Segment 1 (Sheet 4)
- Figure 10: Roadway Site Plan – Segment 2 (Sheet 5)
- Figure 11: Roadway Site Plan – Segment 3 (Sheet 6)
- Figure 12: Roadway Site Plan – Segment 4 (Sheet 7)
- Figure 13: Roadway Site Plan – Segment 5 (Sheet 8)
- Figure 14: Roadway Site Plan – Segment 6 (Sheet 9)

- Figure 15: Striping Plan
- Figure 16: Overall Site Plan with Existing Vegetation
- Figure 17: Landscaping Plan
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Attachments

- Attachment A – Air Quality and Greenhouse Gas Modeling Results
- Attachment B – Biological Evaluation and Arborist Report
- Attachment C – Transportation Impact Study

Figure 1: Regional Map

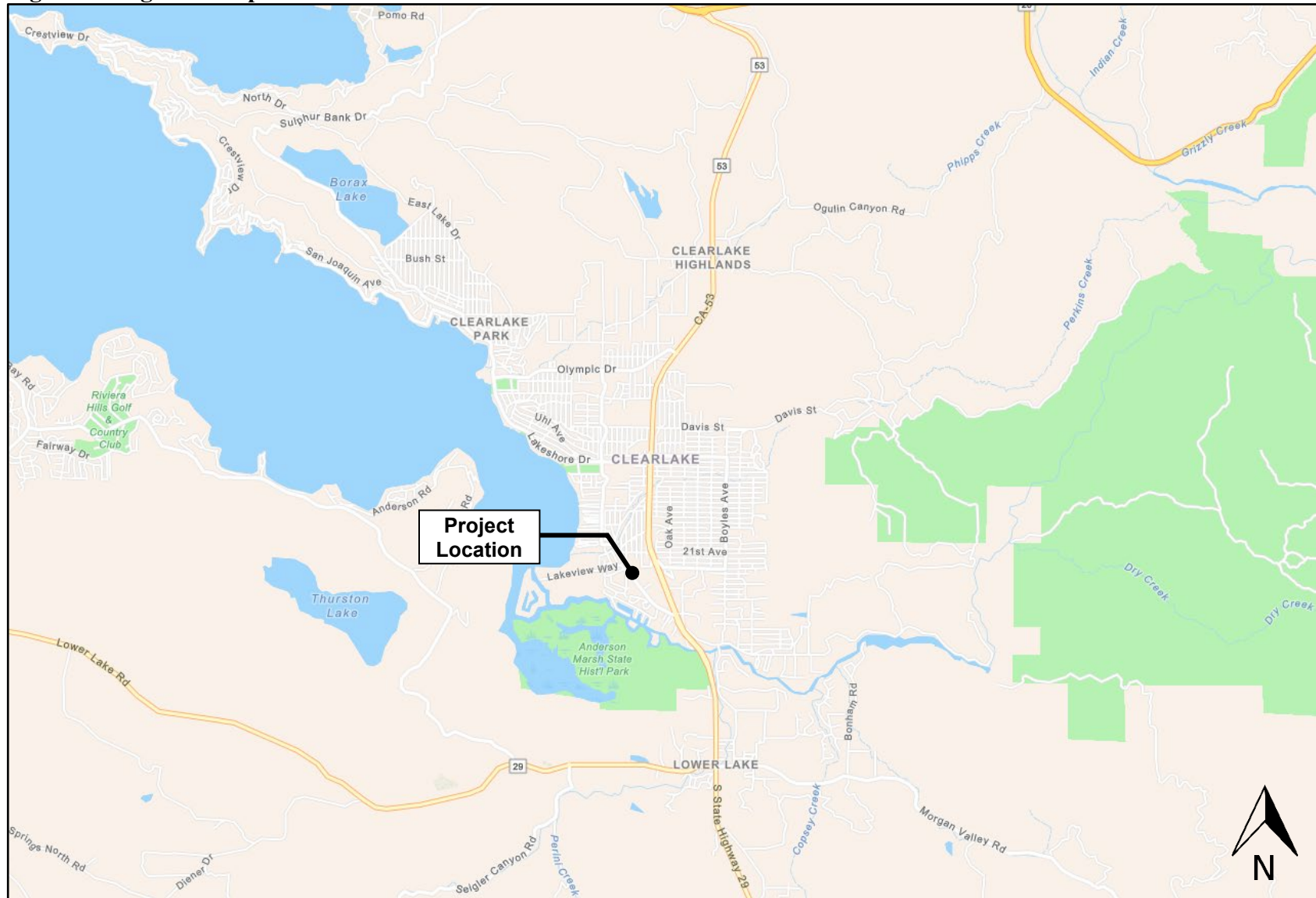


Figure 2: Vicinity Map



Figure 3: USGS Map

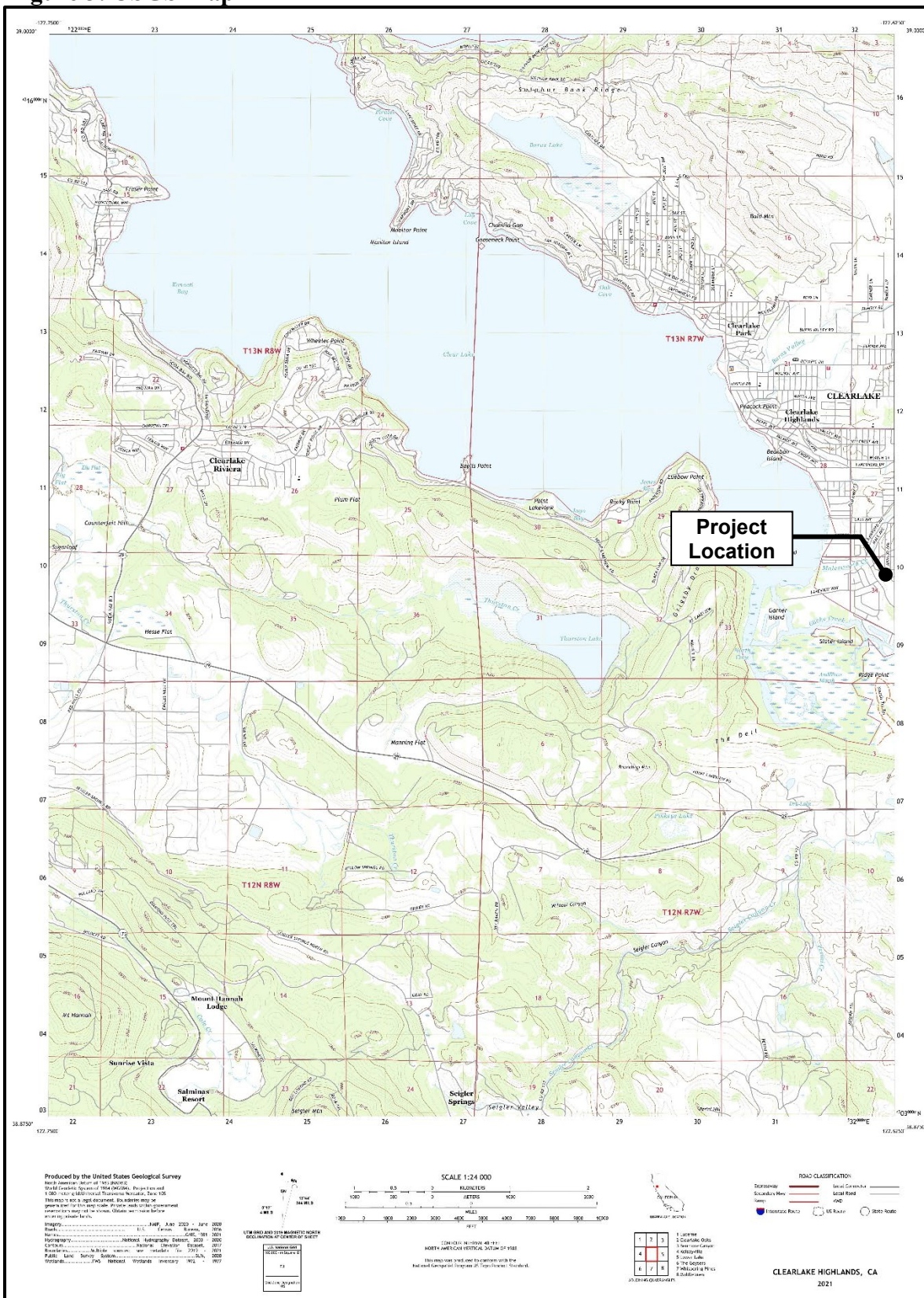


Figure 4: Zoning Map

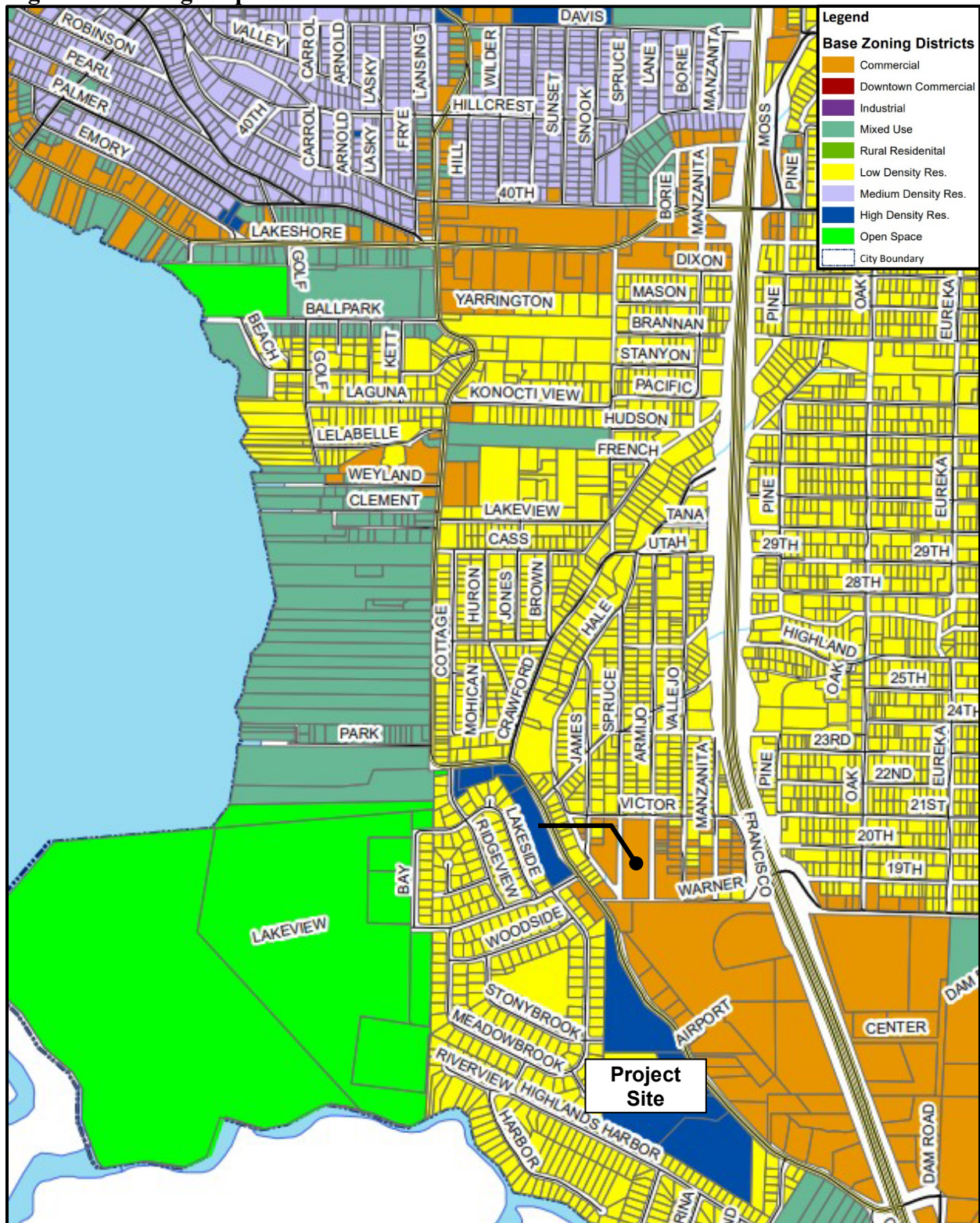


Figure 5: Site Photos



Existing SR 53/18th Avenue Intersection



Northerly View from Southeast Portion of the Site



Westerly View from Site Towards Future Old Highway 53 Connection



Southerly View from Southern Portion of Project Site

Figure 8: Roadway Site Plan - Overall

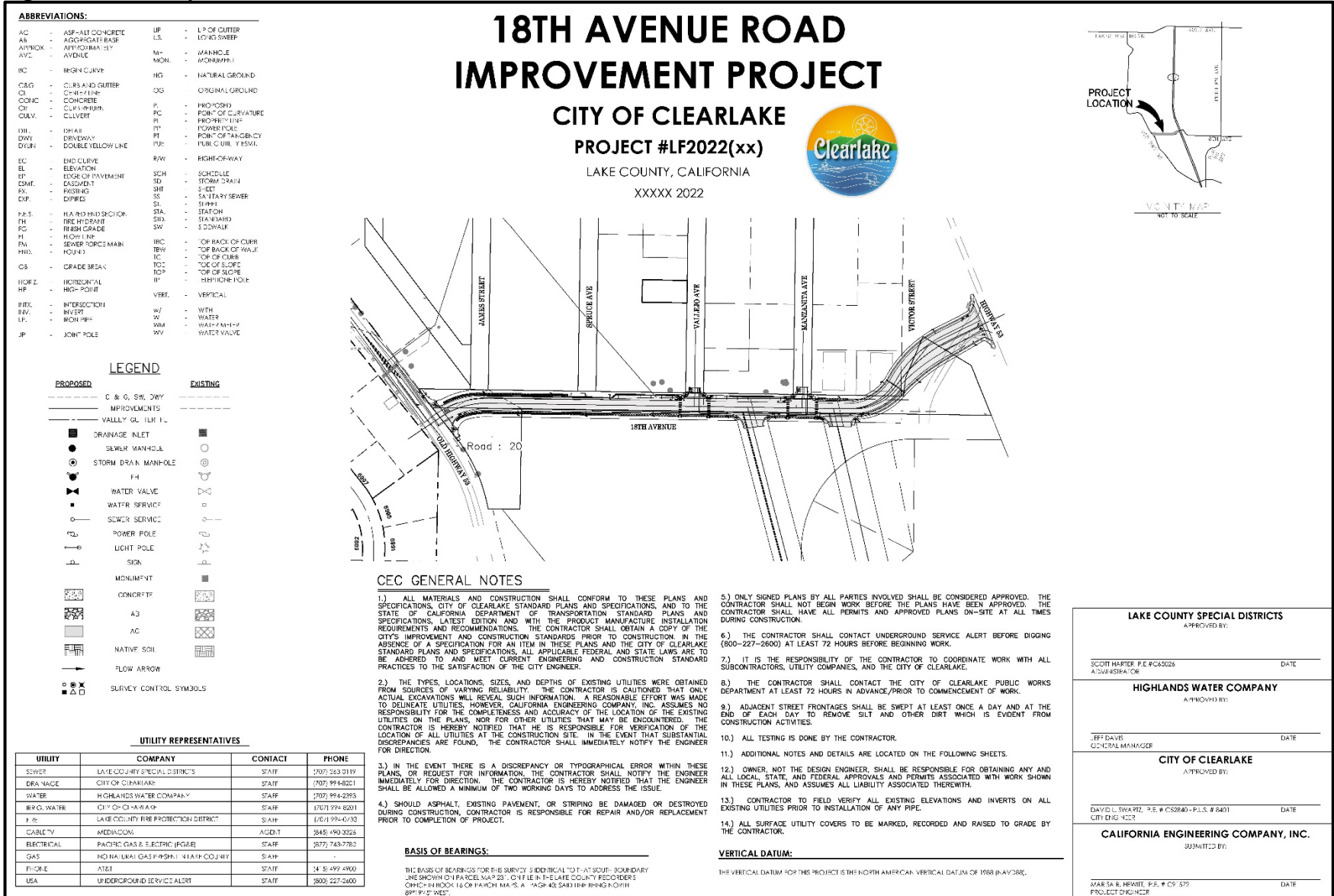


Figure 9: Roadway Site Plan – Segment 1 (Sheet 4)

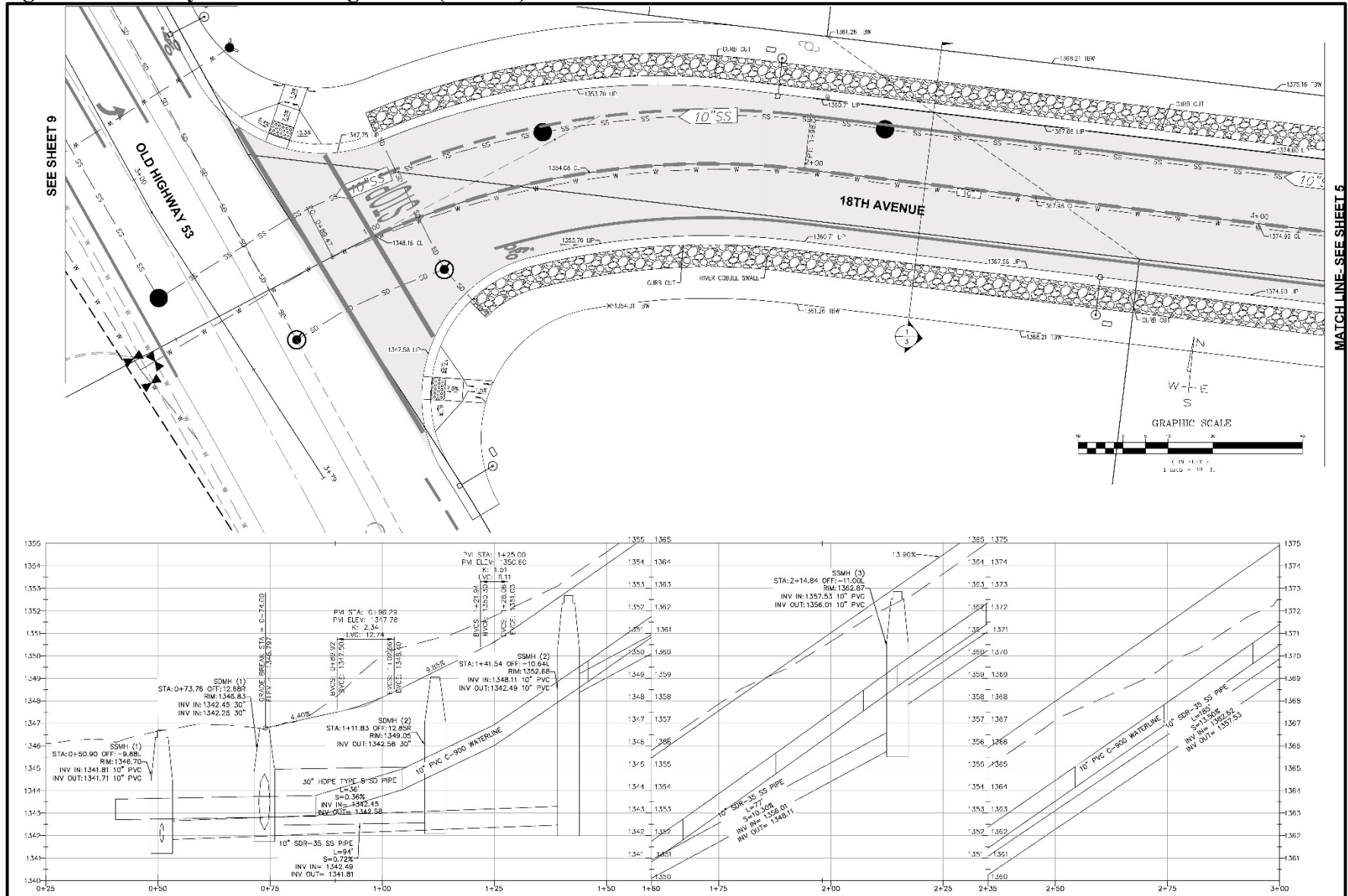


Figure 10: Roadway Site Plan – Segment 2 (Sheet 5)

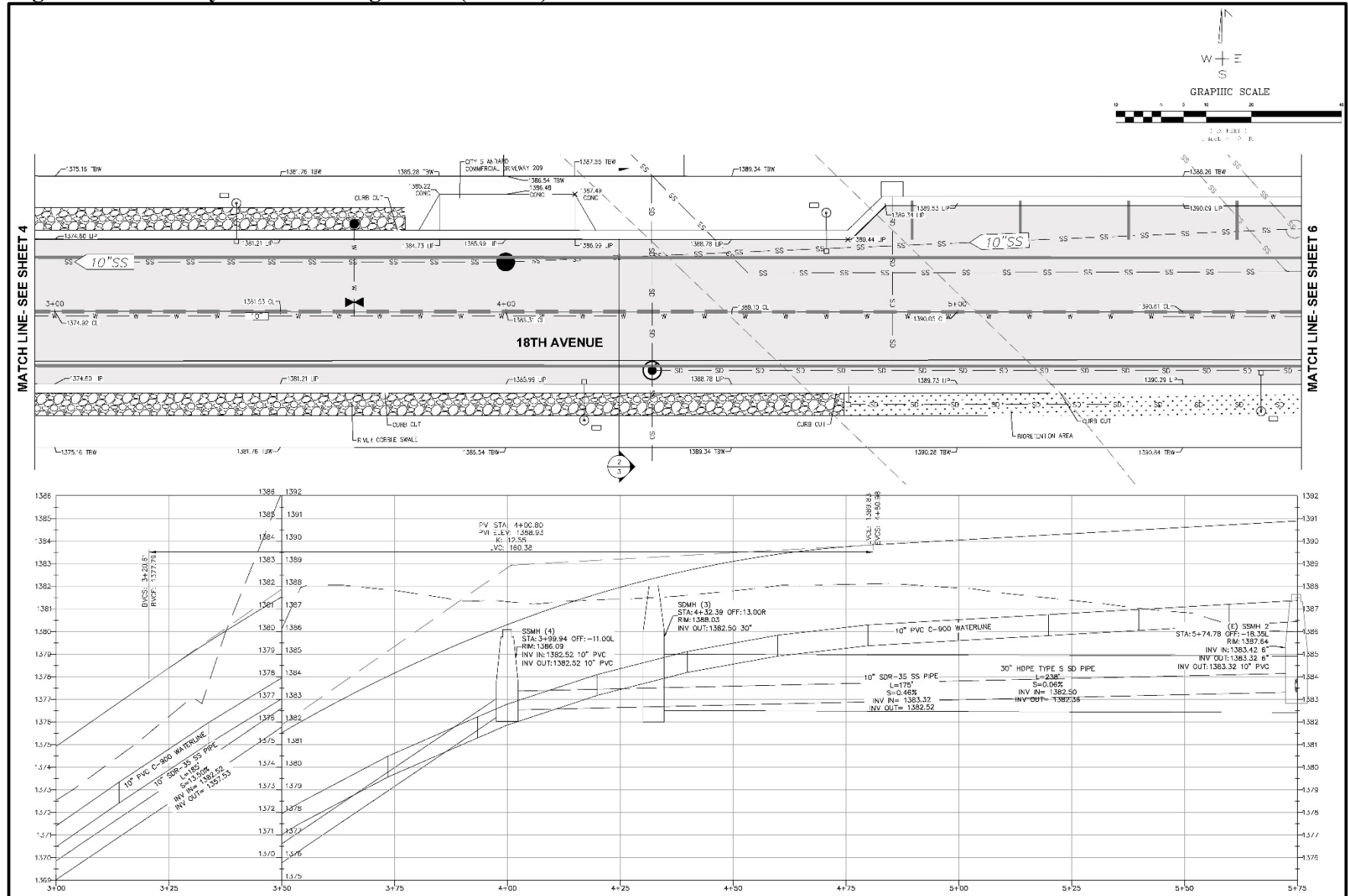


Figure 11: Roadway Site Plan – Segment 3 (Sheet 6)

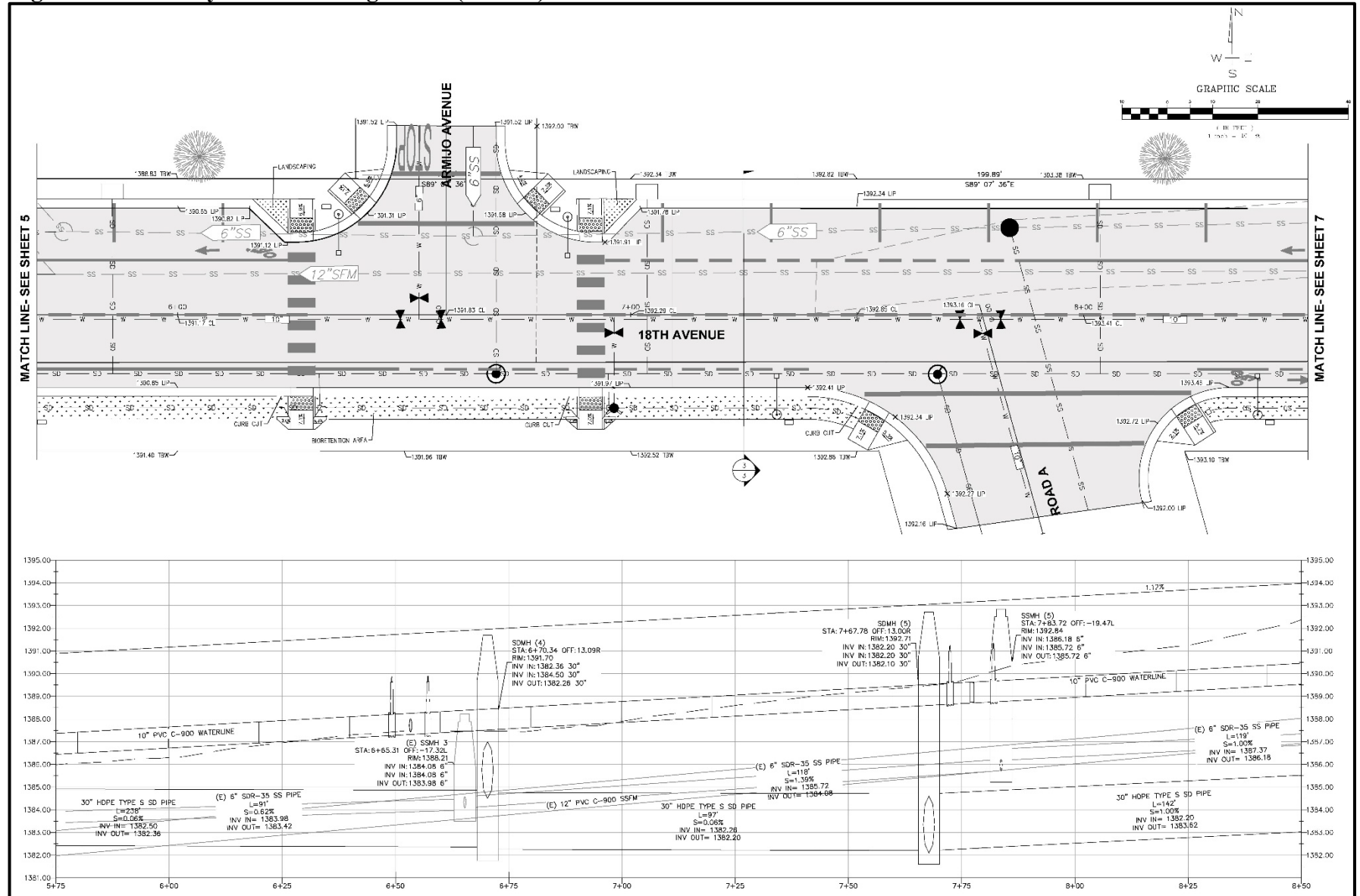


Figure 12: Roadway Site Plan – Segment 4 (Sheet 7)

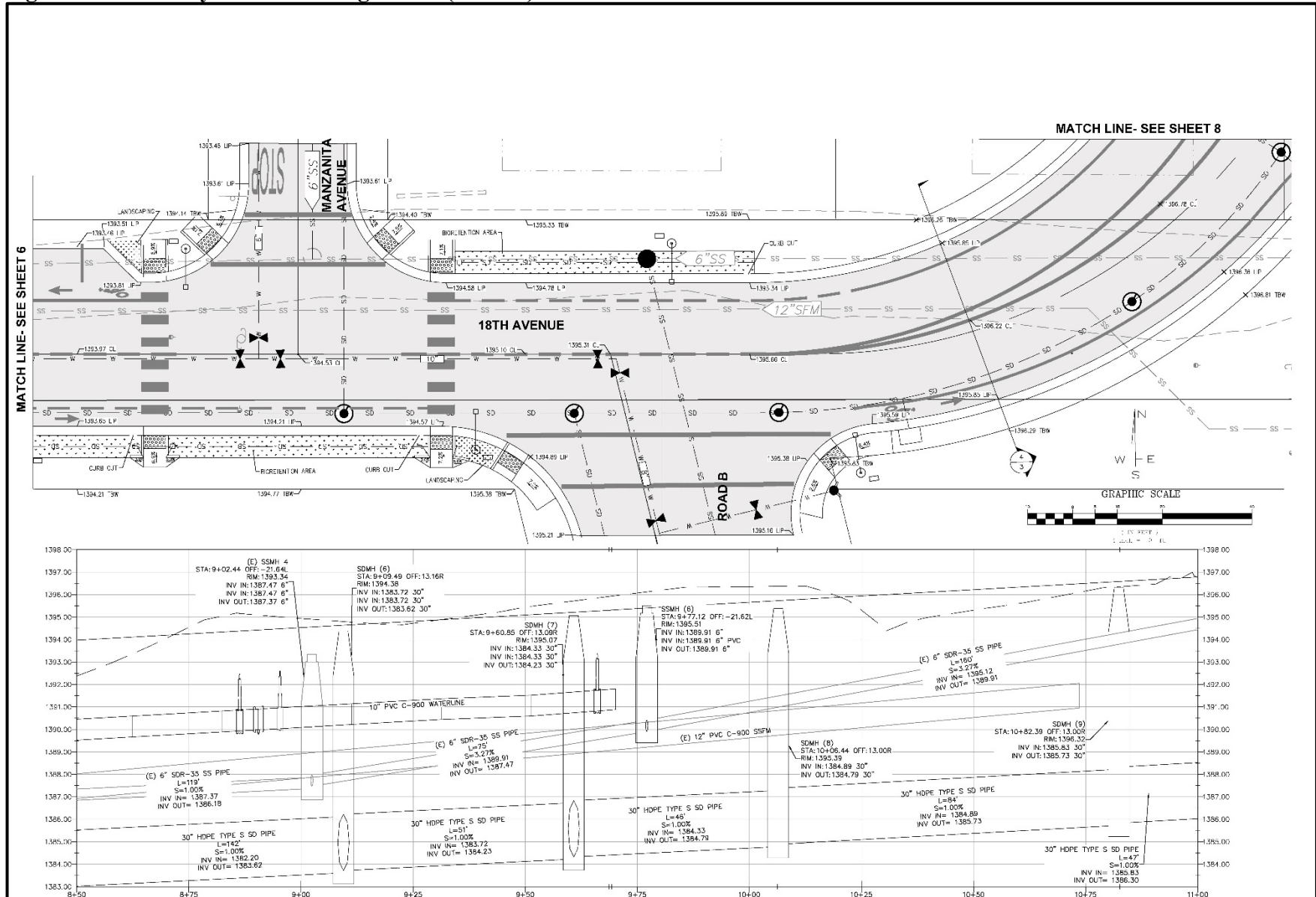


Figure 13: Roadway Site Plan – Segment 5 (Sheet 8)

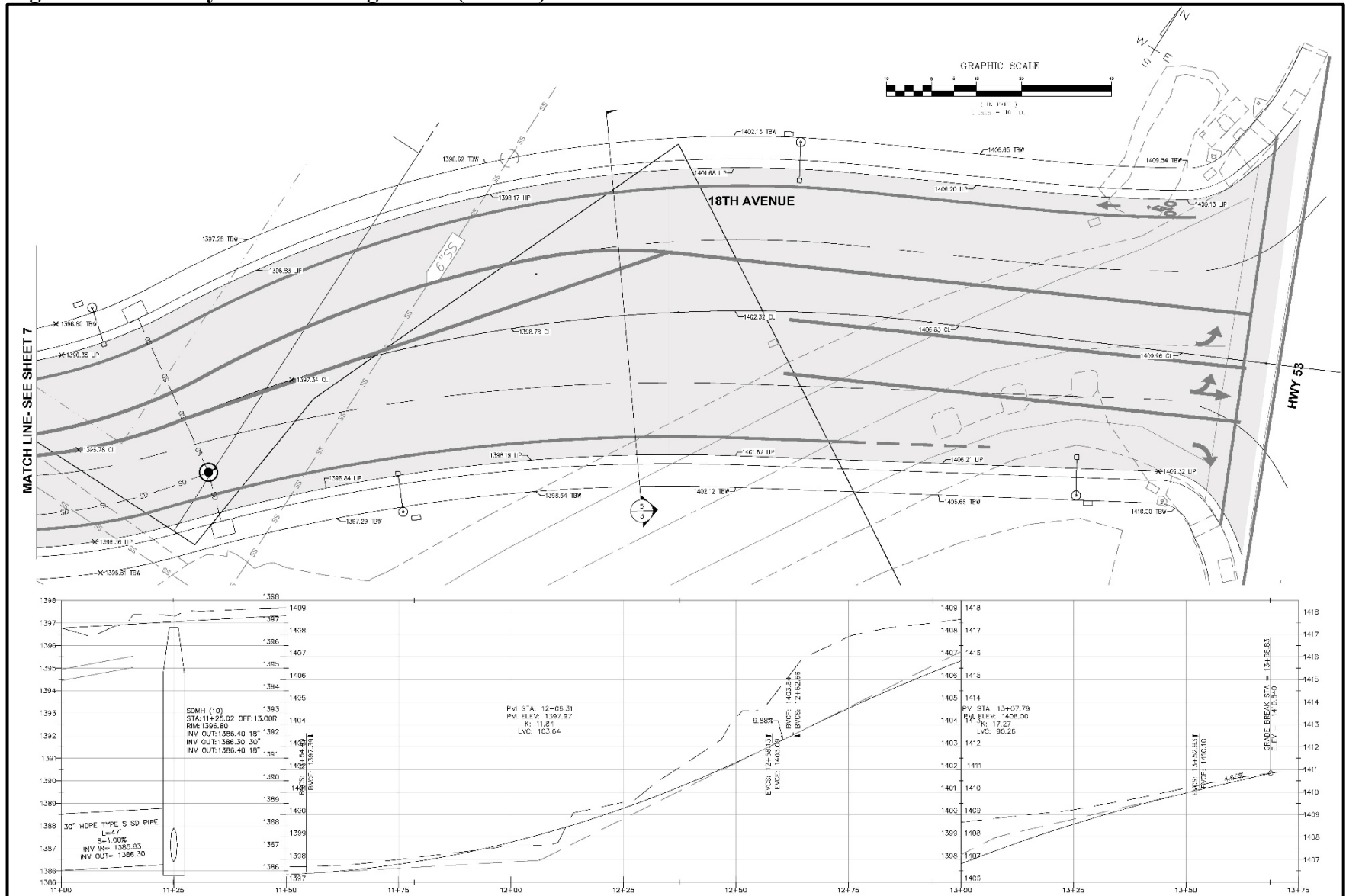


Figure 15: Striping Plan

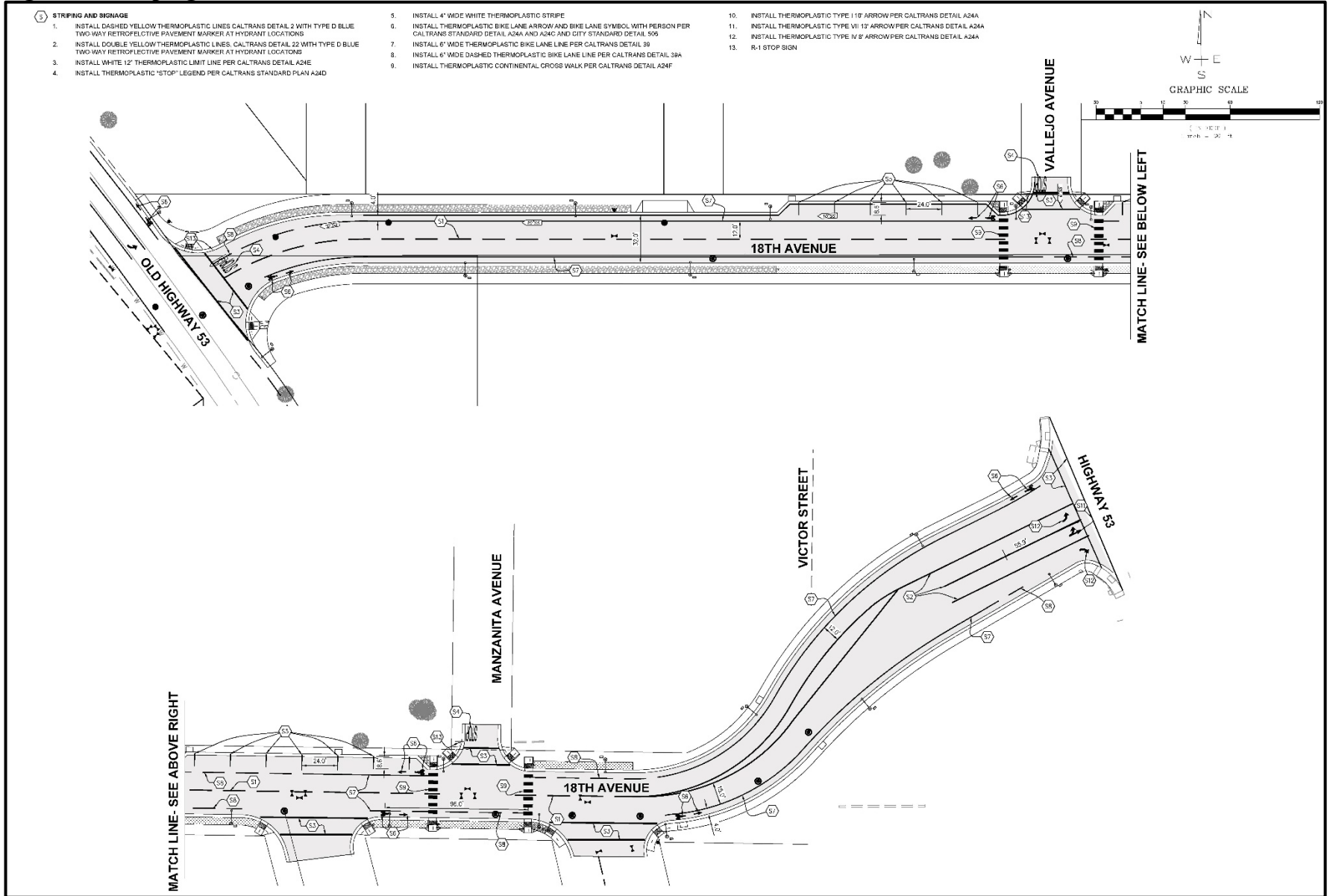


Figure 16: Overall Site Plan with Existing Vegetation



Figure 18: Road Abandonment Exhibits

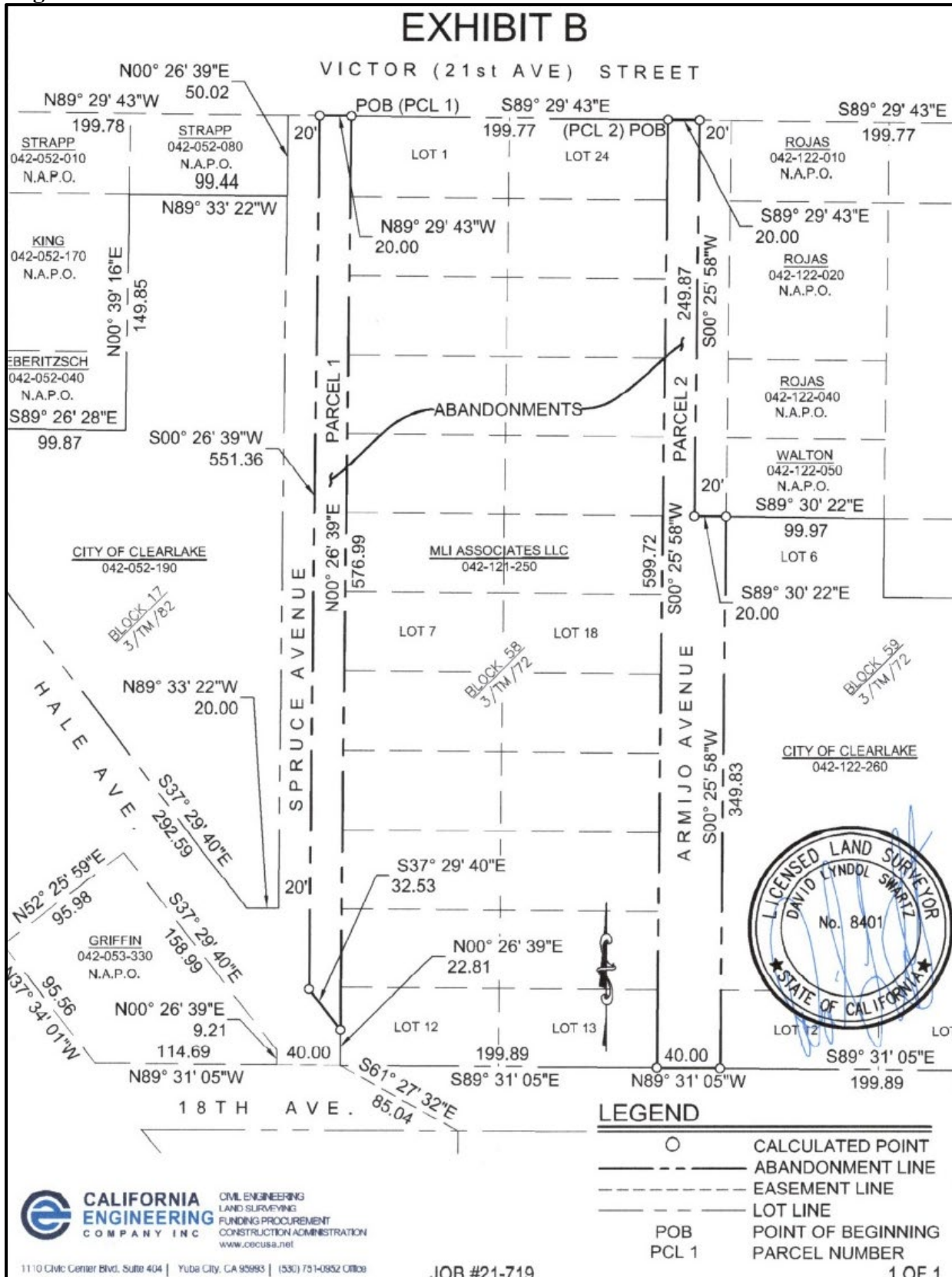


Exhibit A

Description of a

Road Abandonment

All that certain real property situate in the City of Clearlake, County of Lake, State of California, and described as follows:

Parcel 1 – Portion of Spruce Avenue

Beginning at the northwest corner of Lot 1, Block 58, as shown on that certain map entitled "Tract No. 4, Clear Lake Highlands", on file with the Lake County Recorder's Office in Book 3 of Town Maps, at Page 72; Thence from said Point of Beginning North 89° 29' 43" West, along the south right of way line of 21st Avenue, also known as Victor Street, a distance of 20 feet; thence South 0° 26' 39" West a distance of 551.36 feet, to a point on the north right of way projection of Hale Avenue as shown on that certain map entitled "Tract No. 6, Clear Lake Highlands", on file with the Lake County Recorder's Office in Book 3 of Town Maps, at Page 82, said point being 39.92 feet from and perpendicular to the south right of way line of said Hale Avenue; Thence South 37° 29' 40" East a distance of 32.53 feet to a point on the east right of way line of said Spruce Avenue that bears North 0° 26' 39" East from the southwest corner of Lot 12, Block 58, as shown on said "Tract No. 4, Clear Lake Highlands", a distance of 22.81 feet; Thence North 0° 26' 39" East, along the east right of way of Spruce Avenue to the point of beginning, a distance of 576.99 feet.

The above-described abandonment contains 0.259 acres, more or less.

Parcel 2 – Portion of Armijo Avenue

Beginning at the northeast corner of Lot 24, Block 58, as shown on that certain map entitled "Tract No. 4, Clear Lake Highlands", on file with the Lake County Recorder's Office in Book 3 of Town Maps, at Page 72; Thence from said Point of Beginning South 89° 29' 43" East, along the south right of way line of 21st Avenue, also known as Victor Street, a distance of 20 feet; thence South 0° 25' 58" West a distance of 249.87 feet; Thence south 89° 30' 22" East a distance of 20 feet, to a point on the easterly right of way line of Armijo Avenue and being the northwest corner of lot 6, block of said "Tract No. 4, Clear Lake Highlands"; Thence, along the east right of way of Armijo Avenue, South 0° 25' 58" West a distance of 349.83 feet, said point being the southwest corner of Lot 12, of said Block 59; Thence North 89° 31' 05" West, along the northerly right of way line of 18th Avenue, a distance of 40 feet, said point being the south east corner of lot 13, aforementioned Block 58; thence North 0° 25' 58" East, along the westerly right of way of said Armijo Avenue to the point of beginning, a distance of 599.72 feet.

The above-described abandonment contains 0.436 acres, more or less.

The basis of bearings for the above-described road abandonments are shown on that certain map entitled "Record of Survey", on file with the Lake County Recorder's Office in Book 63 of Record of Surveys, at Pages 24 and 25.



Figure 19: On-Site Habitat



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

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

DETERMINATION: (To be completed by the lead Agency) - On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: 

Date: October 26th, 2022

SECTION 1 - EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

IMACT CATEGORIES KEY:

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

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION I. AESTHETICS <i>Except as provided in Public Resources Code Section 21099, would the project:</i>							
a) Have a substantial adverse effect on a scenic vista that is visible from a City scenic corridor?	☐	☐	☐	☐	☐	☒	No impact. According to the City's General Plan, officially designated scenic vistas or view corridors do not exist within Clearlake. However, three vistas and three potential view corridors have been identified along the Lakeshore Drive Corridor. In addition, three existing public parks, including Redbud Park, Highlands Park, and Austin Park, provide panoramic views of the lake and act as vistas. Figure 4.1-1 of the General Plan shows the locations of the identified vistas and view corridors. The project site is not located in the vicinity of, or visible from, any vistas or potential view corridors as identified by the General Plan.
b) Substantially damage scenic resources that is visible from a City Corridor, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☐	☒	No Impact. The proposed project is not located in the vicinity of an officially designated State scenic highway. It should be noted that SR 53, which is located east of the project site, is eligible for listing as a State scenic highway; however, the roadway is not officially designated as such. In addition, while the City identifies view corridors along a portion of Olympic Drive (from Austin Park to SR 53) and along Lakeshore Drive, the project site is not visible from either City corridor. As a result, the proposed project would not substantially damage scenic resources that may be visible from a City Corridor, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
c) Conflict with applicable General Plan policies or zoning regulations governing scenic quality.	☐	☐	☐	☐	☐	☒	No impact. The City of Clearlake General Plan designates the project site as Commercial and the site is zoned "GC", General Commercial. Therefore, the proposed project is consistent with the site's land use and zoning designations, and the site has been anticipated for commercial development by the City. In addition, the proposed project would be required to comply with Section 18-9.020, of the City's Municipal Code, which sets forth requirements and standards for development that apply to the

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							C zone such as building setbacks and height limitations. Furthermore, all development within the City is required to adhere to the general development standards included in Article 18-5, Development Standards, of the City's Municipal Code. Compliance with such would ensure that the proposed project does not conflict with applicable zoning and other regulations governing scenic quality.
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐	☐	☐	Less Than Significant Impact with Mitigation. The proposed project would increase lighting levels in the area, which may impact nighttime views and may result in substantial light or glare, particularly from the hotel and associated parking lot lighting. All lighting would be directed downwards and shielded, in compliance with the City's lighting design standards. However, details of the lighting design for the proposed project are not currently shown in the plans. As such, preparation of a detailed lighting plan would be required to demonstrate that the project compliance City Municipal code and darksky.org. Therefore, with the following incorporated Mitigation Measure, the potential impact has been reduced to a less than significant level. Mitigation Measure: AES 1: Prior to the issuance of development plans and/or building permits, a Final Lighting Design Plan shall be submitted to the City's Community Development Department for review and approval. All outdoor lighting shall be directed downwards and shielded onto the project site and not onto adjacent properties. All lighting shall comply and adhere to all federal, state and local agency requirements, including all requirements in darksky.org, in accordance with the City's Design Standards and Municipal Codes.

SECTION II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☐	☒	No impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the entirety of the project site is characterized as "Urban and Built-Up Land." The project site does not contain, and is not located adjacent to, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Given the designation of the site as Urban and Built-Up Land, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Therefore, no impact would occur as a result of the proposed project.
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☐	☒	No Impact. The project site is currently zoned GC, General Commercial and designated Commercial by the City's General Plan. In addition, the project site is not under a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public	☐	☐	☐	☐	☐	☒	No Impact. While the northern portion of the project site is relatively undisturbed and consists primarily of wooded areas, the project site is not considered forest land (as defined in Public Resources Code [PRC] Section 12220[g]), timberland (as defined by PRC Section 4526) and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the project would not conflict with existing zoning for, or cause the rezoning of, forest land, timberland, or timberland zoned Timberland Production.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																							
Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?																														
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	☐	☒	No Impact. See Questions II-a and II-c, above.																							
SECTION III. AIR QUALITY <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</i> <i>Would the project:</i>																														
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐	☐	☐	Less Than Significant Impact with Mitigation. The City of Clearlake is located in the Lake County Air Basin (LCAB), which is under the jurisdiction of the local air quality agency, the Lake County Air Quality Management District (LCAQMD). The LCAB is the only air basin in the State that is classified as an attainment area for all California Ambient Air Quality Standards (CAAQS). Because the CAAQS are more stringent than the National Ambient Air Quality Standards (NAAQS), the LCAB is designated attainment for all NAAQS as well. Due to the attainment status of the LCAB, an air quality plan for the area is not required to be and has not been prepared. Because the LCAQMD is under attainment for all CAAQS and NAAQS, numerical thresholds of significance for air pollutants have not been established by the LCAQMD for CEQA analysis purposes, as such thresholds of significance are typically developed based on attainment goals set forth within an air quality plan. Based on the recommendation of the LCAQMD, this analysis applies the thresholds of significance used for CEQA analyses within the nearby San Francisco Bay Area Air Basin (SFBAAB), formulated by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD thresholds of significance are based on the SFBAAB's current nonattainment status of ozone and particulate matter (PM) emissions and the subsequent air quality attainment plans. Using the BAAQMD thresholds of significance for the proposed project presents a conservative analysis. The BAAQMD's thresholds of significance are listed in Table 1. <table border="1"> <caption align="center">Table 1 BAAQMD Thresholds of Significance</caption> <thead> <tr> <th rowspan="2">Pollutant</th><th>Construction</th><th colspan="2">Operational</th></tr> <tr> <th>Average Daily Emissions (lbs/day)</th><th>Average Daily Emissions (lbs/day)</th><th>Maximum Annual Emissions (tons/year)</th></tr> </thead> <tbody> <tr> <td>ROG</td><td align="center">54</td><td align="center">54</td><td align="center">10</td></tr> <tr> <td>NO_x</td><td align="center">54</td><td align="center">54</td><td align="center">10</td></tr> <tr> <td>PM₁₀ (exhaust)*</td><td align="center">82</td><td align="center">82</td><td align="center">15</td></tr> <tr> <td>PM_{2.5} (exhaust)*</td><td align="center">54</td><td align="center">54</td><td align="center">10</td></tr> </tbody> </table> * Emissions from exhaust only. BAAQMD has not yet adopted thresholds for fugitive PM emissions. <i>Source: BAAQMD, CEQA Guidelines, May 2017.</i>	Pollutant	Construction	Operational		Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)	ROG	54	54	10	NO _x	54	54	10	PM ₁₀ (exhaust)*	82	82	15	PM _{2.5} (exhaust)*	54	54	10
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IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																																																						
							If a project were to exceed the BAAQMD’s criteria pollutant emission thresholds during construction or operations, the project could be considered to result in an adverse air quality impact. The proposed project’s construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2022.1 – a Statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information is applied in the model. The proposed project’s estimated emissions associated with construction and operations and the project’s contribution to cumulative air quality conditions are provided below. All CalEEMod results are included as Attachment A to this IS/MND. <u>Construction Emissions</u> According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2. As shown in the table, the proposed project’s construction emissions for ROG, PM₁₀ and PM_{2.5} would be well below the applicable thresholds of significance. However, the proposed project’s construction emissions of NO_x would be above the applicable threshold. Consequently, the proposed project could be considered to result in a potentially significant impact related to construction emissions. <table><caption>Table 2 Maximum Unmitigated Construction Emissions (lbs/day)</caption><thead><tr><th>Pollutant</th><th>Project Emissions</th><th>Threshold of Significance</th><th>Exceeds Threshold?</th></tr></thead><tbody><tr><td>ROG</td><td>10.0</td><td>54</td><td>NO</td></tr><tr><td>NO_x</td><td>56.9</td><td>54</td><td>YES</td></tr><tr><td>PM₁₀ (exhaust)</td><td>2.54</td><td>82</td><td>NO</td></tr><tr><td>PM_{2.5} (exhaust)</td><td>2.34</td><td>54</td><td>NO</td></tr></tbody></table> <i>Source: CalEEMod, August 2022 (see Attachment A).</i> <u>Operational Emissions</u> According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3. <table><caption>Table 3 Maximum Unmitigated Operational Emissions</caption><thead><tr><th rowspan="2">Pollutant</th><th colspan="2">Project Emissions</th><th colspan="2">Threshold of Significance</th><th rowspan="2">Exceeds Threshold?</th></tr><tr><th>lbs/day</th><th>tons/yr</th><th>lbs/day</th><th>tons/yr</th></tr></thead><tbody><tr><td>ROG</td><td>6.19</td><td>1.03</td><td>54</td><td>10</td><td>NO</td></tr><tr><td>NO_x</td><td>2.97</td><td>0.58</td><td>54</td><td>10</td><td>NO</td></tr><tr><td>PM₁₀ (exhaust)</td><td>0.07</td><td>0.01</td><td>82</td><td>15</td><td>NO</td></tr><tr><td>PM_{2.5} (exhaust)</td><td>0.07</td><td>0.01</td><td>54</td><td>10</td><td>NO</td></tr></tbody></table> <i>Source: CalEEMod, August 2022 (see Attachment A).</i> As shown in the table, the proposed project’s operational emissions would be well below the applicable thresholds of significance. As such, the proposed project would result in a less-than-significant impact related to operational emissions. <u>Cumulative Emissions</u> Past, present and future development projects contribute to a region’s adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project’s individual emissions would contribute to existing cumulatively significant adverse air quality impacts. If a project’s contribution to the cumulative impact is considerable, then the project’s impact on air quality would be considered significant.	Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?	ROG	10.0	54	NO	NO _x	56.9	54	YES	PM ₁₀ (exhaust)	2.54	82	NO	PM _{2.5} (exhaust)	2.34	54	NO	Pollutant	Project Emissions		Threshold of Significance		Exceeds Threshold?	lbs/day	tons/yr	lbs/day	tons/yr	ROG	6.19	1.03	54	10	NO	NO _x	2.97	0.58	54	10	NO	PM ₁₀ (exhaust)	0.07	0.01	82	15	NO	PM _{2.5} (exhaust)	0.07	0.01	54	10	NO
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IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																								
							The BAAQMD’s thresholds of significance, presented in Table 1, are used to represent the levels at which the LCAQMD would consider a project’s individual emissions of criteria air pollutants to result in a cumulatively considerable contribution to existing air quality conditions. As demonstrated in Table 3 (see above) the proposed project would result in operational emissions below the applicable thresholds of significance, the project would not be expected to result in a cumulatively considerable contribution to the region’s existing air quality conditions during operations. However, as shown in Table 2, construction emissions of NO_x would exceed the applicable threshold. Nonetheless, implementation of Mitigation Measures AQ-1 through AQ-13, as discussed below, would reduce NO_x emissions to a less-than-significant level. Therefore, the project would not be expected to result in a cumulatively considerable contribution to the region’s existing air quality conditions during construction. <u>Conclusion</u> Based on the above, the proposed project would not result in operational emissions above the applicable thresholds. In addition, implementation of the proposed project would result in construction-related emissions of ROG, PM₁₀, and PM_{2.5} below the applicable thresholds of significance. However, emissions of NO_x would exceed the applicable threshold during construction. Therefore, the proposed project could be considered to result in a potentially significant impact. The primary source of construction-related NO_x emissions is from off-road construction equipment. Therefore, implementation of Mitigation Measures AQ-1 through AQ-13, which requires the use of some higher-tier off-road equipment, would substantially reduce the emissions of NO_x. The estimated emissions reductions are presented in Table 4. As shown in the table, with implementation of Mitigation Measure AQ-1, emissions of NO_x would be reduced below BAAQMD’s thresholds. <table><tr><th colspan="4">Table 4 Maximum Unmitigated Construction Emissions (lbs/day)</th></tr><tr><th>Pollutant</th><th>Project Emissions</th><th>Threshold of Significance</th><th>Exceeds Threshold?</th></tr><tr><td>ROG</td><td>10.0</td><td>54</td><td>NO</td></tr><tr><td>NO_x</td><td>53.5</td><td>54</td><td>NO</td></tr><tr><td>PM₁₀ (exhaust)</td><td>2.37</td><td>82</td><td>NO</td></tr><tr><td>PM_{2.5} (exhaust)</td><td>2.19</td><td>54</td><td>NO</td></tr></table> <i>Source: CalEEMod, August 2022 (see Attachment A).</i> Less than significant impact with the implementation of the following mitigation measures. AQ-1: Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet average 5.1 percent NO_x reduction compared to the year 2023 CARB fleet average. The 5.1 percent NO_x reduction may be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment. For instance, the emissions presented in Table 4 were achieved by requiring all tractors/loaders/backhoes used for grading to be engine Tier 4. In addition, all off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturer’s specifications. Idling shall be limited to 5 minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB. Clear signage regarding idling restrictions should be placed at the entrances to the construction site.	Table 4 Maximum Unmitigated Construction Emissions (lbs/day)				Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?	ROG	10.0	54	NO	NO _x	53.5	54	NO	PM ₁₀ (exhaust)	2.37	82	NO	PM _{2.5} (exhaust)	2.19	54	NO
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IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							AQ-2: Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB. AQ-3: Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods approved by the Lake County Air Quality Management District. Prior to initiating soil removing activities for construction purposes, the applicant shall pre-wet affected areas with at least 0.5 gallons of water per square yard of ground area to control dust. AQ-4: Driveways, access roads and parking areas shall be surfaced in a manner so as to minimize dust. The applicant shall obtain all necessary encroachment permits for any work within the right-of-way. All improvement shall adhere to all applicable federal, State and local agency requirements. AQ-5: Any disposal of vegetation removed as a result of lot clearing shall be lawfully disposed of, preferably by chipping and composting, or as authorized by the Lake County Air Quality Management District and the Lake County Fire Protection District.. AQ-6 During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site. AQ-7: Grading permits shall be secured for any applicable activity from the Community Development Department, Building Division. Applicable activities shall adhere to all grading permit conditions, including Best Management Practices. All areas disturbed by grading shall be either surfaced in manner to minimize dust, landscaped or hydro seeded. All BMPs shall be routinely inspected and maintained for life of the project AQ-8: All refuse generated by the facility shall be stored in approved disposal/storage containers, and appropriately covered. Removal of waste shall be on a weekly basis so as to avoid excess waste. All trash receptacles/containers shall remain covered at all times to prevent fugitive odors and rodent infestation. An odor control plan shall be submitted for review and approval by the City in accordance with the Zoning Code. Odor control shall be maintained to an acceptable level at all times. AQ-9: Construction activities that involve pavement, masonry, sand, gravel, grading, and other activities that could produce airborne particulate should be conducted with adequate dust controls to minimize airborne emissions. A dust mitigation plan may be required should the applicant fail to maintain adequate dust controls. AQ-10: If construction or site activities are conducted within Serpentine soils, a Serpentine Control Plan may be required. Any parcel with Serpentine soils must obtain proper approvals from LCAQMD prior to beginning any construction activities. Contact LCAQMD for more details. AQ-11: All engines must notify LCAQMD prior to beginning construction activities and prior to engine Use. Mobile diesel equipment used for construction and/or maintenance must be in compliance with State registration requirements. All equipment units must meet Federal, State and local requirements. All equipment units must meet RICE NESHAP/ NSPS requirements including proper maintenance to minimize airborne emissions and proper record-keeping of all activities, all units must meet the State Air Toxic Control Measures for CI engines and must meet local regulations.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							AQ-12: Site development, vegetation disposal, and site operation shall not create nuisance odors or dust. During the site preparation phase, the District recommends that any removed vegetation be chipped and spread for ground cover and erosion control. Burning of debris/construction material is not allowed on commercial property, materials generated from the commercial operation, and waste material from construction debris, must not be burned as a means of disposal. AQ-13: Significant dust may be generated from increase vehicle traffic if driveways and parking areas are not adequately surfaced. Surfacing standards should be included as a requirement in the use permit to minimize dust impacts to the public, visitors, and road traffic. At a minimum, the district recommends chip seal as a temporary measure for primary access roads and parking. Paving with asphaltic concrete is preferred and should be required for long term occupancy. All areas subject to semi-truck / trailer traffic should require asphaltic concrete paving or equivalent to prevent fugitive dust generation. Gravel surfacing may be adequate for low use driveways and overflow parking areas; however, gravel surfaces require more maintenance to achieve dust control, and permit conditions should require regular palliative treatment if gravel is utilized. White rock is not suitable for surfacing (and should be prohibited in the permit) because of its tendency to break down and create excessive dust. Grading and re-graveling roads should utilizing water trucks, if necessary, reduce travel times through efficient time management and consolidating solid waste removal/supply deliveries, and speed limits Conformance with the foregoing requirements shall be included as notes and be confirmed through review and approval of grading plans by the City of Clearlake Community Development Department.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐	☐	☐	Less Than Significant Impact with Mitigation. See Question III-a, above.
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors include existing single-family residences, located approximately 65 feet east, and 150 feet west, of the project site. The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions, toxic air contaminants (TAC) emissions, and criteria pollutant emissions, which are addressed in further detail below. <u>Localized CO Emissions</u> Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							The LCAQMD has not established screening criteria for localized CO emissions. Therefore, in order to provide a conservative indication of whether the proposed project would result in localized CO emissions that would exceed the applicable threshold of significance, the screening criteria for localized CO emissions established by BAAQMD was used in this analysis. According to BAAQMD, a project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project: • The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; • The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and • The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.). An established congestion management program does not exist for the project area. As such, the proposed project would not be inconsistent with any such a plan. In addition, according to the General Plan EIR, daily traffic volumes along SR 53 range from 19,000 vehicles per day near the southern end of the roadway to 10,000 vehicles per day near SR 20. Because SR 53 is a State Highway, the assumption can be made that the traffic travelling along the roadway would be greater than the traffic travelling on the local roadways in the project vicinity. Therefore, given the relatively small size of the proposed project, the addition of project-generated vehicle trips would not be expected to increase traffic volumes at any intersections within the project vicinity to more than 44,000 vehicles per hour. Furthermore, intersections where vertical and/or horizontal mixing is limited are not located in the project vicinity. Based on the BAAQMD's screening criteria for localized CO emissions, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards. <u>TAC Emissions</u> Another category of environmental concern is TACs. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs. Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, as noted above, construction would occur over an approximately one-year period. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the estimated one-year

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							construction period associated with the proposed project. In addition, all construction equipment and operation thereof would be regulated by the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. During construction, only portions of the project site would be disturbed at a time. Operation of construction equipment would occur on such portions of the site intermittently throughout the course of a day over the overall construction period. Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, sensitive receptors in the area would not be exposed to pollutants for a permanent or substantially extended period of time. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations. <u>Criteria Pollutants</u> As discussed above, the LCAB is the only air basin in the State that is classified as an attainment area for all CAAQS and NAAQS. Due to the attainment status of the LCAB, an air quality plan for the area is not required to be and has not been prepared. As such, numerical thresholds of significance for air pollutants have not been established by the LCAQMD for CEQA analysis purposes, as such thresholds of significance are typically developed based on attainment goals set forth within an air quality plan. According to the BAAQMD, a project's compliance with BAAQMD's thresholds of significance provides an indication that criteria pollutants released as a result of project implementation would not inhibit attainment of the health-based regional NAAQS and CAAQS. Because the LCAB is in attainment for all CAAQS and NAAQS, and project-related emissions would not exceed the BAAQMD's thresholds with implementation of Mitigation Measure AQ-1, the criteria pollutants emitted during project implementation would not be anticipated to result in measurable health impacts to sensitive receptors. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of criteria pollutants. <u>Conclusion</u> Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO, or criteria pollutants from construction or operation. Therefore, a less-than-significant impact would occur.
d) Result in other emissions that create objectionable odors adversely affecting a substantial number of people?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, it is difficult to quantitatively determine the presence of a significant odor impact. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses. Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction is temporary and construction equipment would operate intermittently throughout the course of a day, and would likely only occur over portions of the site at a time. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable LCAQMD

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions, as well as any associated odors related to operation of construction equipment. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, the proposed project would not be expected to create objectionable odors affecting a substantial number of people.
SECTION IV. BIOLOGICAL RESOURCES <i>Would the project:</i>							
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. A Biological Evaluation conducted by Live Oak Associates, Inc., was prepared for the proposed project. A search of the California Natural Diversity Database (CNDDB) was included in the Biological Evaluation, and based on the results, a total of 12 special-status plant species and 18 special-status wildlife species are known to occur within the project region. In addition, a site survey was conducted on July 11, 2022 as part of the Biological Evaluation to assess the potential for the identified special-status species to occur on-site. According to the Biological Evaluation, of the 12 special-status plant species known to occur in the area, three are either absent from or unlikely to occur on the site due to a lack of suitable habitat, because the species has not been observed in the site's vicinity, and/or because the species is a perennial and would have been identifiable during the time of year that the site survey was conducted, and the species was not observed. However, the Biological Evaluation identified nine special-status plant species as having the potential to occur on-site including eight species listed under California Native Plant Society (CNPS) Rare Plant Rank 1B (bent-flowered fiddleneck, Raiche's manzanita, three-fingered morning glory, deep-scarred cryptantha, Tracy's eriastrum, congested-headed hayfield tarplant, Napa bluecurls, and San Joaquin sparscale) and one species listed under CNPS Rare Plant Rank 2B (oval-leaved viburnum). Focused floristic surveys during the appropriate blooming season in all potentially suitable habitats on-site for the aforementioned species would be necessary to determine whether the proposed project would impact any populations of the species. Should focused surveys determine populations of any of the species are present on the site, and if the project as proposed would impact the populations, a potentially significant impact could occur. Many of the 18 special-status wildlife species identified as a result of the CNDDB search have habitat requirements that are not present on the project site. Although the project site does not contain suitable habitat for a majority of special-status wildlife species, four species may regularly or occasionally use the project site for foraging, including the Clear Lake roach, Townsend's big-eared bat, pallid bat, and western red bat. While the three bat species listed above, including the Townsend's big-eared bat, pallid bat, and western red bat may forage over the site, roosting habitat is absent from the site for the species, as trees with suitable cavities and leaf density are not present within the site. In addition, the project site does not provide regionally important foraging habitat for the aforementioned species. Furthermore, while a drainage is located in the northwestern corner of the site, the drainage is not within the development area, and, therefore, Clear Lake roach habitat would not be impacted. Avian species protected by the Migratory Bird Treaty Act (MBTA) could use the project site as potential foraging and/or nesting habitat. Therefore, while development of the project would result in a less-than-significant impact on Clear Lake roach, Townsend's big-eared bat, pallid bat, and western red bat, if construction activity occurs during nesting season, the proposed project could result in a potentially significant impact to avian species protected under the MBTA. Mitigation Measures BIO-1 through BIO-8 shall be implemented to ensure potential impacts to special-status species will be reduced to a less-than-significant levels.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							<u>Mitigation Measures:</u> BIO-1: Prior to initiation of ground-disturbing activities on the project site, the project applicant shall retain a qualified biologist to conduct floristic surveys to identify any special-status plant species on-site. Floristic surveys shall be conducted in all on-site habitats that potentially support special status species during the appropriate season to identify the species, which is typically during the species' blooming period. Based upon the suite of special status plant species potentially occurring on the site, at a minimum, four surveys shall be conducted, (i.e., in March, April, June, and October) in all areas of the site within and adjacent to (within 100 feet) project development footprints that provide potential habitat for the target species. Surveys shall be conducted in conformance with the most recent version of CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities and CNPS' Botanical Survey Guidelines. BIO-2: If rare plant populations are determined to be present on the project site during the focused floristic surveys by a qualified/license biologist, the populations shall be mapped, and the number of individuals shall be estimated. A qualified plant ecologist or botanist shall determine whether project impacts to plant populations are significant. BIO-3: To the extent practicable, the project shall be designed to avoid or minimize impacts to special status plant populations with a buffer determined by the qualified botanist or plant ecologist. BIO-4: If the project cannot be redesigned to avoid or minimize impacts to the identified species to a less-than-significant level, then compensation measures shall include development of an onsite or off-site restoration plan for the species. At a minimum, any restoration plan shall contain the following elements: 1) location of restoration areas, 2) propagation and planting techniques to be employed for the restoration effort, 3) a timetable for implementation, 4) a monitoring plan and performance criteria, 5) an adaptive management plan should the restoration not meet interim success criteria, and 6) a site maintenance plan. The restoration plan shall be approved by the City of Clearlake Community Development Department prior to the start of project construction and shall, where feasible, occur in the immediate vicinity of the identified population(s). BIO-5: If tree removal is required, site preparation, grading, or construction is planned to occur within the avian breeding period (i.e., between February 1 and August 31), a qualified biologist shall conduct pre-construction surveys for active nests of migratory birds within seven days of the onset of construction activities. If construction activity is planned to commence outside the breeding period, pre-construction surveys are not required for nesting birds and raptors. Survey results shall be submitted to the City of Clearlake Community Development Department. If active nests of migratory birds are not detected within the project site, further mitigation is not required. If nesting birds are detected, the applicant shall implement Mitigation Measure BIO-3. BIO-6: If any active nests are discovered in or near proposed construction zones, a qualified biologist shall establish a construction-free buffer around the nest. The buffer shall be adequate to ensure the nest is not disturbed by construction activities and shall be based on the location of the nest, species of bird, sensitivity of the bird (as determined by the biologist), and proximity to and type of construction occurring near the nest. The buffer shall be identified on the ground with flagging or fencing and shall be maintained until the biologist has determined that the young have fledged. Established buffers may be altered only if a qualified biologist provides compelling biological or ecological reason to do so. Proof of compliance with this Mitigation Measure

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							shall be provided to the City of Clearlake Community Development Department prior to recommending construction within the buffer area. BIO-7: All construction and operations workers on the project site shall be trained by a qualified biologist prior to ground disturbing activities. The tailgate training shall include a description of the Migratory Bird Treaty Act, instructions on what to do if an active nest is located, and the importance of capping pipes and pipe-like structures standing upright to avoid birds falling into the pipes and getting stuck. Proof of compliance with this Mitigation Measure shall be provided to the City of Clearlake Community Development Department.
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. A drainage occurs in the northwestern corner of the site with culverts running under the road to the north of the site (see Figure 19). The drainage was dry at the time of the July 2022 site visit conducted as part of the Biological Evaluation. The drainage has a flat bottom with fairly steep sides, suggesting a large volume of seasonal flow. The width of the drainage varied from approximately 12 feet wide at the northern boundary of the site to approximately five feet wide where the drainage exits the site on the western side of the project site. The unnamed drainage appears to be a tributary of Cache Creek which is connected to Clear Lake. As such, the drainage is likely considered to be a water of the U.S. and/or water of the State. However, while the drainage is located on-site, development of the project is not proposed within the near vicinity of the drainage, and the disturbance area of the project would avoid the drainage feature completely. Therefore, impacts to jurisdictional waters, wetlands, or riparian habitats are not expected to occur.
c) Have a substantial adverse effect on state or federally protected wetlands (including, not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. See Question IV-b, above.
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Wildlife movement corridors are areas where regional wildlife populations regularly and predictably move during dispersal or migration. Movement corridors in California are typically associated with valleys, rivers and creeks supporting riparian vegetation, and ridgelines. Wildlife will often move across ill-defined undeveloped habitat patches, or regional movement is facilitated along existing linear features such as ditches, canals, farm roads, and creeks. Regionally, the nearest area believed to provide for regional wildlife movement is Cache creek and the riparian habitat approximately 0.5-mile to the south of the site. In addition, according to the Biological Evaluation prepared for the proposed project, the Lake County Land Trust Conservation Priority Plan identifies the project site location as being along the northern edge of a structural connectivity corridor which appears to center around Cache Creek and upland habitat to the east of Clearlake. The project site consists mainly of open, previously developed area with some natural lands along the northern edge. Development within the City of Clearlake occurs to the west, north, and east of the site, with dispersed rural residential uses located immediately north of the site. Therefore, the Biological Evaluation concluded that the site does not play a major role as a wildlife corridor; however, wildlife which currently use the site for daily or dispersal movements would likely continue to do so after the site is built out because the majority of the undisturbed lands in the northern portion of the site would remain undeveloped under post-project conditions. Nonetheless, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and a less-than-significant impact would occur.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. Chapter 18-40 of the City's Municipal Code comprises the City's Native Tree Protection Ordinance. The City's Native Tree Protection Ordinance defines Protected Trees as native oak trees, including Blue Oak, Valley Oak, Interior Live Oak, California Black Oak, Canyon Live Oak, and Oregon White Oak with a greater than six-inch diameter at breast height (DBH). An Arborist Report (Attachment B) was prepared to evaluate the health and structural condition of the trees within the project area, determine which trees could be preserved and removed, and provide guidelines for tree preservation during the design, construction, and maintenance phases of development. Based on a survey of the project site conducted on July 11 and 12, 2022, a total of 78 protected trees were determined to exist on site, including nine Blue Oaks, one Valley Oak, and 68 Interior Live Oaks. Of the 78 protected trees, the Arborist Report concluded that 51 trees would require removal during development of the proposed project. In addition, 27 trees are expected to experience encroachment from the proposed project. It should be noted that a portion of the site was inaccessible during the field survey. An estimated additional 25 trees from that area, including 20 Interior Live Oaks and five Blue Oaks, may require removal, and an additional 10 Interior Live Oaks from that area are expected to experience encroachment from the proposed project. Overall, a total of 76 protected trees are expected to be removed as part of the proposed project, including 70 Interior Live Oaks, one Valley Oak, and five Blue Oaks; and a total of 37 protected trees are expected to experience encroachment from the proposed project, including 28 Interior Live Oaks, and nine Blue Oaks. However, in July 2022, after the tree inventory and assessment of the project site were conducted, a fire occurred that potentially damaged, injured, and/or killed some of the existing protected trees. As such, a Post-Fire Tree Assessment was prepared by Live Oak Associates (LOA), which provided recommendations to determine the health status of each tree. According to LOA, within eight to 10 weeks of being impacted by fire, a tree's cambium can be checked to determine if a tree is dying or is living. The method of checking a tree's cambium for health is recommended only for trees expected to be removed by the project, as the method damages the tree's bark and should not be conducted on trees that would remain in place. A permit is required by the City of Clearlake to remove or encroach into the dripline of a protected tree. In addition, the City would impose tree replacement standards or in-lieu fees pursuant to Section 18-40.050 of the Municipal Code for all protected trees proposed for removal. Furthermore, the tree protection measures included in the Arborist Report would be required for all protected trees expected to experience encroachment from the proposed project. Without adequate protection measures for the trees to be retained on the site, the proposed project could result in injury to protected trees. Because of the fire that occurred on-site, the site would require additional surveys prior to commencement of construction to determine the number of protected trees that would be removed and retained on-site during project development. Mitigation Measure BIO-5 would ensure impacts to protected trees would be less-than-significant. <u>Mitigation Measures:</u> BIO-8: Prior to the start of construction activities, the applicant shall retain a certified arborist to reassess the protected trees on-site and determine if any additional trees would require removal due to damage from the on-site fire. The updated report shall be submitted to the City of Clearlake Community Development Department for review and approval.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							- A native tree protection and removal permit, waiver, or similar approval shall be secured prior to impacting trees protected under the City ordinance. The project applicant shall mitigate for the removal of Protected Trees located within the project site, as identified in the Arborist Report prepared for the proposed project, by preparing a Tree Replacement Plan to ensure on-site replacement planting or the payment of in-lieu fees, or a combination of both. - For the Protected Trees to be preserved as part of the project, the project applicant shall implement the Tree Protection Measures and Performance Standards included in the Arborist Report prepared for the proposed project, including requirements related to: tree removal, tree protection fencing, trenching, tree protection training, tree protection measure monitoring, and other general provisions. - The above measures shall be included in the notes on construction drawings, subject to review and approval by the City of Clearlake Community Development Department, prior to initiation of construction activities.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☐	☒	No Impact. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would have no impact related to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.
SECTION V. CULTURAL RESOURCES <i>Would the project:</i>							
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Currently, the site is vacant and undeveloped. Thus, the site does not contain any existing structures, buildings, or other features which would be considered historical. A Cultural Resource Investigation was prepared for the proposed project by Sub-Terra Heritage Resource Investigations (Sub-Terra), which included an archival review of historic General Land Office plats and USGS topographic maps, as well as an archeological field survey of the entire project site. The field survey included a complete, intensive inspection of the project site, with transects of three meters or less. Ground visibility was generally good, and where necessary, the surveyor dug small holes to examine the sediments of the land. As discussed within the Cultural Resource Investigation, evidence of historic period cultural resources was not present within the project area, and historic properties were not recorded within the project site. In addition, portions of the project site have been used as a designated construction staging area. As such, the storage of equipment and vehicles, stockpiles, waste bins, and other construction-related materials has occurred on the project site. Therefore, portions of the project site have been subject to disturbance. Based on the above, the proposed project would have a less-than-significant impact related to the substantial adverse change of a historical resource.
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. Based on the California Historical Resources Information System (CHRIS) records search conducted by the Northwest Information Center (NWIC), and archival review of historic General Land Office plats and USGS topographic maps conducted as part of the Cultural Resource Investigation prepared for the proposed project, previously recorded cultural resources are not located within the project site. As discussed above, an archeological field survey was also conducted as part of the Cultural Resource Investigation, which included the minor modification of ground cover, to allow for the detection of all evidence of prior human activity including

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							archeological remains. The archeological field survey did not find any cultural resources within the project area. Additionally, according to the Cultural Resource Investigation, the project area has been previously bulldozed, severely graded, and most of the original landscape was previously removed and re-distributed as fill. From the 1990s to present day, the project area has served as the City's materials storage yard, resulting in further modification by introduction of fill materials of various kinds and from various sources. Although the project area has been subject to a records search and an archeological field survey, and has been subject to previous disturbance, the Koi Nation tribe has ancestral ties to the area. Therefore, a remote possibility exists that unknown archaeological resources, including human remains, could be uncovered during ground-disturbing activities at the project site. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries, during construction. Therefore, Mitigation Measures CUL-1 and CUL-2 would be required to ensure impacts would be less than significant. <u>Mitigation Measures:</u> CUL-1: During construction activities, if any subsurface archaeological remains are uncovered, all work shall be halted within 100 feet of the find and the owner shall utilize a qualified cultural resources consultant to identify and investigate any subsurface historic remains and define their physical extent and the nature of any built features or artifact-bearing deposits. CUL-2: The cultural resource consultant's investigation shall proceed into formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists – e.g., there is an intact feature with a large and varied artifact assemblage – it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project CUL-3: If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Lake County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Lake County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the "most likely descendant(s)", The landowner shall engage in consultations with the most likely descendant (MLD). The MLD will make recommendations concerning

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							the treatment of the remains within 48 hours as provided in Public Resources Code 5097.98. CUL-4: On or prior to the first day of construction the owner shall organize cultural sensitivity training for contractors involved in ground disturbing activities.
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐	☐	Less Than Significant Impact with Mitigation. See Question V-b, above.

SECTION VI. ENERGY

Would the project:

a) Consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. The main forms of available energy supply are electricity, natural gas, and oil. The following provides a discussion regarding the proposed project's potential effects related to energy demand during construction and operations. <u>Construction Energy Use</u> Construction of the proposed project would involve increased energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. As a result, construction equipment would be used intermittently over the duration of the construction period, and the increased energy demand associated with construction would also occur intermittently, and for a limited amount of time. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions by requiring construction vehicles to become cleaner through the use of renewable energy resources. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction. The CARB has prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan), which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The In-Use Off-Road Diesel Vehicle Regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.
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IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. <u>Operational Energy Use</u> Following implementation of the proposed project, PG&E would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of hotel uses, requiring electricity for interior and exterior building lighting, operation of stoves, kitchen and cleaning appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes, hotel patrons, and the movement of goods. Energy use associated with operation of the roadway extension would consist solely of electricity required for roadway lighting. The proposed project would be subject to all relevant provisions of the most recent update of the California Buildings Standards Code (CBSC), including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources. Furthermore, the project would be required to incorporate design features to reduce outdoor water use by 20 percent. With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this Initial Study, the project site would provide new pedestrian infrastructure along the project frontage, and electric vehicle (EV) charging stations would be included in the project. Bicycle parking would be included on-site, which would encourage patrons to use alternative transportation. With regard to the proposed roadway extension, the proposed project would result in transportation energy use associated with vehicles travelling along the roadway. However, the roadway extension would not induce additional vehicle travel in the project area. Rather, the proposed project would redistribute existing traffic within the City and allow for residents of the City to use an alternative, potentially shorter, route. As such, energy consumption associated with vehicles travelling along the proposed roadway would not be considered wasteful, inefficient, or unnecessary. Based on the above, compliance with the State's latest Energy Efficiency Standards would ensure that the proposed project would implement all necessary energy efficiency regulations. <u>Conclusion</u> Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. See Question VI-a, above.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION VII. GEOLOGY AND SOILS <i>Would the project:</i>							
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. The Coast Ranges are composed primarily of Mesozoic and Cenozoic sedimentary strata. The northern Coast Ranges are dominated by irregular, knobby, landslide-topography of the Franciscan Complex. The eastern border is characterized by ridges and valleys comprised primarily of Upper Mesozoic strata. In several areas, Franciscan rocks are overlain by volcanic cones and flows of the Quien Sabe, Sonoma and Clear Lake volcanic fields. Mount Konocti, the largest volcanic feature of the Clear Lake volcanic fields, is located approximately eight miles northeast of the Project site. <u>i) Earthquake Faults</u> Known active faults are not located at or adjacent to the project site. Furthermore, designated Alquist-Priolo Fault Zones do not intersect the project site. Therefore, potential for fault rupture on the site is estimated to be low. <u>ii) Seismic Ground Shaking</u> According to the City's General Plan, a 50 percent to 60 percent chance exists that a 6.0 magnitude earthquake could occur within 50 kilometers of Clearlake in the next 50 years, and strong ground shaking could occur in the area. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance with the design standards is verified by the City prior to the issuance of building permits. Proper engineering of the proposed buildings would ensure that the project would not be subject to substantial risks related to seismic ground shaking. <u>iii) Seismic-Related Ground Failure, including liquefaction</u> The California Geologic Survey (CGS) has designated certain areas within California as potential liquefaction hazard zones, which are areas considered at risk of liquefaction-related ground failure during a seismic event based upon mapped surficial deposits and the depth to the areal groundwater table. The project site is not currently mapped for potential liquefaction hazard by the CGS. However, as noted in the City's General Plan, Clearlake contains soils that are susceptible to liquefaction during a seismic event. Therefore, the project site could be located on a geologic unit or soil that is susceptible to liquefaction, and a potential substantial adverse effect could occur. <u>iv) Landslides</u> According to the City's General Plan, the threat of seismically induced landslides in and around the City of Clearlake is low due to the gentle topography of much of the incorporated area. The City of Clearlake is classified by the CGS as being in landslide risk areas 1 and 2, which are the least hazardous landslide areas. In addition, due to the relatively level topography of the project site and general surrounding area, the potential for slope instability is considered low. Thus, landslides are not likely to occur on- or off-site as a result of the proposed project. <u>Conclusion</u> Based on the above, the proposed project would not result in impacts associated with earthquake faults, seismic ground shaking, or landslides. However, the project site could contain potentially liquefiable soils. As such, Mitigation Measure GEO-1 would be required to ensure impacts are reduced to a less-than-significant level. <u>Mitigation Measures:</u> GEO-1: Prior to approval of any grading permits, a Geotechnical Analysis shall be conducted by a California Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following: • Road, pavement, and parking area design.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							• Structural foundations, including retaining wall design (if applicable). • Grading practices. • Erosion/winterization. • Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and • Slope stability. GEO-2: All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official/Building Inspector, and a licensed/qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design.
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. The project site would be graded for project development, and approximately 1,300 cubic yards of soil would be imported to the project site during grading activities. As such, during construction, the project applicant shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. All grading measure shall adhere to all Federal, State and local agency requirements. Therefore, to ensure impacts related to the Geology and Soils are minimized, the following mitigation measures shall be implemented. <u>Mitigation Measures:</u> GEO-3: Prior to any ground disturbance and/or operation, the applicant shall submit Erosion Control and Sediment Plans to the Community Development Department for review and approval. The project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system. GEO-4: Prior to any ground disturbance, the project applicant shall submit and obtain a Grading Permit from the Community Development in accordance with the City of Clearlake Municipal Code. GEO-5: The project applicant shall monitor the site during the rainy season including post-installation, application of BMPs, erosion control maintenance, and other improvements as needed. Measures shall be maintained for life of the project and replaced/repared when necessary.
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. Potential impacts related to landslides and liquefaction are discussed in Question VII-a, above. As such, the proposed project's potential effects related to lateral spreading, and subsidence are discussed below. <u>Lateral Spreading</u> Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain any open faces that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low. <u>Subsidence/Settlement</u> Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							According to the City's General Plan, unconsolidated or water saturated soils along drainages and the lake shore are most likely to be affected by settlement. However, the project site is not located along a drainage or within close proximity to the lake shore. Therefore, the potential for subsidence/settlement to pose a risk to the proposed development is relatively low. In addition, the project shall incorporate Best Management Practices (BMPs) consistent with the City Code and the State Storm Water Drainage Regulations to the maximum extent practicable to prevent and/or reduce discharge of all construction or post-construction pollutants into the local storm drainage system.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐	☐	☐	Less Than Significant Impact with Mitigation. According to the City's General Plan, some soil types within the City are expansive and will shrink and swell in response to moisture. In addition, according to the USDA soil survey, development within the project site is somewhat to very limited due to the shrink-swell potential of soils within the project site. The project would adhere to all Federal, State and local agency requirements, including all requirements in the City of Clearlake's Municipal Code(s). However, given that the project site contains potentially expansive soils, Mitigation Measure GEO-4 would be required to ensure impacts are reduced to a less-than-significant level. Mitigation Measures: All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5.
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☐	☒	No Impact. The proposed project would include connection to the existing public sewer infrastructure. As such, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, no impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. Disturbance of paleontological resources or unique geologic features is not anticipated. However, if a previously unknown unique paleontological resource or unique geological feature is encountered during construction activities, the proposed project could result in a disturbance of such resources. Nonetheless, the potential impact would be reduced to less than significant with the incorporated mitigation measures CUL-1 and CUL-2. Mitigation Measures: All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5 and CUL-1 through CUL-4.
SECTION VIII. GREENHOUSE GAS EMISSIONS <i>Would the project:</i>							
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts. Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO_{2e}/yr). A number of regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and Senate Bill (SB) 32. In 2005, Governor Schwarzenegger signed Executive Order S-3-05, which sets forth a target of 1990 levels by 2020, and a long-term target of 80 percent below 1990 levels by 2050. AB 32 (California Global Warming Solutions Act of 2006) codifies the statewide GHG emissions reduction target of 1990 levels by 2020 included in Executive Order S-3-05. Thereafter, in 2016, SB 32 built upon AB 32 by establishing a transitional reduction target of 40 percent below 1990 levels by 2030. As discussed under Section III, Air Quality, for the analysis within this IS/MND, based on the recommendation of the LCAQMD, the City has elected to use the BAAQMD's thresholds of significance for GHG emissions, which were specifically crafted to indicate consistency with AB 32. By using the BAAQMD thresholds of significance for GHG, the City would comply with Section 15064.4(b)(3) of the CEQA Guidelines, which suggests that lead agencies consider the extent that the project would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions. On April 20, 2022, BAAQMD adopted updated thresholds of significance for climate impacts, which included a qualitative approach to assessing GHG impacts. However, the LCAQMD has indicated a preference to continue assessing GHG impacts quantitatively. In addition, according to BAAQMD Resolution No. 2022-06 adopting the CEQA thresholds, the newly adopted thresholds of significance are not applicable to projects that initiated the CEQA process prior to April 20, 2022, such as the proposed project, including the proposed project. As such, for the purposes of the analysis included herein, and consistent with guidance from the LCAQMD and the BAAQMD 2017 CEQA Guidelines, the GHG emissions threshold of significance used in this analysis is whether the proposed project would result in operational GHG emissions in excess of the following: • 1,100 MTCO_{2e}/yr; or • 4.6 MTCO_{2e}/capita/yr. As noted above, the foregoing thresholds are specific to AB 32. SB 32 requires that statewide emissions be reduced by an additional 40 percent beyond the AB 32 reduction goal by the year 2030; therefore, it is reasonable to assume that in order to meet the reduction targets of SB 32, a proposed project would be required to reduce emissions by an additional 40 percent beyond the emissions reductions currently required by BAAQMD for compliance with AB 32. Assuming a 40 percent reduction from the BAAQMD targets which demonstrate compliance with AB 32, a proposed project would be in compliance with SB 32 if the project's emissions do not exceed 660 MTCO_{2e}/yr. The proposed project's GHG emissions were quantified with CalEEMod using the same assumptions as presented in the Air Quality section of this IS/MND, and compared to the thresholds of significance noted above. All CalEEMod results are included in Attachment A to this IS/MND. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the proposed project's construction GHG emissions have been estimated. The CalEEMod emissions estimates prepared for the proposed project determined that unmitigated project construction would result in total emissions of 273 MTCO_{2e} over the course of the project construction period.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																						
							The estimated maximum annual GHG emissions related to operations of the proposed project are presented in Table 5 below. As shown in Table 5, the project's maximum annual unmitigated operational GHG emissions were estimated to be approximately 551 MTCO₂e/yr. Thus, implementation of the proposed project would result in operational emissions below the 1,100 MTCO₂e/yr threshold of significance for GHG emissions, as well as the adjusted SB 32 threshold of 660 MTCO₂e/yr. <table border="1"> <caption>Table 5 Unmitigated Operational GHG Emissions</caption> <thead> <tr> <th>Source</th> <th>GHG Emissions (MTCO₂e/yr)</th> </tr> </thead> <tbody> <tr> <td>Area</td> <td>0.71</td> </tr> <tr> <td>Energy</td> <td>107</td> </tr> <tr> <td>Mobile</td> <td>414</td> </tr> <tr> <td>Waste</td> <td>12.8</td> </tr> <tr> <td>Water</td> <td>3.19</td> </tr> <tr> <td>Refrigerants</td> <td>12.5</td> </tr> <tr> <td>Total GHG Emissions</td> <td>551</td> </tr> <tr> <td>BAAQMD Threshold</td> <td>1,100</td> </tr> <tr> <td>Adjusted SB 32 Threshold</td> <td>660</td> </tr> <tr> <td>Exceeds Thresholds?</td> <td>NO</td> </tr> </tbody> </table> <i>Source: CalEEMod, August 2022 (see Attachment A).</i> Based on the above, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be considered less-than-significant.	Source	GHG Emissions (MTCO ₂ e/yr)	Area	0.71	Energy	107	Mobile	414	Waste	12.8	Water	3.19	Refrigerants	12.5	Total GHG Emissions	551	BAAQMD Threshold	1,100	Adjusted SB 32 Threshold	660	Exceeds Thresholds?	NO
Source	GHG Emissions (MTCO ₂ e/yr)																												
Area	0.71																												
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Exceeds Thresholds?	NO																												
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. See Question VIII-a, above.																						
SECTION IX. HAZARDS AND HAZARDOUS MATERIALS <i>Would the project:</i>																													
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. Hotel developments are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. On-site maintenance may involve the use of common cleaning products, fertilizers, and herbicides, any of which could contain potentially hazardous chemicals, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount anticipated to be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. While transportation of hazardous materials could occur along the proposed roadway extension, the number of vehicles transporting hazardous materials within the City of Clearlake would not increase as a result of the proposed project. In addition, the majority of vehicles expected to travel along the proposed roadway extension are anticipated to be passenger vehicles, which typically do not transport hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a less-than-significant impact would occur.																						
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. The project site is vacant and consists primarily of ruderal vegetation and wooded areas in the northern portion, and previously disturbed areas in the southern portion. Known hazards (e.g., underground storage tanks, abandoned wells, structures containing lead-based paint or asbestos) are not located on-site. According to the California Department of Toxic Substances Control Envirostor Database, hazardous material sites do not exist at the project site or in the project vicinity.																						

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local Town ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. As discussed above, during project operation, hazardous materials use would be limited to landscaping products such as fertilizer and pesticides/herbicides. Such chemicals would be utilized in limited quantities according to label instructions. Because the proposed project would involve limited use of hazardous materials, primarily limited to the construction phase of the project, during which the contractor would be required to adhere to all relevant guidelines and ordinances regulating the handling, storage, and transportation of hazardous materials, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a less-than-significant impact would occur.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☐	☒	No Impact. Schools are not located within one-quarter mile of the project site. The nearest school is Clearlake Creativity School, located approximately 0.7-mile south of site. Therefore, the proposed project would result in no impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☐	☒	No Impact. The California Environmental Protection Agency provides a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The project site is not located on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, which is a component of the Cortese List. The other components of the Cortese List include the list of leaking underground storage tank sites from the SWRCB's GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. The project site is not located on any of the aforementioned components of the Cortese List. Thus, the project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and no impact would occur.
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☐	☐	☒	No Impact. The nearest airport to the site is Lampson Field Airport, which is located approximately 22 miles west of the site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, no impact would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.
f) Impair implementation of or physically interfere with an adopted emergency response	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. The project would not impair or interfere with an adopted emergency response or evacuation plan. The project has been reviewed by the Lake County Department of Environmental Health, Lake County Special Districts, City of Clearlake Police Department, City of Clearlake's Community Development Department (Building, Public Works, Planning), and the Local Fire Protection

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
plan or emergency evacuation plan?							District/CalFire for consistency with access and safety standards. The City of Clearlake did not receive any adverse comments. During operation, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. The project would not substantially alter existing circulation systems in the surrounding area. Rather, the proposed roadway extension would have the potential to provide an additional evacuation route in the event of an emergency. As a result, the project would have a less-than-significant impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. Issues related to wildfire hazards are further discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within a Very High Fire Hazard Severity Zone. Additionally, the proposed project would be required to comply with all applicable requirements of the California Fire Code through the installation of fire sprinkler systems, fire hydrants, and other applicable requirements. The primarily developed nature of the area surrounding the project site generally precludes the spread of wildfire to the site. Thus, the potential for wildland fires to reach the project site would be low. Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a less-than-significant impact would occur.
SECTION X. HYDROLOGY AND WATER QUALITY <i>Would the project:</i>							
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality. The State Water Resources Control Board (SWRCB) regulates stormwater discharge associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Given that the proposed project would disturb more than one acre of land, the proposed construction activities would be subject to applicable SWRCB regulations. For example, the project shall comply the Statewide Construction General Permit No. 2009-009-DWQ (or most current permit). Prior to grading permit issuance, the applicant shall provide the Waste Discharger Identification (WDID) number issued by the SWRCB, and prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. Compliance with State regulations, including implementation of a SWPPP, would ensure that construction activities associated with the proposed project would not adversely affect water quality. Additionally, the City's Stormwater Management Ordinance (Chapter 14 of the Clearlake Municipal Code) includes regulations and requirements to prevent, control, and reduce stormwater pollutants within the City. The City of Clearlake requires all development projects to use BMPs to treat runoff and ensure that the water quality of the drainage systems within the City is not adversely impacted. Temporary construction phase BMPs may include, but are not limited to, silt fencing, straw wattles, staging areas, tree protection fencing, dust control, and other miscellaneous provisions as required by the regulatory agencies. BMPs would ensure that water quality is not degraded during the construction of the proposed project.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							The proposed project would not involve operations typically associated with the generation or discharge of polluted water. Following project buildout, disturbed areas of the site would be largely covered with impervious surfaces and topsoil would no longer be exposed. Given that the project site is currently undeveloped, development of the proposed project would result in an increase of impervious surfaces on-site. However, stormwater runoff from the new impervious surfaces within the project site would flow into the proposed stormwater drainage system, as well as landscaped areas on-site. During operation, the project would comply with all relevant water quality standards and waste discharge requirements, and would not degrade water quality. Permanent BMPs may include soil stabilization, revegetation, and landscaping of all non-hardscaped disturbed areas of the project site. Based on the above, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Thus, a less-than-significant impact would occur.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Potable water service for the proposed project would be provided by HMWC. According to a 2021 Drought Contingency Plan prepared by the HMWC, the sole source of water supply for distribution is treated surface water from Clear Lake. As a result, any increase in water demand associated with the proposed project would be primarily met through surface water supply, rather than groundwater. According to the City's General Plan, the City of Clearlake is located within the Burns Valley and Clear Lake Cache Formation groundwater basins. However, the project site represents a relatively small area compared to the overall surface area of the groundwater basins. In addition, a portion of the runoff from the proposed impervious surfaces would percolate through the on-site landscaped areas and recharge the basins. Therefore, any new impervious surfaces associated with the proposed project would not interfere substantially with groundwater recharge within the area. Based on the above, the proposed project would result in a less-than-significant impact with respect to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge, or conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i) result in substantial erosion or siltation on-site or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide	☐	☐	☐	☐	☒	☐	ci-ciii) Less than Significant Impact. The proposed project would include development of the project site with a hotel, meeting hall, parking lot and associated improvements, as well as the extension of 18th Avenue to connect SR 53 to Old Highway 53. As discussed above, the project site is currently undeveloped and does not contain any impervious surfaces. Therefore, development of the proposed project would result in an increase in impervious surfaces on the project site, which would alter the existing drainage pattern of the site and would result in increased stormwater runoff. However, as discussed above, projects that disturb over one acre of land, including the proposed project, are subject to the NPDES General Permit. The SWPPP required under the NPDES General Permit would prevent substantial on-site erosion and siltation. In addition, a new storm drainage system would be developed within the hotel site, which would provide new storm drain lines throughout the paved areas on-site that would ultimately drain into the new storm drain line within the 18th avenue extension. The various landscaped areas on-site would also provide opportunities for the infiltration of stormwater. The City of Clearlake has been designated as a regulated small MS4 because the City's storm runoff discharges to a sensitive water body (Clear Lake). As such, the proposed project would be subject to the standards established in the MS4 permit, which would require that post-development peak stormwater runoff discharge rates not exceed the estimated pre-development rate. Therefore, the proposed project would not exceed the capacity of existing storm drain infrastructure, cause flooding on- or off-site, or result in off-site erosion or siltation after development of the site, and a less-than-significant impact would occur. civ) Less than Significant Impact. Based on the Federal Emergency Management Act (FEMA) Flood Insurance Rate Map (FIRM) Panel 06033C0684D, the project site is shown as being located in Zone X, an area of minimal flood hazard. As such, the proposed project would not include development within a Special Flood Hazard

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
substantial additional sources of polluted run-off; or iv) impede or redirect flood flows?							Area and would not be subject to project-specific design features related to flood hazards. Therefore, development of the proposed project would not impede or redirect flood flows.
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. As discussed above, development of the project would not impede or redirect flood flows. Tsunamis are defined as sea waves created by undersea fault movement. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located near the shore of Clear Lake, and, therefore, would not be susceptible to impacts from seiches due to seismic activity.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. The project would not conflict with or obstruct any water quality or groundwater management plans. Additionally, to control runoff, the proposed project would be required to incorporate appropriate BMPs consistent with the City's Municipal Code and State Storm Water Drainage Regulations to prevent or reduce discharge of all construction and post-construction pollutants into the local storm drainage system. See Questions X-a and X-b, above for further discussion.
SECTION XI. LAND USE AND PLANNING <i>Would the project:</i>							
a) Physically divide an established community?	☐	☐	☐	☐	☐	☒	No impact. A project risks dividing an established community if the project would introduce infrastructure or alter land uses so as to change the land use conditions in the surrounding community, or isolate an existing land use. Currently, the project site is vacant. Surrounding existing uses include single-family residences to the north, east, and west; a convenience store to the southwest, across Old Highway 53; the former Pearce Airport site to the south; and a storage facility further east. The project would not isolate an existing land use. In addition, the proposed roadway extension would provide a new connection for the residents of Clearlake to travel from SR 53 to Old Highway 53. Therefore, the proposed project would not physically divide an established community.
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. The project site is currently designated Commercial per the City's General Plan and is zoned GC, General Commercial. According to the General Plan, anticipated uses for the Commercial designation include retail trade, commercial services, entertainment, restaurants, fast food, and other commercial uses permitted under the Zoning Code. Hotels are a permitted use within the GC zoning district. Additionally, the applicant has applied for a conditional use permit to allow the onsite sales and consumption of alcoholic beverages associated with the hotel development pursuant to Section 18-19.110 of the City Municipal code/Zoning Ordinance. As such, the project would be consistent with the site's current land use and zoning designations. As discussed throughout this Initial Study, the proposed project would not result in any significant environmental effects that cannot be mitigated to a less-than-significant level by the mitigation measures provided herein. In addition, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the City's noise standards, applicable SWRCB regulations related to stormwater, and standards set within the City of Clearlake General Plan and General Plan EIR. Therefore, the proposed project would not cause a significant environmental impact in excess of what has already been analyzed and anticipated in the General Plan EIR, and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
SECTION XII. MINERAL RESOURCES <i>Would the project:</i>							
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☐	☒	No Impact. According to the City's General Plan, the only active mining taking place within city limits is aggregate mining. However, aggregate mineral resources or other mineral resources of State or local significance are not mapped within the City of Clearlake. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☐	☐	☒	No Impact. See Question XII-a, above.
SECTION XIII. NOISE & VIBRATIONS <i>Would the project:</i>							
a) Generate construction noise levels that exceed the Noise Ordinance exterior or interior noise standards at residential properties during the hours that are specified in the City's General Plan Noise Element?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation Measures. Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive receptors include existing single-family residences, located approximately 65 feet east, and 150 feet west, of the project site. Table 7.2 of the City's General Plan establishes maximum non-transportation interior and exterior noise level standards for residential land uses within the City. As shown in the table, the City has established a maximum interior noise level standard of 55 decibels (dB) equivalent continuous sound level (L_{eq}) for residential uses, and maximum exterior noise level standards of 55 dB L_{eq} during daytime (7:00 AM to 10:00 PM) hours, and 45 dB L_{eq} during nighttime (10:00 PM to 7:00 AM) hours. As established in Policy NO 1.5.1 of the City's General Plan, for projects that are required by CEQA to analyze noise impacts, a significant impact may occur regarding stationary and non-transportation noise sources if the project results in an exceedance of the noise level standards contained above, or the project would result in an increase in ambient noise levels by more than 3 dB, whichever is greater. In addition, where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in roadway noise levels would be considered significant; where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in roadway noise levels would be considered significant; and where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB L_{dn} increase in roadway noise levels would be considered significant. It should be noted that the standards included in the City's General Plan do not apply to construction activities which are conducted according to City regulations. City regulations for construction activities are contained in Section 5-4 of the Clearlake Municipal Code. As noted therein, noise in excess of 65 dB at a distance within 50 feet of any dwelling or transient accommodation shall not be produced between the hours of 7:00 AM and 10:00 PM, except, pursuant to permission granted by the Building Official in any case where a building permit has been obtained, or by the City Engineer in any case where public work not requiring a building permit is being performed, construction equipment may be operated during daylight hours which produces noise up to a level of 80 dB when measured at a distance of 100 feet from the source. According to the General Plan, compliance

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																								
							with the City’s construction requirements would be sufficient to reduce construction-related noise impacts to a less than significant level. The following sections provide an analysis of potential noise impacts associated with construction and operation of the proposed project. <u>Construction Noise</u> Heavy-duty equipment would be used during construction of the proposed project, which would result in temporary noise level increases. Project haul truck traffic on local roadways would also result in a temporary noise level increase during construction activities. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and haul trucks would be used on-site. Table 6 shows maximum noise levels associated with typical construction equipment. <table><tr><th colspan="2">Table 6 Construction Equipment Noise</th></tr><tr><th>Type of Equipment</th><th>Maximum Level, dB at 50 feet</th></tr><tr><td>Backhoe</td><td>78</td></tr><tr><td>Compactor</td><td>83</td></tr><tr><td>Compressor (air)</td><td>78</td></tr><tr><td>Concrete Saw</td><td>90</td></tr><tr><td>Dozer</td><td>82</td></tr><tr><td>Dump Truck</td><td>76</td></tr><tr><td>Excavator</td><td>81</td></tr><tr><td>Generator</td><td>81</td></tr><tr><td>Jackhammer</td><td>89</td></tr><tr><td>Pneumatic Tools</td><td>85</td></tr></table> <i>Source: Federal Highway Administration, Roadway Construction Noise Model User’s Guide, January 2006.</i> Based on the table, activities involved in typical construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet. As noted previously, the construction noise standards established in the Clearlake Municipal Code allow noise levels up to 65 dB within 50 feet of any single-family residential uses. As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. The nearest single-family residence to the east would be approximately 65 feet from the eastern boundary of the project site. As such, construction noise levels associated with the proposed project would be slightly less than the noise levels presented Table 6; however, noise levels would still be above the noise standards established in the City’s Municipal Code. It should be noted that if permission is granted by the Building Official in any case where a building permit has been obtained, or by the City Engineer in any case where public work not requiring a building permit is being performed, construction equipment operated during daylight hours is would be allowed to produce noise up to a level of 80 dB when measured at a distance of 100 feet from the source. The construction equipment at the project site would generate noise levels within 80 dB when measured at a distance of 100 feet from the source, and, thus, would be allowed if permission is granted by the Building Official or City Engineer. However, as permission has not yet been granted, the relevant standard would be the City’s 65 dB standard for noise levels within 50 feet of any single-family residential uses Based on the above, noise levels at the nearest sensitive receptors would be reduced from the noise levels presented in Table 6, but would exceed the noise level thresholds that have been established by the City’s Municipal Code. Therefore, the	Table 6 Construction Equipment Noise		Type of Equipment	Maximum Level, dB at 50 feet	Backhoe	78	Compactor	83	Compressor (air)	78	Concrete Saw	90	Dozer	82	Dump Truck	76	Excavator	81	Generator	81	Jackhammer	89	Pneumatic Tools	85
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IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							use of noise-dampened equipment would be required during project construction to ensure that a substantial temporary or periodic increase in ambient noise levels in the project vicinity associated with construction of the proposed project would not occur. <u>Operational Noise</u> The following includes a discussion of impacts associated with noise generated by the proposed hotel and roadway extension. <u>Hotel Operations</u> Operations associated with the proposed hotel would generate noise primarily associated with the on-site meeting hall and rooftop heating, ventilation, and air conditioning (HVAC) units, as well as traffic noise generated by the proposed project. As discussed above, the on-site meeting hall would operate between the hours of 8:00 AM at the earliest to midnight at the latest and would be used for events, including, but not limited to tradeshow, weddings, and conferences. However, events would occur primarily indoors, with the exception of an outdoor patio which would allow for the use of low amplified music until 9:00 PM. The nearest sensitive receptors would be located approximately 170 feet west and 412 feet east of the meeting hall. According to a Noise Study prepared for Placer County which assessed typical sound levels for outdoor events, the typical noise levels generated from a smaller event with amplified speech and music at a distance of 50 feet were 72 dB Leq. As discussed above, the City's maximum interior and daytime exterior noise level standard for residential uses is 55 dB, and the maximum exterior noise level standards during nighttime hours is 45 dB. However, according to Table 7.2 of the City's General Plan, the exterior noise levels shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises (e.g., humming sounds, outdoor speaker systems). As such, the exterior noise level standards would be adjusted to 50 dB and 40 dB during daytime and nighttime hours, respectively. According to the aforementioned Noise Study, in order for amplified speech/music to be within the 50 dB Leq noise contour, a 550-foot distance between the event and the sensitive receptor would be required. Given that the nearest sensitive receptors are located within 550 feet of the outdoor patio of the meeting hall, outdoor noise associated with events would exceed the City's daytime noise level standard of 50 dB Leq for residential uses. It should be noted that because music would not occur past 9:00 PM, nighttime noise impacts associated with the proposed meeting hall are not anticipated to occur. Nonetheless, because the City's daytime noise level standard of 50 dB Leq for residential uses would be exceeded at the nearest sensitive receptors, Mitigation Measure NOI-2 would be required to ensure impacts associated with the on-site meeting hall are less-than-significant. The proposed project would include roof-top mechanical equipment, such as HVAC systems. Information regarding the type and size of the mechanical equipment units to be used in the project is not currently available. However, typical air conditioning units and heat pumps range from approximately 50 to 60 dBA Leq at a distance of 50 feet. While the nearest residence to the project site is located approximately 70 feet from the eastern project boundary, the proposed hotel building is centrally located within the site. Therefore, the nearest residence would be located approximately 230 feet from the rooftop HVAC equipment. As discussed above, noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Therefore, the HVAC equipment noise is not expected to exceed the City's maximum interior noise level standard of 55 dB for residential uses, or maximum exterior noise level standards of 55 dB during daytime (7:00 AM to 10:00 PM) hours, and 45 dB during nighttime (10:00 PM to 7:00 AM) hours. According to the Transportation Impact Study (TIS) prepared for the proposed project, traffic generated by the proposed project would result in approximately 599 daily trips. As shown in Figure 4.12-1(d) of the General Plan EIR, Year 2040 ambient noise level conditions within the project area would be approximately 60

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							to 65 dB L_{dn}, upon full buildout of the General Plan; therefore, the threshold of significance for traffic noise level increases attributable to the proposed project would be 3 dB. Generally, a doubling in traffic volumes is required to increase traffic noise levels by 3.0 dB. According to the General Plan EIR, daily traffic volumes along SR 53 range from 19,000 vehicles per day near the southern end of the roadway to 10,000 vehicles per day near SR 20. Given the relatively small number of trips generated by the proposed project, a reasonable assumption can be made that the proposed project would not be expected to double traffic volumes on local roadways. Thus, the proposed project would not substantially increase traffic noise in the project vicinity. In addition, because the proposed project is consistent with the site's current land use and zoning designation, traffic noise level increases associated with commercial development on the project site have been previously anticipated by the City. <u>Roadway Extension Operations:</u> Operations associated with the proposed roadway extension would generate noise associated with vehicle traffic. However, as discussed above, traffic generated by the proposed project would result in approximately 599 daily trips, which would not substantially increase traffic noise in the project vicinity. In addition, according to the Clearlake General Plan, most streets within the City of Clearlake are considered local streets, which are defined as streets that have two lanes and provide access for smaller residential subdivisions which are characteristic of low speed, low-capacity roads that provide direct access to adjacent land uses and are typically meant only for local, as opposed to through traffic. The 18th Avenue extension would be considered a local street, and thus, would not be expected to experience a substantial amount of traffic beyond what is anticipated for the proposed hotel. Furthermore, the nearest sensitive receptor to the proposed roadway would be the single-family residences located approximately 250 feet north of the site. As discussed above, the noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Therefore, traffic noise levels generated by the proposed roadway extension would be substantially reduced at the nearest sensitive receptors. As such, the proposed roadway extension would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and a less-than-significant impact would occur. <u>Mitigation Measures:</u> NOI-1: Permanent potential noise sources such as, generators used for power shall be designed and located to minimize noise impacts to surrounding properties. NOI-2: During construction noise levels shall not exceed 65 decibels within fifty (50) feet of any dwellings or transient accommodations between the hours of 7:00 AM and 6:00 PM. This threshold can be increased by the Building Inspector or City Engineer have approved an exception in accordance with Section 5-4.4(b)(1) of the City Code. An exception of up to 80 decibels may be approved within one hundred (100) feet from the source during daylight hours. Project is expected to result in less than significant impacts with regards to noise and vibration.
b) Generate a substantial temporary (non- construction) or permanent increase in vibration at existing sensitive receptors in	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.																														
the vicinity of the project site?							Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7, which was developed by Caltrans, shows that the vibration levels that would normally be required to result in damage to structures range from 0.2 to 0.6 in/sec PPV. <table><tr><th colspan="4">Table 7 Effects of Vibration on People and Buildings</th></tr><tr><th colspan="2">PPV</th><th rowspan="2">Human Reaction</th><th rowspan="2">Effect on Buildings</th></tr><tr><th>mm/sec</th><th>in/sec</th></tr><tr><td>0.15 to 0.30</td><td>0.006 to 0.019</td><td>Threshold of perception; possibility of intrusion</td><td>Vibrations unlikely to cause damage of any type</td></tr><tr><td>2.0</td><td>0.08</td><td>Vibrations readily perceptible</td><td>Recommended upper level of the vibration to which ruins and ancient monuments should be subjected</td></tr><tr><td>2.5</td><td>0.10</td><td>Level at which continuous vibrations begin to annoy people</td><td>Virtually no risk of “architectural” damage to normal buildings</td></tr><tr><td>5.0</td><td>0.20</td><td>Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)</td><td>Threshold at which there is a risk of “architectural” damage to normal dwelling – houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage</td></tr><tr><td>10 to 15</td><td>0.4 to 0.6</td><td>Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges</td><td>Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage</td></tr></table> Source: Caltrans. <i>Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.</i> The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. The primary vibration-generating activities associated with the proposed project would occur during grading, placement of underground utilities, and construction of foundations. Although noise and vibration associated with the construction of the project would add to the noise and vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed on-site drive aisles and parking areas. However, at a distance of 26 feet or greater, vibration levels from such equipment would be below the 0.20 in/sec threshold recommended by Caltrans. The proposed construction activities would occur at a distance of approximately 70 feet from the nearest existing single-family residence to the east. According to the vibration levels shown in Table 8, groundborne vibration at the nearest receptor would be below the 0.20 in/sec PPV threshold established by Caltrans for architectural damage to buildings. Therefore, the proposed project would not expose people to or	Table 7 Effects of Vibration on People and Buildings				PPV		Human Reaction	Effect on Buildings	mm/sec	in/sec	0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type	2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected	2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings	5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling – houses with plastered walls and ceilings. 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							generate excessive groundborne vibration or groundborne noise levels and a less-than-significant impact would occur. <table border="1"> <caption>Table 8 Vibration Levels for Various Construction Equipment</caption> <thead> <tr> <th>Type of Equipment</th> <th>PPV at 25 feet (in/sec)</th> <th>PPV at 50 feet (in/sec)</th> <th>PPV at 100 feet (in/sec)</th> </tr> </thead> <tbody> <tr> <td>Large Bulldozer</td> <td>0.089</td> <td>0.031</td> <td>0.011</td> </tr> <tr> <td>Loaded Trucks</td> <td>0.076</td> <td>0.027</td> <td>0.010</td> </tr> <tr> <td>Small Bulldozer</td> <td>0.003</td> <td>0.001</td> <td>0.000</td> </tr> <tr> <td>Auger/drill Rigs</td> <td>0.089</td> <td>0.031</td> <td>0.011</td> </tr> <tr> <td>Jackhammer</td> <td>0.035</td> <td>0.012</td> <td>0.004</td> </tr> <tr> <td>Vibratory Hammer</td> <td>0.070</td> <td>0.025</td> <td>0.009</td> </tr> <tr> <td>Vibratory Compactor/roller</td> <td>0.210</td> <td>0.074</td> <td>0.026</td> </tr> </tbody> </table> <i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>	Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)	Large Bulldozer	0.089	0.031	0.011	Loaded Trucks	0.076	0.027	0.010	Small Bulldozer	0.003	0.001	0.000	Auger/drill Rigs	0.089	0.031	0.011	Jackhammer	0.035	0.012	0.004	Vibratory Hammer	0.070	0.025	0.009	Vibratory Compactor/roller	0.210	0.074	0.026
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Auger/drill Rigs	0.089	0.031	0.011																																				
Jackhammer	0.035	0.012	0.004																																				
Vibratory Hammer	0.070	0.025	0.009																																				
Vibratory Compactor/roller	0.210	0.074	0.026																																				
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels and generate excessive ground borne vibration?	☐	☐	☐	☐	☐	☒	No Impact. The nearest airport to the site is Lampson Field Airport, which is located approximately 22 miles west of the site. As such, the project site is not located within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport or public use airport. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels or excessive ground borne vibration.																																
SECTION XIV. POPULATION AND HOUSING <i>Would the project:</i>																																							
a) Induce substantial unplanned population growth in an area, either directly or indirectly?	☐	☐	☐	☐	☐	☒	No Impact. The proposed project would include the development of a hotel and roadway extension on a site that is currently designated for commercial uses. Given that the project would not include any residential development, the project would not directly induce population growth. While the proposed project would include the creation of new jobs, which could potentially result in an increase in the housing demand in the area, such an increase would be minimal due to the relatively small scale of the proposed project. In addition, given that the project is consistent with the site's current land use and zoning designations, potential growth associated with development of the site has been anticipated by the City and analyzed in the City of Clearlake General Plan EIR.																																
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☐	☒	No Impact. The proposed project would not result in the destruction of any permanent or temporary residences. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere.																																
SECTION XV. PUBLIC SERVICES <i>Would the project:</i>																																							
Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for	☐	☐	☐	☐	☒	☐	a-b) Less Than Significant Impact. Fire protection services are currently provided to the site by the Lake County Fire Department (LCFPD). The nearest fire station to the project site is Station #71, located approximately 0.7 miles from the project site by way of Old Highway 53. The City of Clearlake Police Department provides police protection services at the project site. The City's Police Department headquarters is located at 14050 Olympic Drive, approximately 2.7 miles from the project site.																																

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: a) Fire Protection? b) Police Protection? c) Schools? d) Parks? e) Other public facility?							The General Plan EIR determined that implementation of General Plan goals, policies, and actions would ensure that build-out of the General Plan would result in a less than significant impact with respect to fire and police protection services. Furthermore, new or expanded fire protection facilities would not be required as a result of the proposed project. Because the proposed project is consistent with the project site's current General Plan and zoning designations, potential increases in demand for fire and police protection services associated with buildout of the site have been anticipated by the City and analyzed in the General Plan EIR. Furthermore, the project would comply with all applicable State and local requirements related to fire safety and security, including installation of fire sprinklers. Compliance with such standards would minimize fire and police protection demands associated with the project. Therefore, the proposed project would have a less-than-significant impact related to the need for new or physically altered fire or police protection facilities, the construction of which could cause significant environmental impacts. c-e) Less Than Significant Impact. The proposed project would not include any residential development and, thus, would not result in population growth such that demand for schools, parks, or other public facilities would increase substantially. In addition, the project would be subject to payment of School Impact Mitigation Development Fees to fund local school services. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[...] legislative or adjudicative act...involving ...the planning, use, or development of real property" (Government Code 65996(b)). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." Furthermore, the project would be subject to payment of the City's park and recreation facility fee in accordance with Chapter 3-8 of the Clearlake Municipal Code. The fee would help to fund expanded park facilities and services within the City. Therefore, the proposed project would have a less-than-significant impact related to the need for new or physically altered schools, parks, or other public facilities, the construction of which could cause significant environmental impacts.
SECTION XVI. RECREATION <i>Would the project:</i>							
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☐	☒	No Impact. The proposed project would include the development of a hotel on a site designated for commercial uses. The proposed project would not result in population growth that could result in increased demand on existing recreational facilities or cause the construction or expansion of recreational facilities.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☐	☒	No Impact. See Question XVI-a, above.
SECTION XVII. TRANSPORTATION <i>Would the project:</i>							
a) Conflict with a program plan, ordinance or policy addressing the circulation system,	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of Senate Bill 743 (2013), PRC Section 21099, subdivision (b)(1),

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
including transit, roadway, bicycle, and pedestrian facilities?							directed the Governor’s Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing “criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.” Please refer to Question XVII-b, below, for a discussion of VMT. A TIS was prepared for the proposed project by W-Trans (Attachment D). The TIS included an assessment of potential project-related impacts on transit, bicycle, and pedestrian facilities within the City, as discussed below. <u>Transit Facilities</u> Lake Transit provides fixed route bus service in the City of Clearlake and throughout Lake County. Lake Transit Route 10 provides loop service throughout the western portion of the City and stops on Old Highway 53 at the location of the proposed intersection with the 18th Avenue Extension. Route 10 operates Monday through Friday with approximately one-hour headways between 5:10 AM and 7:10 PM. Route 11 provides loop service in the central portion of the City and stops on 18th Avenue near the intersection with SR 53. Route 11 operates Monday through Friday between 7:20 AM and 5:20 PM. Dial-a-ride, also known as paratransit, or door-to-door service, is available for residents who are unable to independently use the transit system due to a physical or mental disability. Lake Transit Dial-A-Ride and Flex Stops are designed to serve the needs of individuals with disabilities within Clearlake. Existing stops are within an acceptable walking distance of the site and would be reachable upon completion of the proposed sidewalk improvements, and transit ridership generated by the proposed project could be accommodated by existing transit facilities within the City. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy related to the City’s transit facilities. <u>Bicycle Facilities</u> In the project area, Class II bike lanes exist on Old Highway 53 and segments of 18th Avenue, Phillips Avenue, Dam Road, and Garner Avenue. Additional Class II bike lanes are planned on Boyles Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. As part of the project, Class II bike lanes would be provided on the 18th Avenue Extension. The improvements along 18th Avenue, together with existing bicycle lanes on Old Highway 53 and the planned facilities outlined in the County’s Active Transportation Plan would provide adequate access for bicyclists within the project vicinity. Thus, the proposed project would not conflict with a program, plan, ordinance, or policy related to the City’s bicycle facilities. <u>Pedestrian Facilities</u> Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting and benches. In general, the sidewalk network surrounding the project site is very limited. Sidewalk gaps along connecting roadways impact convenient and continuous access for pedestrians and may present safety concerns in the locations where appropriate pedestrian infrastructure would address potential conflict points. In general, intermittent sidewalks are provided on the west side of Old Highway 53 north of the project site; however, lighting is not provided. In addition, sidewalks are not currently provided on 18th Avenue or along SR 53, though crosswalks with pedestrian phasing

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							and curb ramps exist on all four legs of the signalized intersection of SR 53 and 18th Avenue. Most hotel guests are expected to use a vehicle to reach the project site, though given the proximity of residential uses surrounding the site, a reasonable assumption can be made that some project employees may want to walk, bicycle, and/or use transit to travel between the project site and surrounding areas. Additionally, once the Airport property is redeveloped, a potential exists for substantial pedestrian travel between the hotel and other commercial and restaurant uses within the Airport redevelopment site. Upon construction of sidewalks along both sides of the extension of 18th Avenue, as proposed, the project site would be connected to the existing and planned pedestrian network. A network of sidewalks would also be provided throughout the project site resulting in connected on-site pedestrian circulation. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy related to the City's pedestrian facilities. Conclusion Based on the above, a less than significant impact would occur related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities.
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The City of Clearlake has not yet adopted a policy or thresholds of significance regarding VMT. Nonetheless, the Governor's Office of Planning and Research (OPR) released a Technical Advisory to evaluate transportation impacts pursuant to CEQA, which includes screening thresholds to identify when a lead agency may screen out VMT impacts. In addition, Vehicle Miles Traveled Regional Baseline Study (RBS) was prepared for the Lake Area Planning Council (LAPC). As such, guidance from the OPR Technical Advisory and RBS were used within the TIS prepared for the proposed project by W-Trans (Attachment D) to assess project-related VMT impacts. Many of the recommendations in the RBS are consistent with the OPR Technical Advisory. As recommended by CEQA, each component of the proposed project was assessed individually, considering the employee and guest uses separately, and are discussed in further detail below. Employee VMT VMT impacts associated with employees of the proposed project were assessed based on guidance contained in the both the Technical Advisory and the County's RBS, which indicate that an employee-based project generating vehicle travel that is 15 or more percent below the existing average countywide VMT per worker may indicate a less-than-significant VMT impact. OPR encourages the use of screening maps to establish geographic areas that achieve the 15 percent below regional average thresholds, allowing jurisdictions to screen projects in specific areas from quantitative VMT analysis because impacts can be presumed to be less than significant. The RBS includes a link to a web-based VMT screening tool that can be used to screen employment-based projects that are located in low VMT-generating areas. The tool uses data from the Wine Country Travel Demand Model (WCTDM) to compare the home-based VMT per worker for the Traffic Analysis Zone (TAZ) in which a study parcel is located to the same measure for the County as a whole. The tool projects the Countywide average baseline VMT per worker to be 12.3 miles per day in 2022. A project generating a VMT that is 15 percent or more below this value, or 10.5 miles per employee or less per day, would have a less-than- significant VMT impact.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							The project site is located within TAZ 1915, which is bounded by Spruce Avenue to the west, Victor Street to the north, the proposed 18th Avenue Extension to the south, and Armijo Avenue to the east, and has a baseline VMT per employee of 6.8 miles per day. Because the per capita VMT ratio is below the significance threshold of 10.5 miles per day, the VMT generated by employees of the proposed project would be considered to have a less-than-significant VMT impact. <u>Guest VMT</u> The OPR Technical Advisory does not specifically address hotel or visitor-based uses, indicating that lead agencies may develop their own thresholds for such land use types and allowing assessment on a case-by-case basis. The proposed hotel requires consideration of the project's intended visitor base and where customers would otherwise have stayed if the project were not constructed. Unless a hotel project also includes construction of a major new attraction or convention component, a hotel alone is unlikely to draw new visitors to the County. Rather, the hotel would just redistribute where visitors stay. The shift in travel patterns and VMT is similar to how OPR considers retail uses, in which many types of retail projects may generally be presumed to have a less-than-significant VMT impact because the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and adding new retail uses to the urban fabric often reduces the distances (i.e., the "miles" in VMT) that people need to drive on shopping trips. The City of San Jose was an early adopter of VMT thresholds and has chosen to apply the methodology of treating lodging uses similarly to retail, where small- to mid-sized hotels and other lodging uses can be expected to shift travel patterns rather than generate new VMT and can generally be presumed to have a less-than-significant transportation-related VMT impact. The OPR Technical Advisory notes that retail development including stores less than 50,000 sf can generally be considered local-serving. The proposed hotel would consist of 44,158 sf, with an additional 4,244 sf meeting hall. As a result, the project would be below 50,000 sf and, therefore, would be considered local-serving. The proposed hotel would be operated by Marriott under the "Fairfield Inn" line, which are self-described business hotels. The Fairfield Inn website states the goal of the hotel is to provide "simple, straightforward, and stress-free experiences that the brand is known for." Business hotels are typically chosen out of convenience and proximity to the travelers' destination, and are not considered a destination themselves, as opposed to a resort-style hotel which could be considered a destination. While larger resort hotels have the potential to generate interregional trips specifically for the purpose of visiting the hotel, business hotels typically do not. Further, several other existing hotels are located near Lakeshore Drive to the north of the project site, which indicates that future guests of the proposed hotel would likely shift from staying at one of the other nearby hotels. Finally, the project would be anticipated to generate predominantly business travelers whose travel patterns could reasonably be expected to be similar to employees, which have been identified as having a less-than- significant VMT impact. Given the aforementioned characteristics, W-Trans determined that few, if any, net new hotel guest trips added to the Lake County region would be exclusively attributable to the project. Accordingly, guests of the proposed hotel project would be expected to result in a less-than-significant VMT impact. <u>Conclusion</u> Based on the above, the proposed project is presumed to have a less-than-significant impact on VMT, and the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. The Transportation Impact Analysis prepared for the proposed project included an evaluation of traffic safety issues in terms of the adequacy of sight distance and need for turn lanes at the project access as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							The project site would be accessed through a driveway on the north side of the new 18th Avenue Extension. The driveway would be located approximately 300 feet east of the proposed Old Highway 53/18th Avenue Extension intersection. <u>Sight Distance</u> Sight distances along Old Highway 53 at the proposed intersection with 18th Avenue near J & L Market and along 18th Avenue at the project driveway were evaluated based on sight distance criteria contained in the Caltrans Highway Design Manual. For the posted speed limit of 35 miles per hour (mph) on Old Highway 53, the minimum corner sight distance needed at the proposed intersection is 385 feet. Sight lines were field measured to extend approximately 400 feet in each direction, which is adequate for the posted speed limit. Additionally, adequate stopping sight distances are available for following drivers to notice and react to a preceding motorist slowing to turn right or stopped waiting to turn left onto 18th Avenue. While 18th Avenue does not have a posted speed limit, travel speeds are anticipated to be 25 to 35 mph so a design speed of 35 mph was used to evaluate the adequacy of stopping sight distance at the proposed hotel driveway location. For speeds of 35 mph, the minimum stopping sight distance needed is 250 feet. According to W-Trans, sight lines would extend at least 300 feet in each direction given the straight orientation of 18th Avenue, which would be more than adequate for anticipated travel speeds. <u>Left-Turn Lane Warrants</u> The need for a left-turn lane on the 18th Avenue Extension at the project driveway and on Old Highway 53 at the intersection with the 18th Avenue Extension were evaluated based on criteria contained in the National Cooperative Highway Research Program (NCHRP) Intersection Channelization Design Guide, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the <i>Method for Prioritizing Intersection Improvements</i>. Using Future plus Project volumes, which represent worst-case conditions, the TIS determined that a left-turn lane would not be warranted on the 18th Avenue Extension at the project driveway. However, a left-turn lane would be warranted on Old Highway 53 at the intersection with 18th Avenue. Therefore, the TIS recommended that the intersection be designed to include a southbound left-turn lane on Old Highway 53. As shown on Figure 14 of this Initial Study, the proposed project would include the construction of a left-turn lane, as recommended by the TIS. <u>Left-Turn Lane Design Requirements</u> In order to determine the necessary storage length for the left-turn lane on Old Highway 53, the projected maximum left-turn queue was determined using a methodology contained in Institute of Transportation Engineers (ITE) Estimating Maximum Queue Length at Unsignalized Intersections Report. Under Future plus Project volumes, the maximum southbound left-turn queue on Old Highway 53 would be less than three vehicles. Therefore, the TIS recommended that the storage be based on three passenger vehicles, or 75 feet. <u>Queuing</u> The City of Clearlake does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane where moving traffic would be impeded, or the back of queue into a visually restricted area, such as a blind corner. As presented in the TIS, the existing turn lanes at the SR 53/18th Avenue intersection are expected to have adequate storage capacity to accommodate queuing under all scenarios. Therefore, the proposed project would not be expected to cause any queues to exceed available storage or extend into an adjacent intersection, so the impact is considered less than significant.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Conclusion Based on the above, the proposed project would not result in impacts related to sight distance or queueing. However, a left-turn lane would be warranted on Old Highway 53 at the intersection with 18 th Avenue. Nonetheless, the project would include the construction of a left-turn lane, as recommended by the TIS. Therefore, impacts would be less-than-significant.
d) Result in inadequate emergency access?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. Emergency response vehicles would access the project site from the 18 th Avenue Extension through the project driveway, which would have a width of 30 feet. A 30-foot driveway would be adequate to satisfy the required minimum driveway width of 24 feet set forth in the City of Clearlake's Design and Construction Standards. On-site circulation would include a 25-foot drive aisle, which also exceeds the minimum width of 24 feet. In addition, all aspects of the site including driveway widths and parking lot circulation would be designed in accordance with applicable standards; therefore, access would be expected to function acceptably for emergency response vehicles. While the proposed project would be expected to result in a minor increase in delay for traffic on SR 53 at the 18 th Avenue intersection, emergency response vehicles can claim the right-of-way by using lights and sirens; therefore, the project would be expected to have a nominal effect on emergency response times. It should also be noted that the proposed extension of 18 th Avenue to Old Highway 53 would be expected to shift some trips away from the SR 53 intersections with Lakeshore Drive and Dam Road; therefore, reducing delay at the intersections and potentially improving emergency response times. Further, the new section of 18 th Avenue would be a more direct route to many homes on the west side of SR 53 south of Lakeshore Drive and north of Dam Road so the emergency response times to dwellings in the area would likely be improved. Conclusion: Based on the above, emergency access and on-site circulation are anticipated to function acceptably with incorporation of applicable design standards into the site layout, and traffic from the proposed project is expected to have a less-than- significant impact on emergency response times.
SECTION XVIII. TRIBAL CULTURAL RESOURCES <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>							
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. As discussed in Section V, Cultural Resources, of this IS/MND the Cultural Resource Investigation prepared for the proposed project included a records search and literature review. In addition, in compliance with the City's Native American Tribal Consultation Program, Sub-Terra initiated tribal coordination with the Koi Nation of California to request any information that tribal representatives might provide regarding the cultural significance of the project area, and any interests or concerns the tribe may express regarding the project activity. Representatives of the Koi Nation expressed concern regarding a home that was historically occupied by a tribal member within the project vicinity. However, the home was located approximately 0.2-mile south of the project area. Nonetheless, the tribe asked that the City proceed with all due caution, and to continue coordination with the Koi Nation Tribal Council on all work scheduled for the proposed project. In compliance with AB 52 (Public Resources Code Section 21080.3.1), notification of the project was sent to local tribes by the City of Clearlake. The Habemetotel tribe requested consultation which occurred in March 2022. Although the project area has been subject to a records search and an archeological field survey, and tribal cultural resources were not discovered on the project site, unknown tribal cultural resources have the potential to be uncovered during ground-disturbing activities at the proposed project site. Therefore, the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource. Compliance with Mitigation Measures CUL-1 and CUL-2, as described in Section V, above, would be required to ensure impacts would be less than significant.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							<u>Mitigation Measures:</u> All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5 and CUL-1 through CUL-4.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. See Question XVIII-a, above. <u>Mitigation Measures:</u> All potential impacts have been reduced to less than significant levels with the incorporated mitigation Measures GEO-1 through GEO-5 and CUL-1 through CUL-4.

SECTION XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Require the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, or natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Utilities developed as part of the proposed roadway extension would include water, sewer, and storm drainage by way of an extension of a 10-inch water line, a 6-inch sanitary sewer line, a 10-inch sanitary sewer line, a 12-inch sanitary sewer force main, and storm drain utilities. All utility mains would extend from SR 53 to Old Highway 53. The physical impacts associated with such utility infrastructure have been addressed throughout this IS/MND. All utilities for the proposed hotel would be provided by way of connections to the new utility infrastructure located within the 18th Avenue extensions, as well as existing infrastructure located within the project vicinity. In addition, the proposed project is consistent with the project site's General Plan land use designation, so utility demand for the proposed project has generally been anticipated by the City. Therefore, the proposed project would result in a less-than-significant impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. The proposed project would be served potable water by Highlands Mutual Water Company (HMWC), which services residential and non-residential customers within the central portion of the City of Clearlake. HMWC supplies customers with treated surface water from nearby Clear Lake through the use of four water storage tanks and over 42 miles of pipelines throughout the service area. According to the HMWC 2021 Drought Contingency Plan, the HMWC has implemented a four-stage process to combat drought conditions. The four stages are as follows: • Stage 1 – Voluntary conservation and compliance with State conservation regulations and requirements. Emphasis on community awareness and outreach. • Stage 2 – Initiate mandatory conservation measures (implement of a surcharge for violations must be through a “Water Waste” Urgency Ordinance). • Stage 3 – Through additional Urgency Ordinances, implement additional mandatory conservation measures including but not limited to revised water rates (base and usage) to financially discourage non-essential water use and surcharges for usage over designated threshold.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
							Stage 4 – Implement Urgency Ordinance with stringent consumption tiers, limits, and penalties. The stages are typically seasonal; however, if the HWMC service area experiences additional dry periods, or ongoing capacity issues, the stages could remain in effect for a longer period of time. In 2006, a Water Demand Forecast was prepared for Lake County by the Lake County Watershed Protection District. The Water Demand Forecast was based on information provided in the County's Water Inventory and Analysis report, which analyzed water resources within the County. Based on the Water Demand Forecast, urban water demand was anticipated to increase 81 percent, from 10,900 acre-feet per year in 2000 to 19,738 acre-feet per year by the year 2040. However, the Water Demand Forecast used a high population projection estimate that the City of Clearlake would grow to 20,196 residents by 2040, as compared to the projected population of 18,702 residents anticipated by the City's 2040 General Plan. Therefore, the General Plan EIR concluded that because the County anticipated a much larger population growth than what was anticipated for buildout of the City's General Plan, water purveyors would be prepared to provide services for the City, and with implementation of General Plan policies, which would help to further reduce water consumption within the City, a less-than-significant impact would occur. The proposed project would include development of the project site with a hotel, consistent with the site's current General Plan land use and zoning designations. Given that the project is consistent with the City's General Plan, water demand associated with buildout of the project site with commercial uses has been anticipated by the City and accounted for in regional planning efforts, including the Water Demand Forecast. In addition, the project would comply with Section 18-20.130 of the City's Municipal Code, which contains the City's Water Efficient Landscape Ordinance. Therefore, HMWC would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a less-than-significant impact would occur.
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. The Lake County Sanitation District (LACOSAN) provides wastewater services in the City of Clearlake. The City of Clearlake is within the Southeast Regional Wastewater Collection and Treatment System of the LACOSAN. According to the City's General Plan EIR, full buildout of the General Plan could potentially result in an increased sewer treatment demand at Southeast Regional Wastewater Treatment Plant (SRWTP). The SRWTP has a permitted monthly average wet weather flow of 6.1 million gallons per day (mgd), and a permitted daily maximum wet weather flow of 8.5 mgd; however, wet weather flows typically average between two and three mgd during wet weather months, with a peak flow of 6.2 mgd. Given the available monthly average wet weather capacity of 3.1 mgd, and the maximum wet weather capacity of 2.3 mgd, the General Plan EIR determined that an increase of one mgd that would result from the General Plan buildout could be accommodated without expanded capacity and facilities. The proposed project is consistent with the site's current General Plan land use designation. Thus, the demand for wastewater collection and treatment facilities associated with buildout of the site have been anticipated by the City and analyzed in the General Plan EIR. Conclusion: Based on the above, the City would have adequate capacity to serve the wastewater demand projected for the proposed project in addition to the City's existing commitments, and a less-than-significant impact would occur.
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the	☐	☐	☐	☐	☒	☐	Less than Significant Impact. Solid waste, recyclable materials, and compostable material collection within the project area is provided by Clearlake Waste Solutions. The nearest active landfill to the project site is Eastlake Landfill in Clearlake, California, located approximately 28 miles from the site. The Eastlake Landfill has a daily permitted disposal of approximately 200 tons per day, and a maximum permitted capacity of 6.05 million cubic yards. The Eastlake Landfill is expected to remain active until the year 2023, and has a remaining capacity of approximately

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
attainment of solid waste reduction goals?							2.86 million cubic yards. However, the Lake County Public Services Department is proposing an expansion of the Landfill to extend the landfill's life to approximately the year 2046; increasing the landfill footprint from 35 acres to 56.6 acres. The expansion is proposed to begin in 2023 and will take place in phases, with modules constructed every four to nine years. Pursuant to the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Because the project would only create a temporary increase in the amount of waste during construction activities, the proposed project would not result in a significant impact related to solid waste generation during construction. With respect to operational solid waste generation, the proposed project would not be expected to generate substantial amounts of solid waste due to the relatively small scale of the project. In addition, because the proposed project is consistent with the project site's current General Plan land use and zoning designations, the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, a less-than-significant impact would occur.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. See Question XIX, d, above.
SECTION XX. WILDFIRE <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>							
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒	☐	Less Than Significant Impact. The project site is not located within a Very High Fire Hazard Severity Zone nor within a State Responsibility Area (SRA). Additionally, the proposed project would be required to comply with all applicable requirements of the California Fire Code through the installation of fire sprinkler systems, fire hydrants, and other applicable requirements. The developed nature of the area surrounding the project site generally precludes the spread of wildfire to the site. Thus, the potential for wildland fires to reach the project site would be low. According to the TIS, all study intersections are expected to operate at acceptable Levels of Service under Existing, near-term Baseline, and Future conditions with and without the addition of trips from the proposed project assuming implementation of side-street stop controls at the proposed Old Highway 53/18th Avenue Extension intersection. In addition, the proposed roadway extension would have the potential to provide an additional evacuation route in the event of an emergency. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the	☐	☐	☐	☐	☒	☐	Less than Significant Impact. See Question XX-a, above. The proposed project would not exacerbate wildfire risks and/or expose persons to pollutant concentrations in the event of a wildfire in the area. Additionally, the project would be required to adhere to all Federal, State, and local fire requirements/regulations related to the use of hazardous and/or flammable materials, including all mitigation measures and/or conditions of approval imposed on such use.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
uncontrolled spread of a wildfire?							
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. See Question XX-a, above. All infrastructure would be routinely maintained to ensure all Federal, State, and local agency requirements are being satisfied, including all necessary City Codes and/or regulations. Additionally, the proposed project would not include the installation of any infrastructure (i.e., overhead power lines) that would exacerbate fire risk. Furthermore, the construction of fire breaks or fire access roads which could result in temporary or ongoing impacts to the environment would not be required as part of the proposed project.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐	☒	☐	Less than Significant Impact. See Question XX-a, above. The project site is not located within the direct vicinity of known waterways, nor is the site located within a designated flood zone. Therefore, the risk of flooding/runoff, landslides, slope instability, or drainage changes would not be increased due to the proposed project.
SECTION XXI. MANDATORY FINDINGS OF SIGNIFICANCE							
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. As discussed in Section IV, Biological Resources, of this IS/MND, while the potential exists for special-status plant species, as well as nesting birds and raptors protected by the MBTA, to occur on-site, Mitigation Measures BIO-1 through BIO-4 would ensure that impacts to special-status species would be less than significant. The project site is disturbed and does not contain any known historical resources. However, given that unknown cultural resources have the potential to exist on-site, Mitigation Measures CUL-1 and CUL-2 would ensure that impacts to cultural resources would be less-than-significant. Considering the above, the proposed project would not result in impacts associated with the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with mitigation incorporated, a less-than-significant impact would occur.
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. The proposed project in conjunction with other development within the City of Clearlake could incrementally contribute to cumulative impacts in the project area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations.

IMPACT CATEGORIES*	1	2	3	4	5	6	All determinations need explanation. Reference to documentation, sources, notes and correspondence.
with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)							Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Clearlake, and the project's incremental contribution to cumulative impacts would be less than significant with mitigation incorporated.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐	☐	Less than Significant Impact with Mitigation. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, in addition to the mitigation measures included herein. Additionally, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants and hazardous materials, with mitigation incorporated.

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